Metro

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

Metro

Agenda - Final Revised

Thursday, January 25, 2018

9:00 AM

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

Board of Directors - Regular Board Meeting

Eric Garcetti, Chair
Sheila Kuehl, Vice Chair
James Butts, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer

A written request to address the Board should be submitted to the Board Secretary in person at the meeting prior to the item being called for discussion. Once discussion on an item begins, requests to speak on that item will no longer be accepted.

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

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

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 7, 8, 10, 12, 16, 17, 18, 19, 20, 21, 22, 23, 24, 29, 32, 34, 37, 44 and 45.

CONSENT CALENDAR

2. SUBJECT: MINUTES 2017-0808

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held November 30, 2017.

Attachments: Regular Board Meeting Minutes - November 30, 2017

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0) :

5. SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118 2017-0801

RECOMMENDATION

AUTHORIZE Contract Modification No. 221 (CCO 221) by the California Department of Transportation (Caltrans) for construction contract of Segment 3 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) under Funding Agreement No. MOU.P0008355/8501A/A6, in the amount of $1,589,186.01 within the LOP budget.

7. SUBJECT: METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL CITATION DISTRIBUTION 2017-0820

RECOMMENDATION

RECEIVE AND FILE report on the distribution of Metro ExpressLanes California Highway Patrol (CHP) issued citations.

Attachments: Attachment A - Motion 37.1

Attachment B – Transponder Related Fees, Penalties & Fines' Dist

Attachment C- DOJ Distribution of Criminal/Traffic Fines

Presentation

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

8. SUBJECT: METRO EXPRESSLANES OPERATION AND MAINTENANCE 2017-0717

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) to exercise Option 4.5, Additional Year of Operation and Maintenance (O&M) - Year 5 (from February 24, 2018 to February 23, 2019), Modification No.76 for Contract No. PS0922102333 with Atkinson Contractors, LP (Atkinson) for Metro ExpressLanes Operation and Maintenance in the amount of $3,120,000, increasing the total contract price from $164,257,920 to $167,377,920;

B. AUTHORIZING the CEO to execute Contract Modification No.77 for additional O&M Support Costs for Option Year 5 in the amount of $15,699,569, increasing the total contract price from $167,377,920 to $183,077,489;

C. AUTHORIZING the CEO to negotiate and execute Contract Modification No. 79 for an Occupancy Detection System in the amount not-to-exceed $11,250,000 increasing the total contract price from $183,077,489 to $194,327,489; and

D. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. PS0922102333, to Atkinson in the amount of $28,396,228, increasing the total CMA from $107,354,954 to $135,751,182, to cover the costs of the recommended Contract Modification above, and any pending and future changes listed in the Contract Modification/Change Order Log (Attachment B).

Attachments: Attachment A - Procurement Summary
Attachment C - DEOD Summary
Attachment B - CMA Summary.pdf
Presentation

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

10. SUBJECT: LEASE AGREEMENT WITH BAKEWELL HAWTHORNE, LLC FOR LOS ANGELES METRO SYSTEM SECURITY AND LAW ENFORCEMENT 2017-0777

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year amendment to the existing lease agreement with Bakewell Hawthorne, LLC ("Landlord"), and option a five-year term extension, for use of 11,500 rentable square feet ("RSF") of office space located at 4401 Crenshaw Boulevard, Los Angeles ("Crenshaw Building") commencing August 1, 2018 at a monthly rate of $18,644 for total value of $1,189,092 including annual escalations of three percent, with a five-year option to extend commencing August 1, 2023, for $1,378,500 costing a combined $2,567,592 over the ten-year term.

Attachments: Attachment A – Map of Property Location and Metro Stations

Attachment B - Lease Comparables

Attachment C - Floor Plan LAMPS Office

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

12. SUBJECT: NEW LOW INCOME FARE SUBSIDY PROGRAM (LIFE) 2017-0813

RECOMMENDATION

CONSIDER:

A. AMENDING the FY18 Adopted budget in the amount of $3.6 million to include Measure M funds to support the Board approved Low Income Fare is Easy (LIFE) program; and

B. RECEIVING AND FILING the LIFE Program Update.

Attachments: Attachment A - LIFE Operating Guidelines

Attachment B-LIFEmarketingtimeline

Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

16. SUBJECT: INTEGRATED STATION DESIGN SOLUTIONS 2017-0716

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award and execute an 18-month, firm fixed Contract No. PS35771-2001 to M. Arthur Gensler Jr. & Associates, Inc. in the amount of $1,694,864 for integrated station design solutions, subject to the resolution of protest(s), if any.

Attachments: Attachment A - Procurement Summary

Attachment B - DEOD Summary_Board Rpt. Jan'18.docx

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

17. SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT 2017-0740

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA) with East LA Community Corporation ("ELACC" or "Developer") for the development of 1.08 acres of Metro-owned property at the Mariachi Plaza Station Site (Site), subject to resolution of protests, if any.

Attachments: Attachment A - Site Map Mariachi Plaza

Attachment B - Procurement Summary

Attachment C - Conceptual Site Plan and Renderings Mariachi

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

18. SUBJECT: CHAVEZ AND FICKETT JOINT DEVELOPMENT 2017-0741

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute an 18-month Exclusive Negotiation Agreement and Planning Document ("ENA") with Abode Communities ("Abode") for the development of 1.56 acres of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street ("Site") in the Boyle Heights community of Los Angeles, subject to resolution of protests, if any.

Attachments: Attachment A - Site Map

Attachment B - Procurement Summary

Attachment C - Conceptual Site Plan Renderings

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

19. SUBJECT: SUPPORTIVE TRANSIT PARKING PROGRAM MASTER PLAN 2017-0762

RECOMMENDATION

CONSIDER:

A. ADOPTING the Supportive Transit Parking Program Master Plan; and

B. AMENDING Metro's Parking Ordinance (Attachment A) and Parking Rates and Permit Fee Resolution (Attachment B) in support of the implementation of the Supportive Transit Parking Program Master Plan.

Attachments: Attachment A - Metro Parking Ordinance
Attachment B - Metro Parking Rates and Permit Fee Resolution
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

20. SUBJECT: SYSTEMWIDE STATION DESIGN STANDARDS 2017-0605

RECOMMENDATION

ADOPT the Metro Systemwide Station Design Standards Policy.

Attachments: Attachment A - Metro Systemwide Station Design Standards Policy
Presentation - Metro Systemwide Station Design Standards Policy

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING TO THE FULL BOARD:

21. SUBJECT: CLAREMONT METROLINK STATION STUDY REPORT 2017-0836

RECOMMENDATION

RECEIVE AND FILE final report on the Claremont Metrolink Station Study with staff recommendations to keep the Claremont Metrolink Station open and proceed with a staff-level task force to provide recommendations on how Metrolink and Gold Line Phase 2B and other transit services will complement each other to provide greater transit services to the surrounding communities along the shared rail corridor.

Attachments: Attachment A - Metro Board Motion 21.1
Attachment B - Impacts and Measures to the City of Claremont if it becomes a Gold Line Terminus v
Attachment C - City of Claremont Resolution
Attachment D - Summary of Public Comments

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

22. SUBJECT: ADDITIONAL METROLINK REHABILITATION FUNDING 2017-0823

RECOMMENDATION

CONSIDER:

A. PROGRAMMING the Los Angeles County Metropolitan Transportation Authority's (Metro) share of Southern California Regional Rail Authority's (SCRRA - operating as Metrolink) FY17 "Priority B" track and structure rehabilitation work up to $13,297,500;

B. APPROVING payment for the City of Los Angeles San Fernando Road

Bike Path Three Settlement Costs totaling $59,629;

C. REPROGRAMMING prior year SCRRA MOU surplus funds totaling $3,014,089 as listed below for SCRRA's state of good repair projects:

1. FY 2010-11 MOU - $1,038,316
2. FY 2011-12 MOU - $791,123
3. FY 2012-13 MOU - $471,898
4. Capital Project MOUs - $712,752

D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:

1. FY 2010-11 from June 30, 2017 to June 30, 2018
2. FY 2011-12 from June 30, 2017 to June 30, 2018
3. FY 2012-13 from June 30, 2017 to June 30, 2018
4. FY 2013-14 from June 30, 2017 to June 30, 2018

E. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding and lapsing date extensions.

Attachments: Attachment A - Priority A&B Track and Structure Project List
Attachment B - December 2017 Priority A Track and Structure Status Report
Attachment C - December 7 2017 Surplus Funds Reprogramming Letter
Attachment D - October 2 2017 Surplus Funds Reprogramming Letter

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0)

23. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS 2017-0770

RECOMMENDATION

APPROVE nominee Rosalba Sánchez González for membership on Metro's San Fernando Valley Service Council.

Attachments: Attachment A - Listing of Qualifications 1-25-2018
Attachment B - Nomination Letter 1-25-2018

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0)

24. SUBJECT: HIGH SPEED/VOLUME COPIERS - METRO COPY CENTER 2017-0834

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. PS9395700 to Canon Solutions America, Inc., to provide high speed/volume copiers for Metro Copy Center for five years in an amount not-to-exceed $1,977,549, inclusive of sales taxes, subject to resolution of protest(s), if any.

Attachments: Attachment A - Procurement Summary

Attachment B - DEOD Summary

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0)

29. SUBJECT: RAIL AND BUS VEHICLE HISTORICAL PRESERVATION EFFORTS 2017-0803

RECOMMENDATION

CONSIDER:

A. ADOPTING an expanded donation policy, as defined in Attachment B, for the purpose of enabling the historical preservation by others of some portion of the original rail vehicle and bus fleet; and

B. RECEIVING AND FILING the attached P865 retirement schedule that is consistent with the revised donation policy for the transfer of rail vehicle 100 to the City of Long Beach.

Attachments: Attachment A - Rail Vehicle Historical Preservation Efforts Motion

Attachment B - Revised Donation Policy

Attachment C - P865 Retirement Schedule

Attachment D - Survey of Transit Museums

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

32. SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK PROJECT 2017-0828

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 4 to Contract No. AE66758000 with T.Y. Lin International (TYLIN) to

provide additional final design engineering services for the Division 20 Portal Widening Turnback Project, in an amount not-to-exceed $3,449,949, increasing contract value from $12,225,661 to $15,675,610;

B. AUTHORIZING an increase in Contract Modification Authority from $2,053,132 to $3,053,132 for potential design modifications due to Third Party coordination and extended design services during construction; and

C. AMEND the FY18 budget for an amount not to exceed $25M to support recommendations A, B and for the acquisition of real property and related costs including loss of good will and relocation for properties required for the Division 20 Portal Widening Turnback Project.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Log.pdf
Attachment C - DBE Summary
Attachment D - Revised Project Layout

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION, AS AMENDED (4-0):

34. SUBJECT: 2018 LEGISLATIVE PROGRAM 2017-0736

RECOMMENDATION

ADOPT:

A. the proposed 2018 Federal Legislative Program as outlined in Attachment A;

B. the proposed 2018 State Legislative Program as outlined in Attachment B; and

C. a SUPPORT position on ACA 5 (Frazier) which seeks to protect State transportation revenues.

Attachments: ATTACHMENT A - Revised Federal Legislative Program
ATTACHMENT B - Revised State Legislative Program
ATTACHMENT C - ACA 5 (FRAZIER) LANG

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

37. SUBJECT: TWENTY-EIGHT BY '28 PROJECT LIST-TRANSPORTATION INVESTMENT GUIDE IN TANDEM WITH THE 2028 OLYMPIC AND PARALYMPIC GAMES 2017-0799

RECOMMENDATION

APPROVE the Twenty-Eight by '28 list provided in Attachment A.

Attachments: Attachment A - Twenty-Eight by '28 Project List

Attachment B - Project Location and Games Venues Map

Attachment C - Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

44. SUBJECT: Motion by Solis, Najarian, Barger, Krekorian, and Fasana 2017-0901

METROLINK SAN BERNARDINO LINE FARE DISCOUNT PILOT PROGRAM

WE THEREFORE MOVE that the Board direct the CEO to work with the Southern California Regional Railroad Authority (SCRRA) and the San Bernardino County Transportation Authority (SBCTA) to develop a strategic plan to implement a Fare Discount Pilot Program to better understand the potential impact to ridership and demand for additional service on the San Bernardino Line.

WE FURTHER MOVE that the CEO report back in 90 days.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0)

45. SUBJECT: Motion by Solis, Krekorian, Kuehl, Fasana, Garcetti, and Dupont-Walker 2017-0904

Advancing Job Creation and Equity Outcomes with Manufactured Transit Equipment Procurements

WE THEREFORE MOVE that the Board direct the CEO to apply the USEP to all federally funded rolling stock procurements, and related contracts with a minimum contract value of $100 million that prescribes inclusion of, but is not limited to, the following:

A. Factors such as the total wages and benefits for quality jobs that would be newly created or retained in connection to a major capital project contract; a requirement that Disadvantaged Workers comprise at least 10% of the total new wages, and benefits; identification of the location(s) of manufacture and assembly of the major capital projects; investment in new or existing facilities; investment in training, workforce development and apprenticeship programs;

B. Include an evaluation mechanism in the USEP proposal scoring criteria that represents a meaningful level of the overall possible points for a Best Value proposal evaluation; and

C. Enforcement mechanisms requiring awardees to submit quarterly reports regarding compliance with USEP commitments by Contractor and any Subcontractors after contract awards. The quarterly report shall summarize the major actions taken during the prior quarter during implementation of the USEP, and progress toward the attainment.

NON-CONSENT

3. SUBJECT: REPORT BY THE CHAIR 2017-0917

RECOMMENDATION

RECEIVE report by the **Chair.**

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2017-0919

RECOMMENDATION

RECEIVE report by the **Chief Executive Officer.**

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS AND ABSENCES:

9. SUBJECT: METRO EXPRESSLANES - BACK OFFICE SYSTEM 2017-0779

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award an eight-year firm fixed unit price Contract No. PS40164000, to TransCore for implementing and maintaining an ExpressLanes back office system in an amount not to exceed $48,327,615 for the eight-year base period, with two, three-year options, in amounts not to exceed $19,031,882 and $20,733,661, respectively, for a total not to exceed amount of $88,093,158, subject to resolution of protest(s), if any.

Attachments: Attachment A - Procurement Summary BOS final

Attachment B - DEOD Summary.pdf

Attachment C - Toll Agency Contract Terms for Back Office Systems

Presentation

12.1. SUBJECT: MOTION BY HAHN, GARCETTI, DUPONT-WALKER AND KREKORIAN 2017-0926

LIFE Program

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

A. work in partnership with the Los Angeles Community College District to organize on-campus events with the goal of registering students for discounted Metro TAP Cards;

B. work in partnership with the Los Angeles County Department of Workforce Development, Aging and Community Services and the City of Los Angeles Department on Disability and Department of Aging to organize events at community and senior centers with the goal of registering older adults and individuals with disabilities for discounted Metro TAP Cards;

C. work in partnership with the Los Angeles County Department of Family Services to connect LA County's Transition Aged Youth (TAY) for discounted Metro TAP Cards;

D. work in partnership with the Los Angeles Homeless Services Authority (LAHSA) to connect individuals and families experiencing homelessness with discounted TAP Cards;

E. develop a robust public engagement plan to connect the previously listed target populations with discounted TAP Cards; and

F. report back to the Finance, Budget and Audit Committee on all the above in 90 days.

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

31. SUBJECT: BOARD DELEGATED AUTHORITY FOR LOP BUDGET MANAGEMENT 2017-0827

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING report on the Board delegated authority to the

Chief Executive Officer (CEO) one-year pilot program authorizing negotiation and execution of project related agreements, including contract modifications, up to the Life-of-Project (LOP) budgets on Crenshaw/LAX, Regional Connector, Westside Purple Line Extension Section1 and Section 2 Projects; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project Budget on all transit and regional rail capital projects program-wide.

31.1. SUBJECT: MOTION BY GARCETTI, BUTTS, AND DUPONT-WALKER 2017-0924

Board Delegated Authority

WE THEREFORE MOVE that the Board direct the CEO to:

A. Include the following information in the form of quarterly report to the Board:

1. Provide a detailed description and explanation of each change order issued and executed;

2. Provide details of the timeline for each change order and/or claim that is submitted and approved. Including the date of contractor submission and MTA execution;

3. Include the contract modification and/or change order amount that was submitted and what was approved by MTA staff and/or the CEO; and

4. Issue the first quarterly report to the Board by April 2018.

B. Include the following pre-conditions to ensure accountability:

All MTA transit and regional rail capital projects program-wide must establish a Life of Project budget at the beginning of the project in order to be eligible for inclusion in this policy.

WE FURTHER MOVE that the Inspector General:

C. Perform periodical random spot-check audits of these projects to ensure to the Board that the system and policy are performing in the manner described in the recommendation.

46. SUBJECT: METRO SYSTEM ADVERTISING (LICENSE TO SELL AND DISPLAY ADVERTISING ON BUS AND RAIL) 2017-0718

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System to OUTFRONT Media Group, LLC for 10 years, generating an aggregate minimum guarantee of $262,250,000 revenue for Metro, subject to resolution of protest(s), if any;

B. AWARD Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System to Intersection Parent, Inc. for 10 years, generating an aggregate minimum guarantee of $42,902,200 revenue for Metro, subject to resolution of protest(s), if any; and

C. AMEND the FY18 Budget to add three (3) Full Time Employees (FTEs) to support implementation of digital advertising and the new revenue contracts; FTEs will be funded by revenues generated from No. PS41099B and No. PS41099R.

Attachments: Attachment A - Procurement Summary
Attachment B - Financial Summary
Attachment C - DEOD Summary
Presentation

(CARRIED OVER FROM NOVEMBER BOARD CYCLE)

46.1 SUBJECT: MOTION BY KUEHL AND BUTTS **2017-0927**

WE THEREFORE MOVE:

A. that the MTA Board limit the number of days a single advertiser can "dominate" a station to 90 days. In addition, a 90-day cooling off period shall immediately follow,in which the vendor is not able to "dominate" that same station;

B. MTA staff must inform the Metro Board of any upcoming "station domination" at least 10 business days prior to them occurring. In addition, if the "station dominations" are to occur above-ground, MTA staff must also inform the local jurisdiction at least 10 business days prior to the "station domination" occurring;and

C. MTA staff must inform the Metro Board of any digital displays at least 10 business days prior to them being installed. The notification shall include, at a minimum, the number and location of digital displays. In addition, if the digital displays are above-ground, MTA staff must also inform the local jurisdiction at least 10 business days prior to the displays being installed.

(CARRIED OVER FROM NOVEMBER CYCLE)

47. SUBJECT: MOTION BY FASANA, BARGER, DUPONT-WALKER AND SOLIS 2017-0922

Metro Rail Capacity Study

WE THEREFORE MOVE that Metro provide an analysis of current ridership as a percentage of maximum capacity for passengers at all existing rail stations during weekdays, weekends, on -peak, and off-peak hours and report the results to the Board at the April 2018 meetings.

END OF NON-CONSENT ITEMS

48. SUBJECT: CLOSED SESSION 2017-0920

RECOMMENDATION

CLOSED SESSION:

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Javier Rodriguez, Jr. v. LACMTA, et al, LASC Case No. BC613442

2. City of Beverly Hills v. LACMTA, LASC Case No. BS144164

3. LACMTA v. The Southern California Gas Company, LASC Case No. BC658988

B. Conference with Real Property Negotiator - G.C. 54956.8

1. Property Description: 500 Center Street, Los Angeles
Agency Negotiator: Velma C. Marshall
Negotiating Party: Center Street Realty Investors, LLC
Under Negotiation: Terms and Price

2. Property Description: 9225 Aviation Boulevard,
Agency Negotiator: Velma C. Marshall
Negotiating Party: Hertz Corporation
Under Negotiation: Terms and Price

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

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

Board Report

File #: 2017-0808, **File Type:** Informational Report **Agenda Number:** 2.

REGULAR BOARD MEETING
JANUARY 25, 2018

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held November 30, 2017.

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

Metro
Los Angeles, CA

MINUTES

Thursday, November 30, 2017

9:00 AM
One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Eric Garcetti, Chair
Sheila Kuehl, Vice Chair
James Butts, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
Carrie Bowen, non-voting member
Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 9:17 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 8, 9, 10, 11, 12, 15, 17, 18, 21**, 22, 23**, 24, 25**, 29, 35, 36, 38, 39, 45, 47, 48, and 49.

   Consent Calendar items were approved by one motion except for Item 48, which was pulled by a Director for discussion and separate action.

**Requires two-thirds vote

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
Y	Y	Y	A	Y	Y	Y	Y	A	Y	Y	Y	A

2. SUBJECT: REGULAR BOARD MEETING MINUTES 2017-0756

   APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 26, 2017.

3. SUBJECT: REPORT BY THE CHAIR 2017-0783

   RECEIVED report by the Chair.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
P	P	P	P	P	P	P	P	A	P	A	P	A

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2017-0785

   RECEIVED report by the Chief Executive Officer.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
P	P	P	P	P	P	P	P	A	P	A	P	A

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

LEGEND: Y = YES, N = NO, C = HARD CONFLICT, S = SOFT CONFLICT ABS = ABSTAIN, A = ABSENT, P = PRESENT

6. SUBJECT: TRAXX RESTAURANT LEASE AGREEMENT 2017-0668

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a three-year exclusive lease agreement and a three-year extension option with Tara Thomas Enterprises, Inc., a California corporation for the Traxx Restaurant and the Bar located in Union Station.

8. SUBJECT: PUBLIC HEARING FOR CUSTOMER READINESS EFFORTS FOR TRANSFER ON 2nd BOARDING 2017-0706

APPROVED ON CONSENT CALENDAR:

A. SCHEDULING a public hearing date on Wednesday, January 17, 2018 to receive public comment on possible customer readiness efforts for board approved Transfer on 2nd boarding; and

B. AUTHORIZING publication of the attached legal notice (Attachment A).

9. SUBJECT: CURRENCY PROCESSING SERVICES 2017-0672

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award firm fixed unit price Contract No. OP39497-2000, to Los Angeles Federal Armored Services, for currency processing services for an amount not-to-exceed $457,600 for the one-year base period, and $514,800, $572,000, $629,000, and $686,400 for each of the four, one-year option terms, respectively, for a combined total of $2,859,800, effective January 1, 2018 to December 31, 2022, subject to resolution of protest(s), if any.

10. SUBJECT: LOS ANGELES UNION STATION FORECOURT AND ESPLANADE IMPROVEMENTS 2017-0492

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award and execute a 63-month firm fixed price Contract No. AE39616001 with Gruen Associates in the amount of $2,910,657 for architectural and engineering services to design the Los Angeles Union Station Forecourt and Esplanade Improvements Project and provide design support during construction, subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
		C										

11. SUBJECT: CESAR E. CHAVEZ AND SOTO JOINT DEVELOPMENT 2017-0630

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer to execute and enter into a joint development agreement ("JDA"), ground lease ("Ground Lease") and other related documents with La Veranda, L.P. (the "Developer"), an affiliate of Abode Communities, for the construction and operation of a mixed-use, affordable housing project (the "Project") on 85,378 square feet of Metro-owned property located near the corner of Cesar E. Chavez Avenue and Soto Street in Boyle Heights (the "Site") in accordance with the Summary of Key Terms and Conditions attached hereto as Attachment A;

B. AUTHORIZING an exception to the Joint Development Policy, to allow for a 42% discount to the fair market rent for the Site under the Ground Lease (above the current policy limit of 30%) to allow the Project to be financially feasible while meeting the community's desire for deeper affordability of the housing units; and

C. FINDING that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 21080(b)(9) of the California Public Resources Code and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines in accordance with the Qualifying Criteria set forth on Attachment C and authorize the Chief Executive Officer to file a Notice of Exemption for the Project consistent with such exemption.

12. SUBJECT: EXPO/CRENSHAW STATION JOINT DEVELOPMENT PROJECT 2017-0476

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a two phase, six-month Short Term Exclusive Negotiation Agreement and Planning Document (Short Term ENA) with Watt Companies, doing business as WIP-A, LLC (Developer) and the County of Los Angeles (County) for the development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the Expo/Crenshaw Station (Site), subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
		C				C				C		

15. SUBJECT: CALTRANS PARK & RIDE LOTS 2017-0585

AUTHORIZED ON CONSENT CALENDAR:

A. acquisition of Lakewood and Norwalk Park & Ride Lots through execution of a Relinquishment Agreement; and

B. execution of a Memorandum of Understanding with Caltrans to enable a potential future joint development at El Monte Station on Caltrans-owned land.

16. SUBJECT: 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2017-0696

APPROVED the programming of up to $481,845,000 for the 2018 Los Angeles County Regional Transportation Improvement Program (RTIP) as shown in Attachment A.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A

17. SUBJECT: FY 2017 FEDERAL HOMELAND SECURITY AND STATE PROPOSITION 1B SECURITY PROJECTS 2017-0616

APPROVED ON CONSENT CALENDAR:

A. APPROVING programming of up to $13.557 million from fiscal year (FY) 2017 federal Department of Homeland Security Transit Security Grant Program (TSGP) and state Proposition 1B California Transit Security Grant Program (Prop 1B Transit Security) funds that are available for eligible capital and operating transit security projects, as shown in Attachment A; and

B. ADOPTING the required FY 2017 resolution, as shown in Attachment B, authorizing the Chief Executive Officer to execute any actions necessary for obtaining state financial assistance that the California Office of Emergency Services (Cal OES) may provide.

18. SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM 2017-0679

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award and execute a 36-month firm fixed price Contract No. PS44597000 to Evan Brooks Associates, Inc. to prepare 37 grant applications and 56 additional grant applications and greenhouse gas analysis tasks in the amount of $2,170,485 to support Metro and local jurisdiction grant applications to discretionary state funding opportunities, subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
C		C				C						

19. SUBJECT: SEPULVEDA TRANSIT CORRIDOR 2017-0723

AUTHORIZED the Chief Executive Officer (CEO) to:

A. AWARD AND EXECUTE a 20-month firm fixed price Contract No. PS4044200 to Sepulveda Mobility Partners, a joint venture between HNTB Corporation and WSP USA, Inc. (formerly Parsons Brinckerhoff) to prepare the Sepulveda Transit Feasibility Study and Technical Compendium, in the amount of $6,537,482.39, subject to resolution of protest(s), if any; and

B. APPROVE Contract Modification Authority (CMA) for Contract No. PS4044200 in the amount of $980,622 to support the cost of any unforeseen issues that may arise during the course of the Contract.

PK	JF	JH	MB	HS	JB	EG	SK	KB*	JDW	MRT	AN*	RG
A	Y	A	A	Y	C	A	Y	Y	Y	Y	Y	A

*Selected to vote under Rule of Necessity

21. SUBJECT: PURCHASE OF PRODUCTION RAIL TAMPER 2017-0629

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE:

A. FINDING the only responsive responsible bid for acquisition of a Production Rail Tamper under Public Utilities Code (PUC) section 130232 has been rejected due to the lack of competition and the equipment may be purchased at a lower price on the open market (PUC §130233); and

(Continued on next page)

(Item 21 – continued from previous page)

B. AUTHORIZING the Chief Executive Officer to award a firm fixed price Contract no. OP42642000 with Plasser American Corporation, on the open market pursuant to PUC §130233, for one Production Rail Tamper in the amount of $3,378,292, inclusive of sales tax.

22. SUBJECT: ELEVATOR AND ESCALATOR INSPECTION SERVICES 2017-0632

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP884190003367 for elevator and escalator inspection services throughout Metro bus and rail facilities with Lerch Bates, Inc. for a not-to-exceed amount of $853,746 for the three-year base period, $304,980 for option year one, and $343,925 for option year two, for a combined total of $1,502,651, effective January 1, 2018 through December 31, 2022, subject to resolution of protest(s), if any.

23. SUBJECT: P2000 FRICTION BRAKE SYSTEMS & AIR COMPRESSOR COMPONENT OVERHAUL 2017-0703

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE:

A. AUTHORIZING the Chief Executive Officer to award a 48-month, indefinite delivery/indefinite quantity Contract No. MA27583000 for the component overhaul of P2000 Light Rail Vehicle (LRV) Friction Brake System & Air Compressor Overhaul to Wabtec Passenger Transit, for a total not-to-exceed amount of $3,328,499; and

B. AWARDING a single source procurement, pursuant to Public Utilities Code section 130237 for component overhaul services of the Metro Green Line (MGL) and Blue Line Friction Brake System & Air Compressor Overhaul from the Original Equipment Manufacturer (OEM), to Wabtec Passenger Transit.

24. SUBJECT: P2550 LIGHT RAIL VEHICLE (LRV) MIDLIFE MODERNIZATION PROGRAM - CONSULTANT SUPPORT SERVICES FOR SPECIFICATION DEVELOPMENT & SOLICITATION OF CONTRACTOR 2017-0642

(Continued on next page)

(Item 24 – continued from previous page)

AWARDED ON CONSENT CALENDAR a firm fixed price Contract No. 45383000 for Consulting Support Services to STV Incorporated for the P2550 Light Rail Vehicle (LRV) Midlife Modernization Program, in the amount of $1,421,086.73, for 24 months from Notice to Proceed, subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
		C				C						

25. SUBJECT: P2550 & P2020 FRICTION BRAKE SYSTEM OVERHAUL 2017-0693

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE:

A. AUTHORIZING the Chief Executive Officer to award an 84 month, indefinite delivery/indefinite quantity Contract No. MA24464000 to Knorr Brake Company for component overhaul services of P2550 and P2020 Light Rail Vehicle (LRV) Friction Brake Systems, for a total not- to-exceed amount of $4,546,031; and

B. AWARDING a single source procurement, pursuant to Public Utilities Code section §130237 for component overhaul services of the Metro Gold Line (MGL) P2550 and Metro Blue Lines (MBL) P2020 LRV Friction Brake Systems from the Original Equipment Manufacturer (OEM), to Knorr Brake Company.

29. SUBJECT: SYSTEMWIDE BUS NETWORK RESTRUCTURING PLAN 2017-0623

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award an 18-month, firm fixed price Task Order No. PS878320003041 under Countywide Planning Services Bench Contract No. PS4010-3041-F-XX with Cambridge Systematics, Inc., for an amount of $1,295,762, to develop a Systemwide Bus Network Restructuring Plan, subject to resolution of protest(s), if any.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
C		C				C						

30. SUBJECT: P2000 LIGHT RAIL VEHICLE (LRV) MIDLIFE MODERNIZATION PROGRAM 2017-0643

AUTHORIZED the Chief Executive Officer to:

A. EXERCISE system component Option #3 Communications - New Vestibule Information and Map Displays for the P2000 Light Rail Vehicle Midlife Modernization Program (Contract No. OPP2000) to Alstom Transportation Inc. in the firm fixed amount of $2,803,953, increasing the total Contract Value from $130,673,440 to $133,477,394;

(Continued on next page)

(Item 30 – continued from previous page)

B. EXERCISE system component Option #4 Communications - New Audio Communication System for the P2000 Light Rail Vehicle Midlife Modernization Program (Contract No. OPP2000) to Alstom Transportation Inc. in the firm fixed amount of $3,054,526, increasing the total Contract Value from $133,477,394 to $136,531,920;

C. AMEND and increase the FY18 Budget in Cost Center 3043 in the amount of $31,404,998 for mobilization costs and accelerated project milestones from $13,415,079 to $44,820,077; and

D. EXECUTE Contract Modifications under this Contract for up to $1,000,000 per Contract Modification.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
A	Y	A	A	Y	Y	A	C	Y	Y	Y	Y	A

33.1 SUBJECT: MOTION BY DIRECTORS KUEHL, HAHN, GARCETTI, DUPONT-WALKER, SOLIS, BARGER, AND BOWEN 2017-0786

APPROVED:

WE THEREFORE MOVE that the Board direct the Chief Executive Officer to:

A. Create a report card/score card system reflecting attainment of the female utilization goals for Metro PLA contractors that is aimed at encouraging contractors to exceed the current goals;

B. Publish the report card quarterly on the Metro website and as part of the quarterly PLA report to the Metro Board. In addition, report to the Metro Board on ways in which the report card could be reviewed and considered by Metro in upcoming contract opportunities;

C. Develop an incentive program to encourage contractors to exceed the 6.9% female utilization goal, such as a one-on-one meeting comprised of the Chair, a Board Member, and the CEO; and

D. Develop a provision to the Employment Hiring Plan that requires contractors to demonstrate how they create/promote a diverse and inclusive work environment in the field (i.e. child care, restrooms, sexual harassment prevention). This should include, encouraging contractors to work with the Los Angeles County Department of Public Social Services to learn of the current resources available to working women.

(Continued on next page)

(Item 33.1 – continued from previous page)

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A

34. SUBJECT: SMALL BUSINESS BONDING ASSISTANCE PILOT PROGRAM 2017-0705

APPROVED:

A. AUTHORIZING the Chief Executive Officer to award a Contract to Merriwether & Williams Insurance Services (MWIS) for a not to exceed amount of $1,315,417 for a one year Bonding Assistance Pilot Program, effective January 1, 2018 to February 28, 2019, which includes a 2-month ramp-up period;

B. ADOPT a resolution, Attachment A, authorizing the Chief Executive Officer and other Authorized Officers to negotiate and execute a $4,000,000 line of credit with Bank of America at a cost of $18,000 and to execute as needed, individual standby letters of credit at a cost of $2,000 each or 2% of the value of each letter of credit executed, whichever is greater, for the pilot year;

C. AUTHORIZING the Chief Executive Officer to approve a no cost Memorandum of Understanding (MOU) with the City of Los Angeles for participation in the City's Contractor Development and Bonding Assistance Program (CDBAP) for a one year Pilot Program; and

D. AMENDING the FY18 budget for $1,413,417 to include the contract with MWIS, and the associated line of credit and standby letter of credit fees.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	C	Y	A	Y	Y	C	Y	A

35. SUBJECT: XO COMMUNICATION UTILITY COOPERATIVE AGREEMENT 2017-0634

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the Utility Cooperative Agreement (UCA) between Metro (Authority) and XO Communications.

36. SUBJECT: UNION STATION RESTROOM EXPANSION AND RENOVATION PROGRAM 2016-0850

APPROVED ON CONSENT CALENDAR a Life of Project (LOP) budget for Los Angeles Union Station (LAUS) New and Existing Public Restroom Facilities Program improvements of $7.95 million for the following:

A. construction of new public restroom facilities for $5.35 million; and

B. renovation of existing public restroom facilities for $2.6 million.

38. SUBJECT: FEDERAL AUTONOMOUS VEHICLE LEGISLATION 2017-0767

ADOPTED ON CONSENT CALENDAR:

A. HOUSE RESOLUTION 3388 (Latta) - Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution Act - WORK WITH AUTHOR

B. SENATE 1885 (Thune) - American Vision for Safer Transportation through Advancement of Revolutionary Technologies Act - WORK WITH AUTHOR

39. SUBJECT: COMMUNICATIONS SUPPORT SERVICES BENCH 2017-0699

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD seven-year, task order based bench Contract Nos. PS44432001 through PS44432010, with the following firms: Arellano Associates, Celtis Ventures, Communications Lab, Community Connections, Consensus, Dakota Communications, ETA Agency, Lee Andrews Group, MBI Media, and the Robert Group, for Communications Support Services, for a not-to-exceed amount of $9,505,568 for the base three-year term effective January 1, 2018 through December 31, 2020, plus $5,393,760 for each of the two, two-year options, for a combined total amount not-to-exceed $20,293,088, subject to resolution of protest(s), if any; and

B. EXECUTE Task Orders under these Contracts for communications support services in a total amount not-to-exceed $9,505,568.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
		C			C		C					

45. SUBJECT: SB1: STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR PROGRAM (STASGR) 2017-0772

APPROVED ON CONSENT CALENDAR the Resolution in Attachment A to:

A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to receive STASGR funds from the State Controller's Office (SCO); and

B. CERTIFY that Metro will comply with STASGR Recipient Certifications and Assurances, and authorize the CEO or his designee to execute all required documents and any amendments with the California Department of Transportation.

47. SUBJECT: MEASURE M EARLY PROJECT DELIVERY STRATEGY 2017-0686

APPROVED ON CONSENT CALENDAR the policy for a Measure M Early Project Delivery Strategy, outlined in Attachment A.

48. SUBJECT: METRO SYSTEM ADVERTISING (LICENSE TO SELL AND DISPLAY ADVERTISING ON BUS AND RAIL) 2017-0718

APPROVED REVISED RECOMMENDATION directing the Chief Executive Officer to:

A. ~~AWARD~~ EXTEND existing Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System to Outfront Media Group, LLC.for 30 days ~~10 years generating an aggregate minimum guarantee of $262,250,000 revenue for Metro, subject to resolution of protest(s), if any;~~

~~B. AWARD~~ EXTEND existing Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System to Intersection Parent, Inc. for 30 days ~~10 years, generating an aggregate minimum guarantee of $42,902,200 revenue for Metro, subject to resolution of protest(s), if any; and~~

~~C. AMEND the FY18 Budget to add three (3) Full Time Employees (FTEs) to support implementation of digital advertising and the new revenue contracts; FTEs will be funded by revenues generated from No. PS41099B and No. PS41099R.~~

CARRIED OVER TO JANUARY BOARD CYCLE:

MOTION BY DIRECTORS KUEHL AND BUTTS:

A. that the MTA Board limit the number of days a single advertiser can "dominate" a station to 90 days. In addition, a 90-day cooling off period shall immediately follow, in which the vendor is not able to "dominate" that same station;

B. MTA staff must inform the Metro Board of any upcoming "station domination" at least 10 business days prior to them occurring. In addition, if the "station dominations" are to occur above-ground, MTA staff must also inform the local jurisdiction at least 10 business days prior to the "station domination" occurring; and

C. MTA staff must inform the Metro Board of any digital displays at least 10 business days prior to them being installed. The notification shall include, at a minimum, the number and location of digital displays. In addition, if the digital displays are above-ground, MTA staff must also inform the local jurisdiction at least 10 business days prior to the displays being installed.

49. SUBJECT: DIGITAL MEDIA CONTRACTS 2017-0744

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute:

A. Contract Ratification and Modification No. 1 to Contract No. PS71103378 with Steve Hymon (editor of The Source) for writing, editing and supervisory services for the Public Relations Digital Media group, to extend the contract term from July 1, 2016 to June 30, 2018 increasing the total authorized not-to-exceed amount by $398,972.75 from $145,000 to a new total of $543,972.75; and

B. Contract Ratification and Modification No. 1 to Contract No. PS71103377 with Maria Luisa Arredondo-Pagaza (editor of El Pasajero) for editing, writing and translation services for the Public Relations Digital Media group, to extend the Contract term from July 1, 2016 to June 30, 2018 increasing the total authorized not-to-exceed amount by $156,201.25 from $150,000 to a new total of $306,201.25.

51. SUBJECT: TWENTY-EIGHT BY '28 PROJECT LIST- TRANSPORTATION INVESTMENT GUIDE IN TANDEM WITH THE 2028 OLYMPIC AND PARALYMPIC GAMES 2017-0780

RECEIVED AND FILED the draft Twenty-Eight by '28 list provided in Attachment A.

PK	JF	JH	MB	HS	JB	EG	SK	KB	JDW	MRT	AN	RG
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A

52. SUBJECT: CLOSED SESSION 2017-0787

RECOMMENDATION

CLOSED SESSION:

Public Employee Performance Evaluations - G. C. 54957
Titles: Chief Executive Officer; Board Secretary; General Counsel; Inspector General; Ethics Officer

NO REPORT.

ADJOURNED at 1:35 p.m. in honor of Juanita Gordon, and in memory of Patrick Nagatani and Susan Dove.

Prepared by: Deanna Phillips
Board Specialist

Michele Jackson, Board Secretary

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

Metro

Board Report

File #: 2017-0820, **File Type:** Motion / Motion Response **Agenda Number:**

AD HOC CONGESTION, HIGHWAYS AND ROADS COMMITTEE
JANUARY 17, 2018

SUBJECT: METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL CITATION DISTRIBUTION

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the distribution of Metro ExpressLanes California Highway Patrol (CHP) issued citations.

ISSUE

At the October 2017 Board meeting, Motion 37.1 by Director Hahn was approved requesting a report back in January 2018 of a breakdown of Metro ExpressLanes citations, identification of the entities that receive the collected fees, and the viability of redirecting the citation revenue to the Metro ExpressLanes Program.

BACKGROUND

The Metro ExpressLanes system identifies all vehicles without transponders through license plate images and with assistance from the DMV, issues a notice of toll evasion inclusive of the toll and a $25 fine to the vehicle's owner. All funds generated in this manner are directly provided to the Metro ExpressLanes program.

For all other enforcement activities such as placement of the transponder on the wrong setting to avoid payment, the ExpressLanes program provides funding to the CHP. The CHP may issue a citation for ExpressLanes enforcement or any other non-ExpressLanes enforcement activity. Below is a chart of the citations issued during FY17 illustrating that approximately 42% of the citations issued last year are transponder-related.

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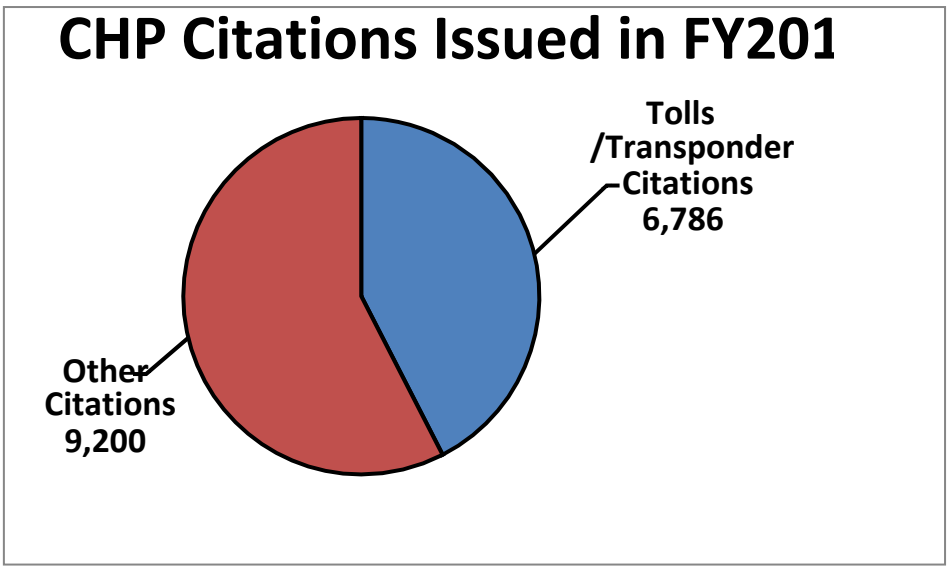


DISCUSSION

At the present time, none of the revenue generated by CHP issued citations is returned to Metro. Tolling citation revenues follow the same overall distribution as any other traffic citation revenue as originally established in 1953. Per state law, none of the tolling agencies in the State receives revenue from CHP citations issued, rather, as stated above, the tolling agencies, like Metro, receive 100% of the revenue generated by the notice of toll evasion issued by the tolling system.

Attachment B outlines the various programs and agencies that receive the funds associated with CHP citations issued due to transponder-related infractions. As the chart illustrates, the funds are distributed to the State, County and cities. The Base fine of $35 is split between Los Angeles County and the jurisdiction in which the citation was issued with the county receiving between 8 to 16 percent and the City receiving between 84 to 92 percent. As depicted in Attachment C, other fines, penalties and fees are distributed among a myriad of agencies.

Metro staff is not involved in the disposition of these citations as they are handled through the Los Angeles County Court system. Staff made contact with various Los Angeles County departments and have been unable to identify the amount of funding generated by these citations. As a result, in order to complete this assignment, staff identified the number of transponder-related tickets from the inception of the program through September 2017 from the data submitted by CHP. Based on the number of citations issued by the CHP, the base amount of revenue generated over approximately five years is $1,032,780 which is about $207,000 per year. This figure assumes that all citations issued are paid which is not the case since in some cases, the courts dismiss the citations and no revenue is recovered.

The Streets and Highways code that delineates the formula for these citations applies to all similar programs in the State. Any changes would require outreach to and the concurrence of the jurisdictions and other ExpressLanes operators within the State.

Under these circumstances and given the fact that the revenue generated with the Base portion of the citations would have to be redirected from Los Angeles County and jurisdictions in which the ExpressLanes are located, staff does not recommend pursuing legislation to change the formula.

ALTERNATIVES CONSIDERED

The Board could choose to pursue legislation to redirect the citation revenue; however, this option is not recommended given the potential cost and benefit of such action since it would re-direct funds that go toward Los Angeles County and local jurisdictions' efforts as well as support critical programs within the State from which the region also benefits.

NEXT STEPS

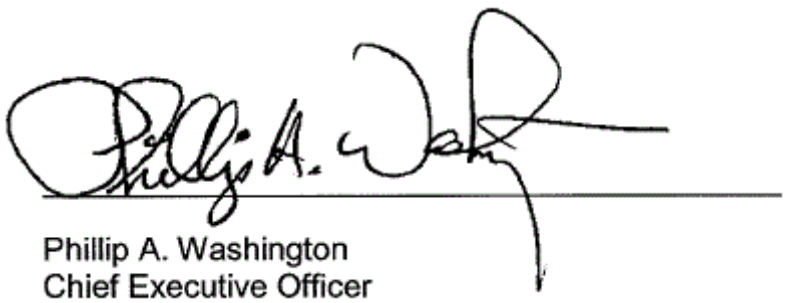
Staff will continue to explore technology enhancements to improve enforcement on the ExpressLanes.

ATTACHMENTS

Attachment A - Motion 37.1 Hahn
Attachment B - Transponder Related Fees, Penalties and Fines' Distribution
Attachment C - DOJ Distribution of Criminal/Traffic Fines, Penalties and Fees

Prepared by: Shahrzad Amiri, Executive Officer, (213) 922-3061
Michael Turner, DEO, Government Relations (213) 922-2122

Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

Attachment A

REGULAR BOARD MEETING
OCTOBER 26, 2017

Motion by:

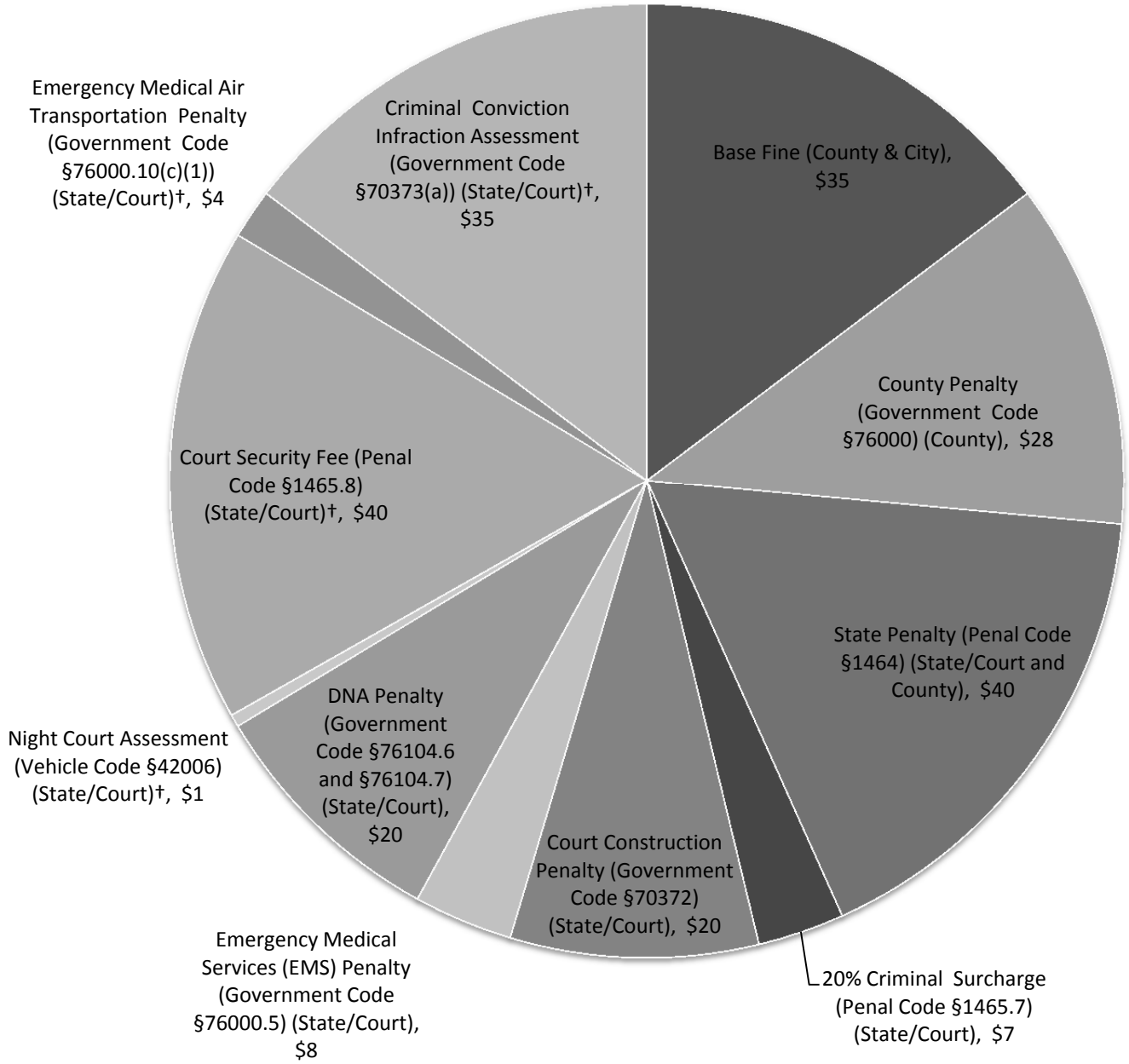
Director Hahn

Related to Item 37: Countywide Transportation Demand Management Motion

APPROVED **Motion by Hahn** requesting a breakdown of all Metro ExpressLanes citations demonstrating who and what jurisdictions receive the collected fees, and report back during the January 2018 Board cycle on the viability of redirecting citation revenue to the Metro ExpressLanes program.

Attachment B

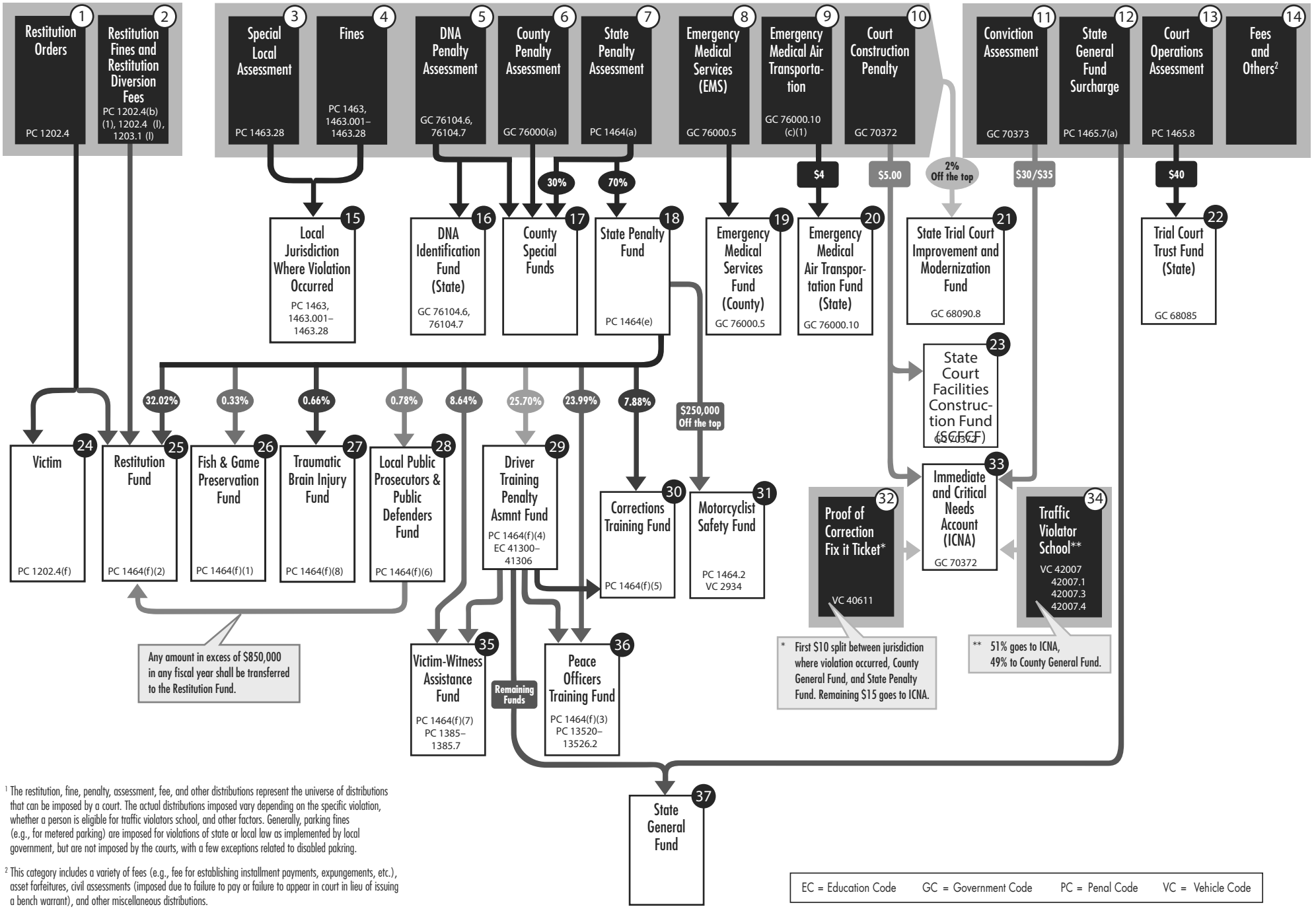
Transponder Related Fees, Penalties, and Fines' Distribution*



*$238 ticket for transponder infractions: 23302(a)(1) VC and 23302(a)(2)

†Fixed amount penalty or fee

Distribution of Criminal/Traffic Fines, Penalties, and Fees[1]



[1] The restitution, fine, penalty, assessment, fee, and other distributions represent the universe of distributions that can be imposed by a court. The actual distributions imposed vary depending on the specific violation, whether a person is eligible for traffic violators school, and other factors. Generally, parking fines (e.g., for metered parking) are imposed for violations of state or local law as implemented by local government, but are not imposed by the courts, with a few exceptions related to disabled pakring.

[2] This category includes a variety of fees (e.g., fee for establishing installment payments, expungements, etc.), asset forfeitures, civil assessments (imposed due to failure to pay or failure to appear in court in lieu of issuing a bench warrant), and other miscellaneous distributions.

(New 01/2016)

Source: Judicial Council of California based on earlier chart prepared by the California Department of Finance

Los Angeles County
Metropolitan Transportation Authority

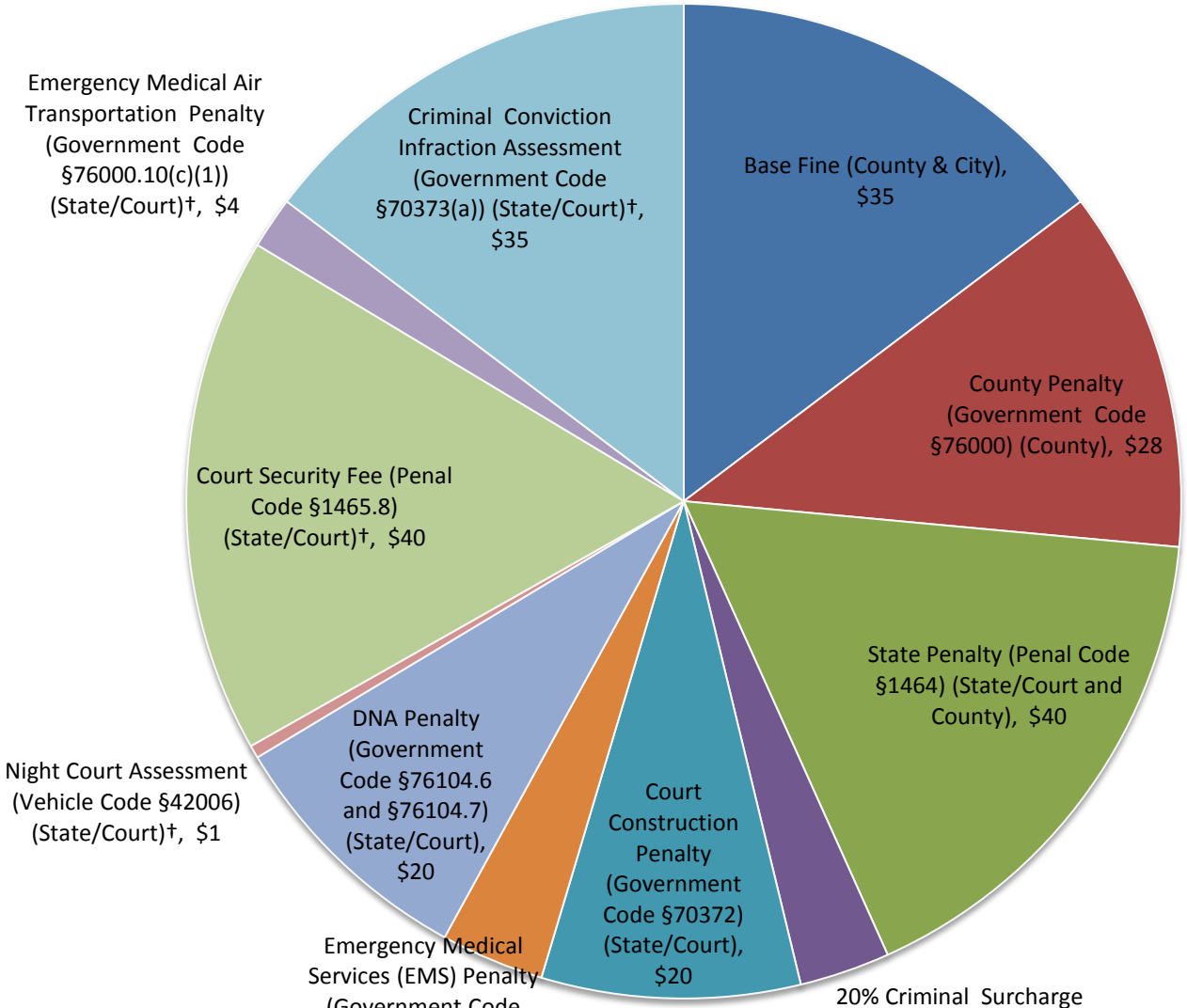
ITEM 7

METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL CITATION DISTRIBUTION

Ad Hoc Congestion, Highways and Roads Committee
JANUARY 17, 2018

Metro

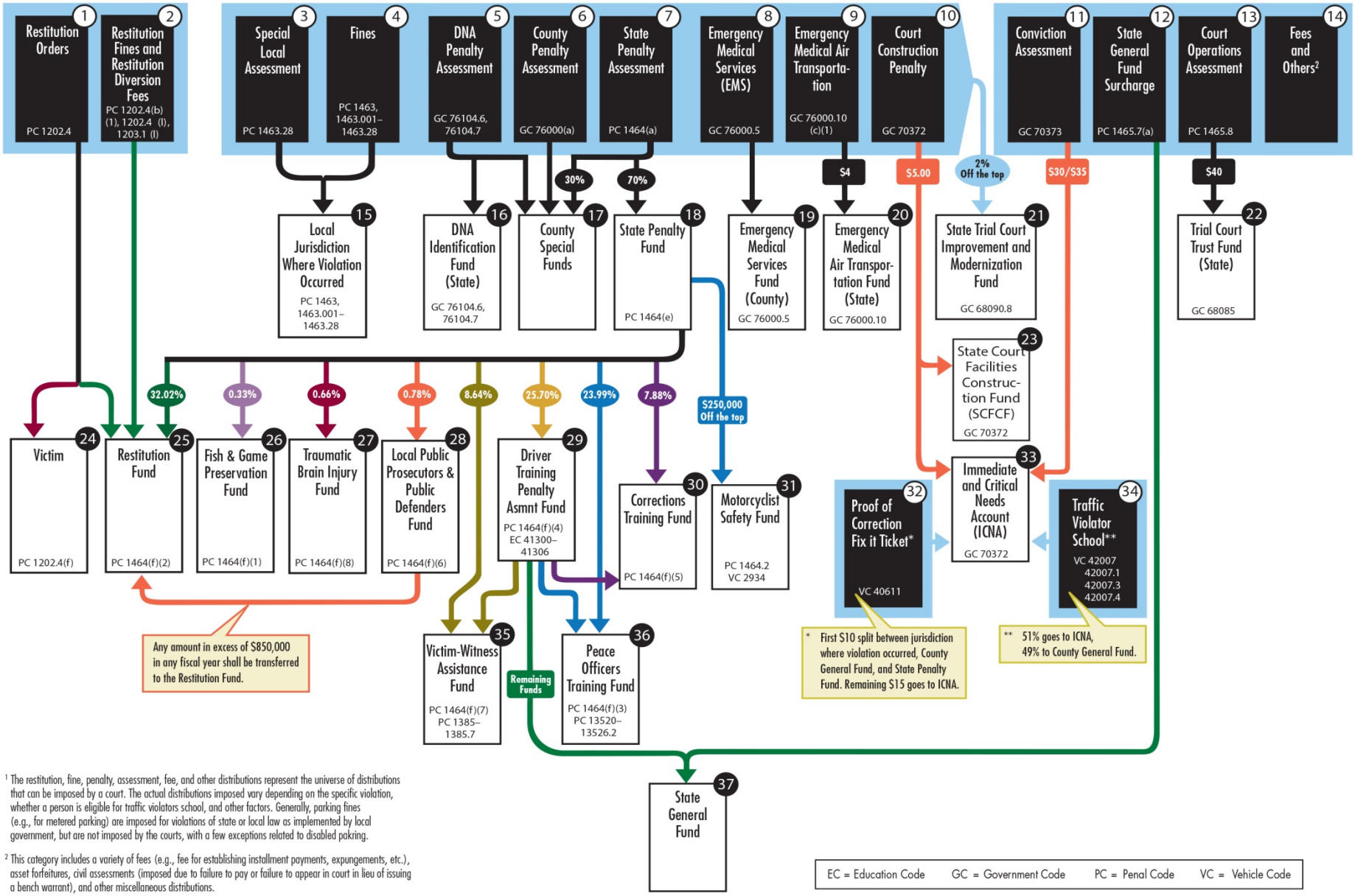
Transponder Related Fees, Penalties, and Fines' Distribution*



Metro

*$238 ticket for transponder infractions: 23302(a)(1) VC and 23302(a)(2)
†Fixed amount penalty or fee

Distribution of Criminal/Traffic Fines, Penalties, and Fees[1]



[1] The restitution, fine, penalty, assessment, fee, and other distributions represent the universe of distributions that can be imposed by a court. The actual distributions imposed vary depending on the specific violation, whether a person is eligible for traffic violators school, and other factors. Generally, parking fines (e.g., for metered parking) are imposed for violations of state or local law as implemented by local government, but are not imposed by the courts, with a few exceptions related to disabled paking.

[2] This category includes a variety of fees (e.g., fee for establishing installment payments, expungements, etc.), asset forfeitures, civil assessments (imposed due to failure to pay or failure to appear in court in lieu of issuing a bench warrant), and other miscellaneous distributions.

EC = Education Code GC = Government Code PC = Penal Code VC = Vehicle Code

(New 01/2016)

Source: Judicial Council of California based on earlier chart prepared by the California Department of Finance

File #: 2017-0717, **File Type:** Contract **Agenda Number:** 8.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
JANUARY 17, 2018

SUBJECT: METRO EXPRESSLANES OPERATION AND MAINTENANCE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) to exercise Option 4.5, Additional Year of Operation and Maintenance (O&M) - Year 5 (from February 24, 2018 to February 23, 2019), Modification No.76 for Contract No. PS0922102333 with Atkinson Contractors, LP (Atkinson) for Metro ExpressLanes Operation and Maintenance in the amount of $3,120,000, increasing the total contract price from $164,257,920 to $167,377,920;

B. AUTHORIZING the CEO to execute Contract Modification No.77 for additional O&M Support Costs for Option Year 5 in the amount of $15,699,569, increasing the total contract price from $167,377,920 to $183,077,489;

C. AUTHORIZING the CEO to negotiate and execute Contract Modification No. 79 for an Occupancy Detection System in the amount not-to-exceed $11,250,000 increasing the total contract price from $183,077,489 to $194,327,489; and

D. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. PS0922102333, to Atkinson in the amount of $28,396,228, increasing the total CMA from $107,354,954 to $135,751,182, to cover the costs of the recommended Contract Modification above, and any pending and future changes listed in the Contract Modification/Change Order Log (Attachment B).

ISSUE

In December 2010, Atkinson was awarded a Design, Build, Operate and Maintain (DBOM) contract for the Metro ExpressLanes project that included activities needed to implement and operate the ExpressLanes through the demonstration period, and if successful, up to five option years could be considered at the appropriate time. The demonstration period was deemed a success and legislation was passed authorizing Metro to operate the I-10 and I-110 ExpressLanes without a sunset date.

The fourth of the five, one-year options was approved by the Board on October 27, 2016. Staff is requesting authorization to proceed with Option Year Five to allow for continued operations of the current system. In addition, staff is recommending amending the current contract to incorporate an occupancy detection system which will improve enforcement of the ExpressLanes.

DISCUSSION

Recommendation A: Additional Year of O&M

As Option Year Four expires in February 2018, staff is requesting Board authorization to exercise the fifth of the five, one-year options to continue to operate and maintain the Metro ExpressLanes under the existing contract until February 23, 2019.

Recommendation B: Additional O&M Support

The recommended funding action is required due to the successful launch of the ExpressLanes and includes many activities driven mainly by customer and non-customer demand: additional account support for new accounts; costs for mailing of customer correspondence and violations; and fees related to the processing of payments.

The base O&M contract for the ExpressLanes includes customer service related activities for up to 100,000 transponders, which was the target for the demonstration period. However, there are currently over 790,000 transponders in circulation exceeding all expectations for the program and requiring more effort related to customer service than originally included in the base contract. The distribution of additional transponders results in establishment of new accounts that require order fulfillment and additional contractor staffing support to service these accounts. Servicing activities include answering calls, handling correspondence, responding to customer inquiries, postage, and processing transactions.

Correspondingly, the success of the Metro ExpressLanes has increased violation processing beyond the original contract numbers, generating additional costs associated with license plate image processing, postage and mailing, phone services, and responding to online inquiries.

In addition, resources will continue to be needed for the maintenance of the tolling equipment and real-time traffic monitoring utilizing “EarthCam” cameras and staffing of the Traffic Management Center for incident management and monitoring of all toll-related systems. The Contract Modification in Recommendation B addresses these additional operational support services required to operate and maintain the ExpressLanes through the balance of O&M Option Year 5.

Recommendation C: Occupancy Detection System (ODS) Proof of Concept

As part of an effort to identify and deter scofflaws in the ExpressLanes, a not-to-exceed amount of $11,250,000 is recommended to expedite the implementation of an Occupancy Detection System

proof of concept at two separate locations - one on each corridor in the most congested direction - that would install the necessary roadside equipment and provide essential integration with the existing back office system.

A demonstration of the ODS was previously provided on the I-110 North, utilizing cameras and an infrared flash to take a photo of the inside of the vehicle to identify the number of occupants. ODS determined the vehicle passenger count and submitted images for manual validation. The images were subsequently manually matched against the transactions posted in the toll system to determine if the declared occupancies by the customers was the same, or different, than the occupancies detected by the ODS.

In addition to providing the equipment and civil work necessary for the roadside equipment installation, this Modification would provide for the software development, deployment and back office system integration required for automated transaction matching between the ODS and the toll system for account posting. This would allow the toll system to appropriately charge or credit customers' accounts based on the ODS's observed occupancy. Essentially, the ODS in combination with the back office improvements would credit or debit customer accounts for those who set their transponder switches incorrectly, to significantly increase the accuracy of all tolls assessed to customers.

Two locations have been selected based on physical installation requirements as well as congestion levels: a single lane location on the I-10 and a dual lane location on I-110. The 30% engineering design has been completed along with the Concept of Operations and Scope of Work. Once negotiated and executed, this Modification will enable the 100% design to be completed, new permanent gantries to be built for the cameras, toll system upgrades to be developed and deployed, and ongoing ODS maintenance to be performed.

Recommendation D: Additional CMA
The additional CMA request of $28,396,228, when combined with previous Board Approved CMA remaining, will be used to authorize Recommendations A, B and C-(O&M) Option Year Five, Additional O&M Support Costs, an Occupancy Detection System-as well as additional pending Modifications.

The request for authorization to increase the CMA will serve as a management tool for staff to issue contract modifications to compensate the contractor for additional costs that may be incurred for the completion of the ODS, or any pending modifications.

To ensure there is no interruption in O&M services and implement the ODS as expeditiously as possible, staff requests authority be granted to the CEO to execute a Contract Modification for Option Year 5, the additional O&M support costs for Option Year 5, and the Occupancy Detection System.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will improve safety for Metro ExpressLanes patrons.

FINANCIAL IMPACT

Funding for this Modification is included in the FY18 budget for cost center 2220.
Because this is a multi-year program, the cost center manager and Executive Officer, Congestion Reduction will be responsible for budgeting the remaining CMA in future years.

Impact to Budget

The funding for this action will come from toll revenues generated from the Metro ExpressLanes operations. No other funds were considered for this activity.

ALTERNATIVES CONSIDERED

The Board may decline to approve the recommended actions. This is not recommended as staff cannot immediately re-procure and transition to a new contractor to operate and maintain the ExpressLanes and ensure uninterrupted operations. In terms of ODS, Staff has pursued the most advanced and system-compatible technology to assist in detecting vehicle occupancy levels to improve ExpressLanes performance and the customer experience.

NEXT STEPS

Staff is currently working on the re-procurement of ExpressLanes O&M services since the current contract will expire in 2019. Upon Board approval of the Recommendations, staff will take the necessary steps to notify the Contractor that Metro will exercise Option Year Five for O&M, and execute required Contract Modifications for O&M Years 5 and for ODS deployment.

ATTACHMENTS

A. Procurement Summary
B. Contract Modification Authority Summary
C. DEOD Summary

Prepared by: Joe O'Donnell, Director, Contract Administration, (213) 922-7231
Tim Lew, Sr. Mgr, Transportation Planning, (213) 418-3134
Kathy McCune, DEO (213) 418-3138
Shahrzad Amiri, Executive Officer, (213) 922-3061

Reviewed by: Debra Avila, Chief V/CM Officer, (213) 418-3051
Stephanie Wiggins, Deputy CEO, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

1.	**Contract Number**: PS092210233			
2.	**Contractor**: Atkinson Contractors, LP			
3.	**Mod. Work Description**: Exercise Option 4.5: Additional Year of O&M - Year 5; Additional O&M Support Costs for Option Year 5; Occupancy Detection System			
4.	**Contract Work Description**: Design, Build, Operate and Maintain the Metro ExpressLanes			
5.	**The following data is current as of**: December 6, 2017			
6.	**Contract Completion Status**:			
	Bids/Proposals Due:	8/31/10	**% Completion $s**:	85.7%
	Contract Awarded:	12/16/10	**% Completion time**:	98%
	NTP:	01/11/11	**Original Contract Days**:	990
	Original Complete Date:	09/28/13	**Change Order Days**:	1,609
	Current Est. Complete Date:	02/23/18	**Suspended Days:**	0
			Total Revised Days:	2,599
7.	**Financial Status**:			
	Contract Award:			$72,363,702
	Total Contract Modifications Approved:			$91,894,218
	Current Contract Value:			$164,257,920
	Contract Administrator: Joe O'Donnell		**Telephone Number**: 213-922-7231	
8.	**Project Manager**: Shahrzad Amiri		**Telephone Number**: 213-922-3061	

A. Contract Action Summary

This Board Action is to approve:

- Contract Modification No. 76 issued in support of Option 4.5: Operations and Maintenance of the ExpressLanes - Year 5;
- Contract Modification No. 77, issued in support of Additional O&M Support Costs for Option Year 5; and
- Contract Modification No. 79 for an Occupancy Detection System.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed priced price.

On December 16, 2010, Contract No. PS0922102333 was awarded to Atkinson Contractors, LP in the amount of $72,363,702, to Design, Build, Operate and Maintain the Metro ExpressLanes Project.

Attachment B shows that 72 Contract Modifications/change orders have been issued to date to add and/or delete work, and 9 Contract Modifications are currently pending or in negotiations.

The proposed Contract Modifications are for $30,069,569, and will be used to Exercise Option 4.5 – Option Year 5; additional O&M Support Costs for Option Year 5; and an Occupancy Detection System.

B. Cost/Price Analysis

The recommended price for Contract Modification No. 76 was a bid rate for Option Year 5. A market survey was performed that confirmed the Option price is fair and reasonable.

The recommended price for Contract Modification No. 77 has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations. An audit of Option Year 3 rates was conducted and found no issues. Contractor has agreed to maintain all Option Year 3 rates for Option Year 5, except those that were increased due to collective bargaining agreements, therefore it was determined that an audit of this year's costs was not necessary.

The amount shown for Contract Modification No. 79, is a not-to-exceed amount for an Occupancy Detection System. The final value for this Modification will be evaluated based upon an independent cost estimate, audit, cost analysis, technical evaluation, fact finding, and negotiations to determine that it is fair and reasonable.

Mod No.	Changes	Proposal amount	Metro ICE	Negotiated or NTE amount
76	O&M – Option Year 5	$3,120,000	N/A*	$3,120,000
77	Additional O&M Support Costs for Option Year 5	$15,699,569	$15,586,542	$15,699,569
79	Occupancy Detection System	$11,250,000	$TBD	$TBD

* Mod. No. 76 price was a bid rate. Mod. No. 77 pricing is based OY3 rates with affected rates escalated per 2017 collective bargaining agreements. Pricing for Mod No. 79 is an estimated NTE amount.

ATTACHMENT B

CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

Mod. No.	Description	Status (Approved or Pending)	Contract Value (A)	Mods	Board Approved CMA (C)
N/A	**Initial Award**	**Approved**	**$72,363,702**		**$7,236,370**
1	Exercise Options 1 and 2	Approved		$4,250,000	
2	Admin Modification of Audit Requirements	Approved		$0	
3	Install Fiber Cables & Splice Vaults on I-110	Approved		$470,487	
4	Toll System Digital Visual Aids	Approved		$65,100	
5	Modification to Field Office	Approved		$3,228	
6	Drainage Improvements on I-110 (Const.)	Approved		$1,867,000	$1,867,000
7	Exercise Option 3	Approved		$2,475,000	
N/A	Board Approved CMA Increase (1/12)	Approved			$11,592,445
8	Construction of Divider Wall	Approved		$821	
9	Drainage Improvement on I-110 (Design)	Approved		$234,440	
10	Harbor Gateway Transit Center	Approved		$0	
11	Retail Transponder Sales	Approved		$347,854	
12	Differing Site Condition – CIDH Pile Install.	Approved		$384,768	
13	Modified Striping for Toll Lanes	Approved		$607,964	
14	Audible and Visible Warning System	Approved		$316,334	
15	Adams Blvd/Flower St. OCS (Construction)	Approved		$80,061	
16	DSC – CIDH Piles Along I-10 Fwy	Approved		$78,448	
17	Retail Packaging for Add'l Transponders	Approved		$337,500	
18	Additional Design Support	Approved		$137,879	
19	Rehabilitation of I-10 Shoulder	Approved		$633,414	
20	Perforated Steel Pipe	Approved		$160,276	
21	Temporary Customer Service Center	Approved		$193,383	
22	Closure of Patsaouras Plaza Ramps	Approved		$69,524	
23	Modify Conflicting Expo Signs	Approved		$25,508	
24	Metro's TAP Interface Program	Approved		$25,734	
25	I-10 Traffic Loops	Approved		$126,598	
26	Additional Traffic Monitoring Support	Approved		$957,186	
27	Additional Video Cameras	Approved		$726,288	
28	Adams Blvd/Flower St. OCS (Design)	Approved		$59,331	
29	Mobile Van Retail Unit/Extended Hours	Approved		$50,000	
30	Additional Barrier Markers	Approved		$39,128	
31	Toll System Software Modifications for Grace Period	Approved		$9,724	
32	Release of Additional Transponders	Approved		$450,000	
33	Mailing Costs	Approved		$450,000	
34	Additional Account Support	Approved		$1,000,000	$1,000,000
35	Contract Milestone Revision	Approved		$2,749,778	$2,749,778
N/A	Board Approved CMA Increase (9/13)	Approved			$2,335,035
36	Reduction of Provisional Sum Line Items	Approved		($2,147,709)	
38	Add'l Transponders Option 3 and Retail Packaging	Approved		$459,375	
39	Additional Contaminated Material	Approved		$150,000	
40	Additional Mailing Costs	Approved		$1,000,000	$1,000,000

41	Additional Static and Digital Messaging Signs	Approved		$432,463	
42	Permanent. Redundant Fiber Comm Network	Approved		$341,738	
43	Digital Messaging Sign at Santa Anita	Approved		$481,827	
CO12	Additional Computer Programming	Approved		$250,000	
CO13	Credit Card Transaction Costs	Approved		$270,000	
N/A	Board Approved CMA Increase (2/14)	Approved			$10,228,862.00
44	Exercise Option 4.1, Add'l Year of O&M – Year 1	Approved		$3,024,000	
45	Additional Account Support for Option Year 1	Approved		$2,900,000	
46	Add'l Transponders Option 3 and Retail Packaging	Approved		$1,350,000	
47	Additional Mailing Costs - Option Year 1	Approved		$1,700,000	
48	Interface Configuration Document	Approved		$35,924	
49	Additional TMO Labor - Option Year 1	Approved		$445,000	
50	Additional Marketing Support – Option Year 1	Approved		$304,399	
52	Additional Credit Card Transaction Fees – Option Year 1	Approved		$300,000	
53	Additional Violations Processing Beyond Base Contract	Approved		$750,000	
54	Additional Transponders – Option Year 1	Approved		$432,000	
N/A	Board Approved CMA Increase (10/14)	Approved			$22,925,488.00
55	Exercise Option 4.2, Add'l Year of O&M – Year 2	Approved		$3,048,000	
56	Additional O&M Support Costs for Option Year 2	Approved		$6,717,874	
57	Additional Transponders and Retail Packaging	Approved		$4,999,986	
60	Replacement of Pavement Stencils and Striping and New Delineators on I-10/I-110	Approved		$1,708,334	
62	Add Funds for Additional Violation Processing and Violation Credit Card Fees	Approved		$605,000	
N/A	Board Approved CMA Increase (12/15)	Approved			$17,203,063.00
63	Exercise Option 4.3, Add'l Year of O&M – Year 3	Approved		$3,072,000	
64	Additional O&M Support Costs for Option Year 3	Approved		$10,383,408	
66	Preliminary Design for Additional Toll Sites, Signage, Improvements	Approved		$157,043	
67	Additional Funding for Operations Support Costs	Approved		$900,000	
68	Marketing Data Analysis	Approved		$90,470	
69	Earthcam Permanent Locations	Approved		$250,622	
70	New CHP Beacon Light System - Design	Approved		$78,444	
N/A	Board Approved CMA Increase (10/16)	Approved			$29,216,913
71	Exercise Option 4.4, Add'l Year of O&M – Year 4	Approved		$3,096,000	
CO15	Additional Transponders	Approved		$3,240,000	
CO16.3	Additional Transponders	Approved		$12,199,824	
CO17	Additional O&M Support Costs for Option Year 4	Approved		$12,636,000	
CO18	DMS 290 Pull Box Mitigation and Replace Sensys Repeaters	Approved		$74,440	
CO19	Occupancy Detection System (ODS) 30% Design	Approved		$15,000	

			Subtotal (Approved)	**$95,134,218**	**$107,354,954**
58	Replacement and Additional Static Message and Dynamic Message Signs for I-10/I-110 and I-105	In-Process		$2,650,000	
59	New Toll Gantries - Construction	In-Process		$2,500,000	
74	Replace UPS Batteries - Furnish Only	In-Process		$251,395	
			Subtotal (In-Process)	**$5,401,395**	
76	Exercise Option 4.5, Add'l Year of O&M – Year 5	Recommended		$3,120,000	
77	Additional O&M Support Costs for Option Year 5	Recommended		$15,699,569	
79	Occupancy Detection System - Final Design and Construction	Recommended		$11,250,000	
			Subtotal (Recommended)	**$30,069,569**	
TBD	New CHP Beacon Light System - Construction	Pending		$986,000	
TBD	Maintenance of Additional Tolling Equipment and DMS	Pending		$260,000	
TBD	Potential Changes (Contingency)	Pending		$3,900,000	
			Subtotal (Pending)	**$5,146,000**	

Subtotal - Approved Modifications			$95,134,218	
Subtotal - In-Process Modifications			$5,401,395	
Subtotal - Recommended Modifications			$30,069,569	
Subtotal - Pending Changes/Modifications			$5,146,000	
Total Modifications and Pending Changes			$135,751,182	
Total Contract Value (including Approved, In-Process, Recommended and Pending Modifications)		$208,114,884		
Board Approved CMA (C)				$107,354,954
Requested CMA – Total Modifications and Pending Changes ($135,751,182 minus Board Approved CMA, $107,354,954)				$28,396,228

DEOD SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

A. Small Business Participation

This Contract is funded, in whole or in part, by the Federal Highway Administration funds and falls under the Caltrans Underutilized Disadvantaged Business Enterprise (UDBE) program requirements. At the time of award, Atkinson made a 20.3% UDBE commitment for Operations and Maintenance. Atkinson is exceeding their commitment with a current total UDBE participation of 31.82%.

Small Business Commitment	UDBE 20.30%	Small Business Participation	UDBE 31.82%

	UDBE Subcontractors	% Committed	% Participation
1.	G&C Equipment	20.30%	30.07%
2.	Noble Insight	Added	1.75%
	Total Commitment	**20.30%**	**31.82%**

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 continue to 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.

Los Angeles County
Metropolitan Transportation Authority

ITEM 8

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE CONTRACT MODIFICATIONS – OPTION YEAR 5

Ad Hoc Congestion, Highways and Roads Committee

JANUARY 17, 2018

Metro

Recommendation

- **Authorize:**
  - Option Year 5 of 5 one-year options for $3,120,000
  - O & M Support Costs of $15,699,569
  - Contract Modification Authority for pending and future recommendations totaling $28,396,228

- **Authorize additional modifications:**
  - Negotiate an Occupancy Detection System for a not-to-exceed amount of $11,250,000

System Operations & Maintenance

- **Atkinson is the prime contractor with Conduent responsible for operations and maintenance of the ExpressLanes**
  - **Current Option Year 4 contract expires Feb 2018**
  - **Requesting approval for Option Year 5 to extend contract to Feb 2019**

- **Operations and Maintenance Account Support Includes**
  - **Customer Service**
  - **Account Management**
  - **Transponder Distribution**
  - **Violation Processing**
  - **Roadside Equipment Maintenance**

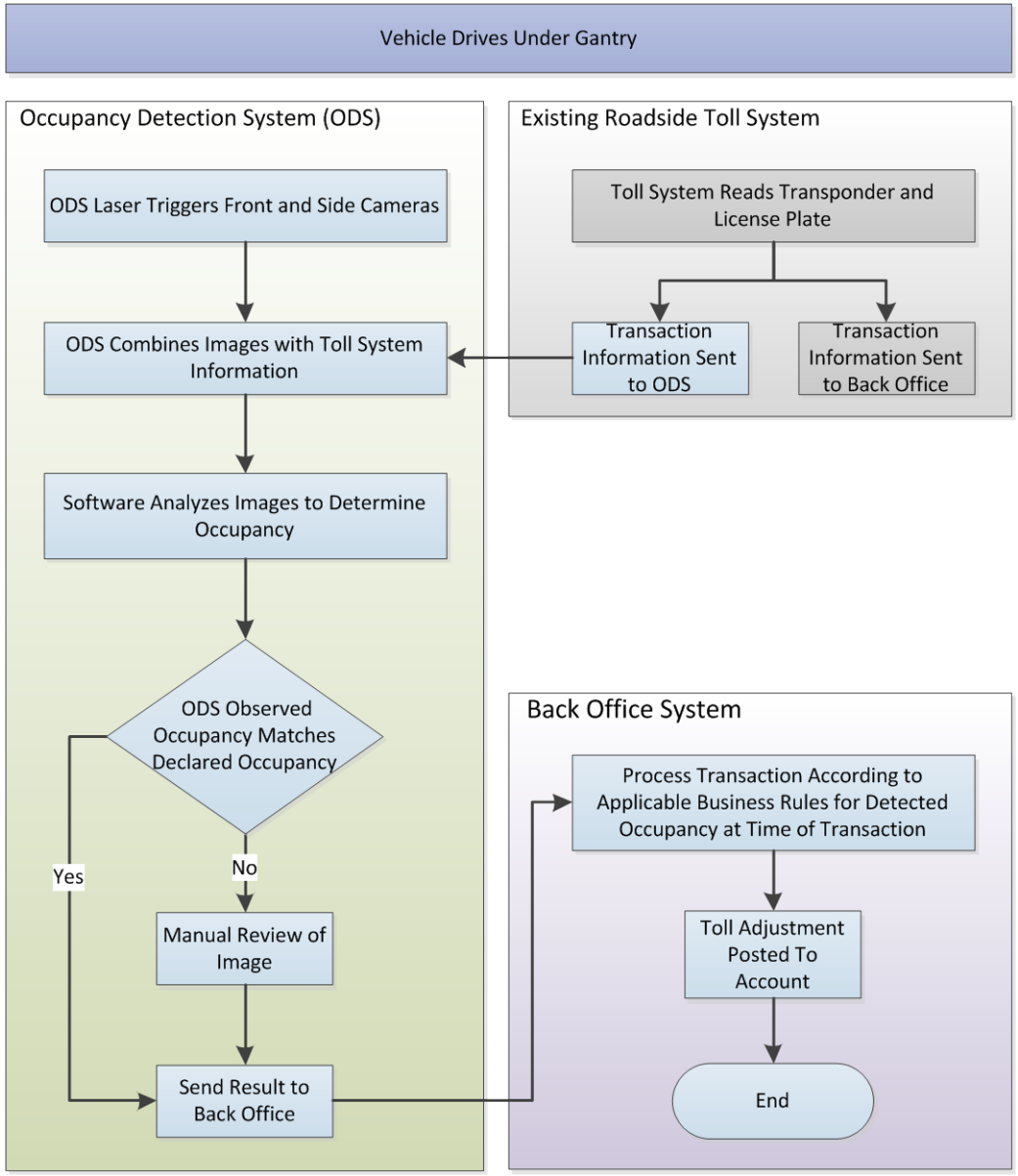
Metro

Occupancy Detection System

- **Implementation of a Proof of Concept**
  - **System of cameras which count humans in vehicles via automated and manual review.**
  - **Design, Installation, Testing, Operations**
    - **New gantries & Roadside equipment (Atkinson, AECOM, Conduent)**
    - **Integration into Back Office Toll System (Conduent)**
  - **Efforts to Expedite Timeline**
    - **Approve work as part of a contract modification**
    - **30% Design Complete. 100% Design in Progress**

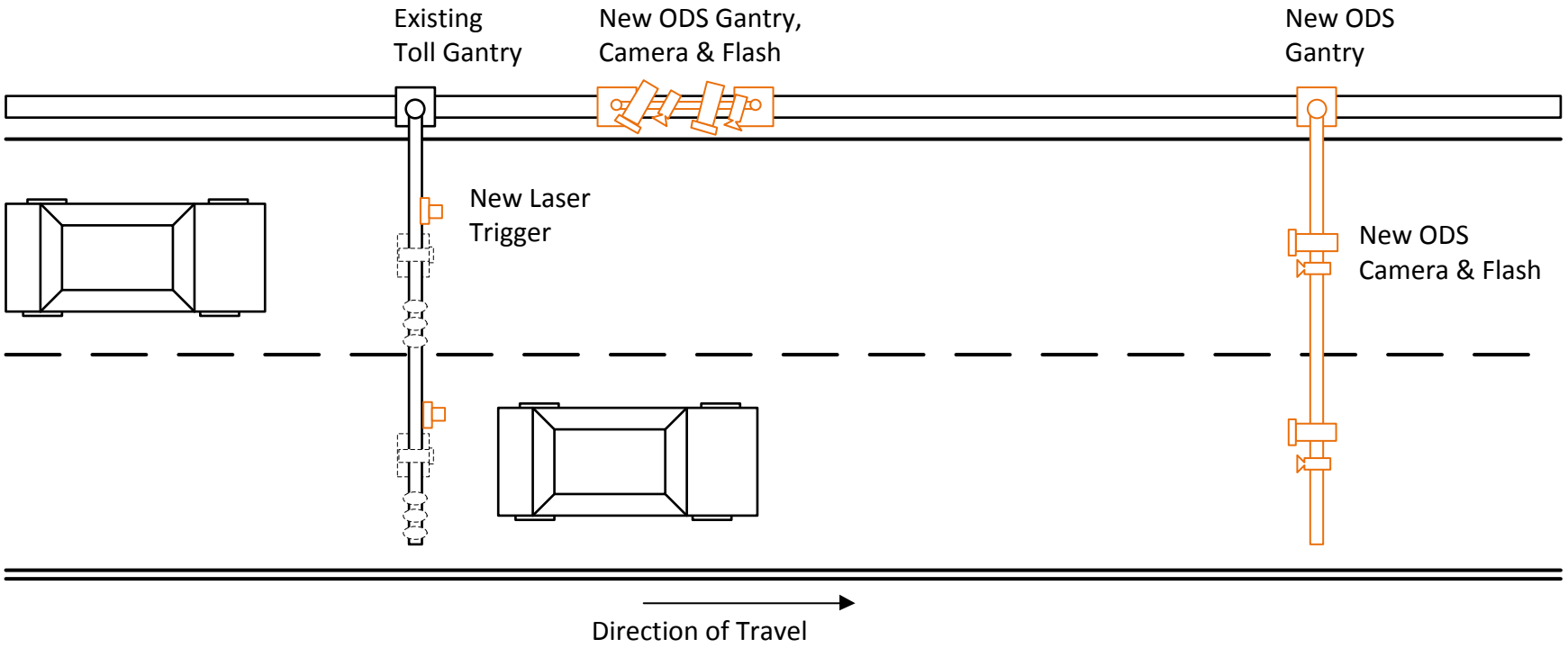
Metro

Occupancy Detection System – Process Flow



Metro

Occupancy Detection System – Layout



Metro

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

Metro

Board Report

File #: 2017-0777, **File Type:** Agreement **Agenda Number:** 10.

FINANCE, BUDGET AND AUDIT COMMITTEE
JANUARY 17, 2018

SUBJECT: LEASE AGREEMENT WITH BAKEWELL HAWTHORNE, LLC FOR LOS ANGELES METRO SYSTEM SECURITY AND LAW ENFORCEMENT

ACTION: APPROVE RECOMMENDATION TO EXECUTE A FIVE-YEAR LEASE AMENDMENT WITH ONE OPTION TO EXTEND BY AN ADDITIONAL FIVE YEARS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year amendment to the existing lease agreement with Bakewell Hawthorne, LLC ("Landlord"), and option a five-year term extension, for use of 11,500 rentable square feet ("RSF") of office space located at 4401 Crenshaw Boulevard, Los Angeles ("Crenshaw Building") commencing August 1, 2018 at a monthly rate of $18,644 for total value of $1,189,092 including annual escalations of three percent, with a five-year option to extend commencing August 1, 2023, for $1,378,500 costing a combined $2,567,592 over the ten-year term.

ISSUE

Metro operates a security and law enforcement office at the Crenshaw Building under an existing five -year lease approved by the Metro Board on November 15, 2012. The lease will expire on July 31, 2018. Metro has five successive one-year options commencing August 1, 2018.

The office space is in a four-story building at the southwest corner of Crenshaw Boulevard and Vernon Avenue, approximately one block from the Crenshaw Leimert Park Station (see Attachment A). The proximity to the Leimert Park Station provides ideal access to support security, fare compliance and law enforcement operations.

DISCUSSION

With the term expiration currently set for July 31, 2018, the security office would like to secure the space at the Crenshaw Building for up to an additional ten years with an amendment to the existing lease.

The security office has found the Crenshaw Building to be a highly impactful base of operations since completion of the Exposition light-rail transit. As the Crenshaw/LAX line nears revenue operations, the security office expects further demands for fare compliance and law enforcement operations

along the Crenshaw corridor and would like to secure long-term office space along this segment of Metro right-of-way.

DETERMINATION OF SAFETY IMPACT

The proposed lease will complement Metro's first responder capability.

FINANCIAL IMPACT

The Amendment provides for monthly payment of $18,664 (annually $223,968) commencing August 1, 2018, and will cost $1,189,092 over the five-year term including provisions for annual fixed three-percent escalations in rent. The five-year option to extend commencing August 1, 2023 will cost $1,378,500. The combined ten-year term will cost $2,567,592.

The rental rate is $19.44 per RSF/year full service gross ("FSG") in which the Landlord is responsible for all utilities, maintenance, janitorial, property taxes and building insurance as well as common area costs. Metro is only responsible for repairing any damage caused by Metro to the leased premises. The new annual lease payment represents a three percent increase over the current lease agreement.

Real Estate staff anticipated a slight increase and finds it to be in line with escalation of rent costs in the Los Angeles region. In contrast, if Metro chooses not to amend and proceed with five options for one year each, overall costs are likely to fluctuate beyond the three percent fixed rate in the lease amendment, given CPI for the Los Angeles-Riverside-Orange Co. region is at 3.7 percent year-over-year according to the December 13, 2017 report by Bureau of Labor Statistics.

Impact to Budget

Funding for the payment of rent for the security office at the Crenshaw Building will be budgeted and paid from the Metro Non-Departmental Real Estate cost center (0651) as part of the annual budget and appropriations process under Project Number 300066 for Expo Line Rail Operations.

ALTERNATIVES CONSIDERED

Relocate the entire staff at 4401 Crenshaw to another office building in the area.

This would likely prove to be a more costly alternative for the agency as rental rates for office space in the Crenshaw building's vicinity range from $21.00 to $57.00 FSG per RSF per year (see Attachment B for list of comparable rates). Based on a requirement for approximately 11,500 RSF of office space to house the LAMPS staff, the average cost for office space would be approximately $2,242,500 over the five-year term of the lease. In addition to the higher rental rate, any additional improvements (see floor plan, Attachment C) would add to the overall added expense of unknown proportion until the substitute space was selected.

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NEXT STEPS

Upon approval as to form by County Counsel, the lease will be sent to the Landlord for execution.

ATTACHMENTS

Attachment A - Map of Property Location and Expo/Crenshaw Station
Attachment B - Lease Comparables
Attachment C - Floor Plan Security and Law Enforcement Office

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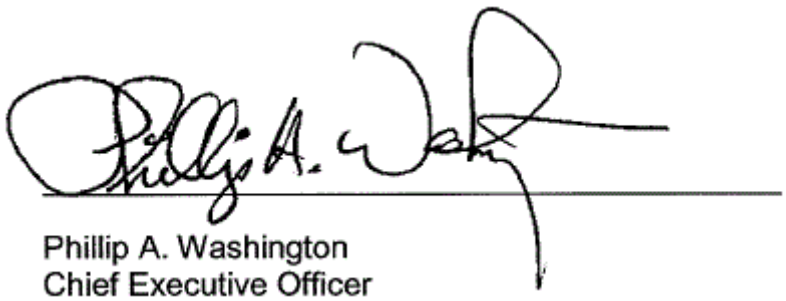
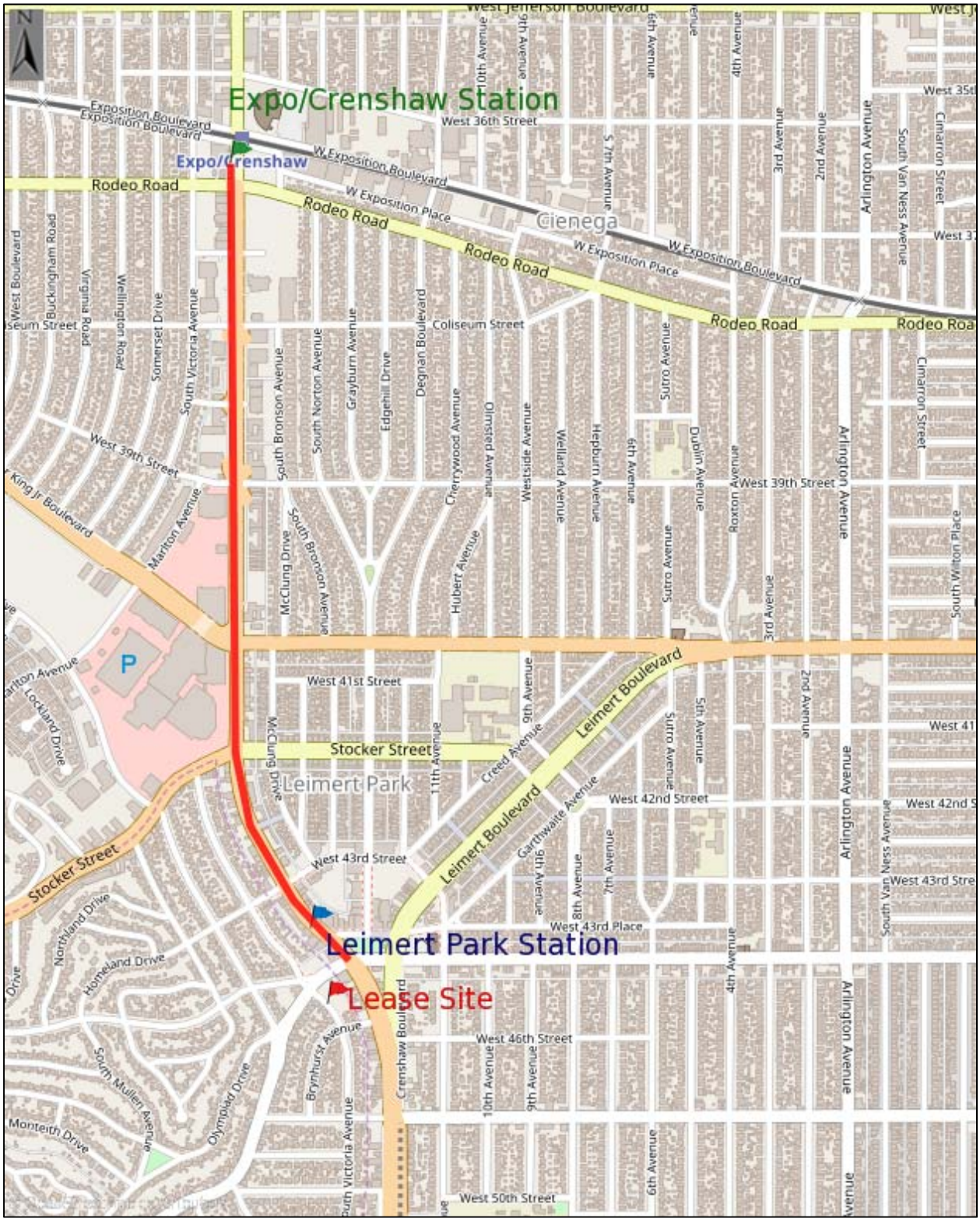


Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Aerial Map of Property Location and Metro Stations



Attachment B – Lease Comparables

4401 Crenshaw Vicinity Comparables

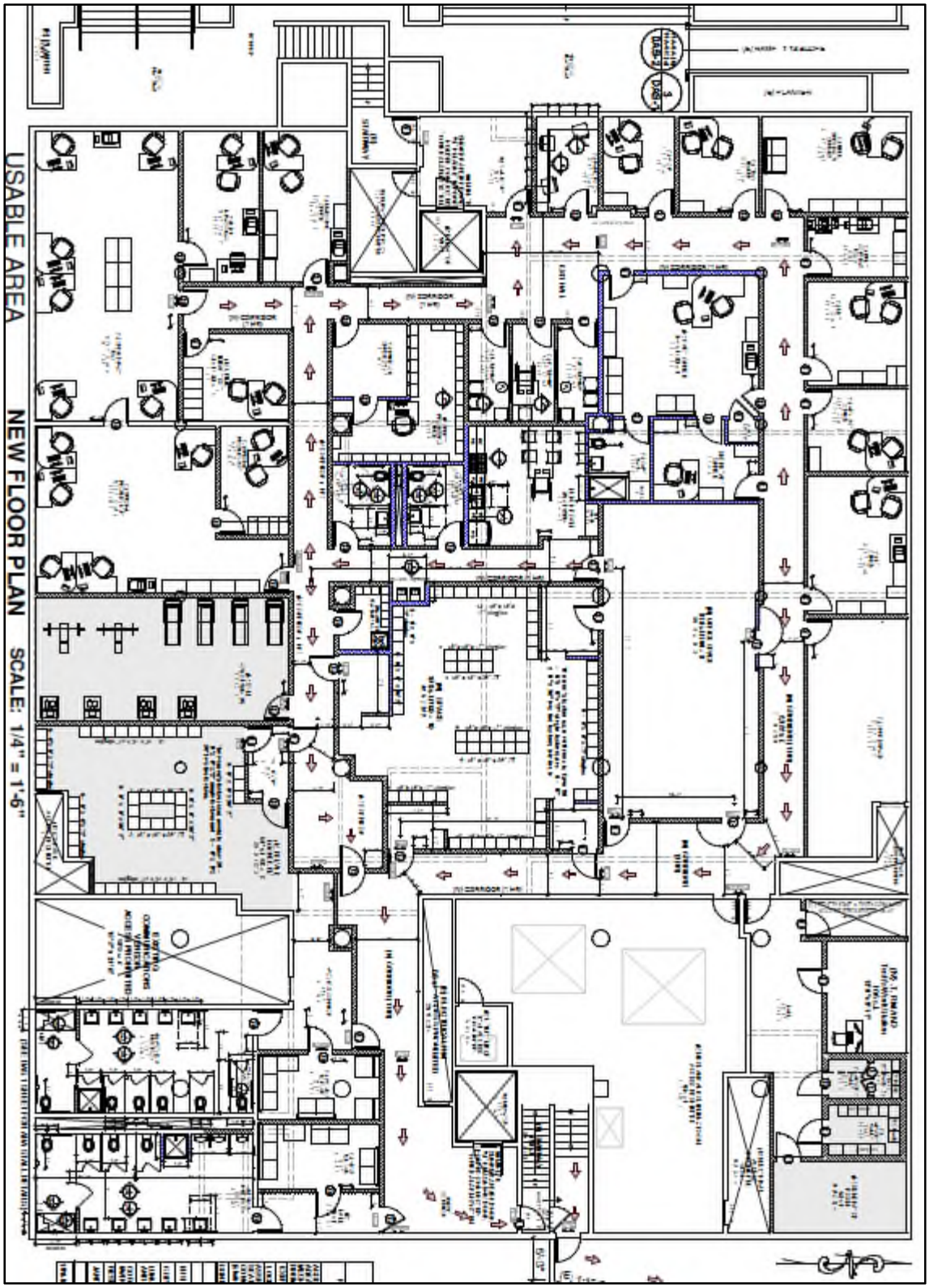
Building Address	Property Type	Available Space	Rent/SF/Year FSG
5120 W Goldleaf Cir	Class A Office	41,714	$35.40-$37.80
5140-5150 W Goldleaf Cir	Class A Office	126,186	$35.40-$37.80
111 N La Brea Ave	Class A Office	6,098	$28.20

Building Address	Property Type	Available Space	Rent/SF/Year FSG
650 W Adams Blvd	Class B Office	57,909	$28.20
5242 W Adams Blvd	Class B Office	15,000	$33.60-$45.60
3800 S Figueroa St	Class B Office	5,000	$43.20
5500 W Jefferson Blvd	Class B Office	85,000	$57.00
1605 W Olympic Blvd	Class B Office	34,023	$21.00
5830 Rodeo Rd	Class B Office	40,000	$57.00
2069 W Slauson Ave	Class B Office	18,379	$34.20
5601 W Slauson Ave	Class B Office	5,271	$31.80

Building Address	Property Type	Available Space	Rent/SF/Year FSG
4335 W Adams Blvd	Class C Office	5,895	$36.00
333 N Centinela Ave	Class C Office	9,800	$32.00
5930 W Jefferson Blvd	Class C Office	10,860	$54.60

Attachment C – Floor Plan LAMPS Office

Floor Plan of 4401 Crenshaw Blvd., Lower Level, Los Angeles



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

File #: 2017-0813, **File Type:** Program **Agenda Number:** 12.

FINANCE, BUDGET AND AUDIT COMMITTEE
JANUARY 17, 2018

SUBJECT: NEW LOW INCOME FARE SUBSIDY PROGRAM (LIFE)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AMENDING the FY18 Adopted budget in the amount of $3.6 million to include Measure M funds to support the Board approved Low Income Fare is Easy (LIFE) program; and

B. RECEIVING AND FILING the LIFE Program Update.

ISSUE

At its May 2017 meeting, the Metro Board approved the expansion and consolidation of Metro's low income fare subsidy programs, effective January 1, 2018. At that time, the Measure M guidelines had not been approved by the Board (they were subsequently approved in June 2017) and this action incorporates Measure M funding as planned and provides an update of current and future planned activities.

DISCUSSION

As noted above, effective January 1, 2018, in an effort to leverage new Measure M funding, the Rider Relief Transit Program (RRTP) and the Immediate Needs Transit Program (INTP) have been combined to form the consolidated Low Income Fare is Easy (LIFE) Program. See Attachment A for LIFE program Guidelines.

Implementation of the LIFE program is moving forward in two phases.

Phase 1

The first phase is to increase the subsidy for participants with the immediate expansion of the program using the current coupon/token based distribution methods of providing qualifying riders access to discounted 7-day or 30-day passes (RRTP) or the distribution of tokens by Metro affiliated network of social service agencies (INTP).

Table 1 below reflects the increased subsidy amounts effective January 2018.

Table 1 - Revised LIFE Fare Media Subsidies

Pass Type	Previous Monthly Subsidy	Revised Monthly Subsidy
Regular 30-Day	$10	$24
Regular 7-Day	$10	$24
College/Vocational 30-Day	$6	$13
Student (K-12) 30-Day	$6	$10
Senior/Disabled 30-Day	$6	$8

Phase 2

Phase two will consist of integrating this program onto TAP fare collection system, eliminating the need for coupon and token usage and will be fully implemented by the end of 2019. For 7-day passes, upon implementation of Phase 2, the TAP fare collection system will automatically apply a $6 dollar *per pass* discount to each purchase thereby allowing the rider to benefit throughout the month, a feature not presently available with the use of the current coupon methods of redemption.

Future plans encompass complete technical integration into TAP, resulting in the following features:

- **A simplified Participant Eligibility Process** - eligibility for subsidies will be indicated on eligible participant's TAP card each year eliminating the need to appear at the distributing agency every 6 months.

- **New TAP ride-based options** - Tying participants' benefits to a TAP card allows for a new ride product to replace the tokens issued under INTP today. Under the revised program the customer can choose either a discounted pass product or the TAP rides each month. Currently, the TAP ride option is not available.

When fully implemented, the combined increase in transit subsidy for qualified riders and technological improvements in the program will significantly enhance the ability of economically vulnerable individuals, including the Senior and Disabled, Student, and regular riders to access both Metro and other Municipal transportation service providers.

Marketing & Outreach

In an effort to ensure maximum outreach to potential riders, an extensive marketing campaign was developed and launched in December 2017. See Attachment B for the detailed Marketing Plan. The

campaign uses a four part strategy:

- **Distribution of information throughout Metro network** - A different approach was devised for the current participants and the new recruitment. The campaign uses Metro channels to reach all eligible riders. These channels, some of which were also provided to participating operators, include brochures translated into 9 languages, posters, car and rail cards, on hold messages, Source post, etc.

- **Distribution of information through Digital media consultant** - a media agency was contracted to place advertisements in various websites, applications, digital radio and bill boards to reach target audience

- **Outreach through program administrators and participating partners** - LIFE administrators, along with 600 + participating non-profit, faith-based or governmental agencies conducted outreach to their client base and general public. Also, certain trade organizations were contacted as well.

- **Outreach conducted by Metro program staff** - LIFE program information was provided to Municipal Operator partners, Bus Operations Subcommittee and Local Transit Systems Subcommittee, Policy Advisory Council, Citizens Advisory Committee and Service Councils. The program changes were also communicated to internal Metro departments that have regular contact with the public to assist with outreach. A special Metro TAP vendor event was organized to provide the program changes to Metro vendors, as well as update them on improvements made to the invoicing process.

The effectiveness of the campaign will be continuously analyzed, and the outreach plan will be revised to target the underserved areas.

DETERMINATION OF SAFETY IMPACT

There is no impact on the safety of Metro patrons or employees as a result of the Board's consideration of this item.

FINANCIAL IMPACT

Funds for the above recommendation are included in Measure M as approved by the voters and included in the Metro Board approved Measure M guidelines.

Impact to Budget

The FY18 Adopted budget included $10 million funded with Prop C 40%. Should the Board approve staff recommendation, an additional $3.6 million from Measure M 2% (ADA Paratransit and Metro Discounts for Seniors and Students) will be added to the budget.

ALTERNATIVES CONSIDERED

The Board could choose to not approve the additional funding for the LIFE program. Staff does not recommend this alterative as this action is designed to implement a Board approved initiative to assist economically disadvantaged individuals access expanded travel and transportation options.

NEXT STEPS

The implementation of Phase 1 on January 1, 2018 marks the beginning of additional activities in order to capture the technological advances in future TAP technology. Future planned activities include:

- Update the existing seller agreements with TAP third party vendors to incorporate the redemption requirements of the LIFE program.
- Revise agreements and policies with municipal operator partners
- Continue integration of INTP into LIFE
- Continue development of the system infrastructure to support new administrative processes in coordination with TAP Operation
- Review and revise current policies regarding agency participation, taxi provisions etc.
- Review and revise the operating guidelines as applicable
- Identify pilot vendor locations for TAP enhancements and overall vendor rollout strategy in coordination with TAP Operation
- Continue to market the new program, including a comprehensive outreach campaign to raise awareness of available discounts
- Continue to work with participating agencies to address implementation issues
- Discuss coordination opportunities with other jurisdictions, including the County of Los Angeles, that provide subsidized transit passes to their constituents
- Issue RFP for new third party administrators

ATTACHMENTS

Attachment A - LIFE Operating Guidelines
Attachment B - Marketing and Outreach Plan

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

LOW INCOME FARE is EASY (LIFE)

Originally called Rider Relief Transportation Program (RRTP) and Immediate Needs Transportation Program (INTP) was approved by the Metro Board in 2017

FY18 OPERATING GUIDELINES

EFFECTIVE

December 5, 2017

Administrative Guidelines

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MISSION STATEMENT

Provide transportation assistance to the most economically vulnerable and transit dependent in Los Angeles County.

BACKGROUND OF THE PROGRAM

In 2007 the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved $5 million for the Low Income Fare is Easy (LIFE), to assist patrons with limited resources to utilize the transit system. The program started its operation in April 2008, and in February 2009, Metro's Board approved a Motion to include the riders of municipal operators who have, or are likely to raise their fares, into the program.

The Low Income Fare is Easy (LIFE) provides fare subsidy coupons to Metro and other participating operators' bus riders. The service is made available throughout Los Angeles County via a wide range of not-for-profit and government agencies that distribute subsidy coupons to the neediest segment of the population.

The Low Income Fare is Easy (LIFE) is built upon a cooperative partnership between the two lead agencies: FAME Assistance Corporation (FAC) and Human Services Association (HSA). Each operates under an agreement with the LACMTA, shares in major decision-making related to the program's direction, manages the program in its designated geographic area, and reports directly to the LACMTA.

LIST OF OPERATORS IN THE PROGRAM

LACMTA (Metro)
Antelope Valley Transit Authority
LADOT
Long Beach Transit
Culver City Municipal Bus Lines
Norwalk Transit System
Montebello Bus Lines
Torrance Transit System
Santa Monica - Big Blue Bus
Santa Clarita Transit
Foothill Transit

ADMINISTRATOR DISTRIBUTION AREAS

The following are the cities or geographical area that each lead agency is responsible for in Los Angeles County.

FAME Assistance Corporation (FAC):
Contact Telephone: (323) 870-8567
LIFEinfo@famecorporations.org

Human Services Association (HSA):
Contact Telephone: (562) 806-0250
LIFEinfo@hsala.org

FAC works with distributing agencies in the following cities or areas:

Central Cities:
Atwater Village, Baldwin Hills, Boyle Heights, Central City, Central City East, Chinatown, City Terrace, Cypress Park, Eagle Rock, East Los Angeles, Echo Park, Florence-Graham, Glassell Park, Griffith Park/Los Feliz, Hancock Park, Highland Park, Hollywood, Koreatown, Ladera Heights, LaFayette Square, Lincoln Heights, Mid-City, Mid-City West, Mid-Wilshire, Montecito Heights, Mt. Washington, Pico Union, Silver Lake, Walnut Park, Westlake, Wilshire Center and Windsor Square.

San Fernando and North County Cities:
Agoura Hills, Acton, Arleta – Pacoima, Burbank, Calabasas, Canoga Park – Winnetka, Woodland Hills, West Hills, Chatsworth, Porter Ranch, Desert View Highlands, East La Tuna Canyon, Lakeview Terrace, Shadow Hills, Sunland, Tujunga, Encino, Tarzana, Glendale, Granada Hills – Knollwood, Hidden Hills, Lake Los Angeles, Lancaster, Little Rock, Mission Hills, Panorama City, North Hills, North Hollywood, Valley Village, Northridge, Palmdale, Quartz Hills, Reseda, West Van Nuys, San Fernando, Santa Clarita, Sherman Oaks, Studio City, Toluca Lake, Cahuenga Pass, Sun Valley, La Tuna Canyon, Sylmar, Val Verde, Van Nuys and North Sherman Oaks.

South Bay Cities:
Alondra Park, Between Harbor City and Carson, Carson, Crenshaw, Del Aire, El Camino Village, El Segundo, Gardena, Harbor Gateway, Hermosa Beach, Hyde Park, Inglewood, Jefferson Park, Ladera Heights, Lawndale, Leimert Park, Lennox, Lomita, Manhattan Beach, Mar Vista, Marina del Rey, Playa del Rey, Playa Vista, Redondo Beach, South Los Angeles, Southeast Los Angeles, Torrance, Venice, View Park, Watts, West Adams, West Athens, West Carson, West Hills, Westchester, and Westmont.

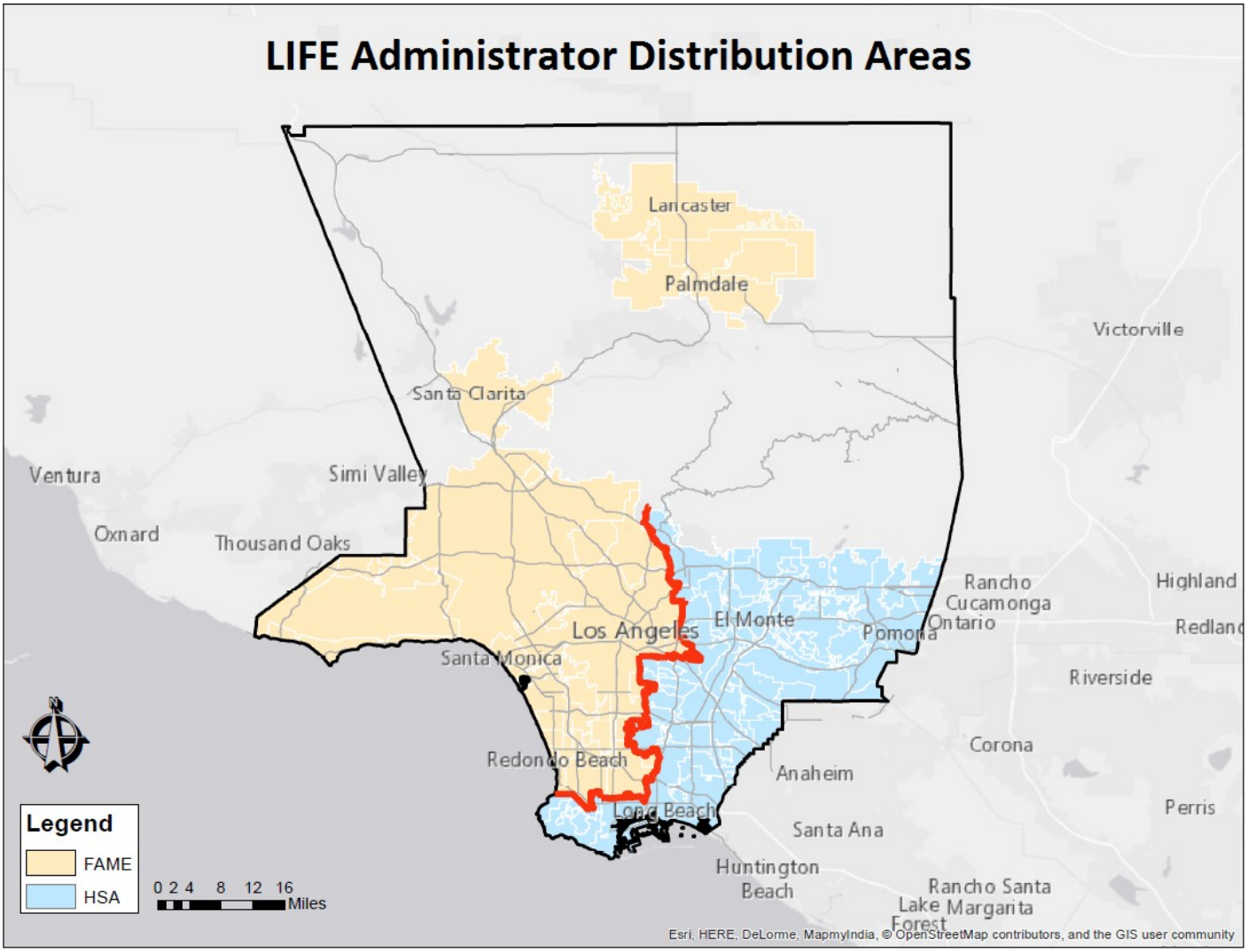
Westside Cities:
Bel Air, Beverly Crest, Beverly Hills, Brentwood, Culver City, Malibu, Marina del Rey, Pacific Palisades, Palms, Park La Brea, Santa Monica, Sawtelle, West Hollywood, West Los Angeles, and Westwood.

HSA works with distributing agencies in the following cities or areas:

Gateway Cities:
Artesia, Avalon (Catalina), Bell, Bell Gardens, Bellflower, Cerritos, Commerce, Compton, Cudahy, Downey, East Compton, East La Mirada, Hawaiian Gardens, Harbor City, Huntington Park, La Habra Heights, La Mirada, El Monte, Lakewood, Long Beach, Lynwood, Maywood, Montebello, Norwalk, Paramount, Palos Verdes Estates, Pico Rivera, Rancho Dominguez, , Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates, Rosewood, Rowland Heights, Santa Fe Springs, San Pedro, Signal Hill, South El Monte, South Gate, South Whittier, Terminal Island, Vernon, West Compton, West Whittier – Los Nietos, Whittier, Willowbrook, and Wilmington.

San Gabriel Cities:
Alhambra, Arcadia, Avocado Heights, Azusa, Baldwin Park, Bradbury, Charter Oaks, Citrus, Claremont, Covina, Diamond Bar, Duarte, East Pasadena, East San Gabriel, El Monte, Glendora, Hacienda Heights, Industry, Irwindale, La Canada Flintridge, La Cresenta, Montrose, La Puente, La Verne, Mayflower Village, Monrovia, Monterey Park, North El Monte, Pasadena, Pomona, Rosemead, Rowland Heights, San Dimas, San Gabriel, San Marino, Sierra Madre, South El Monte, South Pasadena, South San Gabriel, South San Jose, Temple City, Valinda, Vincent, Walnut, West Covina and West Puente Valley.

*Note that some of the cities and unincorporated areas listed above provide subsidies to their residents. Therefore, riders living in these cities are not eligible to participate in LIFE.


LIFE Administrator Distribution Areas
Lancaster
Palmdale
Victorville
Santa Clarita
Ventura
Simi Valley
Oxnard
Thousand Oaks
Rancho Cucamonga
Ontario
Highland
Los Angeles
El Monte
Pomona
Santa Monica
Riverside
Corona
Redondo Beach
Anaheim
Long Beach
Perris
Santa Ana
Huntington Beach
Rancho Santa Margarita
Lake Forest
Legend
FAME
HSA
0 2 4 8 12 16
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

TRANSPORTATION SUBSIDY MEDIA

This program offers subsidy coupons. There are several types of subsidy coupons in the LIFE; maximum subsidy per person per month is as follows:

$24 subsidy coupon – Riders that purchase regular monthly or weekly passes, provided that their city or the county does not provide a subsidy
$8 Subsidy coupon – Senior citizen riders of cities who do not offer any user side subsidy
$13 Subsidy coupon – Kindergarten through 12th grade students of cities or schools that do not provide a subsidy
$10 Subsidy coupon – College-vocational students provided that their city or the county or school does not provide a subsidy

Any individual receiving transportation subsidies from other sources is not eligible to receive LIFE coupons. Such sources include college/vocational school subsidies, city subsidies, Immediate Needs Transportation Program (INTP), ACCESS, City Ride and Los Angeles County Unincorporated subsidies.

ELIGIBILITY CRITERIA FOR DISTRIBUTING AGENCIES

FAC and HSA recognize the importance of careful screening of the agencies that distribute LIFE subsidy coupons. The following are the minimum eligibility requirements for distributing agencies. Additional criteria may be added.

The agency should at a minimum meet the following criteria:

- Be a not-for-profit 501 (c) organization or part of a local jurisdiction (city or county of Los Angeles).
- Be established in Los Angeles County for at least three years.
- Operate out of a fixed structure.
- Have more than 50 people participating in their program.
- Be able to meet Metro's new software and hardware requirements, including but not limited to necessary internet connection, up to date operating system, hardware to effectively run databases
- Be committed to following all program requirements.
- New and renewing agencies should be aware that continued participation in the program is contingent upon the agency's ability to access and utilize LACMTAs forthcoming client information database. This data system is currently in development; any software or additional program requirements will be communicated once information is received. Agencies will have up to 6 months from roll out date to complete all training and implementation.

Agencies interested to join LIFE must provide the following:

- Copy of 501 (c) designation.
- Proof of attendance at LIFE Orientation, or participate in training with the collaborating administrator.
- Copy of business license.

Once the agencies are deemed qualify to join LIFE, they must sign the Participating Agreement to be accepted into the program.

FAC and HSA recognize the diverse special needs addressed by Los Angeles County's social service organizations. It is important that agencies recognize that the goal of LIFE is to subsidize Metro and other participating operator fares, and that LIFE is not an entitlement program.

PROCEDURES FOR DISTRIBUTING AGENCIES

Agencies are to familiarize themselves with the "Participant Eligibility Requirements" with these Operating Guidelines.

Program Requirements

- Agreement – FAC and HSA will enter into an agreement only with organizations that are committed to serving the community and retaining the integrity of the program. A senior official who has authority to sign contracts on behalf of a participating organization must sign a written agreement with FAC or HSA and provide information needed to complete the *Distributing Agency Registry* form. Information on this form includes the name, title, and signature of those individuals authorized to receive subsidy coupons for the agency, and the name, title, and signature of those authorized to distribute them. Agency must have *Distributing Agency Registry* on file at all times. Each participating agency is to notify FAC and HSA immediately of any changes in this form concerning the signature of its senior official.

  Each agency is to develop and provide to FAC and HSA a set of its eligibility criteria specifying how it will allocate the subsidy coupons and determine individual eligibility.

  FAC and HSA retain the right to cancel its agreement with an agency for any action that jeopardizes the program or any reason FAC and HSA deems appropriate and necessary.

- Accountability – Every agency is responsible for accounting and keeping accurate records of the subsidy coupons it receives. Every subsidy coupon has a unique serial number on it that is traceable back to the distributing agency and enables the agency to track its handling of subsidy coupons. No subsidy coupon is to be

distributed without following the procedures in this document. From time to time, distributing agencies may be audited by FAC and HSA or asked to track the disposition of a single subsidy coupon. For any audit or coupon-tracking, full agency cooperation is required.

- Training – Each distributing agency is responsible for attending an initial program orientation/training session provided by FAC and HSA and any additional training as deemed necessary. Each agency is also responsible for training its own staff to properly execute the program, and for providing additional training on revisions to the program.

- Database – Each participating agency is responsible for attending an orientation / training session for use of the new LIFE integrated database, and is accountable for ensuring that their client list, client information and any related transactions is updated and managed through the database.

Receiving Subsidy Coupons

- Authorization to Accept Transportation Subsidies– Only authorized staff may accept delivery of and distribute subsidy coupons. Each agency is to authorize at least one person to sign for and accept delivery of subsidy coupons, and at least one person to disburse them and initial the *User Log*. Names, titles, and signatures are to be provided on the *Distributing Agency Register*. FAC and HSA are to be advised immediately of any changes in personnel authorizations.

- Transportation Subsidy Security – Agencies must keep subsidy coupons locked in a safe place and protect them as cash. Lost or stolen subsidy coupons are to be reported immediately to FAC and HSA.

- Subsidy Replenishment – Agencies are responsible for following the distribution schedule set forth by FAC and HSA.

Distributing Subsidy Coupons

- Agencies will not distribute coupons to riders that are eligible for transportation subsidies from other sources. Such sources include but are not limited to; college/vocational school subsidies, employer subsidies, city subsidies and Los Angeles County Unincorporated subsidies.

- Agencies are not to distribute subsidy coupons to agency employees and family. Program participants must be present to receive subsidy coupons, unless the distributing agency has authorized mail-distribution for eligible recipients and has forwarded to FAC and HSA its policy for distributing subsidy coupons to persons not receiving them in person.

- Agencies should reference *Southern California Colleges Pass Subsidy Data*

(Attachment D) and *Subsidies Offered-LA County and Cities* (Attachment B).

- Record Keeping – To control and track usage, each agency is required to record subsidy coupon disbursements in the *User Log* that accompanies every package of subsidy coupons. Recipient information is entered in the *User Log* next to each pre-printed subsidy coupon serial number. This information includes recipient's name, city and ZIP, name of college/university (for students- and ensure that their college is not providing subsidy) and valid identification (e.g., driver's license, social security number etc.). In order to track and account for every subsidy coupon, every line of the log is to be completed. "Void" is to be written when appropriate, and voided subsidy coupons are to be retained returned to FAC and HSA.

- The administrators and their respective agencies should invite each recipient to complete the Title VI questionnaire. The data should be collected and submitted to the administrators.

- The User Log is to be submitted when it is completed. Totals at the bottom of each page must be completed.

- Information for Recipients – Agencies are to review the eligibility guidelines with each recipient. Agencies should refer to Operating Guidelines when necessary.

Reporting Abuse

- It is the responsibility of distributing agencies and their staff to report any abuse, misuse, or attempt to illegally handle subsidy coupons associated with the Rider Relief Transportation Program immediately to FAC and HSA, who will in turn report it to the LACMTA project manager.

- Any participating agency or individual found attempting to abuse, misuse, and purchase, sell or illegally handle subsidy coupons will be permanently removed from the program.

ELIGIBILITY CRITERIA FOR INDIVIDUAL PARTICIPANTS

LIFE subsidy coupons are available to Los Angeles County residents whose household income levels are below the Federal HUD Poverty Guidelines for Los Angeles County, as follows:

Persons in Household					
1	**2**	**3**	**4**	**5**	**6**
$31,550	**$36,050**	**$40,550**	**$45,050**	**$48,700**	**$52,300**

Residents of the Cities/County and students of schools and colleges already being subsidized for Metro or participating operator fare media will not be eligible to receive the coupon subsidy.

CRITERIA TO IDENTIFY ELIGIBLE PARTICIPANTS

Participants must present any or a combination of the following identification cards:

- Regular Riders
  - Medical – Low Income
  - Pay Stubs
  - Lifeline (water and power)
  - Tax returns
  - Any valid documentation showing proof of income
  - Any proof of receiving public benefits
  - Regular rider TAP card

- Seniors – In addition to the above listed identification senior passengers must be at least 62 and show proof of age with the following identification cards:
  - DMV senior card (or license)
  - Reduced fare senior TAP card

- Kindergarten – 12 grade students:
  - Parent qualification necessary and;
  - K-12 TAP Card
  - Student ID

- College/Vocational:
  - Regular rider criteria and;
  - College/Vocational TAP Card
  - Student ID

- Any individual receiving transportation subsidies from other sources is not eligible to receive LIFE coupons. Such sources include college/vocational school subsidies, city subsidies, Immediate Needs Transportation Program, ACCESS, City Ride and Los Angeles County Unincorporated subsidies.

* If necessary, eligibility criteria should be reviewed periodically.

The **FY 2017-2018 LIFE Operating Guidelines** are hereby accepted by _____, upon and subject to the terms and conditions herein above stated. Participating agency's signature below shall be deemed as an acceptance of the Operating Guidelines by Agency.

Agency Name

Dated: _____

(Please Print)

Dated: _____

Executive Director or Signatory

Vendor/Redemption Guidelines

PROCEDURES FOR ACCEPTING SUBSIDY COUPONS AT THE OUTLETS MANAGED BY THE OPERATORS

The following is the proper procedure for vendors to accept coupons from LIFE participants:

- Only one valid pass can be purchased per coupon per month per customer
- The coupons are for one time use and must be submitted at the time of purchase
- The coupons are only to be accepted towards the purchase of Metro Regular 7-Day, or equivalent Operator fare media, Metro 30-Day, or Operator 31-Day or monthly pass, Senior, Student-College/Vocational, or Student-K-12 or EZ passes
- The coupon type must match the pass type purchased
- The month indicated on the coupon should correspond to the month that the pass is being purchased
- The coupon value is not a cash equivalent and is only to be accepted as discount against a pass noted above
- In cases where the coupon value exceeds the pass price, the customer is not to be reimbursed for the difference. Therefore, the operators' reimbursement request/invoice to Metro should be limited to the value of the fare that the coupon was applied to.
- The coupons cannot be used in conjunction with any other offer
- A reproduction or possession of reproduction of LIFE Coupon is illegal and subject to criminal prosecution
- Auto loads/cash loads are only allowed on Norwalk and Culver City and any operator that does not offer corresponding pass structure and will be joining the program in future.

PROCEDURES FOR ACCEPTING SUBSIDY COUPONS AT THE TAP VENDOR OUTLETS MANAGED BY METRO

The following is the proper procedure for vendors to accept coupons from LIFE participants:

- Only one valid pass can be purchased per coupon per month per customer
- The coupons are for one time use and must be submitted at the time of purchase
- The coupons are only to be accepted towards the purchase of Regular 7-Day, 30-Day, EZ passes, Senior, Student-College/Vocational, or Student-K-12 passes
- The coupon type must match the pass type purchased
- The month indicated on the coupon should correspond to the month that the pass is being purchased
- The coupon value is not a cash equivalent and is only to be accepted as discount against a pass noted above

- In cases where the coupon value exceeds the pass price, the customer is not to be reimbursed for the difference
- The coupons cannot be used in conjunction with any other offer
- A reproduction or possession of reproduction of LIFE Coupon is illegal and subject to criminal prosecution
- No auto loads/cash loads are allowed

ATTACHMENT B

2017/2018 LIFE Campaign Timeline

| | October | | | | | November | | | | December | | | | January | | | | | February | | | | March | | | | April | | | | May | | | | June | | | | July | | | | August | | | | September | | | | October | | | | November | | | | December | | | |
|---|---|---

Low Income Fare Program

"LIFE"

Finance, Budget, and Audit Committee

January 17, 2018

Metro

Low Income Fare is Easy (LIFE)

As approved by the Board in May 2017, the Rider Relief Transportation Program (RRTP) has evolved into the LIFE (Low Income Fare is Easy) program effective Jan 2018

- **Starting with January 2018 Distribution, subsidy coupon levels have increased to:**

Pass Type	Current Subsidy	Increased Subsidy
Regular Fare (7/30 day)	$10	$24
College	$6	$13
Student (K-12)	$6	$10
Senior/Disabled	$6	$8

Metro

External and Internal Outreach

Distribution of information throughout Metro network – Uses Metro channels to reach eligible riders including brochures translated into 9 languages, posters, car and rail cards, on-hold messages, Source post, etc.

Distribution of information through Digital media consultant – Advertisements in various websites, applications, digital radio and billboards to reach target audience

Outreach through program administrators and participating partners – LIFE administrators, along with 600 + participating non-profit, faith-based or governmental agencies

Outreach conducted by Metro program staff – Program information presented to Muni partners, BOS, LTSS, PAC, CAC, and Service Councils; internal Metro departments with regular contact with the public.

Metro TAP vendor event – Organized to provide the program changes to Metro vendors

Metro

LIFE Next Steps

Phase I (Now) - Increase in Subsidy Levels - January 2018

Phase II (In development) – Integration of the LIFE program into the TAP individualized account based system to recognize a specific TAP card.

- **Eliminate the need for coupons**
- **Riders will be able to choose a ride based benefit versus a dollar subsidy**
- **Provide access to the full TAP Vendor Network and taptogo.com card protection/registration features**

Metro

Low Income Fare is Easy (LIFE)



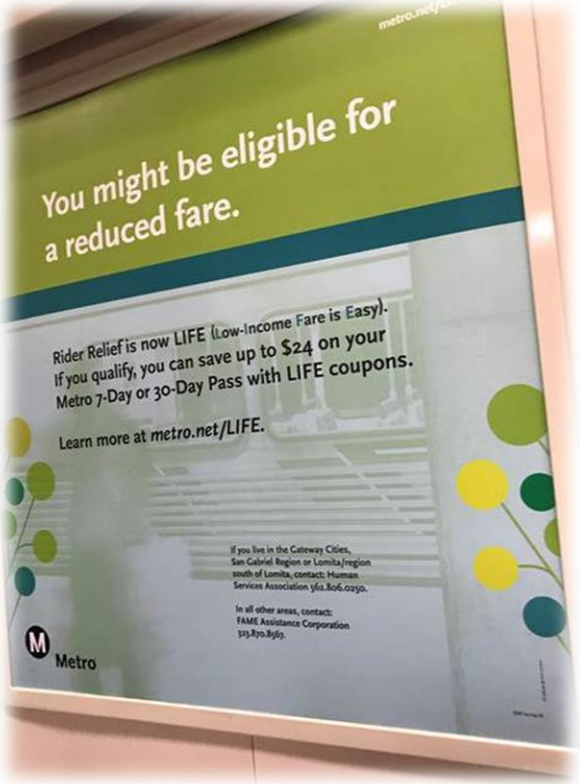






Metro

Low Income Fare is Easy (LIFE)



Red Line Poster

East Portal Tower





Customer Window scrolling ticker

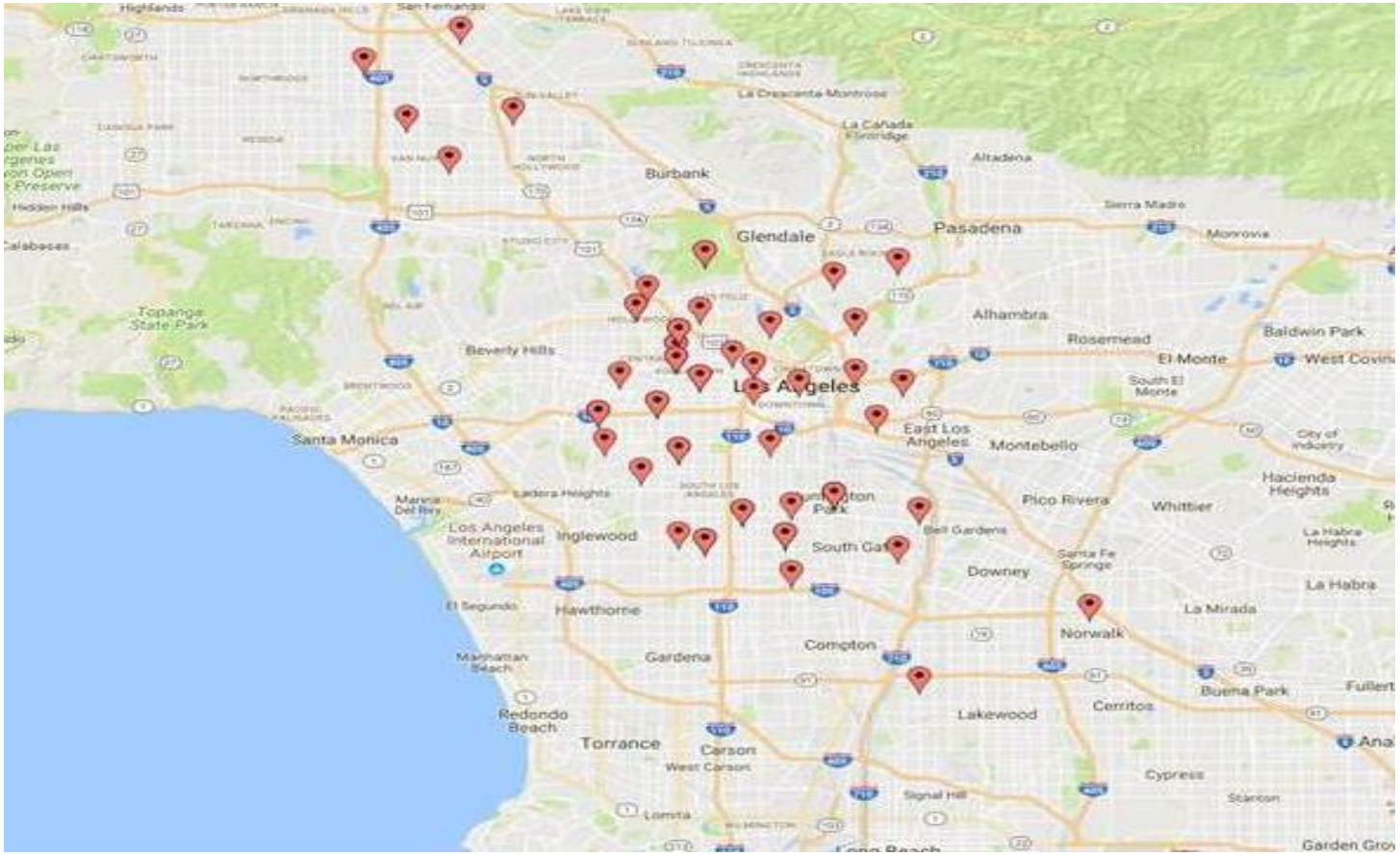


Take Ones on display

Metro

Low Income Fare is Easy (LIFE)

Initial Billboard Locations



Metro

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

File #: 2017-0813, **File Type:** Program **Agenda Number:** 12.

FINANCE, BUDGET AND AUDIT COMMITTEE
JANUARY 17, 2018

SUBJECT: NEW LOW INCOME FARE SUBSIDY PROGRAM (LIFE)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AMENDING the FY18 Adopted budget in the amount of $3.6 million to include Measure M funds to support the Board approved Low Income Fare is Easy (LIFE) program; and

B. RECEIVING AND FILING the LIFE Program Update.

ISSUE

At its May 2017 meeting, the Metro Board approved the expansion and consolidation of Metro's low income fare subsidy programs, effective January 1, 2018. At that time, the Measure M guidelines had not been approved by the Board (they were subsequently approved in June 2017) and this action incorporates Measure M funding as planned and provides an update of current and future planned activities.

DISCUSSION

As noted above, effective January 1, 2018, in an effort to leverage new Measure M funding, the Rider Relief Transit Program (RRTP) and the Immediate Needs Transit Program (INTP) have been combined to form the consolidated Low Income Fare is Easy (LIFE) Program. See Attachment A for LIFE program Guidelines.

Implementation of the LIFE program is moving forward in two phases.

Phase 1

The first phase is to increase the subsidy for participants with the immediate expansion of the program using the current coupon/token based distribution methods of providing qualifying riders access to discounted 7-day or 30-day passes (RRTP) or the distribution of tokens by Metro affiliated network of social service agencies (INTP).

Table 1 below reflects the increased subsidy amounts effective January 2018.

Table 1 - Revised LIFE Fare Media Subsidies

Pass Type	Previous Monthly Subsidy	Revised Monthly Subsidy
Regular 30-Day	$10	$24
Regular 7-Day	$10	$24
College/Vocational 30-Day	$6	$13
Student (K-12) 30-Day	$6	$10
Senior/Disabled 30-Day	$6	$8

Phase 2

Phase two will consist of integrating this program onto TAP fare collection system, eliminating the need for coupon and token usage and will be fully implemented by the end of 2019. For 7-day passes, upon implementation of Phase 2, the TAP fare collection system will automatically apply a $6 dollar *per pass* discount to each purchase thereby allowing the rider to benefit throughout the month, a feature not presently available with the use of the current coupon methods of redemption.

Future plans encompass complete technical integration into TAP, resulting in the following features:

- **A simplified Participant Eligibility Process** - eligibility for subsidies will be indicated on eligible participant's TAP card each year eliminating the need to appear at the distributing agency every 6 months.

- **New TAP ride-based options** - Tying participants' benefits to a TAP card allows for a new ride product to replace the tokens issued under INTP today. Under the revised program the customer can choose either a discounted pass product or the TAP rides each month. Currently, the TAP ride option is not available.

When fully implemented, the combined increase in transit subsidy for qualified riders and technological improvements in the program will significantly enhance the ability of economically vulnerable individuals, including the Senior and Disabled, Student, and regular riders to access both Metro and other Municipal transportation service providers.

Marketing & Outreach

In an effort to ensure maximum outreach to potential riders, an extensive marketing campaign was developed and launched in December 2017. See Attachment B for the detailed Marketing Plan. The

campaign uses a four part strategy:

- **Distribution of information throughout Metro network** - A different approach was devised for the current participants and the new recruitment. The campaign uses Metro channels to reach all eligible riders. These channels, some of which were also provided to participating operators, include brochures translated into 9 languages, posters, car and rail cards, on hold messages, Source post, etc.

- **Distribution of information through Digital media consultant** - a media agency was contracted to place advertisements in various websites, applications, digital radio and bill boards to reach target audience

- **Outreach through program administrators and participating partners** - LIFE administrators, along with 600 + participating non-profit, faith-based or governmental agencies conducted outreach to their client base and general public. Also, certain trade organizations were contacted as well.

- **Outreach conducted by Metro program staff** - LIFE program information was provided to Municipal Operator partners, Bus Operations Subcommittee and Local Transit Systems Subcommittee, Policy Advisory Council, Citizens Advisory Committee and Service Councils. The program changes were also communicated to internal Metro departments that have regular contact with the public to assist with outreach. A special Metro TAP vendor event was organized to provide the program changes to Metro vendors, as well as update them on improvements made to the invoicing process.

The effectiveness of the campaign will be continuously analyzed, and the outreach plan will be revised to target the underserved areas.

DETERMINATION OF SAFETY IMPACT

There is no impact on the safety of Metro patrons or employees as a result of the Board's consideration of this item.

FINANCIAL IMPACT

Funds for the above recommendation are included in Measure M as approved by the voters and included in the Metro Board approved Measure M guidelines.

Impact to Budget

The FY18 Adopted budget included $10 million funded with Prop C 40%. Should the Board approve staff recommendation, an additional $3.6 million from Measure M 2% (ADA Paratransit and Metro Discounts for Seniors and Students) will be added to the budget.

ALTERNATIVES CONSIDERED

The Board could choose to not approve the additional funding for the LIFE program. Staff does not recommend this alterative as this action is designed to implement a Board approved initiative to assist economically disadvantaged individuals access expanded travel and transportation options.

NEXT STEPS

The implementation of Phase 1 on January 1, 2018 marks the beginning of additional activities in order to capture the technological advances in future TAP technology. Future planned activities include:

- Update the existing seller agreements with TAP third party vendors to incorporate the redemption requirements of the LIFE program.
- Revise agreements and policies with municipal operator partners
- Continue integration of INTP into LIFE
- Continue development of the system infrastructure to support new administrative processes in coordination with TAP Operation
- Review and revise current policies regarding agency participation, taxi provisions etc.
- Review and revise the operating guidelines as applicable
- Identify pilot vendor locations for TAP enhancements and overall vendor rollout strategy in coordination with TAP Operation
- Continue to market the new program, including a comprehensive outreach campaign to raise awareness of available discounts
- Continue to work with participating agencies to address implementation issues
- Discuss coordination opportunities with other jurisdictions, including the County of Los Angeles, that provide subsidized transit passes to their constituents
- Issue RFP for new third party administrators

ATTACHMENTS

Attachment A - LIFE Operating Guidelines
Attachment B - Marketing and Outreach Plan

Prepared by:
Armineh Saint, Sr. Mgr., Transportation Planning (213) 922-2369
Drew Phillips, Dir. Budget, (213) 922-2109
Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

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

File #: 2017-0813, **File Type:** Program **Agenda Number:** 12.

FINANCE, BUDGET AND AUDIT COMMITTEE
JANUARY 17, 2018

SUBJECT: NEW LOW INCOME FARE SUBSIDY PROGRAM (LIFE)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AMENDING the FY18 Adopted budget in the amount of $3.6 million to include Measure M funds to support the Board approved Low Income Fare is Easy (LIFE) program; and

B. RECEIVING AND FILING the LIFE Program Update.

ISSUE

At its May 2017 meeting, the Metro Board approved the expansion and consolidation of Metro's low income fare subsidy programs, effective January 1, 2018. At that time, the Measure M guidelines had not been approved by the Board (they were subsequently approved in June 2017) and this action incorporates Measure M funding as planned and provides an update of current and future planned activities.

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Attachment B - Marketing and Outreach Plan

Prepared by:
Armineh Saint, Sr. Mgr., Transportation Planning (213) 922-2369
Drew Phillips, Dir. Budget, (213) 922-2109
Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

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

File #: 2017-0813, **File Type:** Program **Agenda Number:** 12.

FINANCE, BUDGET AND AUDIT COMMITTEE
JANUARY 17, 2018

SUBJECT: NEW LOW INCOME FARE SUBSIDY PROGRAM (LIFE)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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Impact to Budget

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ATTACHMENTS

Attachment A - LIFE Operating Guidelines
Attachment B - Marketing and Outreach Plan

Prepared by:
Armineh Saint, Sr. Mgr., Transportation Planning (213) 922-2369
Drew Phillips, Dir. Budget, (213) 922-2109
Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

File #: 2017-0716, **File Type:** Contract **Agenda Number:** 16.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2018

SUBJECT: INTEGRATED STATION DESIGN SOLUTIONS

ACTION: AWARD OF CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award and execute an 18-month, firm fixed Contract No. PS35771-2001 to M. Arthur Gensler Jr. & Associates, Inc. in the amount of $1,694,864 for integrated station design solutions, subject to the resolution of protest(s), if any.

ISSUE

To ensure Metro stations are safe, smart, clean, and green, and provide a quality customer experience, innovative design solutions responding to current requirements, new technologies, and ongoing station environment design challenges are needed. To develop these solutions, Metro requires the services of a professional design team to assist an interdepartmental Metro working group to determine the placement and design of new equipment, amenities, and other design features affecting the customer environment in Metro stations.

DISCUSSION

Metro design criteria for both rail and bus rapid transit (BRT) stations and related Standard/Directive Drawings provide requirements and direction for station architectural elements, including placement of equipment and types of materials within public areas. In 2014, the Metro Rail Design Criteria (MRDC) and Standard/Directive Drawings were updated to include the new Systemwide Station Design Standards, which unify and brand station architecture and materials. The purpose of these standards is to improve the transit experience by making stations safer and easier to recognize, navigate and use, while streamlining design, construction, operations and maintenance.

While these documents help streamline the design of new stations by using consistent materials and station architectural language, there remains a number of specific station elements that require further design consideration in order to be fully integrated into station design requirements. With minimal standard requirements for these station elements, designers and contractors have had to create site-specific solutions project by project, rather than being able to follow design standards developed through a holistic design approach that considers all related station functions and attributes. In some cases, this ad hoc introduction (or deletion) of equipment or amenities has

adversely affected other components of station facilities, operation, flow, and aesthetics, thereby impacting transit rider experience.

Through the establishment of a Metro interdepartmental working group assisted by a highly qualified professional design team, Metro will develop innovative, fully integrated solutions for a series of station design issues that have consistently presented challenges in maintaining a high quality customer environment. These new design solutions will include the placement and design of equipment, amenities, and other design features affecting public areas of new stations, as well as proposed retrofit solutions to existing Metro station facilities.

Design Elements

To ensure both new and existing Metro rail stations integrate innovative design solutions that effectively address current issues, this project will develop a total of twelve (12) integrated design solutions. Ten (10) specific design issues that have been identified in the project contract are listed below, and two (2) “additional design solution” items will be identified and developed under this Contract through working group sessions with internal Metro departments.

1. safety and security features
2. variable neighborhood identifier
3. accessibility features
4. lighting
5. bird abatement
6. public area operational equipment accommodation
7. landscaping
8. trash and recycling receptacles
9. electronic informational displays
10. advertising equipment placement *
11. additional design solution #1
12. additional design solution #2

* Will be coordinated with Metro Communications to ensure consistency with current/future advertising contract.

DETERMINATION OF SAFETY IMPACT

This project will improve safety at current and future Metro stations. New design solutions will be developed through an interdepartmental working group made up of all affected Metro departments involved in station design and construction. The working group will review, vet, build consensus and approve design solutions that are developed to ensure they meet current requirements for safety.

FINANCIAL IMPACT

$375,000 is included in the FY18 budget for this Contract in Cost Center 4330, Systemwide Design, under Project Number 405563, Integrated Design Solutions.

Since this is a multi-year Contract, the cost center manager and the Chief Planning Officer will be accountable for budgeting the funds in future years.

Impact to Budget

The source of funds is PA, PC, TDA Administration Funds which is not eligible for bus and rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the execution of this contract. This alternative is not recommended as it would result in a delay of coordinated and effective station design solutions.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS35771-2001 to M. Arthur Gensler Jr. & Associates, Inc. Project work is to start in February 2018, with an 18-month project schedule.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Rachelle Andrews, Principal Transportation Planner, (213) 922-3896
Adam Light, Senior Director, (213) 922-6926
Nicholas Saponara, Deputy Executive Officer, (213) 922-4313

Reviewed by: Therese W. McMillian, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

INTEGRATED STATION DESIGN SOLUTIONS
PS35771-2001

1.	**Contract Number**: PS35771-2001	
2.	**Recommended Vendor**: M. Arthur Gensler Jr. & Associates, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: May 22, 2017	
	B. Advertised/Publicized: May 22, 2017	
	C. Pre-Proposal Conference: June 5, 2017	
	D. Proposals Due: June 29, 2017	
	E. Pre-Qualification Completed: October 19, 2017	
	F. Conflict of Interest Forms Submitted to Ethics: July 11, 2017	
	G. Protest Period End Date: January 19, 2018	
5.	**Solicitations Picked up/Downloaded**: 106	**Bids/Proposals Received**: 5
6.	**Contract Administrator**: Brian Selwyn	**Telephone Number**: (213) 922-4679
7.	**Project Manager**: Rachelle Andrews	**Telephone Number**: (213) 922-3896

A. Procurement Background

This Board Action is to approve Contract No. PS35771-2001 issued in support of Metro's Countywide Planning Department which requires assistance developing integrated and innovative design solutions for station elements, which will be implemented at existing and future Metro stations. Board approval of contract awards are subject to resolution of any properly submitted protest.

A previous Small Business Enterprise (SBE) set aside solicitation (RFP PS35771) was issued on December 20, 2016, and three proposals were received on January 30, 2017. Following careful review of the proposals submitted, it was determined by the Proposal Evaluation Team that it was in Metro's best interest to cancel the solicitation and re-issue it at a later date.

The subject RFP was issued in accordance with Metro's Acquisition Policy. The contract type is a firm fixed price.

No amendments to the RFP were issued.

A pre-proposal conference was held on June 5, 2017, and was attended by 41 individuals, representing 34 firms. There were nine questions asked and responses were released prior to the proposal due date.

A total of 106 firms downloaded the RFP and were included in the planholder's list. A total of five proposals were received on June 29, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Systemwide Design, Civil Rights, Art and Design, and Project Engineering departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Capabilities of Personnel on the Team 35 percent
- Effectiveness of Management Plan 15 percent
- Project Understanding and Approach for Implementation 30 percent
- Cost 20 percent

Several factors were considered when developing these weights, giving the greatest importance to experience and capabilities of personnel on the team.

The five proposals received were determined to be within the competitive range, and are listed below in alphabetical order:

1. Anil Verma Associates, Inc. (AVA)
2. Dattner Architects (Dattner)
3. Foster + Partners Limited (Foster)
4. Johnson Fain, Inc. (Johnson Fain)
5. M. Arthur Gensler Jr. & Associates, Inc. (Gensler)

The PET members independently evaluated and scored the technical proposals from July 5, 2017 to September 25, 2017.

On September 13-14, 2017, the PET conducted interviews with the five firms. The firms had an opportunity to present their proposed project manager, the team's qualifications, and respond to the PET's questions. More specifically, the firms were asked to present a focused presentation describing their plans for carrying out the work specified in the subject Scope of Services.

The final scoring after interviews determined Gensler to be the highest rated proposer.

Qualifications Summary of Firms within the Competitive Range:

M. Arthur Gensler Jr. & Associates, Inc. (Gensler)

Gensler has experience in design, architecture, and planning, delivering innovative and iconic projects. The firm's team of design professionals has expertise managing large, interdisciplinary teams, and has worked on projects with the proposed subcontractors, including the global design talent and expertise from ARUP, on numerous projects locally and globally. The project team has experience with integrated transportation design projects focused on transit station architecture and urban design of similar complex projects, and presents a working knowledge of global best practices. Focused on the process of coordination and consensus building, the firm makes decisions regarding new projects at the outset of the project, thus improving the chances for project success and longevity. Gensler demonstrated the ability to work with stakeholders in order to envision and then develop design solutions that are flexible enough to respond to specific site conditions along with evolving concerns from stakeholders and technological advances, which may occur during the life of the project.

The firm has demonstrated a solid understanding of Metro's Systemwide Station Design Standards, and the need to develop integrated and innovative design solutions for specific detailed station elements that can be effectively standardized and implemented in existing and future Metro stations, thereby ensuring project success. Gensler's proposal provided a clear vision to improve transit connectivity through integrated transit services and station environments, with a focused detailed design approach that will ensure development of innovative design solutions for state-of-the-art Metro stations.

Anil Verma Associates, Inc. (AVA)

Anil Verma specializes in transit and capital improvement design projects, nationally and internationally. The firm has developed and implemented technical requirements and criteria for over 450 stations, including criteria for station public areas, ancillary spaces, and station entrances. Firm principals and key AVA personnel were involved in the development of the Metro Rail Design Criteria (MRDC) in the early 1980s, and are familiar with Metro's current station design requirements as they have worked on several recent Metro transit corridor projects. The project team, which includes subcontractors representing a number of specialties, clearly outlines a direction to follow in order to address the overall design challenges stated in the subject RFP. Although AVA's proposal provides an approach to ensure that new design elements are innovative, the overall project approach is primarily focused on engineering codes and standards.

Dattner Architects (Dattner)

Dattner has experience with large architectural projects within the public sphere, including transportation, infrastructure, and urban planning, that are tailored to

specific project needs and reflect the distinctive diversity of urban environments. Dattner understands the importance of utilizing standardized design elements, while still allowing for flexibility within the design. Including several subcontractors, the project team is bi-coastal, and provides specialties with overlapping and complementary areas of expertise that should support a collaborative process. The project team has experience developing innovative individual station designs for large transportation systems. However, the team did not demonstrate an understanding of the need to integrate new design solutions into Metro's *existing* Systemwide Station Design Standards, but focused on the idea of a new architectural branding strategy for Metro stations.

Foster + Partners Limited (Foster)

Foster + Partners is a firm with a diverse portfolio of rail and infrastructure projects around the globe. Foster approaches projects with state-of-the-art ideas and technologies that provide advanced station designs. The firm has an understanding of urban contextual design for transportation systems and a great depth of international knowledge and resources. In order to ensure the project team understood current Metro project requirements, Foster included Parsons as a subcontractor who would advise the team throughout the project. Parsons has experience working directly on several Metro projects, including Purple Line Extension 1 and Crenshaw/LAX. While the project team generally has experience developing innovative solutions for transportation systems on a large scale (i.e., for development of the new Dubai transit system), the transit design experience provided by the firm's proposal did not adequately demonstrate development of specific detail oriented design solutions.

Johnson Fain, Inc. (Johnson Fain)

Johnson Fain has global experience with a local presence, and experience developing detail oriented design elements. The firm helped develop the original Metro *Kit of Parts*, and has previously provided design assistance to Metro during design review for several station design projects. Johnson Fain has a clear understanding of how to work with internal Metro staff, and is knowledgeable regarding Metro's current design standards. The proposed project team includes subcontractors who specialize in transit-oriented urban design, landscape, lighting, engineering, cost estimating, and signage and graphics. However, in its proposal, the firm did not demonstrate specific expertise in transit facility operations or accessibility. While the firm's outlined approach provides assurance that new design solutions developed through this project are in keeping within Metro's existing station design language and are appropriate for the transit environment specific to Los Angeles, the proposal did not adequately demonstrate the team's ability to develop and integrate truly innovative design solutions, nor did it demonstrate a very clear strategy for getting input from Metro departments from the outset of the project.

Following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**M. Arthur Gensler Jr. & Associates**				
3	Experience and Capabilities of Personnel on the Team	90.65	35.00%	31.73	
4	Effectiveness of Management Plan	86.33	15.00%	12.95	
5	Project Understanding and Approach for Implementation	82.25	30.00%	24.68	
6	Cost	66.75	20.00%	13.35	
7	**Total**	100.00	**100.00%**	**82.71**	**1**
8	**Johnson Fain Inc.**				
9	Experience and Capabilities of Personnel on the Team	73.75	35.00%	25.81	
10	Effectiveness of Management Plan	69.67	15.00%	10.45	
11	Project Understanding and Approach for Implementation	72.00	30.00%	21.60	
12	Cost	100.00	20.00%	20.00	
13	**Total**		**100.00%**	**77.86**	**2**
14	**Dattner Architects**				
15	Experience and Capabilities of Personnel on the Team	76.25	35.00%	26.69	
16	Effectiveness of Management Plan	76.67	15.00%	11.50	
17	Project Understanding and Approach for Implementation	70.75	30.00%	21.23	
18	Cost	54.70	20.00%	10.94	
19	**Total**	100.00	**100.00%**	**70.36**	**3**
20	**Anil Verma Associates, Inc.**				
21	Experience and Capabilities of Personnel on the Team	73.00	35.00%	25.55	
22	Effectiveness of Management Plan	70.67	15.00%	10.60	
23	Project Understanding and Approach for Implementation	73.00	30.00%	21.90	
24	Cost	52.00	20.00%	10.40	
25	**Total**	100.00	**100.00%**	**68.45**	**4**

26	**Foster + Partners Limited**				
27	Experience and Capabilities of Personnel on the Team	75.25	35.00%	26.34	
28	Effectiveness of Management Plan	76.00	15.00%	11.40	
29	Project Understanding and Approach for Implementation	73.25	30.00%	21.98	
30	Cost	24.75	20.00%	4.95	
31	**Total**	100.00	**100%**	**64.67**	**5**

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and statement of work discussions. Gensler adjusted its cost proposal based on Metro's discussions with the firm, which focused on Project Task 5, "White Papers and Updates to MRDC and Standard Directive Drawings" and related tasks. Given the project requirements, as delineated in the Scope of Services, the proposed work effort for this task was deemed acceptable to ensure project success. During discussions, staff determined a higher level of effort was required to complete the services successfully. The final negotiated price reflects the inclusion of this additional effort, while still remaining below Metro's original cost estimate.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Gensler	$1,544,722	**$1,815,109**	**$1,694,864**
2.	AVA	$1,982,195	**$1,815,109**	
3.	Dattner	$1,884,262	**$1,815,109**	
4.	Foster	$4,162,764	**$1,815,109**	
5.	Johnson Fain	$1,031,015	**$1,815,109**	

D. Background on Recommended Contractor

The recommended firm, Gensler, located in Los Angeles, has been in existence for over three decades. Relevant to this procurement, the Gensler team has experience in the fields of station design, design codes and guides, feasibility studies and site assessment, consultation and community engagement, participatory planning and design, and planning applications. Gensler and its subcontractors have worked with Metro on multiple projects in which the company was tasked with the development of transportation master plans and transit station design. Some of the Metro projects on which Gensler worked, or is working, are the Crenshaw/LAX Northern Extension Urban Design Study, the Little Tokyo/Arts District Station, the Union Station Patsaouras Plaza Busway Station, and the Westlake/MacArthur Park Metro Rail station.

Gensler's Project Manager, has 20 years of experience in transit-related design. He led the consultant team in the development of Metro's First/Last Mile Strategic Plan and is currently involved in the Crenshaw Northern Extension Urban Design Feasibility Study. The team assembled by Gensler consists of six subcontractors, who bring specific, relevant areas of expertise to the project. The team includes ARUP (Transportation Planning and Sustainability), RAW International (RAW) (Operations), Mia Lehrer and Associates (Mia Lehrer) (Landscape Architecture), Leland Saylor Associates (Leland Saylor) (Cost Estimating), Kilograph (Advanced Visualization), and Claris Strategy (Claris) (Safety and Security).

The subcontractors, have extensive experience in their respective fields. Arup brings a knowledge of global best-practices in transportation design guidelines and will provide technical design support for individual station components. The firm is currently working with Metro on the 96th Street Station project and the Crenshaw/LAX Transit Corridor. RAW and Mia Lehrer have strong local knowledge and a familiarity with the current MRDC and Directive Drawings, working, respectively, as architects and landscape architects on the design of Metro rail stations. Kilograph will work closely with the design team, helping to communicate specific proposals and the passenger experience through photo-realistic visualizations. Leland Saylor, in existence for over thirty years, will provide value engineering and cost estimating services as an evaluation tool for proposed custom design solutions. Finally, Claris, who will provide expertise on station safety and security, has worked with Metro on the Bus and Rail Operation Center Integration Study and the Emergency and Security Operations Center Design.

DEOD SUMMARY

INTEGRATED STATION DESIGN SOLUTIONS
PS35771-2001

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Small Business Enterprise (SBE) and 3% Disabled Veterans Business Enterprise (DVBE) goal for this project. Gensler exceeded the goals by making a 16.03% SBE commitment and a 3.01% DVBE commitment.

Small Business Goal	15% SBE 3% DVBE	Small Business Commitment	16.03% SBE 3.01% DVBE

	SBE Subcontractors	% Committed
1.	MLA Green Inc. dba MLA Lehrer + Associates	3.73%
2.	RAW International	6.99%
3.	Claris Strategy, Inc.	1.75%
4.	Kilograph	3.56%
	Total Commitment	**16.03%**

	DVBE Subcontractors	% Committed
1.	Leland Saylor Associates	3.01%
	Total Commitment	**3.01%**

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 is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

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

File #: 2017-0740, **File Type:** Contract **Agenda Number:** 17.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2018**

SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT

ACTION: AUTHORIZE EXECUTION OF EXCLUSIVE NEGOTIATION AGREEMENT AND PLANNING DOCUMENT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA) with East LA Community Corporation ("ELACC" or "Developer") for the development of 1.08 acres of Metro-owned property at the Mariachi Plaza Station Site (Site), subject to resolution of protests, if any.

ISSUE

In March 2017, Metro released a Request for Proposals (RFP) for joint development of Metro-owned parcels at the Mariachi Plaza Gold Line Station (See Attachment A - Site Map). On June 29, 2017, Metro received two proposals (See Attachment B - Procurement Summary), and following evaluations, staff recommends entering into an ENA with ELACC, the highest scoring firm. During the ENA period, ELACC with Metro staff support, will outreach to the community regarding the project, further refine the scope, seek entitlements and negotiate a term sheet leading to a Joint Development Agreement (JDA) and Ground Lease (GL).

DISCUSSION

Background

In November 2009, the Metro Gold Line Eastside Extension opened and began providing light rail transit service including four stations in Boyle Heights. One of the stations, Mariachi Plaza, located at 1st Street and Boyle Avenue, has various vacant parcels of land that were acquired by Metro to build the station and for construction staging. It has since been determined that these properties have potential for transit oriented development. In November 2014, Joint Development (JD) staff recommended awarding an ENA to explore the feasibility of developing a 120,570 square-foot mixed-use commercial project on Parcels A and B, along with a privately-held adjacent parcel. There was significant opposition to this proposal by Boyle Heights residents and stakeholders. In March 2015, staff recommended not moving forward with the ENA and re-initiating the JD process in order to conduct extensive community engagement to create community-driven Development Guidelines for the Site. Following community input, the Mariachi Plaza Development Guidelines (Development

Guidelines) were adopted by the Board in January 2017 and integrated into the RFP.

Site Description
The Site is adjacent to Mariachi Plaza, a historic symbol of art, culture and commerce for the Boyle Heights community. Serving both as a transit gateway and representative of the community's identity, Mariachi Plaza hosts professional Mariachi musicians, a weekly farmers market, multiple community-organized events and the annual Mariachi Festival. A portion of Mariachi Plaza resembles the famous Plaza Garibaldi located in Mexico City, and serves as an emblem of cultural pride and identity for Boyle Heights. Moreover, the Plaza is a major anchor to the commercial corridor on 1st Street and an important gathering space for local residents.

The Site is made up of three parcels with a total developable area of 0.75 acres (See Attachment A - Site Map). Parcels A and B are currently used as surface parking lots, and as such are appropriate for new development. Parcel C, a portion of which houses the existing transit Plaza, can be utilized for ancillary uses to the development such as kiosks, outdoor furniture and dining areas, public art space, landscaping, and/or other open and public spaces. This area is approximately 14,150 square feet in size.

The community engagement and Development Guidelines process helped guide and subsequently establish the vision for the Site. The Development Guidelines offer a community-driven vision for development that will reflect the community's diversity; provide and enhance amenities for local residents and families; create housing to meet the needs of the existing Boyle Heights community; support local businesses, include public open space, and support the preservation of the Mariachi culture. Based on a strong community desire for affordable housing at the Site, the Development Guidelines encouraged proposals to include a minimum of 40 units of affordable housing, with as many as are financially feasible in the "low" and "very low income" restricted categories.

Developer Proposal
The recommended proposal was submitted by ELACC, a 501(c)(3) nonprofit and Community-Based Organization (CBO) founded in 1995 with the mission to advocate for economic and social justice in Boyle Heights and East Los Angeles. ELACC provides affordable housing, community services, community organizing, and wealth-building services to over 2,000 residents. Since 1995, ELACC has developed and now owns 731 units of affordable rental housing, with 504 units in the pipeline.

ELACC's proposal articulates a project vision that clearly and purposefully follows the stated goals and objectives of the Development Guidelines and includes partnerships with numerous community-based organizations. Moreover, the design captures the essence of the community and is of a scale, form, shape and size that complements and respects the surrounding community (See Attachment C - Conceptual Site Plan and Renderings). Development on Parcel A will consist of a 60-unit affordable rental development targeted to low income families and transitional age youth. This exceeds the expectations for the provision of affordable housing as outlined in the Development Guidelines. The proposed name for the project is the Lucha Reyes Apartments in honor of the late Mexican Mariachi star Lucha Reyes whose statue is situated in Mariachi Plaza. The development will also include 6,340 square feet of retail at street level facing the Plaza and a 2,035 square-foot Mariachi Cultural Center reserved for the Organizacion de Mariachis Unidos de Los Angeles (OMULA). Additionally, across the street on Parcel B, there will be a community garden operated by the CBO and non-profit

CALO YouthBuild. The project will include parking per the requirements of the City of Los Angeles, as well as an additional 11 spaces for local businesses. Additional parking was included to meet requests from the community to address the high demand for parking for the businesses along 1st Street. The project will also include 84 bicycle spaces - 24 will be reserved for tenants, with 60 for public use.

Metro's Joint Development Program seeks to facilitate construction of affordable housing units, such that 35% of the total housing units in the Metro JD portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI). This project supports that goal by bringing the total affordable units completed, in construction and/or in negotiations, to 34%.Twenty-eight of the 60 units will be reserved for families earning 50% of AMI, with 30 units reserved for transitional age youth (18-24 years old) with rents set at 30% of AMI. ELACC will secure 30 project-based Section 8 vouchers for these units. Jovenes, Inc. is a CBO and project partner and will provide supportive services for the transitional age youth. The two remaining units will be for property management and maintenance staff.

For the commercial component, it is anticipated that the property would include space for 1-2 restaurants, and 2-3 small retail shops, ranging in size from 700-1,100 square feet. These smaller retail shops would be designed to encourage and foster neighborhood--serving commercial retail. The public open space located on Parcel B will offer much needed open green space in Boyle Heights which has one of the lowest ratios of green space per resident. As a community garden, this space will offer the community access to fresh produce. The proposed operator, CALO YouthBuild, recently received a grant from the National Wildlife Federation which they intend to use for the operation of the community garden. Finally, the location of Mariachi Plaza has served as an informal gathering place for Mariachi bands. In order to help sustain and preserve the Mariachi tradition at this location, the proposal will include a space for OMULA's members to not only store their equipment and gather together, but also to conduct music classes.

Financial Offer

The Metro Joint Development Policy has a number of objectives and goals, one of which is fiscal responsibility and a fair return to Metro. The recommended project proposes a three-tiered ground lease payment structure made up of the following: Tier 1 - Capitalized Ground Lease Payment of $20,000 per unit paid at execution of Ground Lease ($1.2 million); Tier 2 - Base Ground Lease Payment of $25,000 at 1st year of operations and escalating 3.5% per annum; and Tier 3 - Percentage rent at 33% of available distributable Cash Flow on an annual basis. Staff will engage a financial consultant to support ongoing financial negotiations and ultimately develop a financial term sheet during the ENA term.

The ENA

The ENA term is for 18 months, with the option to administratively extend up to 30 months. Key activities during the term of the ENA include:

- Additional community engagement for project scoping and refinement, led by the Developer and supported by Metro staff
- Beginning of the project entitlement and CEQA process
- Negotiation of a term sheet for the Joint Development Agreement and Ground Lease

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's operations staff will review and comment on the proposed development to ensure that the proposal, and in particular the uses on Parcel C, have no adverse impact on the station, portal and public-serving areas on Metro's property.

FINANCIAL IMPACT

Funding for the joint development activities related to the ENA and the proposed project is included in the FY18 budget in Cost Center 2210, Project 401018. In addition, the ENA will require a non-refundable fee of $50,000 as well as a $50,000 deposit to cover third-party expenses during the negotiation period.

Impact to Budget

Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from ELACC, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with ELACC, (b) evaluate whether to enter into an ENA with the other proposer; or (c) not proceed with the project and seek new development options via a new competitive process. Staff does not recommend proceeding with these alternatives as the recommended action and proposed project reflect the vision of the community as determined through a robust community engagement process; the selected Developer is a community-based organization committed to ongoing stakeholder engagement; and the recommended Developer was selected through a thorough evaluation process. A new RFP process would delay the development of the Site.

NEXT STEPS

Upon approval of the recommended action, Metro will enter into an ENA with ELACC. The Developer, together with the joint development staff, will continue to solicit community input to refine the project. ELACC will advance project design and begin the environmental clearance and entitlement process. Metro staff, with support from a financial consultant and County Counsel, will negotiate a term sheet for a Joint Development Agreement and Ground Lease. Staff will return to the Board with the terms of a recommended Joint Development Agreement and Ground Lease at the end of the ENA negotiation period.

ATTACHMENTS

Attachment A - Site Map
Attachment B - Procurement Summary
Attachment C - Conceptual Site Plan and Renderings

Prepared by: Nicole Velasquez, Principal Transportation Planner, Countywide Planning & Development, (213) 922-7439
Jenna Hornstock, Executive Officer, Transit Oriented Communities (213)922-7437

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Attachment A

Site Map

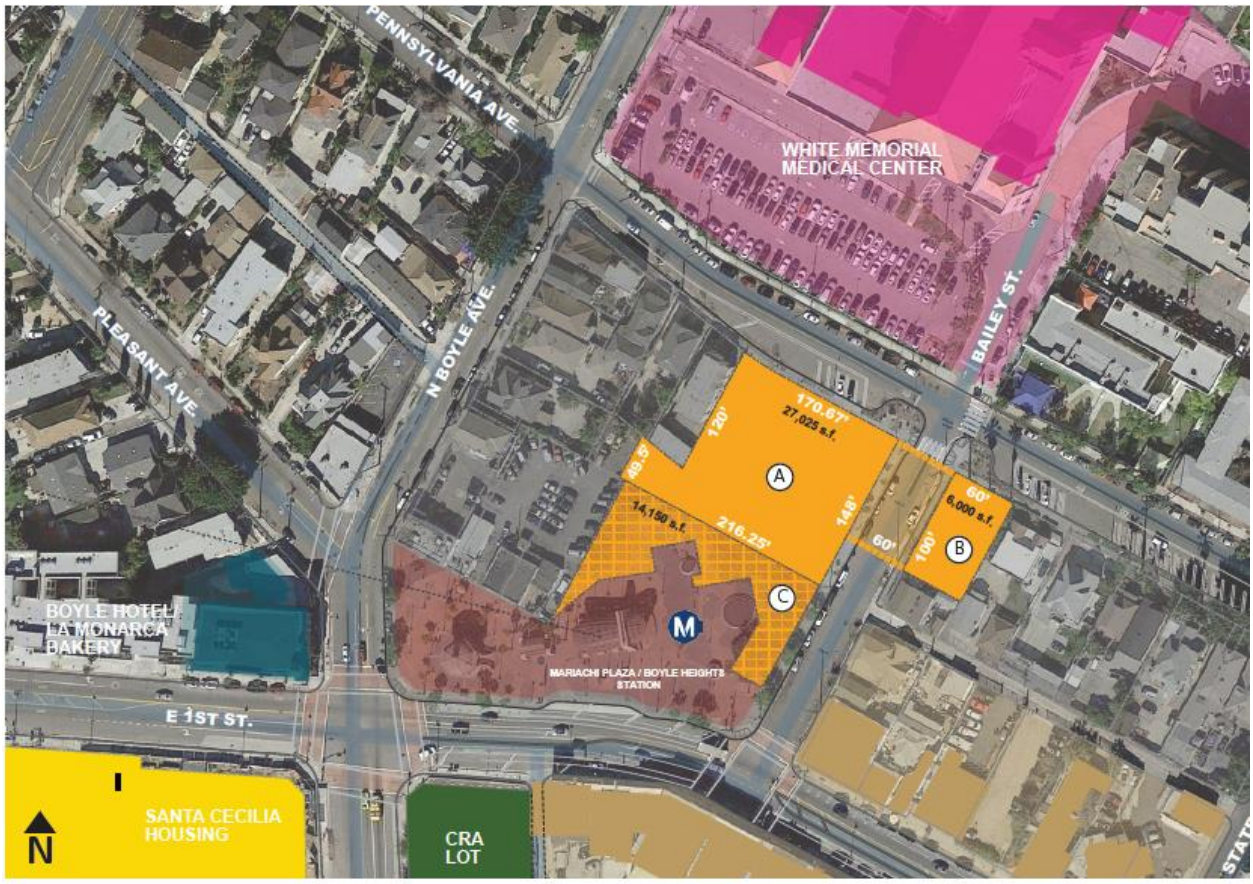


Figure 1: Mariachi Plaza Station Joint Development Site Map

Parcel A: Existing Parking lot (27,025 SF)
Parcel B: Existing lot (6,000 SF)
Parcel C: Portion of existing Mariachi Plaza (14,150 SF)

ATTACHMENT B

PROCUREMENT SUMMARY

MARIACHI PLAZA JOINT DEVELOPMENT PROJECT/PS3972200

1.	**RFP Number**: PS39722	
2.	**Recommended Vendor**: East LA Community Corporation	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP- Joint Development** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: March 20, 2017	
	B. Advertised/Publicized: March 20, 2017	
	C. Pre-proposal/Pre-Bid Conference: April 6, 2017	
	D. Proposals/Bids Due: June 29, 2017	
	E. Pre-Qualification Completed: N/A	
	F. Ethics Declaration Forms Received: June 29, 2017	
	G. Protest Period End Date: January 19, 2018	
5.	**Solicitations Picked up/Downloaded**: 62	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: Walter Sparkuhl	**Telephone Number**: (213) 922-7399
7.	**Project Manager**: Nicole Velasquez	**Telephone Number**: (213) 922-7439

A. Procurement Background

This Board Action is to approve an Exclusive Negotiation Agreement and Planning Document (ENA) with East LA Community Corporation (ELACC) for the development of 1.08 acres of Metro-owned property at the Mariachi Plaza Station (Site). Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The RFP was issued in accordance with Metro's Acquisition Policy and will result in an 18-month ENA.

A pre-proposal conference for this RFP was conducted on April 6, 2017 and was attended by 14 people representing 10 firms. One question was asked and a response was provided prior to the proposal due date.

A total of two proposals were received on June 29, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro, the Community-Based Organization (CBO) Leadership for Urban Renewal Network (LURN) and an independent member of the Boyle Heights community, was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Vision, Scope and Design	35 percent
• Development Team Experience & Financial Capacity	30 percent
• Financials	20 percent
• Implementation	15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar joint development procurements. Several factors were considered when developing these weights, giving the greatest importance to Vision, Scope and Design, and Development Team Experience and Financial Capacity.

Both of the proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Cesar Chavez Foundation (CCF)
2. East LA Community Corporation (ELACC)

On September 29, 2017, the PET met and interviewed the firms. The firm's project managers and key team members had an opportunity to present each teams' qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were work plans and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

Qualifications Summary of Firms within the Competitive Range

ELACC

ELACC is a 501(c) (3) nonprofit and Community-Based Organization founded in 1995. ELACC provides affordable housing, community services, community organizing, and wealth building services to over 2000 residents. Since 1995, ELACC has developed and now owns 731 units of affordable rental housing with 504 units in the pipeline.

CESAR CHAVEZ FOUNDATION

The Cesar Chavez Foundation (CCF) is a California 501(c)(3) non-profit corporation and submitted a proposal with its wholly-owned subsidiary, Vista Del Monte (VDM), also a California 501 (c)(3) non-profit corporation. CCF has over 40 years of experience and has completed over 300 single-family homes for sale to low-income

households and over 4,000 affordable multi-family units throughout sites in California, Arizona, New Mexico and Texas.

Summary of Proposed Development Programs[1]

Each proposer was required to submit a table with gross square footage for each proposed use, including public and private open space, housing units, retail or office space, parking, and any other information relevant to the development program. This information is summarized below.

Residential

	ELACC	CCF
Residential Units (#)	**60**	**80**
# units 30% AMI	30	10
# units 35% AMI		6
# units 40% AMI		8
# units 45% AMI		10
# units 50% AMI	28	12
# units 60% AMI	-	33
Manager's unit	2	1
Bedrooms		
0	26	32
1	19	36
2	8	11
3	7	0

Non-Residential Uses

	ELACC	CFF
Retail/Dining (SF)	6340	
Cultural Center (SF)	2035	8500
Community Room (SF)		2000
Parking (on-site spaces)	54	84
Bicycle Spaces	84	104
Public Park (SF)	6000	6072

Summary of Proposed Funding and Financial Terms[2]

Each proposer was required to submit the anticipated sources of proposed project funding. Proposers were also required to submit a financial offer to Metro which included key financial information such as ENA fee, lease period, rents at all stages

[1] The Development Program is based on proposal submissions. The recommended proposal is preliminary and subject to change during the transaction negotiation.
[2] The Funding and Financial Terms are based on proposal submissions. The recommended proposal is preliminary and subject to change during the transaction negotiation. The Board will consider final terms as part of the proposed Ground Lease approval.

of development, and any other terms proposers would like to offer. These are summarized below.

Funding Sources Ratios

	ELACC	CCF
Equity	$100	$2,367,520
Conventional Debt	$1,945,235	$1,632,880
Competitive Grants	$25,637,894	$25,790,835
Total Development Cost	$27,583,229	$29,791,235

Summary of Proposed Financial Terms

	ELACC	CCF
Ground Lease Term	55 years plus one 10 year option	65 years
Upfront Payment	$1.2M at execution of Ground Lease	$2M at execution of Ground Lease
ENA Fee	$50,000	$50,000
Holding/ Construction/ Lease-Up	$42,803	Yes, amount not specified
Potential Additional Rent	$25,000 at beginning of 1st YR of operations, escalating at 3.5% per annum; 33% of available residential cash flow, 33% of available commercial cash flow	25% of residual cash flow
Participation Sale/Refinance	33% net proceeds upon refinancing	20% of Developer Fee upon refinancing

A summary of the PET's scores is below.

1	East LA Community Corporation	Average Score	Factor Weight	Weighted Average Score	Rank
2	Vision, Scope and Design	82.84	35%	28.99	
3	Development Team, Experience & Financial Capacity	81.58	30%	24.47	
4	Financials	70.84	20%	14.17	
5	Implementation	83.75	15%	12.56	
6	**Total**		**100%**	**80.19**	**1**
7	**Cesar Chavez Foundation**				
8	Vision, Scope and Design	74.41	35%	26.04	
9	Development Team, Experience & Financial Capacity	72.50	30%	21.75	
10	Financials	74.60	20%	14.92	
11	Implementation	77.50	15%	11.63	
12	**Total**		**100%**	**74.34**	**2**

C. Background on Recommended Developer

The recommended firm, East LA Community Corporation (ELACC), is a CBO and 501(c)(3) nonprofit corporation located in the Boyle Heights community in the City of Los Angeles. ELACC has been in business since 1995 and is a well-established leader in community development. The organization provides affordable housing, community services, community organizing, and wealth building services to over 2,000 residents. ELACC's track record includes leveraging over $135 million of investment, and houses over 1,000 residents in safe, habitable, and affordable housing throughout Boyle Heights and East Los Angeles. The firm mobilizes a community organizing base of over 1,300 members annually, and has helped over 3,000 families purchase their first homes, avoid foreclosure, establish savings, and build and sustain wealth. ELACC has increased the supply of quality affordable housing by building and/or rehabilitating multi-family housing for very-low and low-income households in Boyle Heights, Unincorporated East Los Angeles, and other Latino communities.

The development team also includes Y&M Architects who has worked on projects totaling over 11,000 units. AMJ Construction Management Services would provide construction management support and has over 30 years of experience. Entitlement services would be provided by QES, Incorporated who has provided services to Los Angeles area developers for over 30 years. The team also includes John Stewart Company who has provided property management services to affordable housing projects since 1978. Community-based non-profit organizations CALO YouthBuild

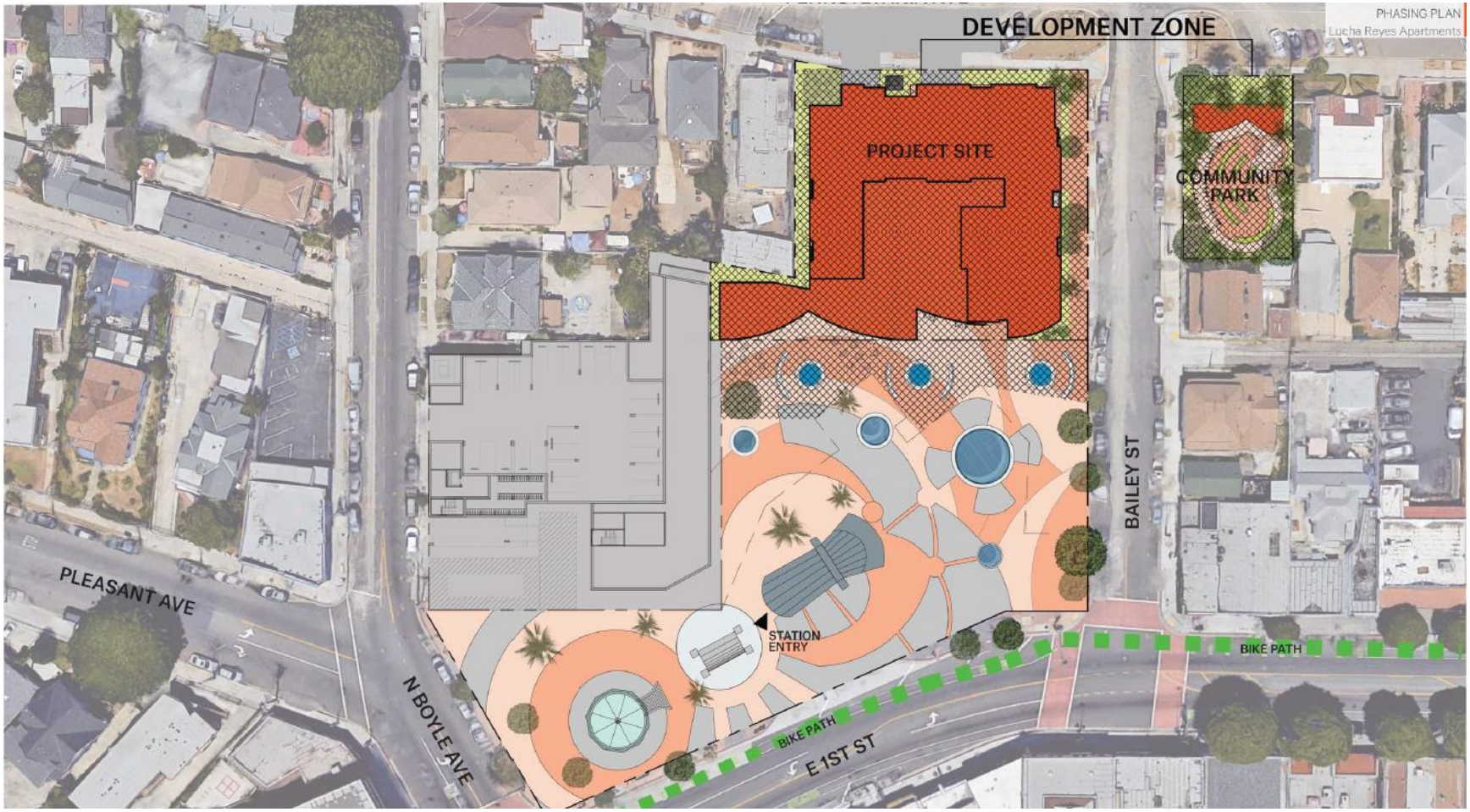
and Jovenes, Inc. will provide services and community programs as members of the project team.

D. DEOD Summary

Metro encouraged Development Teams to create opportunities to include Metro-certified SBE/DBE and DVBE firms in their projects, through professional and/or construction services. ELACC did not commit to SBE/DBE or DVBE participation in its proposal. However, ELACC committed to both Veteran Subcontractor Hiring and Veteran Employee Hiring in the delivery of the project.

Attachment C

Conceptual Site Plan and Renderings



Attachment C (cont.)

Conceptual Site Plan and Renderings



Attachment C (cont.)

Conceptual Site Plan and Renderings



File #: 2017-0741, **File Type:** Contract **Agenda Number:** 18.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2018

SUBJECT: CHAVEZ AND FICKETT JOINT DEVELOPMENT

ACTION: AUTHORIZE EXECUTION OF AN EXCLUSIVE NEGOTIATION AGREEMENT AND PLANNING DOCUMENT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute an 18-month Exclusive Negotiation Agreement and Planning Document ("ENA") with Abode Communities ("Abode") for the development of 1.56 acres of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street ("Site") in the Boyle Heights community of Los Angeles, subject to resolution of protests, if any.

ISSUE

In March 2017, Metro released a Request for Proposals for joint development of the Site (See Attachment A - Site Map.) On June 29, 2017, Metro received five proposals, and following evaluation of these proposals by the Proposal Evaluation Team, staff recommends entering into the ENA with Abode, the highest scoring firm (Attachment B, Procurement Summary, details the proposal evaluations.) During the ENA period, Abode will work with Metro staff to engage with the community regarding the project, further refine the development scope and design, seek entitlements and California Environmental Quality Act clearance for the project, negotiate the key terms and conditions of a Joint Development Agreement and a Ground Lease for the project (the "Term Sheet"), and ultimately seek Metro Board Authority to execute the Joint Development Agreement.

DISCUSSION

Background

As part of the construction of the then-proposed Red Line Eastside Extension, numerous parcels were acquired by Metro to build stations and do construction staging along Cesar E. Chavez Avenue, including the properties at the Site. When the Red Line extension was re-scoped and realigned to 1st Street to be part of the Gold Line Eastside Extension, the Site was used for construction staging of the rail project. These uses ceased in 2010 and staff began working with a development team that was chosen to develop the Site via a competitive process. Over time the scope of the development and the make-up of the development team changed so drastically that staff terminated its pursuit of this development, and in spring 2016, reinitiated the joint development process, commencing with extensive community outreach and engagement in order to create new development guidelines for

the Site. This process led to the Chavez Fickett Development Guidelines ("Development Guidelines"), which were adopted by the Board in January 2017 and were subsequently integrated into a Request for Proposals for development of the Site issued on March 20, 2017.

Site Description

The Site is situated along Cesar E. Chavez Avenue, a historic commercial corridor dating back to the 1870s. Today, this corridor is a thriving, eclectic, major commercial thoroughfare and serves as an important shopping area for the residents of Boyle Heights. The Site is located a quarter-mile northeast and within walking distance of the Gold Line's Soto Station. It is also served by numerous bus lines that run along the Cesar E Chavez and Soto Street corridors. The Site totals 68,000 square feet (1.56 acres) of developable land on two development parcels separated by an alley: Parcel A (42,500 square feet) and Parcel B (25,500 square feet), as indicated on Attachment A.

Through the community engagement and Development Guidelines process, the Boyle Heights community vocalized their vision for the Site and this vision was captured in the Development Guidelines. Key among the elements of the Development Guidelines was the requirement that the project be a mixed-use development with at least 40 to 60 units of affordable housing, an approximately 20,000 to 25,000 square foot community-serving grocery store, an approximately 2,000 square foot community room and a public park and recreation space. The Development Guidelines required that the affordability range for the affordable housing be between 30% and 50% of the Area Median Income, but encouraged proposals to provide units in the low and very low income restricted categories as are financially feasible.

Developer Proposal

The recommended proposal was submitted by Abode, a nonprofit social enterprise that has been involved in community development since 1968. Since its inception, the organization has developed more than 40 residential and mixed-use communities with 2,707 apartment homes impacting nearly 8,000 low-income residents. Today, Abode owns and operates 35 residential communities that are home to 6,200 low-income residents.

Abode's proposal successfully achieves the community-driven vision for development of the Site. The project clearly meets the goals and objectives outlined in the Development Guidelines and the Request for Proposals by offering 60 units of affordable housing for families earning between 30% and 50% of the Area Median Income, a 25,000 sq. ft. community-serving grocery store, a 6,500 sq. ft. community park and associated parking. The project does not provide a community room, but will make its 2,700 square feet of meeting space available to the community for meetings. Additionally, the project's dynamic design will bring vitality to the area, while respecting and complementing the adjacent residential community in terms of its form, shape and size. (See Attachment C - Conceptual Site Plan and Renderings.) Named Chavez Gardens, the project has two orientations - "East Gardens" to be constructed and operated on Parcel A, and "West Gardens" to be constructed and operated on Parcel B. East Gardens will consist of a 40-unit apartment building for low-income families, the community-serving grocery store and project parking. West Gardens will consist of a 20-unit apartment building, also for low-income families, together with a 6,500 sq.ft. community park and project parking. The two buildings are joined by an elevated pedestrian bridge over the alley that separates them. The project will include 69 residential bike parking spaces and 26 commercial bike parking spaces.

The residential component is a mixture of 1-, 2- and 3-bedroom apartments and includes a community room for the residents. In terms of affordability, 41 units will be reserved for families earning 50% of the Area Median Income, 6 units will be reserved for families earning 40% of the Area Median Income and 12 units will be reserved for families earning 30% of the Area Median Income. One unit will be a market-rate manager's unit. This 100% affordable project supports Metro's goal of achieving 35% affordable units on Metro-owned land, bringing the total affordable units in Metro's overall portfolio that are either completed, in construction and/or in negotiations to 34%.

The community park, located on Parcel B, is easily accessed from Mathews Street and will offer much needed open green space for Boyle Heights, which has one of the lowest ratios of green space per resident in the City of Los Angeles. Amenities will include seated areas nestled under shade structures and trees with flexible space for outdoor enrichment programs.

Financial Offer
The Metro Joint Development Policy has a number of objectives and goals, one of which is fiscal responsibility and a fair return to Metro. The proposal contemplates the following Ground Lease payments to Metro: (a) a $3,570,000 lump sum payment (based on a $75 per square foot value of the Site, discounted at 30%) to be provided at execution of the Ground Lease, (b) 25% of all gross income generated by both the residential and commercial components of the project, paid on an annual basis, and (c) 20% of Abode's share of any refinancing or sale proceeds. In addition, Metro will receive a $75,000 lump sum Holding Fee upon execution of the Joint Development Agreement, and a $50,000 lump sum fee and a $50,000 deposit upon execution of the ENA. The deposit will be used to cover certain Metro costs incurred in analyzing and reviewing the project. During the ENA term, staff will engage a financial consultant to support further analysis and ongoing financial negotiations with Abode regarding their financial offer.

The ENA
The ENA term is 18 months, with the option to administratively extend up to 30 months. Key activities during the term of the ENA include:

- Additional community engagement, led by Abode and closely supported by Metro staff for project scoping and refinement;
- Completion of the project entitlement and California Environmental Quality Act review processes; and
- Negotiation of the Term Sheet, which staff will present to the Board for approval.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's operations staff will review and comment on the design of the proposed development to ensure that the proposal will have no adverse impact or safety issues on any public serving areas of Metro's property or any adjacent transit stops.

FINANCIAL IMPACT

Funding for the joint development activities related to the ENA and the proposed project is included in the FY18 budget in Cost Center 2210, Project 401037. In addition, the ENA will require a non-

refundable fee of $50,000 as well as a $50,000 deposit to cover certain Metro staff and third-party expenses incurred during the term of the ENA.

Impact to Budget
Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from Abode, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with Abode; (b) evaluate whether to enter into an ENA with a different proposer; or (c) not proceed with the project and seek new development options via a new competitive process. Staff does not recommend proceeding with these alternatives because the recommended action and proposed project reflect the vision of the community determined through a robust community engagement process and thorough an evaluation process that produced a clear recommendation. A new Request for Proposals process would delay the development of the Site.

NEXT STEPS

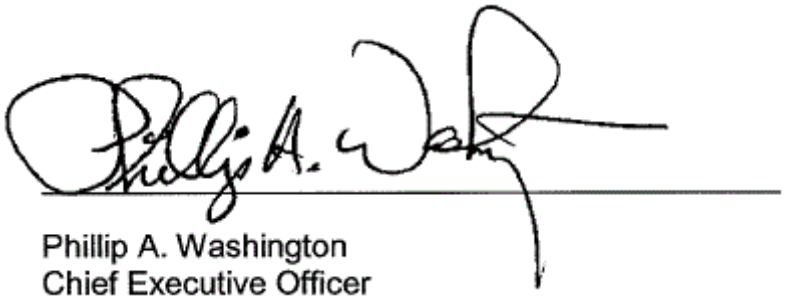
Upon approval of the recommended action, Metro will enter into an ENA with Abode, and Abode, with staff support, will continue to (i) solicit community input to refine the project, and (ii) further the project's design and complete the project's environmental clearance and entitlement processes. The parties, with support from a financial consultant and County Counsel, will also negotiate the Term Sheet and the specific terms of the Joint Development Agreement. If negotiations prove successful and the project is cleared under the California Environmental Quality Act prior to the end of the ENA term, staff will return to the Board with the Term Sheet, along with a request to authorize execution of the Joint Development Agreement and the Ground Lease in accordance therewith.

ATTACHMENTS

Attachment A - Site Map
Attachment B - Procurement Summary
Attachment C - Conceptual Site Plan and Renderings

Prepared by: Greg Angelo, Senior Director, Countywide Planning & Development, (213) 922-3815
Jenna Hornstock, Executive Officer, Transit Oriented Communities (213) 922-7437

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Attachment A

Site Map



Chavez Fickett Joint Development Site

Parcel A: 42,500 sq. ft.

Parcel B: 25,500 sq. ft.

* La Veranda is a neighboring Joint Development site, with an executed Joint Development Agreement, that will provide 76 units of affordable family housing.

ATTACHMENT B

PROCUREMENT SUMMARY

CHAVEZ AND FICKETT JOINT DEVELOPMENT PROJECT/PS3972200

1.	**RFP Number**: PS39762	
2.	**Recommended Vendor**: Abode Communities	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP- Joint Development** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: March 20, 2017	
	B. Advertised/Publicized: March 20, 2017	
	C. Pre-proposal/Pre-Bid Conference: April 6, 2017	
	D. Proposals/Bids Due: June 29, 2017	
	E. Pre-Qualification Completed: N/A	
	F. Ethics Declaration Forms Received: June 29, 2017	
	G. Protest Period End Date: January 19, 2018	
5.	**Solicitations Picked up/Downloaded**: 62	**Bids/Proposals Received**: 5
6.	**Contract Administrator**: Walter Sparkuhl	**Telephone Number**: (213) 922-7399
7.	**Project Manager**: Greg Angelo	**Telephone Number**: (213) 922-3815

A. Procurement Background

This Board Action is to approve an Exclusive Negotiation Agreement and Planning Document ("ENA") with Abode Communities ("Abode") for the development of 1.56 acres of Metro-owned property at the corner of Cesar E. Chavez Avenue and Fickett Street. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposals ("RFP") was issued in accordance with Metro's Acquisition Policy and will result in an 18-month ENA.

A pre-proposal conference for this RFP was conducted on April 6, 2017 and was attended by 14 people representing 10 firms. One question was asked and a response was provided prior to the proposal due date.

A total of five proposals were received on June 29, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team ("PET") consisting of staff from Metro, City of Los Angeles and Boyle Heights community members, was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Vision, Scope and Design 35 percent
- Development Team Experience & Financial Capacity 30 percent
- Financials 20 percent
- Implementation 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar joint Development procurements. Several factors were considered when developing these weights, giving the greatest importance to Vision, Scope and Design, and Development Team Experience and Financial Capacity.

All five proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Abode
2. Chelsea Investment Corporation
3. East LA Community Corporation ("ELACC")
4. Linc-Core
5. Skid Row Housing Trust

On October 5, 2017, the PET met and interviewed the three proposers with the most competitive proposals (i.e.; Abode, ELACC and Skid Row Housing). The firm's project managers and key team members had an opportunity to present each teams' qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were work plans and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

Qualifications Summary of Firms within the Competitive Range

ABODE

Abode Communities is a nonprofit social enterprise that has been involved in community development since 1968. Since its inception, the organization has developed more than 40 residential communities that are home to 6,200 low-income people.

CHELSEA INVESTMENT CORPORATION

Chelsea's core business is the financing, development, and operation of affordable multifamily rental housing and mixed-use developments. Since 1986, Chelsea has developed about 100 affordable rental communities, including inclusionary, special

needs, senior mixed-use, rural, and supportive housing. The total number of rental units developed is over 10,000 affordable housing units.

ELACC

ELACC is a 501(c)(3) nonprofit organization founded in 1995. ELACC provides affordable housing, community services, community organizing, and wealth building services to over 2,000 residents. Since 1995, ELACC has developed and now owns 731 units of affordable rental housing with 504 units in the pipeline.

LINC-CORE

This is a partnership between LINC Housing Corporation and National Community Renaissance. Founded in in 1984, LINC Housing Corporation is a 501(c)(3) nonprofit public benefit corporation with a 33-year history of providing affordable housing and community investment throughout California. Through the years, they have built 7,500 units and currently manage 5,500 and have a pipeline of 445 units. CORE was established in 1992 as a 501(c)(3) non-profit public benefit corporation. Over the past two decades CORE has grown to include management of 9,000 units in four states, of which 6,700 units are located in Southern California.

SKID-ROW HOUSING TRUST

Skid Row Housing Trust is a 501(c)(3) nonprofit corporation. Since 1989, it has completed over 30 developments of permanent supportive housing, including mixed-use-mixed-population, and mixed-income projects. They have provided over 2,282 affordable housing units to those who have experienced homelessness, extreme poverty, poor health, disabilities, mental illness and/or addiction.

Summary of Proposed Development Programs

Each proposer was required to submit a table with gross square footage for each proposed use, including public and private open space, housing units, retail or office space, parking, and any other information relevant to the development program. This information is summarized below.

Residential

	ABODE	CHELSEA	ELACC	LINC-CORE	SKID ROW
Residential Units (#)	**60**	**87**	**60**	**101**	**56**
# units 30% AMI	12	10	36	50	14
# units 35% AMI		5		Unspecified	
# units 40% AMI	6	5	12	Unspecified	
# units 45% AMI		5		Unspecified	19
# units 50% AMI	41	61	11	Unspecified	22

Manager's unit	1	1	1	1	1
Bedrooms					
0-			19		36
1	15	19	24	50	12
2	30	54	9	26	8
3	15	14	8	25	

Non-Residential Uses

	ABODE	CHELSEA	ELACC	LINC CORE	SKID ROW
Retail/Grocery (sq. Ft.)	25000	15491	36000	20000	18800
Other Commercial (sq. ft.)	0			0	900
Community Room (sq.ft.)	2000		2186	5000	Yes, size not indicated
Total Project Parking (on-site spaces)	82	157	118	131	119
Bicycle Spaces	95	87	90	Yes, but no amount provided.	700
Public Park (sq. ft.)	6500	0	0	0	12000
Other public space (sq. ft.)	0	Covered arcade, size not specified	6000	0	8300

Summary of Proposed Funding and Financial Terms

Each proposer was required to submit the anticipated sources of proposed project funding. Proposers were also required to submit financial offers to Metro, which included key financial information such as ENA fee, lease period, rents at all stages of development, and any other terms proposers would like to offer. To further evaluate each proposal, financial projections were calculated to assess the value of each offer and are summarized below.

Permanent Funding Sources

	ABODE	CHELSEA	ELACC	LINC CORE	SKID ROW
LIHTC Equity	22,848,101	17,892,812	15,538,702	28,661,159	11,153,261
NMTC Equity	4,310,505	0	3,198,995	0	3940,120
Other Equity	4,048,487	0	100	0	5,085,837
Other Public Sources	600,000	17,961,752	6,591,750	7,500,000	14,305,643
Conventional Debt	8,311,838	7,172,116	6,591,750	5,342,169	7,199,000
Developer Fee Deferral/Contribution	0	3,460,090	12,480,000	49,026	550,000
Other	1,530,000	0	0	0	0
TOTAL	**41,648,931**	**46,486,770**	**37,809,547**	**41,552,354**	**42,233,861**

Financial Terms (Metro)

	ABODE	CHELSEA	ELACC	LINC CORE	SKID ROW
Ground Lease Rent	$3.57 Million capitalized payment	25% of cash flow for first 13 years; 50% of cash flow thereafter	$1.2 Million capitalized payment; plus $159,827 per year during construction and thereafter: $449,424 annual rent for the commercial component, escalating annually at 2.5% and $25,000 annual rent for the residential component, escalating annually at 2%	$51,000 annual rent. Escalating annually at 2.5%	$3,808,000capitalized payment
Additional Ground Lease Rent	25% of gross revenue	None	33% of residual cash flow on the commercial component	None	None
Additional Ground Lease Compensation	20% of Abode's share of sale & refinancing proceeds	None	33% of net sale & refinancing proceeds	None	None
Ground Lease Term	65 years	65 years	55 years + one 10-year option	55 years	99 years
ENA Fee	$50,000	$50,000	$50,000	$25,000	$50,000
Joint Development Agreement Holding Fee	$75,000	$1	$159,827 per year	None	$36,000 per year

A summary of the PET's scores is below.

1	Abode Communities	Average Score	Factor Weight	Weighted Average Score	Rank
2	Vision, Scope and Design	89.07	35.00%	31.17	
3	Development Team Experience and Financial Capacity	83.13	30.00%	24.94	
4	Financials	84.14	20.00%	16.83	
5	Implementation	83.75	15.00%	12.56	
6	**Total**	**85.50**	**100.00%**	**85.50**	**1**
7	**Skid Row Housing Trust**				
8	Vision, Scope and Design	78.16	35.00%	27.36	
9	Development Team Experience and Financial Capacity	80.64	30.00%	24.19	
10	Financials	75.83	20.00%	15.17	
11	Implementation	80.00	15.00%	12.00	
12	**Total**	**78.71**	**100.00%**	**78.72**	**2**
13	**East LA Community Corporation**				
14	Vision, Scope and Design	82.06	35.00%	28.72	
15	Development Team Experience and Financial Capacity	77.50	30.00%	23.25	
16	Financials	62.93	20.00%	12.59	
17	Implementation	82.50	15.00%	12.38	
18	**Total**	**76.93**	**100.00%**	**76.94**	**3**
19	**Linc-Core**				
20	Vision, Scope and Design	74.09	35.00%	25.93	
21	Development Team Experience and Financial Capacity	77.20	30.00%	23.16	
22	Financials	70.40	20.00%	14.08	
23	Implementation	80.00	15.00%	12.00	
24	**Total**	**75.17**	**100.00%**	**75.17**	**4**
25	**Chelsea**				
26	Vision, Scope and Design	73.15	35.00%	25.60	
27	Development Team Experience and Financial Capacity	75.95	30.00%	22.79	
28	Financials	71.25	20.00%	14.25	
29	Implementation	81.25	15.00%	12.19	
30	**Total**	**74.83**	**100.00%**	**74.83**	**5**

C. Background on Recommended Developer

Abode Communities is an affordable Housing Finance 2016 Top 50 developer. They are a leading provider of Leadership in Energy and Environment Design (LEED) Platinum units in the State of California for the sixth consecutive year. They are the longest established affordable housing provider in Southern California. Abode Communities has experience with multi-family housing. They currently own and operate 35 residential communities with 2,354 homes for 6,200 low income residents (including but not limited to Selma Community housing, Rio Vista Apartments, and Ivy Terrace). Abode Communities also has experience in mixed-use developments (Casa Dominguez in East Rancho Dominguez, CA) and aligning affordable housing with transit completed two transit oriented developments (TOD) with 143 homes for 500 low-income people.

Abode Communities has a presence within the Boyle Heights Community as a result of their engagement and outreach activities for the planning of La Veranda, a mixed use community adjacent to Cesar Chavez. Key personnel have been involved in affordable housing for an average of 15 years. Abode Communities' President has been part of Abode Communities for 20 years and the project manager has 20 years of experience in affordable housing development.

Metro strongly encourages developer's to partner with Community-Based Organizations ("CBOs") to provide affordable housing and other community serving programs and uses at its joint development sites. Abode is a non-profit organization that is committed to community-driven projects and design, and providing community serving programs and has committed to collaborate with CBOs for the Chavez Gardens project. Currently, Abode's consultant team includes one CBO, the Los Angeles Neighborhood Initiative, who is providing planning and programming expertise for the project's proposed public park and public art components.

D. DEOD Summary

Metro encouraged Development Teams to create opportunities to include Metro-certified SBE/DBE and DVBE firms in their projects, through professional and/or construction services. Abode Communities committed to collaborate with SBE/DBE and DVBE firms for the Chavez Gardens project.

Attachment C

Conceptual Site Plan and Renderings



CHAVEZ GARDENS
Metro - Cesar E. Chavez / Fickett RFP
Los Angeles, CA

June 29, 2017

SITE PLAN - LANDSCAPE / MASSING
PRECEDENT STUDIES

K.7

abode communities | architecture
1149 South Hill Street, Suite 700
Los Angeles, California 90015
p. 213.629.2702
f. 213.629.6407

abode communities

Attachment C (cont.)

Conceptual Site Plan and Renderings



Attachment C (cont.)

Conceptual Site Plan and Renderings



Attachment C (cont.)

Conceptual Site Plan and Renderings



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

File #: 2017-0762, **File Type:** Program **Agenda Number:** 19.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2018

SUBJECT: SUPPORTIVE TRANSIT PARKING PROGRAM MASTER PLAN

ACTION: ADOPT SUPPORTIVE TRANSIT PARKING PROGRAM MASTER PLAN AND AMEND PARKING RATES AND PERMIT FEE RESOLUTION

RECOMMENDATION

CONSIDER:

A. ADOPTING the Supportive Transit Parking Program Master Plan; and

B. AMENDING Metro's Parking Ordinance (Attachment A) and Parking Rates and Permit Fee Resolution (Attachment B) in support of the implementation of the Supportive Transit Parking Program Master Plan.

ISSUE

At the November 2017 Planning and Programming Committee meeting, staff presented the draft Supportive Transit Parking Program Master Plan ("Master Plan") to the Board. At that meeting, staff was asked to provide additional outreach in support of the Master Plan adoption. Accordingly, staff has conducted numerous outreach activities as detailed in the following discussion section. The input received to date has been integrated into the final Master Plan, a copy of which can be found at <http://libraryarchives.metro.net/DPGTL/parking/2017-Parking-MasterPlan.doc>.

To implement the Master Plan, staff recommends amending Metro's Parking Ordinance (Attachment A) and Parking Rates and Permit Fee Resolution (Attachment B). Once adopted, staff will implement the revised Master Plan and recommended Parking Management Program with the updated Parking Ordinance and Parking Rates and Fee Resolution.

BACKGROUND

In September 2015, the Board approved the contract with Walker Consultants ("Walker") for the development of Metro's first parking master plan. Following the contract award, Walker began the process of data collection, program assessment, and outreach to the public. In August 2016, after an extensive outreach effort, staff went back to the Board to provide an update of the work completed to

date. Findings to that date recommended the implementation of a paid parking program in order to test the parking management program.

In January 2016, the Board approved the Parking Management Pilot Program ("Pilot Program") as part of the CEO's Risk Allocation Matrix ("RAM"). In February 2016, staff introduced the Pilot Program. The implementation of the Pilot Program offered Metro the opportunity to evaluate and gather real performance data for the development of a long-term parking management strategy as well as an understanding of the relationship between parking demand and transit ridership to ultimately improve customer satisfaction with Metro's parking program. In March 2016, the Board approved the implementation of the Pilot Program at select parking locations. Implementation of the Pilot Program began in May 2016 at three (3) new Expo Line stations. Since then the Pilot Program has been implemented at a total of eleven (11) locations. An additional four (4) Caltrans locations will come on board in early 2018 once the amended Operations and Maintenance Agreement between Metro and Caltrans becomes effective.

The Master Plan identifies innovative strategies for management of Metro's parking facilities, including parking management and planning policies, operations, enforcement, and maintenance and technology integration. Metro has made a significant investment in both capital and lands for parking facilities that must be managed to not only maximize utilization but also to enhance the Metro customer service experience. Metro's current parking inventory consists of approximately 24,000 parking spaces and is expected to reach over 31,500 parking spaces by 2029 once transit projects currently in the planning and construction phases enter into operations. The Master Plan includes a 10-year Parking Implementation Plan, Long Range Parking Planning Program and partnership with cities' program. The Master Plan provides Metro with an innovative and forward-thinking approach to managing its parking assets.

DISCUSSION

Following the presentation of the draft Master Plan to the Board in November, staff continued to collect input and provide updates to the community on the progress of the Master Plan and Pilot Program.

Since the November 2017 Board Meeting, the Master Plan has remained available to the public. Staff has compiled all public comment and has incorporated those comments in the Master Plan. The final Master Plan document does not contain significant substantive changes from the draft introduced in November 2017.

Public and Stakeholders Outreach

At the November 2017 Board Meeting, staff was asked to provide additional outreach in support of the Master Plan.

Parking Management staff conducted a number of public outreach meetings with different stakeholder groups, community, internal meetings and surveys from stakeholders and transit patrons prior to the November 2017 meeting. Outreach for the Master Plan consisted of outreach to transit riders, agencies, municipal transit operators, local jurisdictions throughout the Los Angeles County

and Metro internal departments. In addition, staff provided an update at a number of community meetings and provided a Final Stakeholder workshop earlier this month.

Transit Patron Surveys

Two (2) transit patron surveys were conducted between late 2015 and mid-2016. Approximately 9,000 responses were collected for each of the surveys. The first survey included general questions on parking facilities and customer service. The second survey asked more specific questions whose purpose was to find out what would improve their parking experience.

Stakeholder Workshops

Three workshops were held in March 2016 at three separate days and locations to maximize attendance. Workshops were held in the cities of Monrovia and Paramount, and a larger meeting was held at the Metro Headquarters in downtown Los Angeles. Prior to this meeting, stakeholder surveys and one round of patron surveys were completed. At these stakeholder workshops, Metro informed attendees of findings and data collected to date. The purpose of these meetings was to obtain additional input from cities throughout the county for the Master Plan.

Other Outreach

In addition, staff met with various Metro departments during summer of 2016. Staff also met with Community Relations staff and with their assistance has met with other staff and committees. Staff has provided updates of the Master Plan and Pilot Program at Regional Service Councils early on in the process, in February 2016 and again in February 2017. Staff has also provided updates on the Master Plan and parking program at Technical Advisory Committee (“TAC”) meetings on an on-going basis. Comments and suggestions received have been incorporated in the Master Plan report.

Partnership with Cities

Through this process, staff met with cities throughout the county, provided updates on Metro’s parking program and Pilot Program, and provided support based on their parking needs on a one-on-one basis as requested. As a result of these meetings, staff developed a partnership with the cities of Monrovia and Azusa. At Monrovia non-transit patrons are able to park at Metro’s parking facility during non-transit peak hours. In Azusa, Metro has an agreement with the city to use two levels of parking spaces in the garage they both currently share. Modifications to the Pilot Program have also been made in support of communities’ needs surrounding a station such as at Atlantic and Expo/Sepulveda Stations. At Atlantic, non-transit patrons are able to park for up to three (3) hours for a $3.00 a day fee during non-transit peak hours. At the Expo/Sepulveda Station, Metro has a contract with a nearby developer allowing the developer’s employees to park for a monthly fee. Staff has also provided parking advice to the cities of Long Beach, Norwalk, El Monte, Pasadena and Culver City.

Final Outreach Efforts

Parking Management hosted a final workshop at Metro’s Headquarters earlier this month in order to provide a final update on the Master Plan and collect any additional thoughts and input on the Master

Plan and its implementation. Invites went out to stakeholders throughout the county. Staff also provided an update on outreach on the Master Plan earlier this month through a board box report.

In addition to the final workshop this month, staff updated and presented the Master Plan at the following meetings:

- All five Regional Service Council meetings in January 2018 (South Bay, San Gabriel Valley, Gateway Cities, San Fernando Valley, and Westside Central).
- Metro's Technical Advisory Committee meeting in January 2018.
- Two (2) Council of Governments meetings in January 2018 (South Bay and San Gabriel Valley).
- Metro Gold Line Foothill Extension Construction Authority ("Gold Line 2B") Board meeting December 2017.
- Gold Line 2B Technical Advisory Committee meeting in December 2017; and
- City of Claremont Town Hall Meeting in December 2017

The Master Plan has also been available to the public through social media and has continued to take comment through parking@metro.net <mailto:parking@metro.net> throughout the Master Plan process. Comments received have been included in the final Master Plan report.

Gold Line 2B Parking Study

Parking Management has worked with Gold Line 2B staff and Walker for the development of a parking study for the Gold Line 2B corridor project. As part of this study Walker utilized Metro's Parking Demand Model described in the Master Plan and conducted a parking assessment at each of the potential future stations using a mid-point suburban typology to more precisely determine the appropriate number of spaces necessary along the alignment. The newly developed typology, which was developed as suggested by cities along Gold Line 2B Extension, provides a slightly higher number of parking space recommendation for the project at each of the proposed stations.

Although the Gold Line 2B Parking Study has not been finalized, the Parking Demand Model's recommended number of parking spaces in surface lots for opening day is less than the recommended number of spaces from the project's Environmental Impact Report ("EIR"). Metro's Parking Demand Model proposed number of parking spaces provides for future land use flexibility as anticipated parking demand may change over time. This flexibility could potentially allow mixed use development near the station; broaden active transportation, bicycle and pedestrian access.

Metro seeks to strategically develop parking with a forward thinking approach, avoid overbuilding parking, and allow flexibility on future uses. The development of parking facilities along the Gold Line 2B transit corridor was part of the project description in the EIR and parking was not a mitigation requirement. Therefore, allowing flexibility on the development of parking along this transit corridor as beneficial for long-term planning. The Gold Line Extension 2A and 2B corridor is the only transit corridor in the Metro system with parking facilities at all stations.

Metro's recommended number of parking spaces is not expected to change on the Gold Line 2B study. Once the study is finalized, Metro will only provide the Gold Line 2B Authority with a

recommended number of parking spaces for the project. However, it will be up to the Gold Line 2B Authority Board to make the final decision on the numbers of spaces it will build for this project. Should the Gold Line 2B Authority decide to build less parking than projected by the EIR, the Authority will also be responsible for taking the appropriate steps through the environmental review process to make these changes.

As part of this Gold Line 2B parking study, staff presented the updated Master Plan and findings of the Gold Line 2B parking study at the community meetings listed above. The Gold Line 2B Parking Study is discussed within this Board report. However, the study is not part of the Master Plan. Therefore, adopting the Master Plan will only determine the management of parking facilities in the future.

Metro Parking Ordinance and Fee Resolution

Metro's Parking Ordinance and Parking Rates and Permit Fee Resolution were adopted by the Metro Board in July 2015. Since then a number of changes have been incorporated into the Parking Ordinance and Parking Rates and Permit Fee Resolution to support the goals of the Parking Management Pilot Program which include:

- Added language and definition in the parking ordinance to reflect a change from "Promise To Pay" to "Notice To Pay" in support of the Master Plan;
- Added language regarding enforcement of commercially operated bike share equipment on Metro property that are operating without Metro authorization; and
- Revising monthly and daily rates in the fee resolution to be in-line with the Master Plan.

FINANCIAL IMPACT

Impact to Budget

Adoption of the Master Plan will not impact the 2018 budget and does not require a budget amendment. Future costs associated with the Master Plan implementation will be included in Parking Management's yearly operating budget under cost center 3046 which the cost center manager and Chief Planning Officer will be managing.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the Master Plan. This is not recommended as some of activities included in the Master Plan have already been implemented, tested and proven to work. As Metro's parking inventory continues to grow and parking facilities continue to reach capacity, so will the need to continue the implementation of a robust and future-thinking parking program. Absent a master plan, near- and longer-term parking decisions may be made with limited knowledge of the impact of these decisions, negatively affecting the long-term health of the parking program and the goal of enhanced mobility. Furthermore, many of the issues addressed in the Master Plan are issues that are regularly raised by transit riders and the Board of Directors. The Master Plan helps Metro address issues from the past, manage its current parking resources and continue a forward thinking approach.

NEXT STEPS

Once the Master Plan is adopted, staff will move forward with its implementation and will provide an update to the Board on its progress. The adopted parking management/fee program will transition into a permanent program and be implemented where parking occupancy is 70% or higher.

ATTACHMENTS

Attachment A - Metro Parking Ordinance
Attachment B - Metro Parking Rates and Permit Fee Resolution

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Los Angeles County Metropolitan Transportation Authority

Administrative Code
Title 8

METRO Parking Ordinance

Chapter 8-01

General

8-01-010 Authority to Regulate

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

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

The California Vehicle Code and the regulations contained within this Title (Title 8, METRO Parking Ordinance) shall be in effect and will be enforced on METRO property 24 hours daily, 365 d~~D~~ays a y~~Y~~ear, including holidays.

8-01-030 Responsibility for Compliance

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

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

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

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

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

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

No All Vehicle vehicles shall be parked in any METRO parking facilities facility at any time without shall require payment of the applicable fee established by the Parking Rates and Permit Fee Resolution. Except as otherwise provided herein, such fees shall be collected from all persons desiring to park Vehicles in such facilities, including the officers and employees of METRO, the state, any public or private firm or corporation, any municipality, state or federal agency or any public district. No fee shall be charged to nor collected from any officer or employee of METRO for the parking of a METRO-owned Vehicle in any METRO parking facility at such times when such officer or employee is engaged in METRO business.

All parking fees, rates and charges for the use of the facilities shall be collected in cash or electronic payment from the registered owner, operator or person in charge of the Vehicle desiring to park. Any person who willfully fails to pay or is unable to pay the fees, rate and charges for use of the METRO parking facilities isare subject to citation. Any person who fails to pay fees and charges for use of the METRO parking facilities and removes the vehicle from the facility without having received a citation, after havingshall beon given a "nNotice to Ppay" indicating non-payment of daily or monthly fee for the duration a vehicle is parked in a METRO facility. and instructions on how to verify purchase of transit fare or use their TAP card the next time using a METRO parking facility. and will be considered as violating the METRO parking ordinance in this Chapter.

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

a. In the event that the person operating a Vehicle parked in any METRO parking facilities attempts to remove the Vehicle from the facility but willfully fails to pay the fees, or is is unable to pay all fees, rates and charges due at such time, such person shall, prior to removcing such Vehicle from the facility, and be required to sign an agreement to pay any unpaid fees, rates and charges within 21 days of being issued a "Notice to Pay." A copy of such agreement notice shall be given to the person signing the agreementdelivered by US mail to the vehicle's registered owner. Such agreement notice shall set forth the location of the facility, the date and approximate time that the vehicle iwas removed, the name of such personthe registered owner, the vehicle license number, the registration expiration date, if visibleavailable, the last four digits

of the Vehicle identification number, if available, the color of the Vehicle, and, if possible, the make of the Vehicle. Such ~~agreement~~ notice shall require payment to METRO of all unpaid fees, rates and charges, plus an administration fee in an amount established by resolution of the Board or its designee, no later than ~~seven~~ 21 days after the ~~agreement~~ notice is ~~signed~~received, and shall indicate the address to which payment may be delivered or sent or other means for delivering payment. If full payment is not made within such ~~seven~~ 21-day period, METRO shall mail a notice of late payment to the vehicle's registered owner. Such notice shall require payment to METRO of the unpaid fees~~, rates~~ and charges, and administration fee, plus a late payment fee in an amount established by resolution of the Board, no later than seven days after the date of such notice. In the event that such amount is not fully paid within such seven-day period, a final notice of late payment, requiring payment of all owed parking and late fees in an amount established by resolution of the Board, shall be mailed to the Vehicle's registered owner. All owed parking fees will be subject to ~~submit for~~the collection process and potential hold of vehicle registration with the Department of Motor Vehicles~~.~~. The above ~~agreement~~ notice shall include a reference to this section.

b. **Evidence of parking fee payment**, such as, but not limited to, parking permit, tickets, receipt or electronic display devices, is required during entire parking duration time.

c. **Prohibition of Selling, Reselling, Leasing or Reserving for Compensation of Parking Spaces.** No person shall sell, resell, lease or reserve for compensation, or facilitate the selling, reselling, leasing or reserving for compensation of any METRO owned, leased, financed, contracted, managed and operated spaces or property without authorization from METRO.

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

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

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

8-01-060 Liability

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

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

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

8-01-080 Administrative Review of Parking Citation Issuance

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

8-01-090 Towing Vehicles

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

Chapter 8-03

Parking Definitions

Chapter 8-03-010 Definitions

The words or phrases hereinafter ~~in this Chapter~~ are defined in this chapter ~~and; they shall~~and shall have the meanings respectively ascribed to them unless the context indicates the contrary.

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

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

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

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

Board. "Board" means the METRO Board of Directors.

Bus Loading Zone. "Bus Loading Zone" means the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading and unloading of passengers.

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

Commercial Vehicle Loading Zone. "Commercial Vehicle Loading Zone" means that space adjacent to the curb reserved for the exclusive us of vehicles during the loading or unloading of passengers and materials marked and designated as hereinafter provided in this document.

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

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

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

Highway. "Highway" means every way set apart for public travel except bridle trails and footpaths.

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

METRO. "METRO" shall mean the Los Angeles County Metropolitan Transportation Authority.

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

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

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

METRO Vehicle. "METRO Vehicle" means a vehicle owned or operated by METRO.

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

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

Park. "Park" means to stop or to allow standing any vehicle, whether occupied or not, vehicle stopped in obedience to official traffic-control devices or by direction of a police officer are not parked for the purposes of this section.

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

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

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

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

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

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

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

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

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

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

Pedestrian. "Pedestrian" means any person afoot.

Pedestrian Conveyance Device. "Pedestrian Conveyance Device"" includes skateboards, roller skates, rollerblades, in-line skates, other skating devices, foot-powered scooters and other similar devices.

Person. "Person" means and includes every individual, firm, government entity and business entity.

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

Registered Owner. "Registered Owner" shall mean the individual or entity whose name is recorded by the Department of Motor Vehicles as having ownership of a particular vehicle.

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

Roadway. "Roadway" means that portion of a highway between the regularly established curb lines or, when no curb exists, that portion improved, designated, and ordinarily used for vehicular travel and parking.

Safety Zone. "Safety Zone" means that portion of a roadway reserved for the exclusive use of pedestrians, marked and designated as hereinafter provided in this section.

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

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

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

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

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

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

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

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

Chapter 8–05

Parking Regulations

8-05-010 Parking Activities

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

8-05-020 Enforcement Practice

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

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

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

8-05-040 Failure to Obey Signs

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

8-05-050 Exceeding Posted Time Limit

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

8-05-060 Temporary No Parking

Whenever METRO finds that traffic congestion, or the disruption of the normal flow of traffic is likely to result from the operation, stopping, standing or parking of Vehicles during the holding of public or private special events, assemblages, gatherings or functions, during construction, alteration, repair, sweeping, filming or other reasons, METRO may place or cause to be placed temporary signs prohibiting the operation, stopping, standing or parking of Vehicles at least seventy-two hours prior to and during the period such condition exists. In the event of an emergency, METRO may act under this section without providing the ~~seventy-two~~72-hour notice required herein.

8-05-070 Restricted Parking

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

8-05-080 Parking Within Marked Bicycle Lane

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

8-05-090 Illegal Parking in Commercial Loading Zone

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

to regular space operation when outside posted loading zone timeframes and are subject to parking enforcement at all times.

8-05-100 Vehicle Exceeds Load Size Limit

a. No person shall park or leave standing in METRO facility and/or lot any Vehicle having either of the following:

   1. A manufacturer's rated load capacity greater than 14,000 ~~lbs~~lbs.; or

   2. A length in excess of ~~twenty-four (~~24~~)~~ feet.

b. The following vehicles are hereby exempt from the provisions of this section:

   1. Any Vehicles properly displaying a large vehicle permit. Large Vehicle permits shall be issued for special events ~~.u~~ ~~U~~nder any circumstances on any of the following Vehicles: tour buses, movie, television, or photographic production Vehicles, limousines, or mobile billboards in accordance with Chapter 8 of this code.
   ~~1.~~

   2. Any authorized emergency Vehicle, METRO Transit Security, any authorized highway work vehicle or any Vehicle used in the construction, installation, or repair of a utility or public utility in accordance with ~~section~~Sections 22512 and 35702 of the CVC;

   3. Any Vehicle engaged in loading or unloading;

   4. Any Vehicle making pickups or deliveries of goods, wares, and merchandise; and

   5. Any Vehicle picking up or delivering materials used in the actual or bona fide repair, alternation, remodeling or construction of any building or structure for which a building permit or building construction authorization has been obtained.

c. Pursuant to ~~section~~Section 40200 *et seq.,* of the CVC, any violation of this section shall be punishable as a civil penalty in accordance with the provisions of Chapter 8-09 of the METRO Administrative Code. Any Vehicle parked or left standing in violation of this section may be removed in accordance with provisions of ~~section~~Section 22650 *et seq.* of the CVC.

d. Large Vehicle parking permits shall be issued by METRO pursuant to Metro policies and procedures for the issuance of such permits. Such policies shall be consistent with the provisions of ~~section~~Sections 8-05-010 through 8-05-440 of the METRO Administrative Code.

e. The fee for a large Vehicle parking permit shall be according to METRO fee schedule.

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8-05-110 Disconnected Trailer

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

8-05-120 Bus Loading Zones

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

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

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

8-05-140 No Parking – Alley

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

8-05-150 Illegal Parking in Red Zones

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

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

Any vehicle observed parked or left standing longer than ~~seventy-two (~~72~~)~~ consecutive hours without authorized permit in the same location may be cited. Any Vehicle parked longer than ~~seventy-two (~~72~~)~~ hours must obtain permission in advance from METRO.

8-05-170 Parking on Grades

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

8-05-180 Angled Parking

Whenever the width of a parking lot, parking bay, parking facility, travel lane, and traffic conditions are such that the parking of Vehicles at an angle to the curb instead of parallel to the curb will not impede traffic flow, and where there is need for the additional parking spaces which parking at an angle will provide, METRO shall indicate at what angle Vehicles shall be parked by placing parallel white lanes on the surface of the roadway. An operator shall not stop, stand, or park any Vehicle except between, at the angle indicated, by~~,~~ and parallel to both such adjacent white lines, with the nearest wheel not more than one foot from the curb.

8-05-190 Double Parking

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

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

8-05-200 No Parking Anytime/Posted Hours

Whenever the parking of Vehicles at all or certain hours of the day upon any portion of METRO p~~P~~arking F~~f~~acilities, travel lanes, or alleys which are open for public constitutes a traffic hazard or impedes the free flow of traffic, or both, METRO shall ~~erect~~ display signs stating that parking is prohibited at all or certain hours of the day.

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

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

8-05-220 Blocking Street or Access

A Vehicle shall not be parked, whether attended or unattended, upon any traffic or travel lane, or alley where the roadway is bordered by adjacent curbs which is open to the public, whether bordered by curbs or not, unless no less than eight feet of the width of the paved or improved or main traveled portion of such traffic, travel lane or alley opposite such parked

Vehicle is left clear or unobstructed for the free passage of other Vehicles. Violating Vehicle(s) will be towed at registered owner's expense immediately.

8-05-230 Parking Special Hazard

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

8-05-240 Illegal Parking at Fire Hydrant

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

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

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

8-05-260 Illegal Parking at Taxicab Stands

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

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

~~-~~A Vehicle shall not be stopped, parked or otherwise left standing at or adjacent to a landscape island or planter, whether attended or unattended except in compliance with a traffic sign or signal or direction of a police officer~~, at or adjacent to a Landscape Island or Planter~~.

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

Parking permits for transient, daily and monthly parking shall be issued by METRO. METRO shall be responsible for establishing policies, administering procedures and

disseminating information regarding the distribution of parking permits for parking in METRO ~~P~~parking ~~F~~facilities.

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

The number of permits to be issued shall be determined by the parking demand and conditions within each p~~P~~arking f~~F~~acility. Parking permits shall not be issued to any person who has outstanding parking citations.

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

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

a. Failure to properly register vehicle license plate information as instructed by the permit parking terms and conditions.

b. Parking in a permit parking space without a permit.

c. Displaying an altered, counterfeit, or expired permit.

d. Displaying a permit registered to another vehicle.

~~d.~~e. More than one vehicle using the same permit at the same time.

~~e.~~f. Failure to display ~~T~~temporary ~~P~~permits ~~— Place the temporary permit~~ on the dashboard on the driver's side of the vehicle. The entire permit must be clearly visible to compliance officers. ~~Failure to properly display the permit as instructed by permit parking terms and conditions.~~

~~1. Decals — A permit decal must be properly displayed on the vehicle windshield. Affix the decal to the inside front windshield in the lower left as indicated in the diagram provided with the decal. The entire permit must be clearly visible to compliance officers.~~

~~2. Temporary Permits — Place the temporary permit on the dashboard on the driver's side of the vehicle. The entire permit must be clearly visible to compliance officers.~~

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

a. METRO shall cause appropriate signs to be erected in parking facilities, indicating prominently thereon the parking limitation and~~,~~ period for its application~~., and m~~Motor Vehicles with valid permits shall be exempt from the limitations.

b. If preferred permit parking is allowed in partial areas of a parking lot or parking facility, signs shall be posted only on the selected spaces or portions of a parking lot or parking facility within the prescribed METRO f~~F~~acility.

c. A parking permit shall not guarantee or reserve to the holder thereof a parking space within a parking lot or parking facility.

d. A motor Vehicle on which a ~~valid permit is displayed~~ valid license plate is registered as a monthly permit holder shall be permitted to stand or be parked in the authorized parking lot or parking facility or designated area within the parking lot or parking facility within the limits of the parking permit program. Except as provided below, all Vehicles parking within a permit designated area or parking lot or parking facility shall be subject to the parking restrictions and penalties as provided in this Chapter.

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~~d.~~

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

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

a. Repair, maintenance, refuel, utility, fuel or delivery vehicle providing services to METRO within the METRO facility with METRO's prior written consent.

b. Emergency Vehicles

8-05-310 Permit Penalty Provisions

a. Unless exempted by the provisions of this Chapter, no person shall stand or park a motor Vehicle in any designated permit parking area or parking lot or parking facility established pursuant to this Chapter. A violation of this section shall result in the revocation of the parking permit and rights in any METRO parking facilities, which is also punishable by an administrative fine established by the Parking Rates and Permit Fee Resolution adopted by the METRO Board. METRO also reserves the rights to refer the case to local law enforcement.

b. No person shall copy, produce or create facsimile or counterfeit a parking permit, nor shall any person use or display a counterfeited parking permit.

c. Permit holders shall report to METRO a lost, stolen or missing permit within five days of loss, at which time that permit shall be canceled and a new permit issued for the full face value of the parking permit. No pro-ration or refund requests will be accepted.

d. No person shall misuse a permit or display a stolen permit.

e. No person who has been issued a parking permit for a specific designated area, lot or facility shall use the permit in another area, lot or facility.

f. No person shall alter, deface, or intentionally conceal an expiration date on the face of a parking permit which is displayed in a Vehicle parked on a METRO Facility.

g. Violation of this sub-Chapter may be subject to parking privileges and permit to be immediately revoked.

8-05-320 Expired Meter or Pay Station

a. ***Deposit of Fees Required.*** A person shall be required to deposit the proper fee for occupying a parking metered /pay station space at a charge set in METRO's fee resolution during the posted hours and days of operation.

b. ***Parking Lot Requirements when Meters or Pay Station Installed.*** A person shall not park any Vehicle on any parking lot, parking facility or public right-of-way maintained or operated by METRO on which a parking meter or multi-space pay machine is installed at any time without paying the posted and adopted parking fees.

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

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

8-05-340 Electric Vehicle Parking Spaces

METRO has established Electric Vehicle (EV) Charging Station Spaces in Parking Facilities for use by electric Vehicles. No person shall park or leave standing vehicles in EV spaces except as follows:

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

b. Electric Vehicles must be actively charging when parking in EV Charging Station Spaces.

c. Non-Electric Vehicles shall not park in EV Charging Station Spaces at any time.

d. Electric Vehicles may only use designated EV Charging Station Spaces for charging vehicles. No other source of vehicle charging will be allowed at METRO facilities.

~~When not charging, Electric Vehicles may park in any designated parking space at METRO facilities.~~

8-05-350 Parking on Sidewalk/ Parkway

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

8-05-360 Areas Adjacent to Schools

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

8-05-370 Peak Hour Traffic Zones

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

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

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

8-05-390 Interim Parking Regulations

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

8-05-400 Car Share or Vanpool Authorization Required

No Vehicle shall be stopped, parked or left standing ~~any Vehicle~~ in a place or a parking space designated for the exclusive parking of Car Share or Vanpool vehicles participating in the METRO Car Share or Vanpool Program, unless the vehicle obtained authorization as a METRO Car Share or Vanpool Program participant and registered as directed by METRO.

8-05-410 Speed Limit

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

8-05-420 Motor Vehicle Access

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

8-05-430 Penalty for Non-Compliance

Unless exempted by the provisions of this part, no Vehicle shall be parked in violation of any parking restrictions established pursuant to this section. Except as provided in Chapter 8-05-100 paragraph (b), a violation of this section may result in the revocation of the parking permit and rights at any METRO parking facilities, which is also punishable by METRO's administrative fine schedule for parking violations. METRO may also refer the case to the local law enforcement. Any Vehicle with more than three (3) outstanding parking citations will be towed away at the registered owner's expense. All administrative fines, tow fees and penalties must be paid and ~~obtain~~ clearance given by applicable law enforcement agency ~~clearance~~ prior to release of the towed Vehicle. ~~in addition to two fees.~~

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

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

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

ATTACHMENT A

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

Chapter 8-07

Vehicles Other Than Automobiles

8-07-010 Authority to Create Vehicle Regulations

ATTACHMENT A

The METRO Board of Directors is authorized pursuant to ~~section~~Section 21113 of the CVC to set forth conditions and regulations pertaining to the operation and parking of Vehicles, bicycles and pedestrian conveyance devices upon METRO property.

All rules and regulations of the CVC shall apply to Vehicles, bicycles and pedestrian conveyance devices operated on METRO f~~F~~acilities. All Vehicles and bicycles must meet the equipment requirements of the CVC, including brakes, lights and reflectors.

8-07-020 Enforcement

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

8-07-030 Parking Bicycles at METRO Facilities

1. Parking Bicycles

   a. Bicycles may be left, parked or stored on METRO ~~F~~facilities only in areas designed for bicycle parking. These areas are: bike racks, bike lockers, ~~or~~ enclosed rooms with controlled access, or where signage designates the space as a bicycle parking area. However, METRO shall not be liable for any loss, theft, fire or damage of a bicycle or any personal property attached thereto for any bicycle left, parked or stored on METRO ~~F~~facilities, regardless of whether the bicycle was in an area designated for bicycle parking.

   b. Bicycles parked in designated parking areas may not extend into the landscape. Bicycles may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.

2. Removal of Bicycles

   a. METRO may cause bicycles to be removed under any of the following circumstances:

      - Is secured to any item other than a bicycle rack designed for parking bicycles.
      - Prevents use of available Vehicle parking spaces.
      - Poses a hazard or impedes pedestrian access.
      - Has been reported stolen and verified by the Agency.
      - Appears to be abandoned. A bicycle is considered abandoned if it remains in the same position for more than 72 hours and shows signs of intentional neglect. Signs include~~d~~, but not limited to, deflated tires, missing wheels, and other parts.

- Operating or engaging in commercial activity on METRO property or within a METRO facility without METRO approval.

b. If a locking device must be detached to remove a bicycle, METRO may remove the securing mechanism, using whatever reasonable means are necessary. METRO is not responsible for any damage to the locking device or for its replacement.

c. METRO or METRO- -authorized enforcement agencies' personnel may attach on to an abandoned bicycle a notice identifying the condition of the bicycle and the removal date.

d. -Removed bicycles may be recovered with proof of ownership after required fees are paid within 30 days of removal.~~; before they are released.~~

e. Removed bicycles are held for a minimum of 30 days, after which time the bicycle owner is presumed to have relinquished legal title; these bicycles are disposed of in accordance with METRO policy.

8-07-040 Parking of Motorized Bicycles, Motorcycles and Mopeds

1. Motorized bicycles, motorcycles and mopeds must obtain permission~~,~~ and display a valid parking permit when parking on METRO ~~F~~facilities to the same extent as a vehicle would be required.

2. Motorized bicycles, motorcycles and mopeds shall be parked only in designated area of parking facilities.

3. Motorized bicycles, motorcycles and mopeds shall not be operated on bicycle pathways or sidewalk.

Motorized bicycles, motorcycles and mopeds may be cited or towed for the same reasons as automobiles in violation of any regulations stated in this ordinance.

Chapter 8-09

Parking Citations

ATTACHMENT A

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

8-09-010 Authority to Contract with Outside Agencies

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

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

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

8-09-020 Appeal Review Process

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

a. A p~~P~~erson who violates any provision of the Title 8 may, within twenty-one (21) days of the issuance of such notice of violation, request an initial review of the notice of violation by METRO. The request for review may be made in writing, by telephone or in person. There shall be no charge for this review. If following the initial review METRO is satisfied that the violation did not occur, or that extenuating circumstances exist, and that the dismissal of the notice of violation is appropriate in the interest of justice, METRO may cancel the notice of violation. METRO shall notify~~,~~ the person requesting the review of the results of the initial review. If the notice of violation is not dismissed, reasons shall be provided for the denial. Notice of the results of the review shall be deemed to have been received by the person who requested the initial review within five (5) working days following the mailing of the decision by METRO.

b. If the p~~P~~erson subject to the notice of violation is not satisfied with the result of the initial review, the p~~P~~erson may no later than twenty-one (21) days following the mailing of the initial review decision request an administrative hearing of the violation. The request may be made by telephone, in person, or by mail. The person requesting the administrative hearing shall deposit with METRO the amount due under the notice of violation for which the administrative review hearing is requested. A person may request administrative review without payment of the amount due upon providing METRO with satisfactory evidence of an inability to pay the amount due. An administrative hearing shall be held within ninety (90) days of the receipt of request for an administrative hearing.

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

c. The administrative hearing shall consist of the following:

1. The person requesting the hearing shall have the choice of a hearing in person or by mail. An in person hearing shall be held within the jurisdiction of METRO, and shall be conducted according to such written procedures as may from time to time be approved by the Chief Executive Officer of METRO or the Chief Hearing Officer. The hearing shall provide an independent, objective, fair and impartial review of the contested violations. METRO will provide an interpreter for the hearing if necessary.

2. The hearing shall be conducted before a hearing officer designated to conduct the review by METRO's Chief Executive Officer or Chief Hearing Officer. In addition, to any other requirements of employment, the hearing officer shall demonstrate those qualifications, training, and objectivity as are necessary and consistent with the duties and responsibilities of the position as determined by METRO's Chief Executive Officer or Chief Hearing Officer.

3. The person who issued the notice of violation shall not be required to participate in an administrative hearing. The issuing Agency shall not be required to produce any evidence other than the parking citation or copy thereof, photographs taken by citation issuing equipment at the time of the citation (date and time stamped), and information received from the department identifying the registered owner of the vehicle. This documentation in proper form shall be the prima facie evidence of the violation.

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

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

4.

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

8-09-030 Procedures of Parking Citations Issuance

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

If a Vehicle is unattended at the time that the parking citation is issued for a parking violation, the issuing officer shall securely attach to the Vehicle the parking citation setting forth the violation, including reference to the section of the CVC, the METRO

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Administrative Code or other parking regulation in the adopted ordinance violated; the date; the approximate time of the violation; the location of the violation; a statement printed on the notice indicating that payment is required to be made not later than twenty-one (21) calendar days from the date of issuance of the parking citation; and the date by which the operation is to deposit the parking penalty or contest the parking citation pursuant to ~~section~~Section 8-09-050. The citation shall state the amount of the parking penalty and the address of the agent authorized to receive deposit of the parking penalty.

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

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

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~~a.~~d. The parking citation shall be served by attaching it to the Vehicle either under the windshield wiper or in another conspicuous place upon the Vehicle so as to be easily observed by the person in charge of the Vehicle upon the return of that person.

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~~b.~~c. Once the parking citation is prepared and attached to the Vehicle pursuant to paragraph (a), above, the issuing officer shall file notice of the parking violation with the Agency.

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~~c.~~f. If during issuance of the parking citation, without regard to whether the Vehicle was initially attended or unattended, the vehicle is driven away prior to attaching the parking citation to the Vehicle, the issuing officer shall file the notice with the Agency. The Agency shall mail, within fifteen (15) calendar days of issuance of the parking citation, a copy of the parking citation to the registered owner of the Vehicle.

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~~d.~~ If within twenty-one (21) calendar days after the parking citation is issued, the issuing agency or the issuing officer determines that, in the interests of justice, the parking citation should be canceled, the issuing agency shall cancel the citation, or, if the issuing agency has contracted with the a agency, shall notify the agency to cancel the parking citation. The reason for the cancellation shall be set forth in writing.

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e. If after the copy of the notice of parking violation is attached to the Vehicle, the issuing officer determines that there is incorrect data on the notice, including but not limited to the date or time, the issuing office may indicate in writing, on a form attached to the original notice, the necessary correction to allow for the timely entry of the notice on the agency's data system. A copy of the correction shall be mailed to the registered owner of the Vehicle.

h.

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

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

8-09-040 Parking Administrative Penalties

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

b. Administrative penalties received by Metro shall accrue to the benefit of METRO.

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

If the parking penalty is received by the Agency and there is not contest by the date fixed on the parking citation, all proceedings as to the parking citation shall terminate.

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

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

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

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

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

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ATTACHMENT A

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

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

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

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

a.

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

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

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

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

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

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

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

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

8-09-110 Collection of Unpaid Parking Penalties

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

a. File an itemization of unpaid parking penalties and other related fees with the California Department of Motor Vehicle collection unit pursuant to CVC ~~section~~Section 4760 or the successor statute thereto.

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

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

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

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

~~c.~~ If the registration of the Vehicle has not been renewed for sixty (60) calendar days beyond the renewal date, and the citation has not been collected by the department pursuant to CVC ~~section~~Section 4760, or the successor statute thereto, then the agency may file proof of unpaid penalties and fees with the court which has the same effect as a civil judgment as provided above in ~~section~~Section 8-09-110 (a).

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

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

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

1. Upon request, provide the operator, registered owner, or the registered owner's agent with a copy of the citation information presented in the notice of delinquent parking violation. The agency shall, in turn, obtain and record in its records the name, address and driver's license number of the person actually given the copy of the citation information.

2. Determine whether the notice of delinquent parking violation has been filed with the department or a civil judgment has been entered pursuant to ~~section~~Section 8-09-110 (b).

~~2.~~

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~~a.~~ If the agency receives full payment of all parking penalties and other related fees and the agency neither files a notice of delinquent parking violation nor enter~~sed~~ a civil judgment, then all proceedings for that citation shall cease.

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~~b.~~ If a notice of delinquent parking violation has been filed with the department and has been returned by the department pursuant to the provisions of the CVC and payment of the parking penalty has been made, along with any other related fees, then the proceedings for that citation shall cease.

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~~c.~~ If the notice of delinquent parking violation has been filed with the department and has not been returned by the department, and payment of the parking penalty along with

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any other fees applied by either the department or the agency or both have been made, the agency shall do all of the following:

1. Deliver a certificate of payment to the operator, or other person making payment;

2. Within five working days transmit payment information to the department in the manner prescribed by the department;

3. Terminate proceedings on the notice of delinquent parking violation;

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

8-09-130 Deposit of Parking Penalties with METRO

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

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

8-09-140 Bailment Schedule

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

ATTACHMENT A

Chapter 8-11

Removal of Vehicles

8-11-010 Towing and Impounding Vehicles

METRO may remove, tow or impound Vehicles in accordance with CVC ~~section~~Section 22650 et seq., including but not limited to Vehicles that:

a. Have three or more outstanding (unpaid) METRO parking violations.

b. Have five or more outstanding (unpaid) parking violations from any agency in the ~~S~~state.

c. Display lost, stolen, altered, counterfeit, or unauthorized permits.

d. Have expired vehicle registration (more than six months), or have no license plates or other evidence of registration displayed.

e. Park in tow away zones, such as disabled, reserved and no parking areas.

f. Park in emergency/fire access lanes.

g. Park on any surface not specifically marked for parking of motor vehicles, such as, but not limited to: lawns, open spaces, sidewalks, plazas, unmarked curbs, roadways, drive aisles, and bikeways.

8-11-020 Post-storage Hearing

a. Whenever METRO directs removal of a Vehicle pursuant to this Chapter, the Vehicle's registered and legal owners of record, or their agents, will be provided an opportunity for a post-~~-~~storage hearing to determine the validity of the storage.

b. METRO will mail or personally deliver a notice of the storage to the registered and legal owners within 48 hours, excluding weekends and holidays, and shall include all of the following information:

1. The name, address, and telephone number of the agency providing the notice.

2. The location of the place of storage and description of the vehicle, which shall include, if available, the name or make, the manufacturer, the license plate number, and the mileage.

3. The authority and purpose for the removal of the vehicle.
~~3.~~

4. A statement that, in order to receive their post storage hearing, the owners, or their agents, shall request the hearing in person, writing, or by telephone within 10 days of the date appearing on the notice.

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c. The post-storage hearing shall be conducted within 48 hours of the request, excluding weekends and holidays. METRO may authorize its own officer or employee to conduct the hearing if the hearing officer is not the same person who directed the storage of the vehicle.

d. Failure of either the registered or legal owner, or his or her agent, to request or to attend a scheduled hearing shall satisfy the post-storage hearing requirement.

ATTACHMENT B

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

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

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

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

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

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

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

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

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

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

SECTION 4. The following fees are established at the Metro Willow Blue Line Station:

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Parking prior to 11 am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~

~~d. After 11 am all parking spaces become available to all transit patrons.~~

~~e. Parking on weekends is free to all transit users.~~

~~f. Parking is available on a first come first serve basis.~~

~~g. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Parking prior to 11 am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~

~~d. After 11 am all parking spaces become available to all transit patrons.~~

~~e. Parking on weekends is free to all transit users.~~

~~f. Parking is available on a first come first serve basis.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Parking prior to 11 am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~

~~d. After 11 am all parking spaces become available to all transit patrons.~~

~~e. Parking on weekends is free to all transit users.~~

~~f. Parking is available on a first come first serve basis.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

SECTION 7. The following fees are established at the Metro Artesia Blue Line Station:

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Parking prior to 11 am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~

~~d. After 11 am all parking spaces become available to all transit patrons.~~

~~e. Parking on weekends is free to all transit users.~~

~~f. Parking is available on a first come first serve basis.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days a week.~~

~~b. Parking is available on a first come first serve basis.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $25.00 flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~
~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~
~~c. Parking prior to 11 am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~
~~d. After 11 am all parking spaces become available to all transit patrons.~~
~~e. Parking on weekends is free to all transit users.~~
~~f. Parking is available on a first come first serve basis.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~
~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~
~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours.~~
~~d. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~
~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~
~~g. Parking is available on a first come first serve basis.~~
~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~
a. ~~Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~ Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~
~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~
~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours.~~
~~d. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~
~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~
~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~g. Parking is available on a first come first serve basis.~~
~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~
~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:
~~a. Parking is available free of charge seven days a week.~~
~~b. Parking is available on a first come first serve basis.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:
a. Parking is free of charge, seven days per week.
~~a. Parking is available on a first come first serve basis.~~

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

Parking information and rates shall be as follows:
a. Parking is free of charge, seven days per week.
~~a. Parking is available on a first come first serve basis.~~

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

Parking information and rates shall be as follows:

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

~~a. Parking is available on a first come first serve basis.~~

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $3.00 flat rate per 24 hours.~~

~~d. Carpool permit parking will be offered for a monthly rate of $20.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~g. Parking is available on a first come first serve basis.~~

~~h. Any vehicle parked over 72 hours will require an Extended Parking Permit. Extended Parking Permit Administration Fee is $10.00.~~

~~i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~j. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days a week.~~
~~b. Parking is available on a first come first serve basis.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours.~~
~~b. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~
~~c. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~
~~d. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~
~~e. Parking is available on a first come first serve basis.~~
~~f. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~g. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

~~h.~~

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

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

~~Parking is available on a first come first serve basis.~~

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

Parking information and rates shall be as follows:

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

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

~~a. Parking is available on a first come first serve basis.~~

~~b. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~

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

Parking information and rates shall be as follows:

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

~~a. Parking is available on a first come first serve basis.~~

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $55.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours.~~

~~d. Carpool permit parking will be offered for a monthly rate of $45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~g. Parking is available on a first come first serve basis.~~

~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $3.00 flat rate per 24 hours.~~

~~d. Carpool permit parking will be offered for a monthly rate of $45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~g. Parking is available on a first come first serve basis.~~

~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $29.00 monthly flat rate. Preferred parking space permits will only be renewed~~

~~for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a $3.00 flat rate.~~

~~d. Carpool permit parking will be offered for a monthly rate of $20.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~g. Parking is available on a first come first serve basis.Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~

~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

~~j.~~a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

d. Non-transit parking rates will require a $3.00 flat rate for up to three hours.

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

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

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $29.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Parking prior to 11 am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~

~~d. After 11 am all parking spaces become available to all transit patrons.~~

~~e. Parking on weekends is free to all transit users.~~

~~f. Parking is available on a first come first serve basis.~~

a. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.

b. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

c. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

d. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $25.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Parking prior to 11 am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~

~~d. After 11 am all parking spaces become available to all transit patrons.~~

~~e. Parking on weekends is free to all transit users.~~

~~f. Parking is available on a first come first serve basis.~~

~~g.~~a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $20.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Parking prior to 11 am will require a $4.00 flat rate at designated preferred parking spaces on a daily basis.~~

~~d. After 11 am all parking spaces become available to all transit patrons.~~

~~e. Parking on weekends is free to all transit users.~~

~~f. Parking is available on a first come first serve basis.~~

~~g.~~a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $29.00 monthly flat rate. Preferred parking space permits will on be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Parking is only available Monday through Friday.~~

~~d. Parking is available on a first come first serve basis.~~

~~e.~~a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $29.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of a TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours.~~

~~d. Carpool permit parking will be offered for a monthly rate of $20.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to park at a time. If more than one vehicle is parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.~~

~~g. Parking is available on a first come first serve basis.~~

~~h. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days a week.~~

~~b. Parking is available on a first come first serve basis.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $3.00 flat rate per 24 hours.~~

~~d. Non-transit riders can park without TAP Card ridership verification between 6:00 pm and 5:00 am Monday through Friday and all day Saturday and Sunday for a $3.00 flat rate.~~

~~e. Carpool permit parking will be offered for a monthly rate of $45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~f. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~h. Parking is available on a first come first serve basis.~~

~~i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~j. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

d. Non-transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days a week.~~
~~b. Parking is available on a first come first serve basis.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit daily parking rates will require a $3.00 daily flat rate.
c. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~
~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~
~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $3.00 flat rate per 24 hours.~~
~~d. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~
~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~
~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~
~~g. Parking is available on a first come first serve basis.~~
~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent~~

~~more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $39.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. After 11 am all parking spaces become available to all transit patrons.~~

~~d. Parking on weekends is free to all transit users.~~

~~e. Parking is available on a first come first serve basis.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit daily parking rates will require a $3.00 daily flat rate.
c. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours.~~

~~b. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~c. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days'~~

~~notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~d. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~e. Parking is available on a first come first serve basis.~~

~~f. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~g. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a $5.00 flat rate.~~

~~d. Carpool permit parking will be offered for a monthly rate of $45.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days'~~

~~notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~g. Parking is available on a first come first serve basis.~~

~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $49.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a $5.00 flat rate.~~

~~d. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days'~~

~~notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~g. Parking is available on a first come first serve basis.~~

~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~

~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~

~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours. Non-transit riders can park without TAP Card ridership verification for up to three hours, for a $5.00 flat rate.~~

~~d. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~

~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~
~~g. Parking is available on a first come first serve basis.~~
~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~
~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Non-transit monthly permit parking will require a $120.00 monthly flat rate.
d. Transit daily parking rates will require a $3.00 daily flat rate.
e. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $59.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~
~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~
~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours.~~
~~d. Non-transit riders can park without TAP Card verification for up to three hours, for a $5.00 flat rate.~~
~~e. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~
~~f. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days'~~

~~notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~

~~g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~

~~h. Parking is available on a first come first serve basis.~~

~~i. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~

~~j. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge.~~

~~b. Parking is only available from Monday at 2 am through Sunday at 2am.~~

~~c. Parking is available on a first come first serve basis.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit daily parking rates will require a $3.00 daily flat rate.

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

d. Parking is only available from Monday at 2 AM through Sunday at 2 AM.

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~

~~b. Parking is available on a first come first serve basis.~~

~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~

~~b. Parking is available on a first come first serve basis.~~

~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~

~~b. Parking is available on a first come first serve basis.~~

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~

~~b. Parking is available on a first come first serve basis.~~

~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~

~~b. Parking is available on a first come first serve basis.~~

~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~

a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.

b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking prior to 11am will require a $20.00 monthly flat rate at designated preferred parking spaces. Users must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.~~
~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~
~~c. Parking prior to 11am will require a $4.00 daily flat rate at designated preferred parking spaces.~~
~~d. After 11am all parking spaces become available to all transit patrons.~~
~~e. Parking on weekends is free to all transit users.~~
~~f. Parking is available on a first come first serve basis.~~
~~g.~~a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
~~h.~~ Rate may be negotiated between Metro and tenant, government or business entity.
~~i.~~d.

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~
~~b. Parking is available on a first come first serve basis.~~
~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~
~~b. Parking is available on a first come first serve basis.~~
~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.

c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

~~a. Permit parking at designated preferred parking spaces will be subject to a $39.00 monthly flat rate. Preferred parking space permits will only be renewed for users with a minimum of ten (10) daily ridership transactions using their TAP card, per month.~~
~~b. Patrons that lose their permit due to less than ten (10) daily ridership transactions may file an appeal for an exemption. The application administration fee is $5.00. All applications will be reviewed on a case by case basis. The review process may take up to 20 working days.~~
~~c. Transit users with verified use of TAP Card within 96 hours of parking their vehicle will be subject to a $2.00 flat rate per 24 hours.~~
~~d. Carpool permit parking will be offered for a monthly rate of $25.00. A minimum of three (3) TAP card users is required, including registered vehicles/license plates, to qualify for the carpool rate. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle parked at the same time, the regular daily transit rider rate will be applied to the monthly parking charges for each vehicle.~~
~~e. Metro staff shall review and authorize adjustments to the parking rates pursuant to the Paid Parking Program and targeted occupancy levels. Parking rate adjustments: will not exceed a daily rate of $5.00 per day; require 30 days' notice for pricing changes (increase or decrease); and cannot be made more frequently than every two months.~~
~~f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as fare payment.~~
~~g. Parking is available on a first come first serve basis.~~
~~h. For any vehicle that exits the parking facility without completing the payment transaction, an outstanding parking transaction notice will be generated along with a bill for the parking fee based on the vehicles' DMV record. The administration fee for the billing is $25.00 and will be added to the outstanding parking fee. Any outstanding parking transaction delinquent more than 30 days from the billing date will be assessed an additional $55.00 administration fee.~~
~~i. Patrons requesting a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transactions will be assessed a $2.00 mailed statement fee.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~
~~b. Parking is available on a first come first serve basis.~~
~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~
~~d.~~a. Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~
~~b. Parking is available on a first come first serve basis.~~
~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~
~~d.~~a. Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~
~~b. Parking is available on a first come first serve basis.~~
~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~
~~d.~~a. Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

~~a. Parking is available free of charge seven days per week.~~
~~b. Parking is available on a first come first serve basis.~~
~~c. Any vehicle parked over 72 hours requires an Extended Parking Permit. The Extended Parking Permit Administration Fee is $10.00.~~
a. Transit monthly permit parking will require up to a $59.00 monthly flat rate.
b. Transit monthly carpool permit parking will require up to a $45.00 monthly flat rate.
c. Transit daily parking rates will require a $3.00 daily flat rate.
d. Rates may be negotiated between Metro and tenant, government or business entity.

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

Parking information and rates shall be as follows:

a. Each 15 minutes is $2.00.
b. Daily Maximum shall be $8.00 per entry per every 24 hour stay.
c. Monthly fees for the general public are $110.00 monthly flat rate.
d. Event parking fees can be established based on market rate conditions.
e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.
~~f. Parking is available on a first come first serve basis.~~
~~g. All rates apply seven days a week.~~

SECTION 57. The following fees are established at Los Angeles Union Station West:

Parking information and rates shall be as follows:

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

SECTION 58. All parking fees and rate structures, including hourly, daily, weekly and monthly parking shall be approved and established by resolution of the METRO Board. METRO staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

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

a. The METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand.
b. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee

resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographics and location of the facility.

c. The METRO CEO will review and authorize adjustments to the parking rates pursuant to the parking management program, parking demand and the targeted occupancy levels. Parking rate adjustments require 30 days' notice for pricing changes (increase or decrease) and only allows for price adjustments every 90 days. Parking rate adjustments will be within the current Metro Board approved fee structure and range.

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

a. Initiation fee of parking passes or permits, including access cards, shall be a non-refundable fee of up to ~~$7.00.~~ $25.00.
b. Replacement of a lost or stolen ~~preferred~~ parking permit or access card shall be up to ~~$7.00.~~ $25.00.
c. Permit holder must maintain permit eligibility requirements as defined in the permit program terms & conditions. Patrons not meeting the eligibility requirements may file an appeal for exemption. The application administration fee is up to $10.00 per application.
d. Any vehicle parked over 72 consecutive hours requires an Extended Parking Permit. Extended Parking Permit administration fee of $10.00 flat rate will be assessed per application.
e. Permit holders requesting a monthly statement to be mailed to a physical address will be charged an administrative fee up to $5.00.

SECTION 60. Short-term reserved parking may be purchased by phone or by internet web-page.

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

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

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

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

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

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

SECTION 67. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will not exceed a $5.00 daily flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. Monthly parking rates for transit users with verified ridership will not exceed a $99.00 flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution.

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

	Chapter	Title	Citation Fee
1	8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking Space Markings	$63.00
2	8-05-040	Failure to Obey Signs	$63.00
3	8-05-050	Exceeding Posted Time Limit	$53.00
4	8-05-060	Temporary No Parking	$53.00
5	8-05-070	Restricted Parking	$53.00
6	8-05-080	Parking Within Marked Bicycle Lane	$63.00
7	8-05-090	Illegal Parking in Loading Zone	$53.00
8	8-05-100	Vehicle Exceeds Load Size Limit	$53.00
9	8-05-110	Disconnected Trailer	$53.00
10	8-05-120	Bus Loading Zones	$263.00
11	8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	$53.00
12	8-05-140	No Parking – Alley	$53.00
13	8-05-150	Illegal Parking in Red Zones	$53.00
14	8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	$53.00
15	8-05-170	Inproperly Parked on Parking Grades	$63.00
16	8-05-180	Improperly Parked in Angled Parking	$63.00
17	8-05-190	Double Parking	$53.00
18	8-05-200	No Parking Anytime/Posted Hours	$53.00
19	8-05-210	Wrong Side Two Way Traffic or Roadway	$53.00
20	8-05-220	Blocking Street or Access	$53.00
21	8-05-230	Parking Special Hazard	$53.00
22	8-05-240	Illegal Parking at Fire Hydrant	$68.00
23	8-05-250	Illegal Parking at Assigned / Reserved Spaces	$53.00
24	8-05-260	Illegal Parking at Taxicab Stands	$53.00
25	8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	$53.00
26	8-05-280a	Failure to Properly Register Vehicle Licence Plate Information	$53.00
27	8-05-280b	Parking in a Permit Parking Spaces Without a Permit	$53.00
28	8-05-280c	Display and Altered, Counterfeit, or Expired Permit	$53.00
29	8-05-280d	Display a Permit Registered to Another Vehicle	$53.00
30	8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	$53.00
31	8-05-310	Permit Penalty Provisions	$53.00
32	8-05-320	Expired Meter or Pay Station	$53.00
33	8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	$53.00

34	8-05-340	Electric Vehicle Parking Spaces	$53.00
35	8-05-350	Parking on Sidewalk/ Parkway	$53.00
36	8-05-370	Peak Hour Traffic Zones	$53.00
37	8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	$53.00
38	8-05-400	Car Share or Vanpool Authorization Required	$53.00
39	8-05-410	Speed Limit	$53.00
40	8-05-420	Motor Vehicle Access	$63.00
41	8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	$338.00
42	8-07-030a	Improperly Parked Bicycles outside of Designated Bicycle Parking Areas	$38.00
43	8-07-030b	Bicycle parked in Landscaped Areas Violation	$38.00
44	8-07-040b	Inproperly Parked Bicycles Outside of Designated Area Violation	$38.00
45	8-07-040c	Operation of Motorcycle, Bicycle and Mopeds on Bicycle Pathways or Sidewalks	$38.00

~~1. Failure to Obey Signs shall be $63.00.~~
~~2. Non-Parking Activities are Prohibited shall be $63.00.~~
~~3. Vehicles parked longer than seventy-two (72) hours shall be $53.00.~~
~~4. Temporary No Parking shall be $53.00.~~
~~5. Illegal Parking Outside of Defined Space or Parking Space Markings shall be $63.00.~~
~~6. Parking in a Restricted Parking Space area shall be $38.00.~~
~~7. Parking within a Marked Bicycle Lanes shall be $48.00.~~
~~8. Illegal Parking in a Bus Loading Zone shall be $263.00.~~
~~9. Illegal Parking in a Loading Zone shall be $53.00.~~
~~10. Illegal Parking in a Commercial Loading Zone shall be $78.00.~~
~~11. Vehicles Exceeding Posted Weight Limits shall be $53.00.~~
~~12. Parking a Disconnected Trailer shall be $53.00.~~
~~13. Vehicle Parking in Alleys shall be $53.00.~~
~~14. Illegal Parking in Red Zones shall be $53.00.~~
~~15. Failure to pay for adopted parking fees at Metro Park and Ride Facilities shall be $55.00.~~
~~16. Parking in an Accessible Parking Space without a valid placard or Authorization~~ and Misuse of the Placard or Parking in a Crosshatched ~~Accessible Area~~ ~~shall be $338.00.~~
~~17. Parking on Grades shall be $48.00.~~
~~18. Angled Parking shall be $48.00.~~
~~19. Double Parking shall be $53.00.~~
~~20. No Parking Anytime shall be $53.00.~~
~~21. Parking on the Wrong Side of the Street shall be $53.00.~~
~~22. Blocking Street or Access shall be $53.00.~~
~~23. Improper Parking of a Vehicle causing a Special Hazard shall be $53.00.~~
~~24. Parking at/blocking a Fire Hydrant shall be $68.00.~~
~~25. Parking at Assigned / Reserved Space without a valid permit or permission shall be $53.00.~~

~~26. Non Taxi Vehicle Parked in a Taxicab Assigned Stand shall be $33.00.~~
~~27. Parking At/Adjacent to a Landscape Island or Planter shall be $53.00.~~
~~28. Permit Provisions Violation shall be $63.00.~~
~~29. Expired Meter or Pay Station shall be $53.00.~~
~~30. Illegal Parking during Facilities Cleaning, Maintenance and Capital Projects areas $53.00.~~
~~31. Non-Electric Vehicle Parked in an Electrical Vehicle Assigned Parking Space shall be $53.00.~~
~~32. Parking on Sidewalk/Parkway shall be $53.00.~~
~~33. Parking in Peak Hour Traffic Zones shall be $53.00.~~
~~34. Parking Prohibited for Vehicles over Six (6) Feet High, Near Intersections shall be $53.00.~~
~~35. Non Car Share or Vanpool Vehicle Parked in a Car Share or Vanpool Assigned Space shall be $53.00.~~
~~36. Exceeding Posted Speed Limit shall be $35.00.~~
~~37. Operating a Vehicle in a Non-Vehicular Access location shall be $63.00.~~
~~38. Bicycle Violations shall be $38.00.~~
~~Parking of Motorized Bicycles, Motorcycles and Mopeds Violations shall be $38.00.~~

SECTION 69. The Parking Fee Resolution adopted by the Metro Board of Directors on, May 18, 2017~~July 23, 2015~~, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 70. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

SECTION 71. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

Supportive Transit Parking Program Master Plan

Presented by:

Parking Management
Countywide Planning & Development
Los Angeles County Metropolitan Transportation Authority

Metro



Supportive Transit Parking Program Master Plan

Additional Public Outreach Activities:

- Hosted Community workshop held on January 9, 2018, 6-8pm at Metro
- Presented STPP Master Plan at:
  - Regional Service Council meetings in January 2018 (South Bay, San Gabriel Valley, Gateway Cities, San Fernando Valley, and Westside Central)
  - Metro's Technical Advisory Committee meeting in January 2018
  - South Bay and San Gabriel Valley Council of Governments in January 2018
  - Gold Line Extension 2b cities working group meeting in January 8 2018
  - Metro Gold Line Foothill Extension Construction Authority ("Gold Line 2B") Board meeting in December 2017.
  - Gold Line 2B Technical Advisory Committee meeting in December 2017; and
  - City of Claremont Town Hall Meeting in December 2017

Metro



Supportive Transit Parking Program Master Plan

Revised Master Plan and prepared the final report

- New typology on the parking demand model – "Suburban Mid-point" station
- Further elaboration to address overspill parking situation
- Include EV-charging infrastructure in parking facility design guideline
- Separated the Gold Line Extension Phase 2B parking study from the Master Plan to address corridor-specific needs
- Included comments and final inputs from community workshop and outreach meetings



Metro

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

File #: 2017-0605, **File Type:** Policy **Agenda Number:** 20.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2018

SUBJECT: SYSTEMWIDE STATION DESIGN STANDARDS

ACTION: ADOPT SYSTEMWIDE STATION DESIGN STANDARDS POLICY

RECOMMENDATION

ADOPT the Metro Systemwide Station Design Standards Policy.

ISSUE

As Metro expands its transit system, a state-of-the-art systemwide design approach is needed to ensure that existing and future station facilities are safe, smart, clean and green. Adoption of the Systemwide Station Design Policy (Attachment A) will ensure all future Metro Rail and Bus Rapid Transit (BRT) stations follow a consistent, streamlined systemwide design, with integrated public art and sustainable landscaping as variable elements. This policy would take precedence over prior Metro policies regarding architectural design for Metro Rail and BRT station public areas.

DISCUSSION

Background

As the Metro system has expanded over the years, unique station architecture and design features have led to increased long term maintenance challenges with higher costs for the agency. As a result of these unique designs, ordering or stocking of special replacement materials or fabrication of custom features is costly and time intensive. This has also resulted in alterations that are not compatible with original design aesthetics of a particular station or line, and over time has led to the deterioration or loss of these unique designs and features, making some station public areas unsightly. In some cases, station public areas can become unsafe and universal access and efficient transit operations can be adversely affected.

In 2012, following a thorough review and evaluation of other leading state-of-the-art transit systems and international best practices for transit station design, and with an interdepartmental team, Metro developed the Systemwide Station Design using a modular system, or “kit-of-parts”. This kit-of-parts helps to ensure that stations are streamlined and adaptable for varying site conditions, allowing stations to be more cost-effective to design, construct, and maintain.

The Systemwide Station Design Kit-of-Parts

Consisting of high quality, high performance architectural materials and elements, the kit-of-parts can be configured to respond to varying station site conditions, as well as the functional and capacity needs of individual stations. These standardized materials and elements generally consist of low-iron fritted glass panels, stainless steel railings and cladding, architectural grade concrete, and a limited number of factory finished surfaces.

Importantly, while the Systemwide Station Design allows Metro to create a consistent, recognizable architecture, it also provides dedicated areas for elements of variability at each station. Metro's award winning station art program, as well as sustainable landscaping tailored to the county's various microclimates, are elements of variability developed in consultation with and responsive to the surrounding community.

Benefits of the Systemwide Station Design

Metro stations designed in compliance with the Systemwide Station Design Standards will be safer, smarter, cleaner and greener: safer for all riders and operators; intelligently laid out so that stations are easier to access and navigate; simpler and more cost-effective to clean and maintain; and more sustainable in terms of architectural materials, energy usage, and landscaping.

The benefits and advantages of the Systemwide Station Design include:

- Station entrances and public areas that are uncluttered, resulting in safer, more comfortable, and more open spaces;
- Station layouts coordinated with Metro Rail Operations and System Security to ensure visibility through and across stations for transit operators and security personnel;
- Intuitive station layouts to ensure station environments are easier for transit riders to recognize and navigate;
- Locations of station amenities and operational equipment that better accommodate the full range of passengers with various functional limitations as well as those who are highly functional;
- Streamlined integration of lighting, seating, operational equipment, wayfinding, customer information;
- Integration and prominent display of public art;
- A concise palette of durable, high quality materials integrated into station area designs that will be simpler to maintain and are more likely to remain attractive over time;
- Glass canopies and enclosures designed with green sustainable practices in mind to increase natural light access for station interiors and exterior station platforms;
- A modular "kit-of-parts", which will more easily adapt to various site constraints, facilitating the incorporation of new or changing elements and features required by federal, state or local statutes, transit design best practices, and Metro standards; and
- Improved maintainability

Consistency vs. Flexibility

Lessons learned over nearly 30 years of rail design and construction underscore the need for a more consistent and ultimately sustainable approach to station design, construction and maintenance.

That said, consistency does not translate into rigidity. The highly adaptable kit-of-parts, including station entrance plaza design, entrance structure orientation, as well as equipment and amenity configurations, allow for easier integration of adjacent development and first/last mile connections with the station site. As mentioned previously, the modules that make up the Systemwide Station Design kit-of-parts are flexible to accommodate visual connections to the identity and character of the surrounding communities, who are increasingly engaged in the design process. The kit-of-parts creates a framework with which Metro can engage stakeholders to ensure both the quality and safety of station design while being responsive to specific urban design goals and community character, in particular with the variable components of public art and landscaping.

Upon adoption of the policy, all future Metro station design contracts will require that station designs be consistent with the most current Systemwide Station Design Standards. Any accessory station building types not currently included in the Systemwide Station Design Standards are encouraged to use the Metro kit-of-parts materials wherever practicable, and follow similar architectural language as outlined in the current design standards. While not currently required, doing so will help ensure consistency in Metro station branding, improve durability of these facilities, and reduce design, construction and maintenance costs.

The policy also provides that local jurisdictions and other third parties may request, subject to Board approval, design modifications or enhancements to Metro's station design standards for individual stations, contingent on the requestor providing full funding. The policy stipulates that such design modifications and enhancements shall be subject to the provisions of Metro's Supplemental Modifications to Transit Projects Policy, and that third party funding shall cover all related additional design and construction costs, as well as additional operation and maintenance costs for these modifications or enhancements, as required by the Board.

Current Status of Implementation

The Systemwide Station Design Standards were vetted through internal coordination with Metro departments, and implementation of the Systemwide Station Design is well underway. Currently, Metro has 18 stations in either the design or construction phase that are largely compliant with the Systemwide Station Design Standards. The implementation process outlined in the Systemwide Station Design Policy will allow for continual improvement of these standards, through updates to the Metro Rail Design Criteria (MRDC), as appropriate.

Integration with Metro's Transit-Oriented Communities (TOC) Program

The adoption of the Systemwide Station Design Policy is part of a host of new and existing policies, programs and processes that together will make up Metro's TOC Program. Over the next six months, staff will work through the Measure M Policy Advisory Council (PAC) to develop a TOC Policy and more clearly define Metro's overall TOC Program. Among other objectives, the TOC Policy will provide direction on eligibility of Metro spending on both TOC activities as well as Local Return funds. The TOC Program will be part of the Long Range Transportation Plan (LRTP) process and will provide clarity on the policies, programs and processes that drive Metro's TOC work. Both of these documents will be brought to the Board for consideration and then adoption, in late winter 2017 and summer 2018. The Board can expect to see other portions of the TOC Program rollout prior to spring 2018, including actions to implement various components of the First/Last Mile Program. Going forward, all Board reports and recommendations that relate to the TOC Program will include

reference to such.

DETERMINATION OF SAFETY IMPACT

An adopted Systemwide Station Design Standards Policy will help ensure that future Metro stations are safer for transit riders and employees. Stations following these standards will have uncluttered public areas with clear site lines making them safer, more accessible, spacious, and comfortable.

FINANCIAL IMPACT

Adoption of the Systemwide Station Design Policy itself has no direct financial impact, as the Systemwide Station Design Standards are already part of the MRDC, Metro Bus Rapid Transit Design Criteria (MBRTDC) and related Architectural Standard/Directive Drawings, and new Metro stations under construction are already complying with most provisions of these standards.

Through implementation of this policy, Metro can expect economies of scale and reduced costs for station maintenance and replacement needs. Currently, unique architectural design and features in station public areas have led to ongoing maintenance challenges and costs. As a result, ordering or stocking of special replacement materials and fabrication of custom features is costly and time intensive. The Systemwide Station Design uses a modular kit-of-parts that is streamlined and adaptable, allowing stations to be more cost-effective to design, construct, and maintain.

ALTERNATIVES CONSIDERED

The Board could elect to not adopt the new policy, and rely on the current Metro design standards to guide station design. This is not recommended because although Metro design requirements already include the Systemwide Station Design Standards, Metro often receives requests for customized station architectural styles. Adoption of the policy reinforces Metro's commitment to a consistent, integrated systemwide design approach and the creation of a safer, smarter, cleaner and greener transit system.

NEXT STEPS

With Board approval, the policy will help ensure that all future Metro Rail and BRT stations, as well as renovations of existing stations where appropriate, are consistent with the Systemwide Station Design Standards as contained in the MRDC, MBRTDC and related Architectural Standard/Directive Drawings.

ATTACHMENTS

Attachment A - Metro Systemwide Station Design Standards Policy

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ATTACHMENT A

METRO SYSTEMWIDE STATION DESIGN STANDARDS POLICY

POLICY STATEMENT

In order to continue building and maintaining a state-of-the-art transit system, the Los Angeles County Metropolitan Transportation Authority (Metro) has determined that all future Metro Rail and Bus Rapid Transit (BRT) station designs shall follow a consistent, integrated systemwide design approach, with integrated public art and sustainable landscaping as variable elements. This policy takes precedence over prior Metro policies regarding architectural design for Metro Rail and BRT station public areas.

Station designs shall be in compliance with Metro's Systemwide Station Design Standards, as set forth in the Metro Rail Design Criteria (MRDC), Metro BRT Design Criteria (MBRTDC) and related Architectural Standard/Directive Drawings, which may be amended from time to time. Accordingly, Metro will no longer develop unique architectural styles for future stations, unless specifically directed otherwise by the Metro Board of Directors.

PURPOSE

Metro stations designed in substantial compliance with the Systemwide Station Design Standards will be safer, smarter, cleaner, and greener. The Systemwide Station design uses a modular "kit-of-parts" that is streamlined and adaptable, allowing stations to be more cost-effective to design, construct, operate, and maintain. Stations following these standards will have uncluttered public areas, making them safer, more accessible, spacious, and comfortable. Consistent architecture, signage, and intuitive wayfinding will make it easier for riders to recognize and navigate stations. The highly adaptable "kit-of-parts" allows for easier integration with adjacent development and first/last mile connections to the station site. Metro's award-winning public art program, as well as sustainable landscaping, will serve as elements of variability developed in consultation with, and responsive to the surrounding community.

APPLICATION

This policy applies to all BRT, Light Rail, and Heavy Rail stations, and shall be adhered to by all Metro employees, consultants, contractors and vendors.

1.0 BACKGROUND

Metro's objective is to provide for the continuous improvement of an efficient and effective transportation system for Los Angeles County. Achieving this mission requires designing, constructing and operating a dependable, safe, convenient, comfortable and state-of-the-art intermodal transportation system. Accordingly, station architecture and site design must be consistent with this mission.

As the Metro system has expanded over the years, unique architectural design and features in station public areas have led to a lack of visual unity and in many cases, have contributed to long term maintenance challenges with higher costs. As a result, ordering or stocking of special replacement materials, or fabrication of custom features is costly and time intensive, and can result in alterations that are not compatible with the original design aesthetic for a given transit line or individual station. Over time, the challenging maintenance issues lead to deterioration or loss of these unique designs and features. This can result in station conditions that are unsightly, and in some cases can become unsafe,

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making stations difficult to access and navigate and sometimes creating obstacles to safe and efficient transit operations.

Changing federal, state and local government requirements (such as the Americans with Disabilities Act (ADA), transportation funding rules, and building codes), as well as those of Metro, have resulted in many existing Metro stations that do not meet current standards. Alterations to conform these stations to current standards can result in significant impacts to station functionality, as well as adversely impacting unique architectural finishes and features in station public areas.

In 2012, following a thorough review and evaluation of other leading state-of-the-art transit systems and international best practices for transit station design, Metro developed the Systemwide Station Design using a modular system, or "kit-of-parts". This kit-of-parts consists of high quality, high performance architectural materials and elements that can be configured to respond to varying station site conditions, as well as the functional and capacity needs of individual stations. These standardized materials and elements generally consist of low-iron fritted glass panels, stainless steel railings and cladding, architectural grade concrete finishes, and a limited number of factory finished surfaces.

The Systemwide Station Design also provides for integrated public art and sustainable landscaping, as elements of variability developed in consultation with, and responsive to the surrounding community.

Metro's Systemwide Station Design layouts provide for open plaza, concourse and platform designs, with streamlined integration of lighting, operational equipment, wayfinding, and customer information, as well as prominent display of integrated public art. Benefits and advantages of the Systemwide Station Design include, but are not limited to the following:

- Station entrances and public areas that are safer, more comfortable, and will feel more open and spacious;
- Intuitive station layouts to ensure station environments are easier for transit riders to recognize and navigate;
- Location of station amenities and operational equipment that better accommodate the full range of passengers with various functional limitations as well as those who are highly functional;
- Station layouts coordinated with Metro Operations, Safety, and Security Departments to ensure visibility through and across stations;
- A concise palette of durable, high quality materials integrated into station area designs that will be simpler to maintain and are more likely to remain attractive over time;
- Glass canopies and enclosures designed with green sustainable practices in mind to increase natural light access for station interiors and exterior station platforms;
- A modular "kit-of-parts" which will more easily adapt to various site constraints facilitating the incorporation of new or changing elements and features required by federal, state or local statutes, transit design best practices and Metro standards;
- A highly adaptable "kit-of-parts" allows for easier integration with adjacent development and first/last mile connections to the station site; and
- Improved maintainability.

The Systemwide Station Design Standards were vetted through internal coordination with Metro departments and implementation of the Systemwide Station Design began with the Regional Connector,

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Crenshaw/LAX Line, and Purple Line Extension projects, which are largely compliant with the Systemwide Station Design Standards. The implementation process will allow for continual improvement of these standards, through updates to the MRDC and MBRTDC, as appropriate.

2.0 PROCEDURES

2.1. Contracts for New Metro Stations

Effective as of the date of this policy, all future Metro station design contracts shall require that station designs be consistent with the Systemwide Station Design Standards as contained in the most current MRDC, MBRTDC, and related Architectural Standard/Directive Drawings at the contract award date.

Deviations from certain provisions of this standard, such as station site layouts or equipment types, may be allowed to address unique site constraints, new technology, or specific station needs, but only after a thorough review process and with concurrence among affected Metro departments.

Station designs shall remain consistent with the most current Systemwide Station Design Standards throughout the preliminary design phases, including Preliminary Engineering, BAFO, and contract award. Any station vertical building types not covered specifically within the MRDC, MBRTDC and related Architectural Standard/Directive Drawings are encouraged to use the Metro Kit-of-Parts materials, and follow similar architectural language as outlined in the current design standards, however, these facilities are not required to follow the Systemwide Station Design.

Notwithstanding the preceding provisions of this section 2.1, the Board may at its discretion provide specific direction to Metro staff that certain new stations, such as major regional transfer hubs, have a unique architectural style or language, instead of strictly following the Systemwide Station Design Standards.

Local jurisdictions and other third parties may request, subject to Board approval, design modifications or enhancements to Metro's station design standards for individual stations, contingent on the requestor providing full funding. Such design modifications and enhancements shall be subject to the provisions of Metro's Supplemental Modifications to Transit Projects Policy. Third party funding shall cover all related additional design and construction costs, as well as additional operation and maintenance costs in perpetuity for these modifications or enhancements, as required by the Board.

2.2 Station Retrofit Contracts

Design contracts for retrofit projects that update, enhance or otherwise impact the public areas of existing stations shall require that designs comply wherever feasible with the MRDC, MBRTDC and related Architectural Standard/Directive Drawings. All attempts will be made to ensure that new materials incorporated into the design shall meet current standards, and be consistent with the Metro Kit-of-Parts family of standardized systemwide materials and finishes. As the public areas of existing stations within the Metro system vary greatly, a systematic design approach shall be taken during the design and construction process of each retrofit project. Strict application of the Systemwide Station Design Standards materials and/or layout may not be appropriate in all cases, as a number of existing stations and rail lines have a unique or specific architectural design language. When replacement of existing materials, finishes, or features, or introduction of new equipment is required, ad-hoc alterations in station public areas shall be avoided. Instead, through coordination with Capital Project Engineering,

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Countywide Planning and Development, and Operations, impacts of such alterations on station public areas shall be considered holistically, and integrated into the station environment in a streamlined and aesthetically appropriate manner. In particular, and wherever feasible, addition of equipment within or visible from station public areas shall be integrated into station walls or other enclosures that match the Metro Kit-of-Parts architectural finishes (or that are appropriate for the finishes and features of existing stations with unique architecture) to ensure that alterations are in keeping with the streamlined approach of the Systemwide Station Design Standards. Art & Design shall be included in the review process to ensure impacts to pre-existing artworks are avoided or minimized.

2.3. Updates to MRDC and Standard/Directive Drawings

The Systemwide Station Design Standards provide a consistent basis for Metro transit station architectural design, and shall be kept up to date with current building, accessibility, fire and life safety codes and other statutory requirements as they change. Additional updates may be appropriate as innovative new practices are developed and implemented at stations, to improve the usability and functionality of stations. Any revisions or amendments to the MRDC, MBRTDC and related Architectural Standard/Directive drawings as they relate to the Systemwide Station Design Standards or affect station public areas must go through the Systemwide Baseline Change Notice (SBCN) process. Once adopted, new or revised standards shall be circulated as appropriate to design and engineering teams for all ongoing new station and existing station retrofit projects.

3.0 DEFINITION OF TERMS[1]

Architectural Directive Drawings – Set of technical drawing sheets defining and illustrating the specific design details of Metro stations, including light and heavy rail stations. Standard technical detailed drawings must be followed. Actual station design elements contained in these drawings may vary depending on specific site requirements.

Architectural Standard Drawings – Set of technical drawing sheets defining Metro's standard design details of Metro stations, including light and heavy rail stations. Standard technical detailed drawings must be followed.

Contract Change Notice (CN) – Official document issued by Metro to a contractor that authorizes a change or addition to contract requirements, in regard to a specific design as outlined in the MRDC, and/or Architectural Standard/Directive Drawings. Changes are issued to ensure contracts meet up-to-date requirements.

Elements of Variability – Defined areas and features within Metro transit stations and station sites that provide unique designs within specified parameters. In the case of the Systemwide Station Design Standards, the elements of variability are primarily public art and landscaping.

Metro Kit-of-Parts – Collection of integrated modular elements, features, materials and finishes provided in the Systemwide Station Design Standards, which can be configured in a variety of ways to respond to station type, unique site conditions, expected customer volumes, and other variables.

[1] Definitions in this section are for the purpose of providing clarity for this policy document, do not supersede definitions in the Metro Rail Design Criteria and Metro Bus Rapid Transit Design Criteria, and do not set new requirements as part of this policy.

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Metro Bus Rapid Transit Design Criteria (MBRTDC) – Metro's formal written design standards for bus rapid transit (BRT) stations, which provide a consistent basis for the design of Metro BRT projects.

Metro Rail Design Criteria (MRDC) – Metro's formal written design standards for transit stations, which provide a consistent basis for the design of Metro Rail Transit Projects, including both Heavy Rail Transit (HRT) and Light Rail Transit (LRT).

Systemwide Station Design – Metro's established architectural design concept and material palette for rail and BRT transit stations.

Systemwide Station Design Standards – Metro's established criteria, layouts, materials, features and details contained in the MRDC and Architectural Standard/Directive Drawings that specify how Metro stations are to be designed or retrofitted in keeping with the Systemwide Station Design. These standards must also be refined from time to time to respond to statutory requirements, industry best practices, and the needs of the Metro system.

Systemwide Baseline Change Notice (SBCN) – Revisions made to the MRDC and/or Architectural Standard/Directive Drawings to ensure Metro's design requirements meet current state and federal requirements, and integrate innovative technology. SBCNs require justification and approval signatures from necessary Metro departments before adoption.

4.0 RESPONSIBILITIES RELATED TO IMPLEMENTATION OF SYSTEMWIDE STATION DESIGN STANDARDS

Systemwide Design, Countywide Planning and Development reviews station design submittals to ensure compliance where applicable with Systemwide Station Design Standards as contained in the most up-to-date versions of the MRDC, MBRTDC and related Architectural Standard/Directive Drawings, and assists in coordinating design comments from other Countywide Planning and Development departments. Initiates and coordinates updates and revisions to the Systemwide Station Design Standards with Engineering, Operations, Safety, and Security.

Engineering coordinates regularly with internal Metro staff to make updates as required to the Systemwide Station Design Standards as contained in the MRDC, MBRTDC and related Architectural Standard/Directive Drawings. Circulates draft revisions to ensure updates are approved by all required Metro departments, and adopted by project contract teams.

Transit Project Delivery ensures station construction projects are designed and constructed in conformance with the Systemwide Station Design Standards as contained in the MRDC, MBRTDC and related Architectural Standard/Directive Drawings, while maintaining cost effectiveness and an on-time delivery. Coordinates with internal Metro departments to circulate station design submittals for review and comment, to ensure projects meet Metro's requirements.

Operations ensures new station designs and modifications to existing stations meet operational and maintenance requirements. With respect to this role, Operations reviews and provides input on proposed updates to the Systemwide Station Design Standards.

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Art & Design manages integration of site specific station artworks, and rotating exhibitions that engage communities, create a sense of place, and improve the transit customer experience. The department also advises on a range of design elements and establishes integrated environmental graphic design standards to assist customer navigation and wayfinding. Art & Design reviews and provides input on proposed updates to the Systemwide Station Design Standards and to proposed retrofits to the system.

Safety & Security provides station design teams with critical safety requirements, security information, best practices, and regulatory guidance information to maintain a safe environment within station public areas. Reviews and provides input on proposed updates to the Systemwide Station Design Standards, and coordinates any issues with the Systemwide Design team, Engineering, and Operations.

Office of Civil Rights ensures federal, state and local accessibility requirements for station public areas are being met, and additional accommodations are established within the Metro system to accommodate the full spectrum of passengers with various functional limitations, including mobility, visual, cognitive or similar impairments and limited language proficiency. Reviews and provides input on proposed updates to the Systemwide Station Design Standards, and coordinates any issues with the Systemwide Design team, Engineering, and Operations.

Office of Extraordinary Innovation coordinates with Metro departments to develop innovative methods, and new technology to increase the usability and maintainability of stations, including the implementation and updating of the Systemwide Station Design Standards.

5.0 PROCEDURE HISTORY

1992 Board adopts Rail Station Design Policies

2001 Board adopts Bus Rapid Transit Design Standards

2005 Baseline Metro Rail Design Criteria (MRDC) updated for light rail implementation, further refining design standards to incorporate maintenance, operations and regulatory requirements

2010 Baseline MRDC updated for systemwide implementation, further refining design standards to incorporate maintenance, operations and regulatory requirements

2012 Systemwide Station Design Standards are developed and incorporated into updated MRDC and Architectural Standard/Directive Drawings to unify systemwide identity, integrate new fare equipment, regulatory requirements and updated systemwide signage standards, and to improve maintainability.

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Metro Systemwide Station Design Standards Policy

Planning and Programming Committee

January 17, 2018

Metro

Design Standards Development

- Systemwide Station Design “kit-of-parts” developed in 2012
- Project goals:
  - improve legibility and maintainability
  - raise the bar on station design
- Design Standards developed with Metro inter-departmental coordination
- 18 new stations under construction or design apply kit-of-parts design elements and materials

Design Principles for New Stations

Safe

Open lines of sight for passengers and customers

Smart

Contemporary design that is easy to identify, access and navigate

Clean

High Performance Materials

Green

Sustainable building materials and landscaping

Materials













CONCRETE *STAINLESS STEEL* *GLASS*

Portal Entrance - Systemwide Station Design



Wilshire/Western Prototype Canopy



Crenshaw/LAX



Downtown Inglewood Station

Purple Line Extension



Regional Connector



1st/Central Station

Design Variances from Kit-of-Parts

- Local jurisdictions and other third parties may request design modifications or enhancements for individual stations.

- Requests for design modifications and enhancements are subject to Board Approval and Metro's Supplemental Modifications and Betterments Policy.

- Requestors shall cover related additional design, construction, operation and maintenance costs, as required by Board.


Thank you.
Metro

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

File #: 2017-0836, **File Type:** Program **Agenda Number:** 21.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2018

SUBJECT: CLAREMONT METROLINK STATION STUDY REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE final report on the Claremont Metrolink Station Study with staff recommendations to keep the Claremont Metrolink Station open and proceed with a staff-level task force to provide recommendations on how Metrolink and Gold Line Phase 2B and other transit services will complement each other to provide greater transit services to the surrounding communities along the shared rail corridor.

ISSUE

On September 28, 2017, Directors Solis, Barger, Fasana, and Najarian directed the Chief Executive Officer to evaluate the benefits and/or impacts related to removing the Claremont Metrolink Station (see Attachment A - Metro Board Motion 21.1). Metro staff worked closely with representatives from the Foothill Gold Line Construction Authority, Southern California Regional Rail Authority (SCRRA), and City of Claremont to complete the Claremont Station study as directed by the Board. The findings of the study are herein presented.

DISCUSSION

Background

The Claremont Metrolink Station is located 1.2 miles west of the Montclair station and 2.1 miles east of the Pomona North station along the Metrolink San Bernardino Line that operates between downtown San Bernardino and Los Angeles Union Station. The Foothill Gold Line Phase 2B extension to Montclair project (Gold Line project) that broke ground on December 6, 2017 will share the railroad right-of-way with Metrolink tracks for approximately 3.78 miles starting from (half a mile west of) the Metrolink Pomona North station to the Claremont station and end in Montclair station. The Gold Line project plans to co-locate the Gold Line stations with Metrolink stations in Pomona, Claremont and Montclair. The Foothill Gold Line Construction Authority final Environmental Impact Report (EIR) included relocating the existing Metrolink Claremont station to 0.9 miles from the Montclair Metrolink station and 2.3 miles from the Pomona North station.

Findings

The findings of the study are a compilation of information gathered from a close collaborative working

group comprising of the Foothill Gold Line Construction Authority, SCRRA, City of Claremont and Metro. This study is limited to only the items listed in the Board Motion. In order to specifically address the items outline in the Metro Board Motion 21.1, these findings are organized into 11 tasks as listed below.

Task 1: Current and projected ridership at the Metrolink Claremont station under existing conditions (without Gold Line Phase 2B)

Ridership at the Metrolink Claremont station is 406 on an average weekday. Ridership at the station has been fairly stable over the past six years (see table 1 below). SCRRA projects 482 average weekday riders by 2025 and the Foothill Gold Line Construction Authority forecasts 1,361 average weekday Metrolink boardings by 2035.

Table 1: Average Weekday Boardings

	FY12	FY13	FY14	FY15	FY16	FY17	FY25*
Claremont Station	415	402	394	400	397	406	482
*** 2025 projection from Metrolink Strategic Plan**							

Source: SCRRA

Seventy percent (285) of riders drive to or leave the station by car; 25% (103) walk or bike to or from the station; and 5% (19) arrive at or leave the station by bus or other means. It is important to note that the Metrolink Claremont station has a higher percentage of riders walking and biking (25%) to or from the station compared to the Pomona North (15%) and Montclair (4%) stations. This could be due to the Metrolink Claremont station's proximity to major Claremont destinations such as the Village, Claremont Colleges, and other transit-oriented developments near the station.

Ridership Profile

SCRRA 2015 on-board survey shows that 68% of the 406 average weekday riders (278) mostly leave Claremont to Los Angeles or other destinations for work or school, whereas 32% of riders (128) arrive in Claremont mostly for work or school. Of the 406 average weekday riders, 61% (249) are adults, 12% (48) are senior/disabled, 18% (75) are students, and the remaining 8% (31) are youth.

Task 2: Impacts to Metrolink operations and travel times with the elimination of the Metrolink station

Only early morning Metrolink trains and last two night trains that do not need to wait for passing trains could save approximately 2-3 minutes of travel time with the elimination of the Metrolink Claremont Station. Approximately 70% of the San Bernardino Line is single-track, and therefore trains traveling in opposite directions can only pass each other at the double-track sections which accounts for only 30% of the entire line. Due to the constraints posed by the single-track sections outside of Claremont, Metrolink trains have to wait at double-tracks or sidings for a passing train for at least 10 minutes. The spacing between double-track sections dictates whether a travel time reduction can be incorporated into the schedule. In this case, travel time reduction needs to be greater than 10 minutes to realize travel time savings. The majority of the 38 trains that run on the San Bernardino Line every weekday would not see any travel time savings.

Task 3: Analysis of changes to gate operations at all crossings in Claremont if the Metrolink

station is eliminated
There are four at-grade rail crossings in Claremont: Cambridge Avenue, Indian Hill Boulevard, College Avenue, and Claremont Boulevard. The Claremont Metrolink station is currently located between Indian Hill Boulevard and College Avenue whereas the relocated Metrolink station would be located between College Avenue and Claremont Boulevard. Gate down time was analyzed for the Indian Hill Boulevard, College Avenue, and Claremont Boulevard crossings under existing conditions and two future condition scenarios: Gold Line with and without Metrolink Station (see table 2 below). Cambridge Avenue is over half a mile west from the Claremont station and the current gate down time is not affected by the existing station; therefore, future gate down time would also not be impacted by the station relocation or elimination.

Table 2 shows that gate down time could be reduced by 3-6 minutes in the future if the Metrolink station is eliminated. In addition, table 2 also indicates that gate down time will be significantly higher when the Gold Line is in operation at Claremont and College crossings compared to existing conditions due to the frequency of the Gold Line service during the peak hour. Indian Hill Boulevard, which is proposed to be grade-separated for the light rail tracks, could see a 4 minute reduction in gate down time compared to existing condition.

Table 2: Gate down time in Minutes per Peak Hour*

Railroad Grade Crossings	**Existing Condition**	**Future Condition Gold Line with Relocated Metrolink Station**	**Future Condition Gold Line with Metrolink Station Eliminated**
Indian Hill Boulevard	9 minutes	11 minutes	5 minutes
College Avenue	9 minutes	30 minutes	27 minutes
Claremont Boulevard	11 minutes	35 minutes	30 minutes
Number of trains during peak hour	4 Metrolink trains	6 Metrolink trains 24 Gold Line trains	6 Metrolink trains 24 Gold Line trains

* Gate down times are estimates and could change with final design and project implementation; peak hour is from 6 AM to 7 AM and from 5 PM to 6 PM
Sources: SCRRA and Foothill Gold Line Construction Authority

Task 4: Analysis of when Metrolink service would be discontinued in Claremont during Gold Line construction, and length of time during which no rail transit options would be available in Claremont
According to the Foothill Gold Line Construction Authority, if the decision is made to eliminate the Metrolink Claremont Station, Metrolink service to the Claremont station would be discontinued as early as the end of 2021 and there would be no rail service in Claremont for approximately five years until the opening of Gold Line Phase 2B in 2027. However, if the Metrolink Claremont station is relocated as currently planned, construction of the new station could be completed before the existing station is demolished and therefore there would be minimal disruption to the existing Metrolink service.

Task 5: Cost savings associated with the construction of the Gold Line Phase 2B
If the decision is made to remove the Metrolink Claremont station, the Foothill Gold Line Construction Authority estimated a savings of approximately more than $40 million in costs with five months of the construction schedule. The estimated savings do not include potential savings associated with parking facility. If the Metrolink station is relocated, the Authority would have to build parking to accommodate both Metrolink riders and Gold Line riders.

Task 6: Impacts and potential mitigations to Metrolink riders that currently board at the Claremont station
Staff identified potential impacts of the Claremont Metrolink station elimination to riders during and after construction of the Gold Line Phase 2B extension project.

During Construction
During construction of the Gold Line, there would be approximately 5 years of no rail service in Claremont as described under Task 4. Riders could board the Metrolink San Bernardino Line at the Montclair station (1.2 miles to the east) or the Pomona North station (2.3 miles to the west). As a potential measure to address this impact, the Foothill Gold Line Construction Authority has committed to provide a free courtesy shuttle during construction to facilitate the transfer from Claremont to the Montclair or Pomona North stations. The free shuttle could cost the Foothill Gold Line Construction Authority approximately $400,000/year for 5 years for a total of $2 million.

The Metrolink passengers at Claremont will have the option of going to the Montclair station and pay $1 additional Metrolink fare for a regular roundtrip to Union Station compared to fares from the Claremont station. In addition, travel time could be increased by an estimated 9 to 11 minutes to board at the Montclair station depending on access mode of shuttle, car, or bicycle. Furthermore, some of the 102 riders who currently access the Claremont station by walking or biking may lose that option due to the additional distance to Montclair and or Pomona North station. Thus, eliminating the Metrolink Claremont station could change the mode of access for riders and increase net vehicle miles, travel time, and cost to Metrolink passengers. In addition, there are intangible impacts to Metrolink passengers at Claremont that are beyond the scope of the study that cannot be quantified and/or addressed.

After Construction
After construction of the Gold Line, riders would be able to ride the Gold Line to Union Station or transfer to Metrolink at the Pomona or Montclair Gold Line stations. Table 3 shows a comparison of post-construction conditions under existing conditions and future conditions with the Gold Line. However, riders who utilize the Metrolink Claremont Station to connect to destinations other than Union Station could connect to the Montclair and Pomona North stations by bus, car, or bicycle. The free courtesy shuttle between Claremont and Montclair and/or Pomona would only be provided during the 5 year period of the construction of the Gold Line Phase 2B extension project.

Table 3: Post Construction Conditions

Claremont Rail Service Comparisons

	Metrolink Existing Conditions	Metro Gold Line Post-Construction Conditions
Service Frequency	Every 20–30 minutes (peak hours) Every 60–90 minutes (off-peak hours)	Every 6 minutes (peak hours) Every 12 minutes (off-peak hours)
Fares Claremont to Union Station	$9.25 per trip $18.50 roundtrip	$1.75 per trip $3.50 roundtrip
Parking	Free	$3 per day
Travel Time Claremont to Union Station	55 minutes	67 minutes
Amenities	Bicycle storage Restrooms Quiet car option Food and drinks allowed Seats with tables	Bicycle storage

Source: Metro

Task 7: Impacts and potential mitigations to the City of Claremont if it becomes the Gold Line terminus with and without a Metrolink Station scenario

In response to the Board motion, Metro staff worked with the City of Claremont staff to identify the following impacts and measures to address impacts should the City of Claremont become a Gold Line terminus with and without a Metrolink station. The City identified impacts to tourism and commerce, traffic, parking, train crossings, and rail transit options should Claremont become the Gold Line terminus. In addition, City staff noted that having the Gold Line and Metrolink stations in Claremont would allow transfers between the two systems which would not be possible if Metrolink is eliminated.

See Attachment B for the list of impacts and measures to the City of Claremont if it becomes a Gold Line Terminus with and without a Metrolink station.

Per the Foothill Gold Line Construction Authority's statute, the Foothill Gold Line Phase 2B is being planned and engineered to become one complete 12.3-mile, six-station segment from the APU/Citrus College Station in Azusa to the Montclair Transit Center. The project was environmentally cleared as one project, and the procurement documents for the design-build contract being finalized include all elements of the project to Montclair. After San Bernardino County expressed concerns that they may not have the full funding needed to extend the line into San Bernardino County in time to meet the Construction Authority's schedule, the Construction Authority environmentally cleared the option of having the Claremont Station be a temporary terminus of the line. However, the Construction Authority has found a way to allow San Bernardino County approximately three years from today (two

years following the Notice to Proceed for the design-build contract) to make all necessary arrangements, including commitment of the full funding, and still be built as part of the current design-build contract. San Bernardino County has already identified and committed more than half of the funds needed. The Construction Authority is optimistic that the extra time being provided will allow the segment from Glendora to Montclair to be built as one project.

Task 8: Total parking spaces and current parking utilization rate at the co-located Metrolink and proposed Gold Line stations (Pomona North, Claremont and Montclair stations)

Parking utilization rates at the Pomona North, Claremont, and Montclair stations are shown in Table 4. Parking at Claremont is at 68% utilization, Pomona is at 93%, and Montclair is at 63% utilization. This suggests that if the Claremont station is eliminated, riders who drive to the Pomona North station may have difficulty finding parking whereas there is ample parking available at the Montclair station.

Table 4: Average Number of Parking Spaces Occupied

Station	Parking Spaces Available	FY13	FY14	FY15	FY16	FY17
Pomona North	300	300	300	300	279	279
		100%	100%	100%	93%	93%
Claremont	440	383	374	268	299	299
		87%	85%	61%	68%	68%
Montclair	1836	1028	1065	1083	1157	1157
		56%	58%	59%	63%	63%

Source: SCRRA

Metro's Gold Line Phase 2B Parking Demand Model was used to forecast opening day parking utilization for the Claremont Gold Line station under four scenarios based on a $3/day fee (see table 5). The parking demand model showed that the highest demand for parking would occur if the Claremont Gold Line station is a terminus (i.e. does not go into Montclair) with a Metrolink station.

Table 5: Opening Day Parking Demand

Claremont Station Parking Demand Scenarios	Parking Demand
Base Scenario: Claremont is a mid-point suburban station with a Metrolink station	539
Alternative Scenario 1: Claremont is a mid-point suburban station without a Metrolink station	461
Alternative Scenario 2: Claremont is a terminus station with a Metrolink station	831
Alternative Scenarios 3: Claremont is a terminus station without a Metrolink station	763

Source: Metro Gold Line Phase 2B Parking Demand Model

Task 9: Determine the formal process by which to eliminate a Metrolink station, should that

local station city agree
Currently, there is no formal process to eliminate a Metrolink Station. If the Metro Board decides to eliminate the Claremont station, an update to the Foothill Gold Line Final EIR would be required. The City of Claremont is not supportive of eliminating the Metrolink station as evidenced by the December 12 City Council Resolution passed in support of the Metrolink Claremont Station (see Attachment C - Claremont City Council Resolution).

Task 10: Include City of Claremont staff in the project team during all phases of the study
Metro staff has worked closely and collaboratively with the City of Claremont staff throughout the development of the study. Several coordination meetings were held and the City of Claremont's input has been incorporated in the study particularly for Task 7 - Impacts to the City of Claremont if it becomes a terminus with and without a Metrolink Station scenario.

Task 11: City of Claremont Town Hall Summary
Task 11 directed staff to report back to the Board with a final report, findings and recommendations after presenting the draft to the City of Claremont. Metro staff in coordination with the Foothill Gold Line Construction Authority, SCRRA, and City of Claremont presented the preliminary results of the study at a City of Claremont hosted Town Hall meeting on December 11, 2017. The meeting was attended by approximately 360 residents and riders who use the Metrolink Claremont Station.

The Mayor of Claremont hosted and facilitated the meeting and staff representatives from Foothill Gold Line Construction Authority, Metrolink, Metro, and the City of Claremont served as panelists and presenters of the preliminary findings from this study. Metro Board Director Solis and Metro Board Director Fasana were also in attendance and provided remarks.

Claremont's City Council members and representatives of their Traffic and Architectural Commissions, past City Council Members, City staff, leadership from the Claremont Chamber of Commerce, elderly residents, regular commuters, disabled transit riders, environmentalists, students, college professors, longtime residents, business owners, all spoke in favor of keeping their Metrolink Station in Claremont.

As of December 21, 2017, over 400 total comments were received. With the exception of two public comments, all public comments expressed strong support for keeping the Metrolink Station in the City of Claremont and expressed strong opposition to the potential removal of the Claremont Station. Most comments included several reasons for keeping the station and impact of potential station elimination (See Attachment D - Summary of Public Comments). Nearly all public comments expressed strong support for having both Gold Line and Metrolink stations in the City of Claremont. The majority of comments explained the different yet complementary purpose of having both of the station in their town. The majority of the potential impacts and expressed concerns related to station elimination identified in the public comments cannot be measured or fully addressed in this study.

Recommendation
Based on the findings of the study and the enormous community support expressed for the Metrolink Claremont Station, staff recommends that the Metrolink Claremont station remains open. Further, staff concurs with relocating the Metrolink Station within the City of Claremont as stipulated in the Foothill Gold Line Extension Final EIR.

FINANCIAL IMPACT

There is no financial impact. The Gold Line Phase 2B project includes the cost of the relocation of the Metrolink Claremont station.

ALTERNATIVES CONSIDERED

The alternative would be for the Board not to receive this report. This is not recommended as the study was requested by the Board.

NEXT STEPS

Staff will form a staff-level task force to proactively develop a toolbox of strategies that would make the Metrolink and future Gold Line services complementary with each other to provide greater transit services to the surrounding communities along the shared rail corridor. The task force will include representatives from the San Gabriel Valley Council of Governments (SGVCOG), cities of Pomona and Claremont, Metro, SCRRA, Foothill Transit, and Foothill Gold Line Construction Authority. Staff will provide updates of the task force efforts to the Board via the Regional Rail quarterly report.

ATTACHMENTS

Attachment A - Metro Board Motion 21.1
Attachment B - Impacts and Measures to the City of Claremont if it becomes a Gold Line Terminus with and without a Metrolink Station
Attachment C - Claremont City Council Resolution in support of the Claremont Metrolink Station
Attachment D - Summary of Public Comments

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Chief Executive Officer

Metro

Metro

Board Report

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

File #:2017-0649, **File Type:**Motion / Motion Response

Agenda Number:21.1

REGULAR BOARD MEETING
SEPTEMBER 28, 2017

Motion by:

SOLIS, BARGER, FASANA AND NAJARIAN

September 28, 2017

Relating to Item 21, File ID 2017-0525
Claremont Gold Line & Metrolink Shared Station

The Foothill Gold Line and the Metrolink San Bernardino Line include three co-located Metrolink and Gold Line Stations - North Pomona, Claremont and Montclair - within a couple miles of each other. Construction of the Gold Line requires demolition of the existing Claremont Metrolink station and rebuilding a new one, which then presents the option of forgoing the Claremont Metrolink station altogether. This option offers a shorter commute time on the Metrolink San Bernardino Line while the Gold Line provides more frequent light rail service and would reduce construction costs for the Gold Line extension.

A decision to maintain or remove the Metrolink station in the City of Claremont is critically urgent to avoid delays and cost overruns associated with construction of the Foothill Gold Line Phase 2B extension to Claremont / Montclair.

SUBJECT: MOTION BY SOLIS, BARGER, FASANA AND NAJARIAN
SAN BERNARDINO LINE STRATEGIC STUDY
WE THEREFORE MOVE that the Board direct the CEO and the Regional Rail Unit to:

A. Adjust the scope of the proposed San Bernardino Line Strategic Study to evaluate the benefits and/or impacts related to removing the Metrolink Claremont Station. At a minimum, the study shall provide a comprehensive understanding of the following:
   1. Current and projected ridership growth under existing conditions;
   2. Total parking spaces and current parking utilization rate at all co-located stations;
   3. Impacts and potential mitigations to Metrolink riders that currently board at the Claremont station;

4. Impacts to Metrolink operations and travel times;
5. Cost savings associated with the construction of the Gold Line Phase 2B;
6. Impacts and potential mitigations to the City of Claremont if it becomes the Gold Line terminus with and without a Metrolink Station scenario.
7. Analysis of when Metrolink service would be discontinued in Claremont during Gold Line construction, and length of time during which no rail transit options would be available in Claremont.
8. Analysis of changes to gate operations at all crossings in Claremont if the Metrolink station is eliminated.

B. Include City of Claremont staff in the project team during all phases of the study.

C. Determine the formal process by which to eliminate a Metrolink station, should that local station city agree;

D. Report back to the board within 60 days with a final report, findings and recommendations after presenting the draft to the City of Claremont.

IMPACTS AND MEASURES TO CITY OF CLAREMONT IF IT IS A GOLD LINE TERMINUS WITHOUT A METROLINK STATION

IMPACT	POSSIBLE MEASURES
Shorter construction period for the Gold Line but lack of commuter rail transit service and potential Diesel Multiple Unit (DMU) service in Claremont	Improve bus connections from Claremont to Pomona or Montclair Metrolink stations
Increase in commute time for Claremont residents	Provide Metrolink Ticket Vending Machines at Claremont to facilitate transfers to Metrolink stations
Confusion and lack of connection for someone who gets to the end of the Gold Line but cannot transfer to Metrolink	Provide way finding directing commuters to the Montclair and Pomona stations
The Claremont Blvd. crossing improvements will likely not be constructed so safety will not be enhanced at this crossing. The gate equipment will also will not be replaced and may not function as well as the new gate equipment at the other crossings	Design gate operations to minimize gate down time
Neighborhood impacts due to additional vehicle traffic especially from the east to board the Gold Line	Connect First Street to Monte Vista Avenue to focus additional trips from the east to First Street and reconfiguration of First Street and Claremont Blvd to enhance vehicle flow
Need for a larger parking structure than if not the terminus and increase in the overflow of parking to city streets based on an increase in ridership and Metro's paid parking plan	Implement parking management strategies
City has designed Transit Oriented Developments based on two rail transit options in Claremont	
Approx. $3000/year savings to the City if it no longer maintains the Metrolink station	None – positive impact
Less emissions from Metrolink locomotives because trains will travel through the Station instead of stopping and idling	None – positive impact
Less traffic on streets around the Metrolink station	None – positive impact
Smaller parking structure for a Gold Line only station compared to having a Gold Line and Metrolink station	None – positive impact

NOTE: NOT ALL IMPACTS CAN BE FULLY ADDRESSED

RESOLUTION NO. 2017-73

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, IN SUPPORT OF THE CLAREMONT METROLINK STATION

WHEREAS, transit options are a vital and integral service provided to and utilized by many Claremont residents and visitors; and

WHEREAS, the City of Claremont has strategically planned Transit Oriented Development projects to aid commuters that travel on the current Metrolink transit system and those who will travel on the Gold Line in the future; and

WHEREAS, voters in Claremont who voted in favor of Measure M voted with the understanding that both Metrolink and Gold Line systems and stops would be established in Claremont; and

WHEREAS, Claremont residents rely on the Metrolink station to commute to and from places of employment throughout Los Angeles County; and

WHEREAS, Claremont is a destination for visitors and the Metrolink station is an essential stop for passengers wishing to travel to the downtown area;

NOW, THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:

Section 1. The Claremont City Council is committed to the transit goals of the City as stated in several City documents.

Section 2. The Claremont City Council commits to safeguarding any and all transit options available to the community.

Section 3. The Claremont City Council is in support of maintaining a Metrolink station and stop in the City of Claremont.

Section 4. The Claremont City Council shall direct staff to send a copy of this Resolution to the Los Angeles Metro Board, Gold Line Construction Authority Board, Metrolink Executives, the Los Angeles County Board of Supervisors, Los Angeles Mayor Eric Garcetti, and State and Federal representatives.

Section 5. The Mayor shall sign and the City Clerk shall attest to the passage of this Resolution.

PASSED, APPROVED, AND ADOPTED this 12th day of December, 2017.

Mayor, City of Claremont

ATTEST:

City Clerk, City of Claremont

APPROVED AS TO FORM:

City Attorney, City of Claremont

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.
CITY OF CLAREMONT)

I, Shelley Desautels, City Clerk of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 2017-73 was regularly adopted by the City Council of said City of Claremont at a regular meeting of said Council held on the 12th day of December, 2017, by the following vote:

AYES:	COUNCILMEMBERS:	CALAYCAY, LYONS, NASIALI, PEDROZA, SCHROEDER
NOES:	COUNCILMEMBERS:	NONE
ABSTENSIONS:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	NONE

Shelley Desautels
City Clerk of the City of Claremont

ATTACHMENT D – SUMMARY OF PUBLIC COMMENTS

Summary of the viewpoints and concerns expressed by over 400 public comments are noted below:

1. Nearly all commenters expressed that the City of Claremont voters supported Measure M and the new Gold Line station and never anticipated that post-measure M's passage, there would be a possibility of losing their current Metrolink station. They want both the Claremont Metrolink Station and the new Foothill Gold Line station in the City of Claremont.

2. Nearly all expressed that the light rail / Gold Line and intercity Commuter Rail (Metrolink) serve two entirely different purposes, particularly in this area of the County. Both are important and necessary in this area towards achieving goals of improved air quality, reducing road congestion, and providing options to public transit riders.

3. Many expressed that their station is at the heart of their community and that they had worked hard for many years to secure this station. This station is now a central part of the town's character and it is regarded as a critical asset for getting to and from the City of Claremont and to many other destinations in L.A. and San Bernardino Counties, and throughout Southern CA.

4. Nearly all commenters indicated that they would have never supported Measure M if they thought there was a chance they could lose their Claremont Metrolink Station.

5. Many commenters expressed that any closure of the Claremont station will result in severe distrust in government and in administrative processes and would undermine the confidence of the public in the government.

6. Several commenters indicated that the concept of potentially eliminating the Metrolink station had never been considered in any of their municipal or regional planning. When residents, commuters, and local area stakeholders found out in September that the Metro Board was conducting a study to consider eliminating this station, they were shocked and disappointment for what they viewed as a sudden change in plans.

7. Many comments expressed concerns that local business owners and local residents will experience negative impacts to their businesses if their station is eliminated because many rely on clients and customers who can easily walk to their downtown business locations upon arrival to the Claremont station.

8. Many stressed the importance of the Claremont Metrolink Station to supporting the vitality of the City and the entire region, Claremont's long-standing commitment to be a sustainable city with multiple modes of low polluting transportation options, including easy access to the station through safe biking and walking paths. One commenter cited that their station contributes to the City's 98 out of 100 "Walk Score" and indicated that this is exceptionally high compared to the other nearby stations.

9. Many commenters expressed that as the population is aging, many people are facing an increased risk of getting a disability, diminishing their ability to drive and increasing their reliance on the Claremont station and all modes of public transportation. It was mentioned that seniors from Pilgrim Place and other retirement communities depend on the convenient access to Claremont station. Many students, families, and younger people who are proactively seeking ways to reduce their reliance on cars expressed their strong support for keeping the station. For

these reasons, most expressed that more rail service and transit options in Claremont are desired at this time, not less.

10. Several Seniors and disabled riders with medical conditions expressed that they rely on the safe and seamless entry onto the train from the Claremont Station and often do not need any extra assistance from caretakers, paratransit services, or medical assistants to access the train at this station. Many cited the comfortable and spacious train cars that can easily accommodate their walkers, wheelchairs, and medical support equipment. The Seniors cited the convenient access to restrooms in the Metrolink trains and indicated that they would not be able to ride transit without reliable access to the bathrooms and comfortable train chairs.

11. A few Senior and Disabled commenters cited the importance of keeping the Claremont Station open because Dial-A-Ride and Access Services paratransit service providers cannot cross County lines to drop off riders at the Montclair Station (in San Bernardino County). These commenters expressed serious concerns about the significant disruption this would cause in the daily lives of many seniors and disabled public transit riders. One commenter indicated that Ridership on the Metrolink system doesn't account for "Access Card" riders which allows for free rides on Metrolink within L.A. County for these paratransit customers. These "Access Card" customers don't have to declare their origin starting point. There may be more riders dependent on the Claremont Station than the Study numbers currently indicate for this reason.

12. The Presidents of five local area colleges as well as the Presidents of two Graduate Schools in the area submitted a letter expressed strong support for keeping the Claremont Metrolink Station open. Their letter cited that students, faculty, and professors rely on the Claremont Station to get to campus, internships, job interviews, medical appointments, work, and to explore museums and other cultural venues in Little Tokyo, Downtown L.A., and across the region. They cited that approximately 50% of the students at these local colleges benefit from financial aid programs and affordable public transportation within safe and easy walking distance and many are international students and don't own their own cars.

13. Other commenters expressed wanting to keep their car usage minimal or maintain their car-free lifestyle to avoid traffic congestion and reduce pollution and emissions. Many cited the benefit of the tables, extra space, the "Quiet Cars" to study and do their work over longer distances and many others cited the ease of getting to LAX with large luggage using the Claremont Station.

14. Many commenters expressed their reliance on the Claremont Station providing easy access to the San Bernardino Line to regularly commute to Cal State LA, El Monte, Baldwin Park, Covina and other areas that the Foothill Gold Line does not service. Others expressed that they currently rely on the Claremont Station to commute to the University of Redlands, UC Riverside, Cal State Long Beach, and West Los Angeles in conjunction with relatively seamless bus and/or Light Rail connections. A few expressed that they would like to increasingly rely on access to the Claremont Station for purposes of work commuting or visiting areas in San Bernardino County, in addition to commuting into Los Angeles, Santa Barbara, San Diego and other areas across the Southern CA region.

15. Many commented that the close proximity of the Claremont Station to Claremont's downtown village is the key to what makes this station so appealing and viable. Several expressed that they had made life decisions based on the existence of this station. Some bought property or

established their business in town to ensure close proximity and easy walking distance to the station.

16. Several expressed that the money savings resulting in this station's closure would be uncertain or likely minimal compared to the amount of revenue the City will make by keeping the Metrolink Station available. Others expressed that they want their tax monies to go towards keeping the station open and don't want any of their tax monies spent on efforts or studies aimed at closing it.

17. Many commented that closure of the station would not result in much time savings for the commuter but would create a significant inconvenience for current Claremont station users who will be more likely to drive than take public transit if the station is eliminated.

18. Several expressed concerns that closure of the Claremont station would result in significantly longer commute times due to the additional time that would be needed for making their necessary bus connections, especially during off-peak commute times when buses don't run as frequently. These commenters expressed the need for a more comprehensive assessment that accounts for necessary walk times and bus connections related to any potential Claremont station closure if this study were to advance any further.

19. A couple of commenters expressed that keeping the Metrolink station in Claremont is consistent with the statewide vision for growth which promotes walkable communities that are co-located near transit. They cited that this vision is also consistent with the Statewide Housing Assessment, California Transportation Plan 2040 and The Governor's Environmental Goals and Policy Report. And, sustainable Claremont's letter cited the importance to human health, the environment, and overall quality of life as a few of their reasons for supporting keeping the station.

20. Many commenters expressed that the Claremont Station is the most walkable station on the line and greatly enhances the destination amenities served by the line. Many residents cited they had moved to Claremont in large part due to the existing Claremont Metrolink Station and ease of transfer to Amtrak and other rail options at Union Station.

21. Several expressed that they had purchased their homes in large part due to the existing station and are concerned that their property values would decrease if this station were to be eliminated.

22. Many cited that removal of the station would undermine years of planning and advocacy by the City and the local residents that fought to secure the Claremont Station and related Transit Oriented Development Planning. The City has promoted housing and transit oriented development projects in their existing transit corridor.

23. Most expressed concerns that removing a station would be a major step backward compared to Metro's stated goals during Measure M and post Measure M in which an emphasis has been placed on the need for multi-modal transportation options and improved livability, mobility, and community building.

24. The Claremont Chamber of Commerce's letter along with many others expressed that the Claremont station supports many residents and transit riders' goals of maintaining a city that functions as both a destination and a transit center. They feel strongly that their current station is located in a vibrant city center with museums, parks, galleries, libraries, colleges, a movie theater, restaurants, shops and services.

25. Most commenters expressed that transit use and their existing station benefits the entire region as they cited the ability to get to key cultural and destination places in Los Angeles, including the Pantages through connecting with the Redline.

26. Others cited using the Claremont Metrolink Station to get to L.A. Union Station and from there, walking to the Times, to the Broad, to Grand Central Station, to MOCA, and to other key locations throughout Los Angeles. They also cited the ability to travel without a car westward to Santa Barbara and further inland to experience other Counties in Southern CA on the weekend or for regular work commuting.

27. Many commenters expressed their concerns regarding an apparent lack of compelling reasons to shut down a viable station that they believe serves the diverse needs of so many people. They view the anticipated $40 million dollar one-time savings as a high price to pay, given the resulting loss of convenient and easily accessible transit service for current riders and local residents and associated negative potential impacts on the environment.

28. Several expressed frustration with the process (or, lack of process) employed to date for considering a potential closure of their existing station.

29. Some commenters expressed that if this question regarding potential closure of the Claremont station is considered any further, they would want a comprehensive regional plan and a more robust technical study to identify all potential impacts.

30. A few commenters urged agency staff to consider how to make access and ridership from the Claremont station even more robust and ensure more multimodal connections at this station rather than consider removal of the station and reducing their transit options.

31. A few expressed the need for more comprehensive plans to include consideration of Gold Line, Metrolink, bike, pedestrian plans, car/bus, potential electric autonomous shuttles, etc. Instead of considering the impacts to closing the station, these commenters urged the agencies to consider how to make their station more robust and connected with multimodal transportation options with the other three towns in the area.

32. A couple of commenters referenced that their kids did not need a car during college due to easy access to the Metrolink train station. This saved their families considerable expense and worry.

33. Several indicated that they would not feel comfortable dropping off their kids at the Montclair station very early in the morning or having them walk the extra mile along the somewhat deserted Montclair to Claremont bike trail.

34. While a few cited riding their bike along Foothill Blvd. and elsewhere in Claremont, they consider the bike route to Montclair with few protections and many dangers - especially for commuters who are biking or walking alone during dawn, dusk or night.

35. Several commenters expressed their increased comfort level of safety waiting alone at the Claremont station in the early morning or late at night compared to the other local station alternative, resulting in their willingness to take public transit from Claremont instead of drive.

36. Nearly all commenters expressed great concern and strong opposition to the anticipated 5 year period of no rail station or rail service in their town should their current station be eliminated. They are untrusting that there would a consistent and equally convenient shuttle to run to Montclair.

37. Many commenters are also concerned about the additional time the shuttle alternative would add to their total commute time and the tax payer dollars associated with funding this "free" shuttle service concept.

38. Commenters will also want to know what would be the additional taxpayer costs associated with updating the Foothill Gold Line Extension EIR document to reflect elimination of the Metrolink station and ask that that any further studies assess any impacts from 5 years of proposed alternative shuttle service due to station closure.

39. Others want to know if there will be a charge for station parking with or without Metrolink station elimination and if Foothill Transit will increase bus services.

40. In the event of a Claremont station closure, a few expressed concerns about any potential increase in their Metrolink fare if they are redirected to catch the train in Montclair instead of in Claremont to get to Downtown L.A.

41. A few commenters expressed that rather than saving costs through elimination of the Claremont Station, perhaps costs could be reduced by eliminating a proposed bridge and/or grade separation elements. A couple of other commenters expressed strong support for the grade separation and bridge near Indian Hill and think it is necessary for safety to avoid pedestrian fatalities.

42. Others expressed concerns that College Ave. and Claremont Blvd. will be difficult to utilize due to an increased number of trains and that closure of their station would exacerbate the inconveniences, creating disproportionately negative impacts to their town.

43. Several expressed concerns about the possibility of increased transit station parking costs with the arrival of the Gold Line.

44. A few commenters expressed that if this study were to progress further, Metro, the City, and the other agencies involved need to be in close coordination with the City of Montclair and San Bernardino County to ensure they are also aware of any potential impacts related to the potential closure of the Claremont station and any impacts associated with the suggested shuttling of people over to Montclair. Other commenters expressed doubt that there is

adequate funding available for the operations and maintenance of the Foothill Gold Line extending into Montclair.

45. One commenter indicated that if Claremont were to become the terminus for the Foothill Gold Line Light Rail, then operational space and flexibility will be needed in Claremont to ensure seamless transfer of passengers from one service to another.

46. Another comment explained that there should be a guarantee that if the current station is eliminated, there will be a reliable shuttle service to both Montclair and Pomona North stations so that Claremont station users can count on being able to access current Metrolink and future Redlands Arrow Services. The importance of keeping the platform at Claremont in place for any potential future offloading or unloading of passengers on an as-needed basis, even if not all trains stop at this location in the future, was also emphasized.

Two commenters out of over 400 total comments support closure of the Claremont Metrolink Station and cited the following reasons:

1. Save $40 M with relocation of the Metrolink station since there are available Metrolink stations in nearby Montclair and North Pomona.
2. Any "wasted funds" by Metro will be highly criticized by those that are concerned about government spending that could otherwise be spent towards essential infrastructure that meets the needs of regular transit users.
3. A majority of Claremont residents may not even be occasional Metrolink riders and will not be affected at all by the station closure.
4. Foothill Transit Bus from Claremont to Downtown L.A. is regarded as a better service and a great alternative option compared to the continued usage of the Claremont Metrolink station to get to Downtown LA and accommodate disabled and ADA needs .
5. More multimodal connections are available at the Montclair station that the public can benefit from compared to what is currently available at Claremont Metrolink Station.
6. It was cited that approximately 90% of the people who live between Los Angeles and San Bernardino would still be closer to a Metrolink station if the Claremont station were to be eliminated. The nearby Metrolink stations provide adequate access to the system without the Claremont station option.
7. Free shuttle service would be offered between Claremont and Montclair station during construction of The Gold Line and in conjunction with the existing bus connections for Claremont residents (Foothill Transit's Line 188 and Claremont's Dial-a-Ride).
8. There is a dedicated bikeway which already connects the two stations, further off-setting any inconvenience from the elimination of the Claremont stop.
9. The current Express Bus that serves the Claremont station to get to downtown was referenced by this commenter as more comfortable, cheaper, more flexible, and often faster (when the total commute time is considered beyond Union Station).
10. Some Claremont commuters may be willing to sacrifice a few minutes of travel time to save more than $100 a month to the take the bus or the Gold Line.
11. In the long run, the Metrolink may only be viable as an express service for long-distance commuters, with fewer stops in communities which are already served by cheaper and faster transit options. Claremont is on the fringe of that zone and for this reason, it could be a waste of money to invest $40 M in what is viewed as only a marginally useful resource which may become obsolete due to more people switching over to the less expensive Gold Line option (or utilizing express bus options, etc.).

12. Riders who drive their personal vehicle to the station will only need to drive an extra minute or two to reach the Montclair or Pomona North stations.
13. Montclair has acres of unused parking capacity. Claremont could potentially repurpose their existing Metrolink parking lot for affordable housing or for other beneficial purposes.

Other Issues of Concern:

While nearly all of the commenters expressed that they do not want the Metrolink Station eliminated from Claremont, many indicated that if a potential station elimination is to be pursued any further by the Metro Board, the scope of the current study would need to become much more comprehensive in order to address many of the questions and concerns raised from this initial assessment (as summarized in this appendix). Several expressed the need for a more comprehensive study that takes into consideration the walking and bus connection travel times associated with any closure of the Claremont Station. Others expressed the importance of ensuring the CA State Rail Plan, High Speed Rail Plans, and other plans that have assumed ongoing activity at this current Claremont Metrolink station are taken into account. A few expressed the importance of doing a pricing sensitivity analysis across LA County and the SCAG region to ensure a rational and unified fare policy. Per feedback submitted from the local residents and stakeholders to date, a more robust and comprehensive inventorying of all potential economic impacts associated with the closure of the station (such as economic impacts to the local businesses near the station, impacts to property owners that intentionally purchased their homes and property within very short walking distance to the Metrolink station) would need to be considered. Lastly, a more thorough breakdown of who uses the existing Metrolink station (including data to show numbers of casual travelers and transit/Metrolink dependent travelers) and a clearer assessment of the costs associated with conducting a more comprehensive study would be of great interest to the community before any next steps are taken to advance this concept of a potential Claremont Metrolink station closure any further.

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

File #: 2017-0823, **File Type:** Program **Agenda Number:** 22.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 17, 2018

SUBJECT: ADDITIONAL METROLINK REHABILITATION FUNDING

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. PROGRAMMING the Los Angeles County Metropolitan Transportation Authority's (Metro) share of Southern California Regional Rail Authority's (SCRRA - operating as Metrolink) FY17 "Priority B" track and structure rehabilitation work up to $13,297,500;

B. APPROVING payment for the City of Los Angeles San Fernando Road Bike Path Three Settlement Costs totaling $59,629;

C. REPROGRAMMING prior year SCRRA MOU surplus funds totaling $3,014,089 as listed below for SCRRA's state of good repair projects:

1. FY 2010-11 MOU - $1,038,316
2. FY 2011-12 MOU - $791,123
3. FY 2012-13 MOU - $471,898
4. Capital Project MOUs - $712,752

D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:

1. FY 2010-11 from June 30, 2017 to June 30, 2018
2. FY 2011-12 from June 30, 2017 to June 30, 2018
3. FY 2012-13 from June 30, 2017 to June 30, 2018
4. FY 2013-14 from June 30, 2017 to June 30, 2018

E. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding and lapsing date extensions.

ISSUE

Metro's share of SCRRA's urgent track and structure rehabilitation projects for FY 17 is $31,864,316 that were divided into two sets of priority groupings, A and B, where A is a higher priority than B. On April 27, 2017, the Metro Board approved programming funding for the SCRRA's FY17 track and structure Priority A rehabilitation work totaling $18,381,025. Staff is recommending programming approval for the remaining FY17 SCRRA track and structure Priority A and B rehabilitation work up to $13,297,500.

DISCUSSION

On April 27, 2017, the Metro Board approved funding in the amount of $18,381,025 for SCRRA's "Priority A" Slow Order highest priority rehabilitation projects determined to require an immediate need for repair and funding. The "Priority B" rehabilitation projects were assessed during the due diligence field visits as well but were determined to require rehabilitation in later years and were not as urgent. SCRRA has since updated their information (ATTACHMENT A) which enabled staff to further assess the remaining Priority B projects on SCRRA's list. Although it was determined that the remaining rehabilitation projects did not have an immediate funding need, SCRRA's project delivery consists of location groupings in addition to need assessment to realize additional cost savings and economies of scale since some projects are adjacent to each other but may not require rehabilitation until a subsequent time period. As a result, LACMTA staff concurs that additional funding in the amount of $13,297,500 is needed to bring LACMTA owned right of way into a state of good repair and prevent slow orders.

"Priority A" Rehabilitation Work Progress

SCRRA has contracted the services of HDR to assist with project delivery, project prioritization and cost estimating. LACMTA now receives monthly project status updates due to SCRRA's collaboration with HDR.

During the last eight months since LACMTA's board action in April 2017, SCRRA has shown significant progress as demonstrated on the attached December 2017 State of Good Repair (SOGR) Program Status Update (ATTACHMENT B). As you will note, since approving the "Priority A" rehabilitation funding in April 2017, SCRRA has completed the replacement of four culverts which in most cases were nearing 100 years, replaced in excess of 16,000 ties, and is nearing completion of the rail top bridge replacement design - all in Los Angeles County and primarily on the Antelope Valley Line.

SCRRA has benefitted from economies of scale which has been demonstrated by their ability to complete three culvert replacements from realized savings in the amount of $1,662,500. This savings allowed SCRRA to move forward with rail top bridge design and the purchase of additional materials.

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City of Los Angeles San Fernando Road Bike Path Three Settlement Costs

SCRRA paid $59,629 in settlement costs to LACMTA's billboard lessee Outfront Media related to the San Fernando Bike Path Phase II project. SCRRA recently informed LACMTA that this balance has remained unpaid for several years because the project was already closed on SCRRA's books and final invoices were generated when SCRRA received the settlement from LACMTA's real estate department. Since this project was not budgeted when the settlement agreement was received, SCRRA paid the expense from their PL/PD account and would like to be reimbursed.

Reprogramming Surplus LACMTA MOU Funds

SCRRA reconciled the FY11, FY12, FY13 and several closed capital project LACMTA MOUs which identified $3,014,089 available for reprogramming as follows:

- FY 2010-11 MOU - $1,038,316
- FY 2011-12 MOU - $ 791,123
- FY 2012-13 MOU - $ 471,898
- Capital Project MOUs - $712,752

Staff is requesting that these funds be reprogrammed and applied to the SCRRA rehabilitation project funding requests as outlined in the Financial Impact section.

Extend Rehabilitation Funds Lapsing Dates

SCRRA is requesting an additional extension for FY11, FY12, FY13 and FY14 rehabilitation funds which lapsed on June 30, 2017. SCRRA rehabilitation and renovation projects span over multiple years to maximize economy of scale and take advantage of matching federal funds. As a result, funds programmed over multiple years may not be completely invoiced prior to lapsing and LACMTA does not recognize project completion until we are invoiced. SCRRA has reassured staff that their work is in progress and will be completed and invoiced before the June 30, 2018 fiscal year end.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of LACMTA's patrons and employees. However, maintaining LACMTA owned assets and infrastructure in a state of good repair will eliminate system failures which could result in additional cost to LACMTA or exposure to liability.

FINANCIAL IMPACT

LACMTA staff is requesting the Board to approve programming $10,340,340 in Measure R 3% funds

for the SCRRA “Priority B” urgent rehabilitation projects and Bike Path Settlement. However, pursuant to the cash flow provided by SCRRA no funding is needed until FY 19 and future years.

	Costs	**Programming Cash Flow**		
		FY 18	FY19	FY 20
Priority B Urgent Rehab	$13,297,500		$10,247,500	$3,050,000
Priority A Urgent Rehab Approved April 2017	$18,381,025	$ 7,000,000	$8,000,000	$3,381,025
Total Urgent Rehab Funding	$31,678,525			
Bike Path Settlement	$ 59,629	$ 59,629		
Reprogram Surplus Funds	$ (3,014,089)		$ (3,014,089	
Total New Funding Request	$10,340,340		$10,340,340	

LACMTA staff will budget the necessary funding on an annual basis.

ALTERNATIVES CONSIDERED

The Board could chose not to approve funding the SCRRA rehabilitation work of LACMTA owned ROW nor approve the lapsing date extensions. This is not recommended since passenger safety and operational efficiency are among our agency’s highest priorities. Further, if this rehabilitation work is not funded slow orders could be imposed. If the lapsing dates are not extended SCRRA’s funding levels will be decreased.

NEXT STEPS

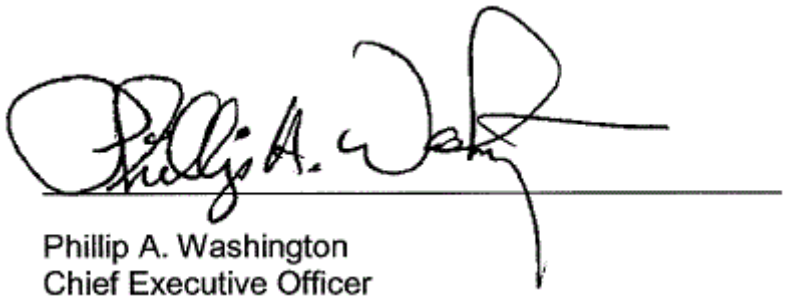
1. Monitor the progress of the SCRRA structure and rehabilitation work and provide updates to the Board as part of the quarterly Regional Rail report.
2. Continue to perform due diligence and work with SCRRA staff to determine the highest priority rehabilitation projects which will be included in the LACMTA 6 Year Funding Plan.

ATTACHMENTS

Attachment A - Priority A & B Track and Structure Project List
Attachment B - December 2017 Priority A Track and Structure Status Report
Attachment C - SCRRA December 7, 2017 Surplus Funds Reprogramming Letter
Attachment D - SCRRA October 2, 2017 Surplus Funds Reprogramming Letter

Prepared by: Yvette Reeves, Principal Transportation Planner, (213) 418-3176
Jeanet Owens, Sr. Executive Officer, Regional Rail, (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FUNDING PLAN for FY 2017 REHABILITATION BUDGET AMENDMENT

Line	Subdivision	Priority	Project type	Project Description*	Tot Cost	Respn Agency	Original Metro (2nd Phase of Funding)	Revised Metro (2nd Phase of Funding)**	Cashflow*** 2018-Q4	2019-Q1	2019-Q2	2019-Q3	2019-Q4	2020-Q1	2020-Q2
3	Valley	A-3	Track	Lang Station Road Crossing	$400,000	Metro	$400,000	$400,000		$400,000					
5	Valley	A-5	Track	Acton Spur Turnout MP 61.74	$500,000	Metro	$500,000	$500,000		$500,000					
6	Valley	B-1	Track	4,000 Ties MP 9-11	$1,000,000	Metro	$1,000,000	$1,000,000			$500,000	$500,000			
7	Valley	B-2	Track	4,000 Ties MP 6-8	$1,000,000	Metro	$1,000,000	$1,000,000			$500,000	$500,000			
21	Valley	B-1	Structure	Bridge 8.41 (Rail Top)	$500,000	Metro	$500,000	$500,000			$50,000	$50,000	$200,000	$200,000	
22	Valley	B-2	Structure	Bridge 10.63 (Rail Top)	$1,260,000	Metro	$1,260,000	$1,260,000			$130,000	$130,000	$500,000	$500,000	
15	Valley	A-8	Structure	Bridge 44.38 (Rail Top)	$500,000	Metro	$500,000	$500,000			$50,000	$50,000	$200,000	$200,000	
10	Valley	A-3	Structure	Bridge 46.91 (Rail Top)	$840,000	Metro	$840,000	$840,000			$120,000	$120,000	$300,000	$300,000	
17	Valley	A-10	Structure	Bridge 47.03 (Rail Top)	$840,000	Metro	$840,000	$840,000			$120,000	$120,000	$300,000	$300,000	
18	Valley	A-11	Structure	Bridge 47.33 (Rail Top)	$1,120,000	Metro	$1,120,000	$1,120,000			$110,000	$110,000	$450,000	$450,000	
19	Valley	A-12	Structure	Bridge 48.08 (Rail Top)	$500,000	Metro	$500,000	$500,000			$50,000	$50,000	$200,000	$200,000	
14	Valley	A-7	Structure	Bridge 52.66 (Rail Top)	$500,000	Metro	$500,000	$500,000			$50,000	$50,000	$200,000	$200,000	
20	Valley	A-13	Structure	Bridge 54.05 (Rail Top)	$500,000	Metro	$500,000	$500,000			$50,000	$50,000	$200,000	$200,000	
16	Valley	A-9	Structure	Bridge 55.19 (Rail Top)	$500,000	Metro	$500,000	$500,000			$50,000	$50,000	$200,000	$200,000	
29	Valley	A-7	Structure	Culvert 48.74 (Clay Pipe)	$280,000	Metro	$280,000	$210,000		$210,000					
35	Valley	A-13	Structure	Culvert 49.53 (Cast Iron Pipe)	$420,000	Metro	$420,000	$315,000		$315,000					
34	Valley	A-12	Structure	Culvert 49.69 (CMP)	$280,000	Metro	$280,000	$210,000		$210,000					
25	Valley	A-3	Structure	Culvert 49.99 (Timber Box)	$280,000	Metro	$280,000	$210,000		$210,000					
27	Valley	A-5	Structure	Culvert 50.57 (Timber Box)	$280,000	Metro	$280,000	$210,000			$210,000				
36	Valley	A-14	Structure	Culvert 52.32 (Cast Iron Pipe)	$350,000	Metro	$350,000	$262,500			$262,500				
37	Valley	A-15	Structure	Culvert 52.38 (Cast Iron Pipe)	$420,000	Metro	$420,000	$315,000			$315,000				
33	Valley	A-11	Structure	Culvert 52.99 (Cast Iron Pipe)	$700,000	Metro	$700,000	$525,000			$525,000				
54	Ventura-LA	A-2	Structure	Bridge 452.1 (Rail Top)	$840,000	Metro	$840,000	$840,000			$120,000	$120,000	$300,000	$300,000	
62	San Gabriel	B-1	Track	Lark Ellen Xing	$400,000	LA & SB	$240,000	$240,000		$240,000					
26	Valley	A-4	Structure	Culvert 44.16 (Timber Box)	$280,000	Metro	$280,000	$0	This project was completed with underruns from the CP Soledad Speed Increase Project						
28	Valley	A-6	Structure	Culvert 55.75 (Timber Box)	$280,000	Metro	$280,000	$0	This project was completed with underruns from FY17 project (517320)						
31	Valley	A-9	Structure	Culvert 55.42 (Cast Iron Pipe)	$350,000	Metro	$350,000	$0	This project was completed with underruns from FY17 project (517320)						
TOTAL REMAINING SLOW ORDER PROJECT FUNDING					**$15,120,000**		**$14,960,000**	**$13,297,500**		$2,085,000	$3,212,500	$1,900,000	$3,050,000	$3,050,000	$0

* Assumes Board Approval in January, and 2 Months to process MOU, for Official NTP date of March 1, 2018.

**25% Reduction in budget per request from Metro, with the assumption that SCRRA will take advatage of Economies of Scale.

***Cashflows are tentative until projects are funded and commitments can be made for construction. These are based off of the best currently available information.

ATTACHMENT B

METROLINK

High Priority State of Good Repair (SOGR) Program
Program Status Update - December 2017

Program Overview

The High Priority State of Good Repair (SOGR) Program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, grade crossings, turnouts, culverts and railroad bridges. The objective of this program is to rehabilitate and replace the most critical priorities of aging track and railroad structures currently in use by Metrolink's daily commuter rail service, Amtrak service and other railroad partner service and maintain on-time service. The current program is scoped for the 23 most critical projects, with additional projects to be proposed if cost savings and/or additional funding allows. The work is being performed to avoid the need for slow orders which are required when track or bridge structures are not at an acceptable condition for existing speeds or weights. Currently, segments of Metrolink's track and bridge structures are nearing out-of-compliance levels with existing SCRRA Track Maintenance and Engineering Instruction (TMEI) standards.

Program Status Update

Work is progressing well on all aspects of the SOGR Program. Over the period, crews performed clean-up and de-stressing to complete the Valley Sub Tie project. Tie replacement is now largely complete on the Valley and Ventura (LA) Subs. Staff continued contractor job walks at multiple locations including the River (EB) Sub to prepare for commencement of rail replacement work. The project delivery team is working effectively, evaluating schedules, assumptions and risks. Materials, including ties, turnouts and rail, have been ordered and delivery is underway as scheduled to avoid any delays to the program. Work windows have been coordinated with the Operations Dept. to ensure schedule will be maintained and maximize productivity. Staff expects to complete the delivery of the SOGR program ahead of schedule and under budget.

Status by asset type:

- Ties - Tie replacement on Valley and Ventura (LA Co) Subs complete; Ventura (Ven Co) Sub anticipated to be complete in Dec. 2017.
- Rail - First rail train delivered in Nov. and second in early Dec. (ahead of schedule). Rail rehab to begin on River Sub (EB) in Jan. 2018
- Turnouts - Materials ordered; potential complexities at certain locations related to track elevation and adjacent track features.
- Culverts - All four culverts on the Valley Sub were successfully replaced in Sept 2017. Remaining culvert on Ventura Sub in mid-2018.
- Bridges - Design approx. 60% but potential delay to complete hydrologic & hydraulic studies and to include add'l bridges that were not funded in the original SOGR program authorization. Advertisement of IFB package anticipated in Q2 2018.

Next Steps

- Off-load rail trains, begin rail installation on East Bank in Jan. 2018
- Continue tie replacement on Ventura (Ven), River & San Gabriel Subs
- Request funding for add'l bridges to include in bridge design/IFB package for release in Q2 2018; construction starting in late- 2018.
- Continue track & turnout material deliveries and contractor authorizations to perform the work as scheduled

Cost & Schedule Status by Sub-Project

(Data as of 12/5/17)

			Cost			Schedule		
Project#	Description	Sub-division	Budget	Committed	Expended	Physical % Complete	In-Service Date	Status/Issues
592110	Replace 7,600 Ties & Rail Curves (MP439.24 & 433.1)	Ventura (Ven Co)	$2,312,500	$1,765,418	$661,295	62% ✓	8/1/18	Tie work complete, rail delivery anticipated in Dec.
592111	Replace Turnout at CP Santa Susana (#20)	Ventura (Ven Co)	$375,000	$119,701	$9,642	11% ✓	3/29/18	Re-evaluating scope to replace components, not full turnout.
592112	Rehabilitate Katherine Road Crossing	Ventura (Ven Co)	$400,000	$20,254	$2,846	11% ✓	3/29/18	Contractor to provide materials and perform work Feb.-Mar. 2018
592210	Replace Ties (MP444-462), Woodman Turnouts (MP460)	Ventura (LA Co)	$3,375,000	$3,111,120	$2,241,518	80% ●	4/5/18	Tie work complete; potential challenges on turnouts require funding transfer.
592310	Replace 8,450 Ties (MP46-48, 52-59, 63-64)	Valley	$2,112,500	$2,075,969	$986,177	98% ✓	12/4/17	Tie work complete, close-out underway.
592410	Install 9,000 Ties (MP 34-38, 42-45, 47-51, 52-54)	San Gabriel	$2,250,000	$380,989	$14,060	18% ✓	3/28/18	All ties on-site, contractor to begin in Jan. 2018
592710	Replace LAUS Leads & 5,300 Ties	River - WB	$1,550,000	$661,874	$396,436	15% ✓	5/3/18	Materials available; RFP issued to JOC contractor.
592711	Replace 2 #20 Turnouts at CP Taylor	River	$550,000	$140,858	$11,437	13% ✓	6/29/18	VTMI to perform. Material mostly in inventory, remaining parts ordered to complete pkg
592712	Replace Rail & Ties	River-EB	$4,926,600	$1,016,832	$15,908	15% ✓	6/29/18	Rail delivery in early Dec (ahead of schedule).
592713	Replace 3 Turnouts	River-EB	$1,600,000	$290,816	$7,190	8% ✓	10/2/18	Material ordered; long lead times for non-inventory items
517020	Rail Top Bridge Replacement Design	System-wide	$475,000	$462,028	$101,767	60% ●	7/27/18	Bridge design underway; addressing H&H Study.
592120	Replace Bridge (MP436.96 & 434.12), Culvert (MP436.46)	Ventura (Ven Co)	$1,460,400	$105,074	$3,415	10% ●	2/13/19	Bridge design underway; IFB to go out to bid in Q2 2018
592220	Replace Bridge MP 458.71	Ventura (LA Co)	$1,800,034	$218,167	$6,536	10% ●	2/13/19	Bridge design underway but delayed due to add'l H&H studies required.

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			Cost			Schedule		
Project#	Description	Sub-division	Budget	Committed	Expended	Physical % Complete	In-Service Date	Status/Issues
592320	Replace Bridge MP 50.64	Valley	$771,443	$96,583	$4,847	10% 🟡	12/14/18	Bridge design underway but delayed due to add'l H&H studies required.
592321	Replace Bridge MP 50.51	Valley	$771,443	$95,230	$3,493	10% 🟡	11/30/18	Bridge design underway but delayed due to add'l H&H studies required.
592322	Replace Bridge MP 50.77	Valley	$771,443	$94,892	$3,156	10% 🟡	12/21/18	Bridge design underway but delayed due to add'l H&H studies required.
592323	Replace Bridge MP 47.45	Valley	$459,192	$57,093	$2,372	10% 🟡	10/22/18	Bridge design underway but delayed due to add'l H&H studies required.
592324	Replace Bridge MP 50.46	Valley	$771,443	$94,892	$3,156	10% 🟡	11/5/18	Bridge design underway but delayed due to add'l H&H studies required.
592325	Replace Culvert MP 55.91	Valley	$350,000	$214,677	$23,923	96% ✓	12/14/17	Work complete, close-out underway.
592326	Replace Culvert MP 53.84	Valley	$350,000	$332,764	$6,762	96% ✓	12/14/17	Work complete, close-out underway.
592327	Replace Culvert MP 54.13	Valley	$280,000	$145,811	$9,912	96% ✓	12/14/17	Work complete, close-out underway.
592328	Replace Culvert MP 66.78	Valley	$420,000	$181,901	$29,155	96% ✓	12/14/17	Work complete, close-out underway.
592420	Rehabilitate Bridge MP 40.12	San Gabriel	$1,400,000	$168,810	$4,858	10% 🟡	2/11/19	Bridge design underway but delayed due to add'l H&H studies required.
Overall Program Totals			**$29,531,998**	**$11,851,754**	**$4,549,860**	**35%**		

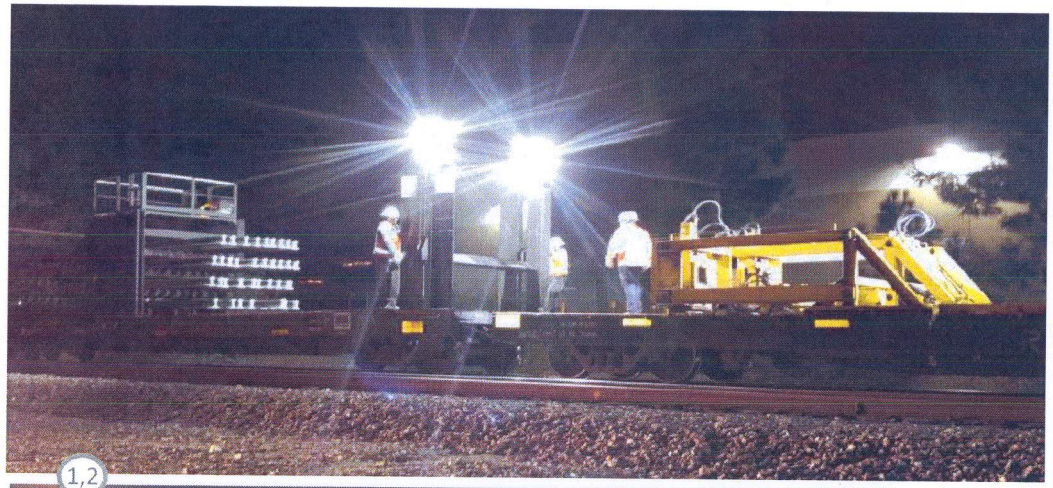
Cost & Schedule Summary

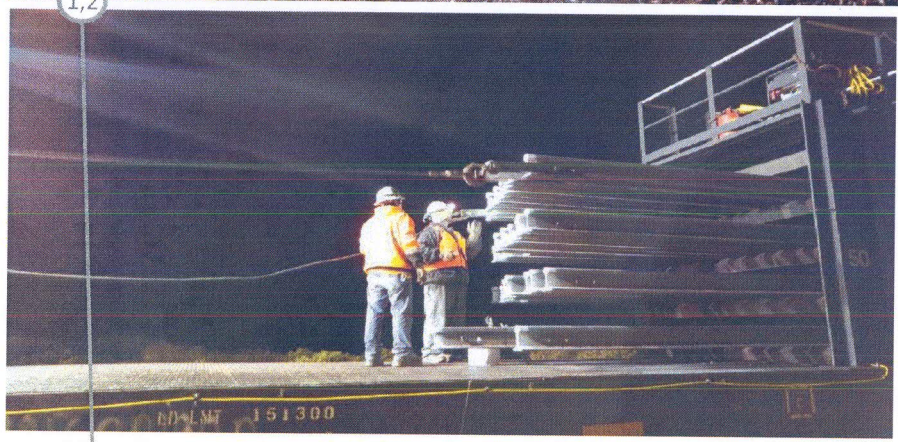
Overall program is 35% complete based on work performed, including contract authorization activities, material orders, mobilization, culvert & tie replacements, bridge design. Work is proceeding as scheduled and the team is appropriately mitigating risks to avoid future impacts.

Cost data reflects approximately $11.8 million (40% of the budget) is committed to-date for contracts and material deliveries. Actual commitments are substantially higher (estimated at approx. 50%) based on materials ordered in advance through the SCRRA Inventory Dept. which are not reflected in the project commitment value until transferred upon delivery. Expenditures to-date are $4.5 million (15% of budget) based on work performed, billed and processed; additional ~$2-3M in billings in process.

Overall program anticipated to complete ahead of schedule and under budget. Staff to propose add'l SOGR projects to utilize cost savings.

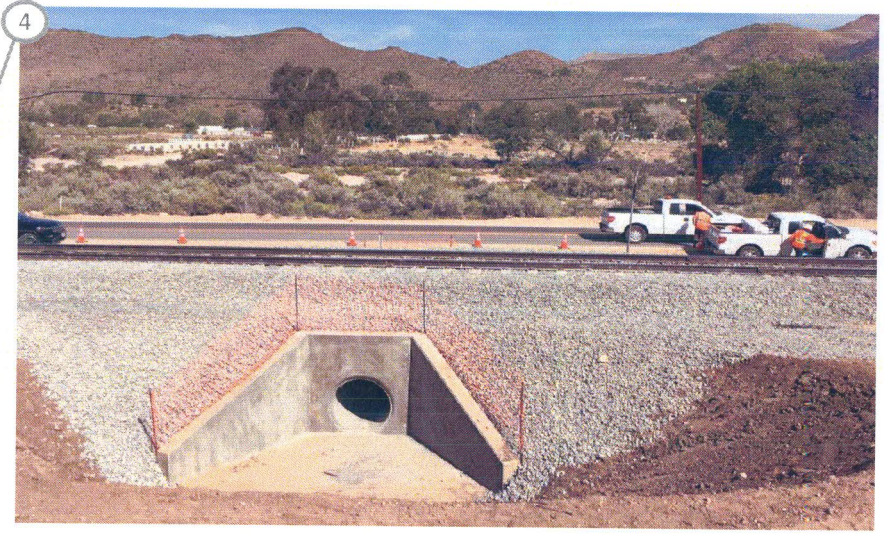
Project Photos & System Map



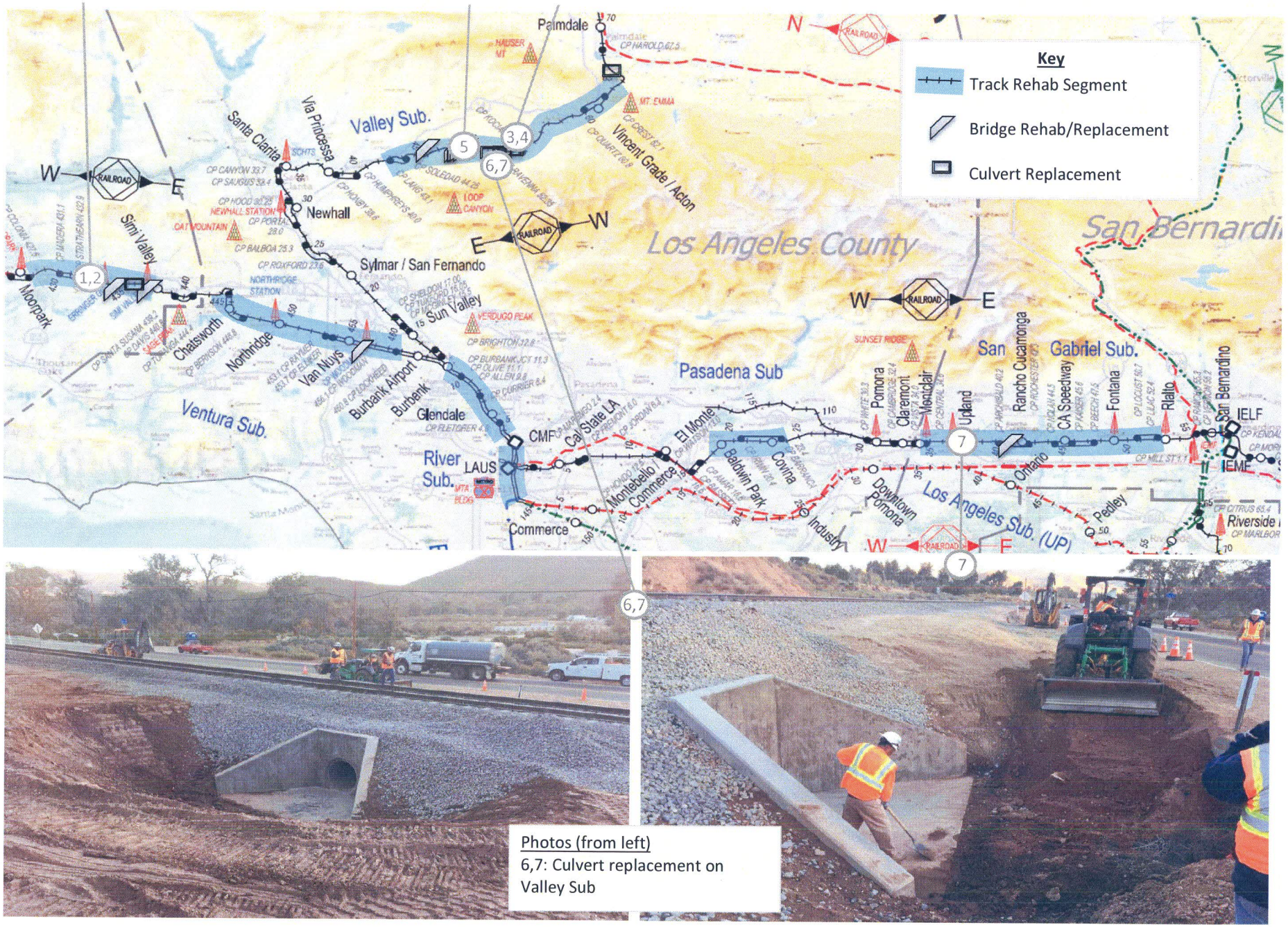








Photos (from top left)
1,2: Rail train delivery Ventura Sub
3,4: Culvert Replacement on Valley Sub
5: Bridge inspection job walk on Valley Sub



Photos (from left)
6,7: Culvert replacement on Valley Sub

ATTACHMENT C

METROLINK.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
One Gateway Plaza Twelfth Floor Los Angeles, CA 90012
metrolinktrains.com

December 7, 2017

Jeanet Owens
Senior Executive Officer – Program Management
Los Angeles County Metropolitan Transportation Agency
One Gateway Plaza, 20th Floor
Los Angeles, CA 90012

Re: Amounts Available for Reprogramming

Dear Ms. Owens:

This letter is to inform you of the results of LACMTA's reprogramming amounts related to MOU's 23 and MR940000000SLFS. The amounts shown as available for reprogramming reflect amounts authorized under the respective MOU's but not expended or billed by SCRRA. Please note that the amount shown for MOU 23 is net of $172,741.66 to be billed when the MOU is extended. See below for a recap by MOU:

MOU	Amount Authorized	Billed and Pending Invoices	Available for Reprogramming
MOU 23	$ 59,835,488	$ 59,363,590	$ 471,898
MR940000000SLFS	$ 46,400	$ 18,594	$ 27,806
Total	**$ 59,881,888**	**$ 59,382,184**	**$ 499,704**

Please advise SCRRA how LACMTA would like to reprogram these funds. If you have any questions regarding this letter, please contact me at schambert@scrra.net or 213-452-0348.

Sincerely,

Tom Schamber
Controller

cc: *via email only*
Ronnie Campbell, SCRRA
Michael Naoum, SCRRA
Drew Phillips, LACMTA
Yvette Reeves, LACMTA

ATTACHMENT D

METROLINK.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
One Gateway Plaza Twelfth Floor Los Angeles, CA 90012
metrolinktrains.com

October 2, 2017

VIA EMAIL & USPS
Ms. Nalini Ahuja
Chief Financial Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 25th Floor
Los Angeles, CA 90012

Re: Amounts Available for Reprogramming

Dear Ms. Ahuja,

This letter is to inform you of the results of LACMTA's reprogramming amounts related to MOU's 21 and 22, Van Nuys 01 and 02, Branford and the Bob Hope Pedestrian Bridge. The amounts shown as available for reprogramming reflect amounts authorized under the respective MOU's but not expended or billed by SCRRA. Please note that the amount shown for MOU 21 includes a credit of $180,245 which will be submitted when the MOU is extended for processing this final billing. See below for a recap by MOU:

MOU 21	Amount Authorized	Billed	Available for Reprogramming
Operations	$32,252,426	$32,252,426	-
ROW Security	2,093,004	1,949,989	$143,015
Rehab, Capital and TPA	8,000,000	7,104,699	895,301
Total	$42,345,430	$41,307,114	$1,038,316

MOU 22	Amount Authorized	Billed	Available for Reprogramming
Operations	$38,930,100	$38,930,100	-
ROW Security	2,176,724	2,001,534	$175,190
Rehab, Capital and TPA	8,000,000	7,384,067	615,933
Total	$49,106,824	$48,315,701	$791,123

MOU	Amount Authorized	Billed/Spent	Available for Reprogramming
BRANFORD	$1,325,000	$1,220,238	$104,762
BHAPEDBG	560,000	890	559,110
VANNUYS01	50,000	49,021	979
VANNUYS02	100,000	79,905	20,095
Total	$2,035,000	$1,350,054	$684,946

Please advise SCRRA how LACMTA would like to reprogram these funds. If you have any questions regarding this letter, please contact Tom Schamber, Controller, at schambert@scrra.net or 213-452-0348.

Sincerely,

Ronnie Campbell
Chief Financial Officer

Cc: *via email only*
Drew Phillips, LACMTA
Yvette Reeves, LACMTA
Tom Schamber, SCRRA
Michael Naoum, SCRRA

File #: 2017-0770, **File Type:** Appointment **Agenda Number:** 23.

SYSTEMS SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 18, 2018

SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS

ACTION: APPROVE NOMINEE FOR APPOINTMENT TO METRO SERVICE COUNCIL

RECOMMENDATION

APPROVE nominee Rosalba Sánchez González for membership on Metro's San Fernando Valley Service Council.

ISSUE

Each Metro Service Council is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council's nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2010 Census demographics of each of the Service Council regions are as follows:

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
San Gabriel Valley	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
San Fernando Valley	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

The San Fernando Valley Service Council currently has one (1) vacancy that needs to be filled due to resignation of a previous Council Member. The individual listed below has been nominated by the Council's appointing authority to fill this vacancy for the remainder of the term. If approved by the Board, this appointment will serve the remainder of the existing three-year term ending on June 30, 2020. A brief listing of qualifications for the new nominee is provided along with the nomination letter from the nominating authority:

The demographic makeup of the San Fernando Valley Service Council with the appointment of this nominee will consist of three (3) White members, five (5) Hispanic members, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and three (3) women.

A. Rosalba Sánchez González, San Fernando Valley Service Council, New Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2020

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

FINANCIAL IMPACT

There is no financial impact imparted by approving the recommended action.

ALTERNATIVES CONSIDERED

The alternative to approving this appointment would be for this nominee to not be approved for appointment. To do so would result in reduced effectiveness of the San Fernando Valley Service Council, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Council to formulate and submit their recommendations to the Board. It would also result in the Service Council having less diverse representation of their service area.

NEXT STEPS

Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan, implement, and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

Attachment A - Nominee Listing of Qualifications
Attachment B - Nomination Letter

Prepared by: Conan Cheung, Executive Officer of Transit Operations, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

ROSALBA SÁNCHEZ GONZÁLEZ



Nominee for San Fernando Valley Service Council

Rosalba Sánchez González currently serves as the Director of Operations for the Los Angeles County Democratic Party. Prior to holding her current position, Ms. González served as a Field Representative for State Senator Fran Pavley (Senate District 27) and State Assemblymember Bob Blumenfield (Assembly District 40/45). Ms. González has served on the Board of West Valley PALS, a community youth crime prevention program, since 2014, and has volunteered with multiple electoral campaigns. Ms. González holds a Bachelor in Arts in Latin American Studies from Mount Holyoke College.

ATTACHMENT B

ERIC GARCETTI
MAYOR

December 19, 2017

Mr. Gary Spivack
Deputy Executive Officer
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Mr. Spivack,

I hereby submit the nomination of Ms. Rosalba Gonzalez to serve as a representative on the San Fernando Valley Council, for term ending on June 30, 2020.

I certify that in my opinion Ms. Gonzalez is qualified for the work that will devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

ERIC GARCETTI
Mayor

EG:cl

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

Metro

Board Report

File #: 2017-0834, **File Type:** Contract **Agenda Number:** 24.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 18, 2018

SUBJECT: HIGH SPEED/VOLUME COPIERS - METRO COPY CENTER

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. PS9395700 to Canon Solutions America, Inc., to provide high speed/volume copiers for Metro Copy Center for five years in an amount not-to-exceed $1,977,549, inclusive of sales taxes, subject to resolution of protest(s), if any.

ISSUE

Metro's current contracts for the lease of high-speed copiers, document finishing equipment, maintenance, and other services will expire on February 28, 2018.

DISCUSSION

Metro requires high-speed copy machines, laminating, binding and other finishing equipment to produce a wide range of documents that are required for agency business, including:

- Board and committee agenda packets
- Bound departmental reports
- Budget books
- Bus and rail "shake-up" materials
- Departmental forms
- Large format blueprints and posters
- Procurement IFB and RFP Packages
- Training manuals
- EIR/EIS and other planning documents

Documents are sent to the Copy Center whenever they can be produced more cost effectively and at a higher quality than is possible on convenience copiers.

powered by Legistar™

DETERMINATION OF SAFETY IMPACT

Approval of this Board item will not have any impacts on the safety of our customers and employees.

FINANCIAL IMPACT

Since this is a multi-year contract, the cost center manager and Executive Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds for Project 100001 is General Overhead funds, comprised of Federal, State and local funds. These funds are eligible for bus and rail operating costs.

ALTERNATIVES CONSIDERED

One alternative would be to purchase the existing equipment at the current market value and purchase maintenance services and spare parts required to keep the machines operational. This alternative is not recommended because the current equipment has become less reliable as it has aged. This could delay document production, including documents required for high priority projects.

Another alternative would be to send all high volume jobs to an outside vendor. Sending all photocopying to an outside vendor would extend response time for production of critical documents. This alternative would also require modification of Metro's collective bargaining agreement with TCU that represents Copy Center employees who perform this work.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS9395700 with Canon Solutions America, Inc., to provide high speed/volume copiers for Metro Copy Center.

ATTACHMENTS

A. Attachment A - Procurement Summary
B. Attachment B - DEOD Summary

Prepared by: Yolanda Limon, Manager, General Services, (213) 922-2113
Raul Gomez, Printing Services Supervisor, (213) 922-4356
Steve Jaffe, DEO General Services, (213) 922-6284

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Joanne Peterson, Chief Human Capital & Development Officer, (213) 418-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

HIGH SPEED/VOLUME COPIERS – METRO COPY CENTER / PS93957000

1.	**Contract Number:** PS93957000	
2.	**Recommended Vendor** : Canon Solutions America, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: August 11, 2017	
	B. Advertised/Publicized: August 11, 2017	
	C. Pre-Proposal/Pre-Bid Conference: August 22, 2017	
	D. Proposals/Bids Due: September 14, 2017	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: November 29, 2017	
	G. Protest Period End Date: January 22, 2018	
5.	**Solicitations Picked up/Downloaded**: 14	**Bids/Proposals Received**: 8
6.	**Contract Administrator**: Rommel Hilario	**Telephone Number**: (213) 922-4654
7.	**Project Manager**: Raul Gomez	**Telephone Number**: (213) 922-4356

A. Procurement Background

This Board Action is to approve a contract award to lease equipment for Metro's Copy Center. The Contractor will be responsible for furnishing, at no additional cost, technical support, repair services by factory trained personnel, maintenance, initial and on-going training, applicable software and software licenses, hardware and hardware retrofits, equipment relocation/moving services, and all supplies throughout the term of the Contract. Board approval of contract awards is subject to resolution of any properly submitted protest.

Request for Proposal (RFP) No. PS43240 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy.

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

- Amendment No. 1, issued on August 23, 2017, provided pre-proposal documents including agenda, sign-in sheets, and planholder's list;
- Amendment No. 2, issued on September 1, 2017, extended the proposal due date.

A pre-proposal conference was held on August 22, 2017. A total of eight participants representing four firms were in attendance.

On September 14, 2017, Metro received eight proposals from four firms as follows, in alphabetical order:

1. American Business Machines
2. Canon Business Solutions Inc. (option 1)
3. Canon Business Solutions Inc. (option 2)
4. Canon Business Solutions Inc. (option 3)
5. Ricoh USA
6. Ricoh USA (cost reduction alternative)
7. Xerox Corporation
8. Xerox Corporation (alternate value)

As stated in the RFP under IP-09 Modifications and Alternative Proposals, firms were allowed to submit alternate proposals if the proposals offered technical improvements that were to the overall benefit of Metro. Three firms submitted alternate proposals as shown in the table below.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET), consisting of staff from the Communications and General Services departments, was convened and conducted a comprehensive technical evaluation of the proposals received.

Proposals were evaluated based on the following criteria and weights:

- Degree of the Contractor's (Firm and Staff) Skills and Experience 30%
- Effectiveness of Management Plan and Understanding of the Work 40%
- Cost Proposal 30%

Site visits were conducted by the PET at proposing firms' local sites in order to field test the equipment proposed by the firms. Site visits were conducted between October 2, 2017 and October 13, 2017.

Following is a summary of the PET scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Canon Business Solutions Inc. (option 1)**				
3	Degree of the Contractor's (Firm and Staff) Skills and Experience	91.3	30.00%	27.4	
4	Effectiveness of Management Plan and Understanding of the Work	92.0	40.00%	36.8	

5	Cost Proposal	93.7	30.00%	28.1	
6	**Total**		**100.00%**	**92.3**	**1**
7	**Canon Business Solutions Inc. (option 2)**				
8	Degree of the Contractor's (Firm and Staff) Skills and Experience	91.3	30.00%	27.4	
9	Effectiveness of Management Plan and Understanding of the Work	86.0	40.00%	34.4	
10	Cost Proposal	95.4	30.00%	28.6	
11	**Total**		**100.00%**	**90.4**	**2**
12	**Xerox Corporation (alternate value)**				
13	Degree of the Contractor's (Firm and Staff) Skills and Experience	87.0	30.00%	26.1	
14	Effectiveness of Management Plan and Understanding of the Work	82.25	40.00%	32.9	
15	Cost Proposal	100.0	30.00%	30.0	
16	**Total**		**100.00%**	**89.0**	**3**
17	**Canon Business Solutions Inc. (option 3)**				
18	Degree of the Contractor's (Firm and Staff) Skills and Experience	91.3	30.00%	27.4	
19	Effectiveness of Management Plan and Understanding of the Work	79.8	40.00%	31.9 31.9	
20	Cost Proposal	97.9	30.00%	29.4	
21	**Total**		**100.00%**	**88.7**	**4**
22	**Xerox Corporation**				
23	Degree of the Contractor's (Firm and Staff) Skills and Experience	87.0	30.00%	26.1	

24	Effectiveness of Management Plan and Understanding of the Work	84.5	40.00%	33.8	
25	Cost Proposal	95.2	30.00%	28.6-5	
26	**Total**		**100.00%**	**88.5**	**5**
27	**Ricoh USA (cost reduction alternative)**				
28	Degree of the Contractor's (Firm and Staff) Skills and Experience	79.7	30.00%	23.9	
29	Effectiveness of Management Plan and Understanding of the Work	73.3	40.00%	29.3	
30	Cost Proposal	83.3	30.00%	25.0	
31	**Total**		**100.00%**	**78.2**	**6**
32	**American Business Machines**				
33	Degree of the Contractor's (Firm and Staff) Skills and Experience	76.3	30.00%	22.9	
34	Effectiveness of Management Plan and Understanding of the Work	70.8	40.00%	28.3	
35	Cost Proposal	84.5	30.00%	25.4	
36	**Total**		**100.00%**	**76.6**	**7**
37	**Ricoh USA**				
38	Degree of the Contractor's (Firm and Staff) Skills and Experience	79.7	30.00%	23.9	
39	Effectiveness of Management Plan and Understanding of the Work	76.0	40.00%	30.4	
40	Cost Proposal	66.6	30.00%	20.0	
41	**Total**		**100.00%**	**74.3**	**8**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, price analysis, fact finding, and technical evaluation which included a review of equipment specifications as stated in the Statement of Work. The ICE that was developed was based on the "full value" and not the "government pricing" which Canon and other bidders submitted. In addition, the ICE forecasted an increase in click charges but actual bid prices were more favorable. The SOW was also changed as we asked for higher speed equipment than previously requested for to handle our volume of printing. Actual pricing did not increase as expected.

PROPOSER	AMOUNT	METRO ICE	AWARD AMOUNT
Canon Business Solutions Inc. (option 1)	$1,977,549.00	$3,790,000.00	$1,977,549.00
Xerox Corporation (alternate value)	$1,853,080.00		
Canon Business Solutions Inc. (option 3)	$1,893,688.20		
Canon Business Solutions Inc. (option 2)	$1,942,083.00		
Xerox Corporation	$1,947,250.00		
American Business Machines	$2,193,018.10		
Ricoh (cost reduction alternative)	$2,225,209.40		
Ricoh USA	$2,783,018.10		

D. Background on Recommended Contractor

Since 1971, Canon Solutions America, Inc. (Canon) has been providing integrated systems technology that comprises one of the strongest solutions portfolios in the industry. Canon is a wholly-owned sales subsidiary of Canon U.S.A., Inc. operating within the United States. Canon Solutions America has been the equipment vendor for the Metro Copy Center for the past five years and they have been working closely with staff in support of the Copy Center, and have performed satisfactorily. Canon was the top ranked firm with the highest overall score based on their proposed equipment and key staff's skills, experience, and performance throughout the term of the contract.

DEOD SUMMARY

HIGH SPEED/VOLUME COPIERS - METRO COPY CENTER / PS9395700

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation based on lack of subcontracting opportunities. As confirmed by Metro's Project Manager, Canon Solutions America Inc., will be the direct contact and manufacturer of all equipment maintained by factory trained technicians to avoid voiding any type of warranty offered under this Contract. In addition, the printing equipment has proprietary software and parts that manufacturer trained staff install and train internal Metro staff on operation and maintenance.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

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

Metro

Board Report

File #: 2017-0803, **File Type:** Policy **Agenda Number:** 29.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JANUARY 18, 2018

SUBJECT: RAIL AND BUS VEHICLE HISTORICAL PRESERVATION EFFORTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. ADOPTING an expanded donation policy, as defined in Attachment B, for the purpose of enabling the historical preservation by others of some portion of the original rail vehicle and bus fleet; and

B. RECEIVING AND FILING the attached P865 retirement schedule that is consistent with the revised donation policy for the transfer of rail vehicle 100 to the City of Long Beach.

ISSUE

In September 2017, Motion #49 by Directors Garcia, Garcetti, Hahn, Solis, and Dupont-Walker was approved by the Metro Board and directed the CEO to develop an expanded donation/retirement policy for the historical preservation of the rail and bus vehicle fleet and to research transit museums. This report is provided in response to this Motion.

DISCUSSION

Metro operates and maintains a fleet of over 2,200 buses, 239 light rail, and 104 heavy rail cars. The light rail fleet consists of Nippon Sharyo P865 and P2020, Siemens P2000, Ansaldo-Breda P2550, and Kinkisharyo P3010 light rail vehicles. Metro's Rail Fleet Services department maintains a schedule for the retirement of the fleet that is consistent with the fleet management plan which focuses on age and condition investment needs, requirements, and new rail projects. P865 fleet retirement criteria includes assessment of vehicle and required maintenance activities based on age, useful-life, and State of Good Repair criteria consistent with regulatory requirements; identification of vehicles with the highest mileage. Challenges related to the historical preservation of vehicle fleets by Metro include lack of yard space to devote to long term storage; parts and materials obsolescence; know-how/training to address long-term P865 fleet repair activities; and regulatory challenges of keeping vehicles on Metro property for special operations. The existing donation policy does not

allow for rail cars and/or buses to be donated unless the donation is for continued transit operation.

Protection and preservation of transit vehicles is important to our agency and our industry, and therefore staff revised the bus and rail vehicle donation policy outlined in Attachment B. Because this motion specifically requested that rail vehicle 100 be made available to the City of Long Beach, staff reviewed the P865 rail car retirement schedule and will retain car 100 in accordance with the guidelines set by the proposed donation policy. Metro staff will also continue to proactively review existing bus retirement schedules in anticipation of donation requests for historical preservation purposes, or other well-intentioned civic uses that benefit the citizens of L.A. County. To address all future bus and rail vehicle preservation efforts, Metro staff will pursue the pathway listed below until a volunteer group is established and functional.

Expanded Donation Policy

The expanded donation policy recommended for adoption will allow public agencies, municipalities, school districts and non-profit organizations operating in Los Angeles County to receive donated rail cars, buses, and selected materials for re-purposed use. This expanded policy creates a procedure for expanding the useful life of Metro rolling stock for well-intentioned civic uses in Los Angeles County, inclusive of safety and education related hands-on training.

Transit Museum Research/Survey

Metro staff conducted research with regard to the historical preservation of our fleet by surveying transit museums in Los Angeles, throughout the U.S., and internationally dedicated to transit in an urban travel context. A total of 52 museums were surveyed as a part of this effort. There is one museum located in Los Angeles County, Travel Town, which is designated as a children's museum and focuses on railroad history. In terms of the modes that were surveyed, 48% are rail museums, 50% are multi-modal, and 4% focus on bus. Although some information was unavailable during our research, we know that about 27% rely on the assistance of volunteers and about 29% operate at a deficit. In addition, 90% of the 33 U.S. museums surveyed are registered as non-profit organizations. Most have missions related to education, preservation, operation, advocacy, restoration, recreation, and interpretation of local transportation history. Please see the complete list of transit museums surveyed in Attachment D.

Pathway Forward to Creating a Museum

- Continue research on transit museums in California, U.S. and internationally
- Explore, in detail, a select few museum models
- Survey/inventory like-minded potential partners, both public and private
- Establish a volunteer committee or group to pursue the pathway forward on this effort
- Explore organizational structure; governance matters; fundraising; locations and space criteria; acquisition & preservation of content; and like topics

Funding Sources

Staff researched potential funding sources for creating a transportation museum and found the following:

- Establishment of transportation museums are no longer eligible activities under the Federal MAP-21 Transportation Alternatives Program (TAP), formerly known as Transportation

Enhancement Activities (TEA) grants under previous federal transportation funding bills.

- Additional support and approval is required to potentially utilize any available Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) and City of Los Angeles redevelopment funding for a transportation museum/community facility.
- Review of National Institute of Museum and Library Services (IMLS) grant opportunities would be required in order to establish a transportation museum, should Metro decide to pursue becoming an accredited museum with a permanent location, professional staffing, a segregated budget, and maintains ongoing exhibits open to the general public.
- Review of local return funds regulations would be required to potentially utilize any available Proposition A, C and Measure R funding for a transportation museum. Although these funds are administered by Metro, they are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local public transit, paratransit and related transportation infrastructure in order to establish a transportation museum.
- As mentioned in the previous section, Metro staff will evaluate foundations, private sector support, and fundraising in an effort to fully analyze finance development options for the maintenance and operation of a transportation museum in Los Angeles County at a suitable location.

DETERMINATION OF SAFETY IMPACT

Expanding Metro's existing retired assets donation policy and developing a retirement schedule for P865 rail cars consistent with the revised donation policy will not have an impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

A complete financial impact from the adoption of this expanded donation policy cannot be determined at this time. As Metro's Vendor/Contract Management department receives and approves donation requests, they will then complete a Cost/Benefit Analysis that identifies the net value of the available Surplus Asset to Metro requested by the eligible donee. At this time, Metro will be able to accurately measure the net value of the Surplus Asset against the value of the services or re-purposed uses of the Surplus Assets.

ALTERNATIVES CONSIDERED

The Board could consider not adopting this expanded donation policy and keeping the existing policy; however, this approach would not be complementary to the theme of this motion which is to ensure that future generations in Los Angeles are able to understand and engage with Metro's history through the historical preservation by others of some portion of the original fleet.

NEXT STEPS

Metro will continue to retire its fleet based on approved retirement schedules and will review donation requests to ensure that they meet our policy standards. Upon Board approval of the expanded donation policy, staff will develop a form that public agencies, including the City of Long Beach, can

complete to request donation of a rail or bus vehicle. Until a volunteer group is established to carry Metro's pathway forward on this effort, Metro staff will continue work on research, outreach and analysis with other like-minded agencies, potential funding sources, and development of a proposal for a transportation and planning museum in Los Angeles County at Union Station or at other suitable locations, inclusive of a short-term and long-term implementation plan.

ATTACHMENTS

Attachment A - Motion #49 by Directors Garcia, Garcetti, Hahn, Solis, and Dupont-Walker
Attachment B - Revised Acquisition Policy and Procedure Manual (Chapter 12 Surplus and Sales Contracts, Section 12.28 Donations)
Attachment C - P865 Retirement Schedule
Attachment D - Metro Survey of Transit Museums Matrix

Prepared by: Nancy Saravia, Sr. Transportation Planning Manager (213) 922-1217
Matt Barrett, Director, Library Services and Records Management (213) 922-7444
Victor Ramirez, DEO, Procurement, (213) 922-1059

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

Metro

Los Angeles County
Metropolitan Transportation
Authority
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Los Angeles, CA

Board Report

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REGULAR BOARD MEETING
SEPTEMBER 28, 2017

Motion by:

GARCIA, GARCETTI, HAHN, SOLIS, and DUPONT-WALKER

September 28, 2017

Historical Preservation Efforts for Rail Vehicles

The oldest rail vehicles in the Metro fleet are being retired and scrapped over the next two years. These vehicles began service on the Metro Blue Line when it opened in 1990 and have since primarily remained in revenue service on the Metro Blue Line. They have each traveled an average of over 1.5 million miles since they were put into service 27 years ago. To date, Metro has already retired and scrapped at least eight of these vehicles.

The Metro Board of Directors has a policy relating to Metro retired assets that limits the donation of these assets. However, some of these vehicles should be retained and made available for other uses. These other uses could include, but are not limited to: museum display, ceremonial special service, adaptive reuse, and emergency services training.

The very first of these rail vehicles - numbered 100 in the Metro fleet - is named after the City of Long Beach, and we wish for this vehicle to be made available first to its namesake city.

The current Metro Rail system will serve Los Angeles for many generations to come, and Metro should ensure that future generations are able to understand and engage with Metro's history. Metro should take steps to preserve at least one of each bus and rail vehicle model to create a heritage fleet that can be displayed in a future Los Angeles Transit Museum or deployed for special heritage or ceremonial service.

Metro can look to New York for inspiration on its historical preservation efforts. The New York Transit Museum opened in 1976 and features many historical rail vehicles, railway equipment, and vintage buses. Additionally, New York MTA runs special trains with vehicles as much as 100 years old.

Protection and preservation of Metro transit vehicles are important, as transit history can be communicated effectively through these vehicles for generations to come. The history of not just Metro, but of Los Angeles, can be experienced through Metro's transit vehicles.

SUBJECT: MOTION BY GARCIA, HAHN, SOLIS, GARCETTI, AND DUPONT-WALKER
HISTORICAL PRESERVATION EFFORTS FOR TRANSIT VEHICLES

WE, THEREFORE, MOVE to direct the CEO to develop an expanded policy for the preservation of some portion of the original rail vehicle and bus fleet for purposes that include, but are not limited to: historical preservation and conservation, ceremonial special service (if feasible), adaptive reuse, and emergency services training. We request a report back to the Metro Board of Directors on this policy, as well as any further considerations, within 60 days.

WE FURTHER MOVE to direct Metro staff to develop a plan that is consistent with the revised donation policy for the possible storage, donation, and transfer of rail vehicle number 100 to its namesake - the City of Long Beach - to be utilized by the city in a manner that raises the local visibility of the Metro Blue Line and embraces the region's transit history.

FRIENDLY AMENDMENT BY SOLIS:

I FURTHER MOVE, that the CEO report back include the following:

A. A high level review of other public transit or transportation museums in the United States;

B. Determine a pathway by which to further explore creating a Los Angeles County;

C. Identify like-minded or mission-similar organizations that can serve as potential partners in the establishment, curation, maintenance and operation of such museum; and

D. Report on funding sources that have transportation museums as an eligible use.

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Existing Metro Acquisition Policy and Procedure Manual

(From Chapter 12 – Surplus Sales Contracts)

12.8 Donations

~~A. The donation of any material, equipment or non-revenue vehicle to a public agency, private or "Non-Profit organization is permitted if it meets one of the following conditions:~~

~~B. If the asset has value, it must be determined that the asset will be used for some public transit related purpose within the MTA's jurisdiction; or~~

~~C. It must be determined that the asset has no market/salvage value; or~~

~~D. It must be determined that the cost to remove or dispose of the asset will exceed the estimated revenue or return from the sale.~~

~~E. This policy shall be implemented in concert with the prohibitions against gifts of public funds.~~

Revised Metro Acquisition Policy and Procedure Manual

12.8 Donations

Metro may make donations of its available surplus material, equipment, revenue service vehicles and non-revenue vehicles ("Surplus Asset") to Public Agencies, Municipalities, School Districts and Non-Profit Organizations ("Eligible Donee") for continued public transit services, or for other re-purposed public uses and services that benefits all Los Angeles County citizens.

Approved donation requests shall meet the policy standard that all donations shall not constitute a gift of public funds. In order to meet that standard a Cost/Benefit Analysis shall be performed on each donation request to ensure that the well-intended use of the Surplus Asset by the Eligible Donee is greater than the value that Metro would earn through the sale or salvage of the Surplus Asset.

A. The Eligible Donee shall submit a Donation request to Vendor/Contract Management for a specific Surplus Asset. The Donation request shall provide a detailed description of the well-intended uses of the Surplus Asset, including the real value to be earned from the continued transit use of the Surplus Asset, and any factors that describe the real or intrinsic value of any repurposed use.

B. Vendor/Contract Management shall perform a Cost/Benefit Analysis that first identifies the net value of the Surplus Asset to Metro. The net value includes the estimated market value for the sale or salvage of the Surplus Asset minus the cost to remove or dispose of the Surplus Asset.

The Cost/Benefit Analysis shall measure the net value of the Surplus Asset against the value of the services or re-purposed uses of the Surplus Asset by the Eligible Donee.

C. The Chief of Vendor/Contract Management may approve the donation of Metro Assets if the Cost/Benefit Analysis performed by Metro demonstrates that the well-intentioned use by the Eligible Donee has greater value to all citizens of Los Angeles County than the net value of the Surplus Asset to Metro.

D. Once a donation is approved by Metro the Eligible Donee is responsible for all costs associated with the transfer, storage, maintenance and re-title of the Surplus Asset. The Eligible Donee must remove and take possession of the Surplus Asset within 120 days of Metro's approval.

E. The Eligible Donee shall indemnify Metro for any claims in connection with or relating to, the transfer, use or services performed by the Eligible Donee with the Surplus Asset.

Metro Blue Line P865
Decommissioning and Retirement Schedule

Attachment C

				2017												2018											
		Start	End	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1.0	P865 Fleet Decommissioning/Retirement Schedule	Feb-17	Aug-18		105					129 147	115 132 128 133	116 122	152 134 143 146 109 126	153 123 150 136	118 124 119 145	139 114 130 121	127 111 103 141	101 104 120 110	102 131 107 117	100 106 108 112	113 135 140 144	148 125 142 151	137 149 138				
Total # of Cars (54)				***0***	***1***	***0***	***0***	***0***	***0***	***2***	***4***	***2***	***6***	***4***	***4***	***4***	***4***	***4***	***4***	***4***	***4***	***4***	***3***	***0***	***0***	***0***	***0***

Survey of Transit Museums

Attachment D

This survey focused mainly on museums dedicated to transit in an urban travel context. It excludes museums that are dedicated solely to a single transportation mode such as automobiles, freight and interstate passenger railroads, stagecoaches, steamships, or intercity bus transportation. It also excludes aviation, maritime, military, motorcycle, and model railroad museums. Staff and budget information was gathered from GuideStar, when available, and reflects the most recent information available. Most descriptive statements are taken from museums' websites.

Summary of Findings: Most of the museums have rolling stock and other vehicles (many are operational). They are predominantly 501(c)(3)'s and tend to rely heavily on the assistance of volunteers. Many operate at a deficit. Most have missions related to education, preservation, operation, advocacy, restoration, recreation, and interpretation of local transportation history.

LOS ANGELES/GREATER LOS ANGELES

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Travel Town Museum	Griffith Park, City of Los Angeles, California	American Southwestern Railway Association Inc.	18 employees 300 volunteers	$239,000	$209,154	A combined transportation museum and recreation center. Designated a children's museum. Operated by the City of Los Angeles Department of Parks and Recreation.	To educate the public about railroad history as it pertains to the development of the Southwest Region of the United States, particularly the Los Angeles area.
Orange Empire Railway Museum	Perris, Riverside County, California	Southern California Railway Museum Inc.	7 employees 150 volunteers	$1,597,815	$1,615,061	Mainly LA streetcar, trolley and interurban rail oriented museum and archive. Key rail equipment was acquired from Metro's predecessors in the late 1950's to create the museum. Restored LA street railway cars run on a track. New 8,000 sq. ft. archive building added to the OERM campus recently (completed in 2015).	To bring Southern California's railway history to life.

CALIFORNIA

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Cable Car Museum	San Francisco, California	Friends of the Cable Car Museum	5 employees	$294,093	$231,279	Houses historic cable cars, photographs, mechanical displays, and a gift shop. Museum is free to the public and is focused on San Francisco cable car history.	To continue to enhance the museum exhibits and strive to raise the public's awareness of the importance of the cable car to San Francisco.
California Trolley and Railroad Museum	Santa Clara, California	California Trolley and Railroad Corporation	0 employees 50 volunteers	$16,594	$23,702	Museum is celebrating rich legacy of railroading and trolleys within Santa Clara County has been under development by CTRC since 1992. Since 2002, CTRC has been actively working with various public agencies for a suitable location within the community.	To preserve and reflect the rich legacy of rail transportation in the Santa Clara Valley for the educational and recreational benefit of current and future generations.
Market Street Railway and Streetcar Museum	San Francisco, California	Market Street Railway	5 employees 75 volunteers	$317,018	$259,204	Operating "vintage rail transit in its 'natural habitat,"' as well as maintaining a museum and gift shop. Museum is nonprofit preservation partner of the San Francisco Municipal Transportation Agency. SFMTA (Muni). Museum supports Muni's historic transit activities, but is not part of Muni and receives no government money.	Advocate for historic streetcar and cable car service improvements and expansion, educate people about the importance of attractive transit in creating vibrant, livable cities, and celebrate the wonderful historic streetcars, cable cars, and busses owned and operated by Muni, a service of the San Francisco Municipal Transportation Agency (SFMTA).
Pacific Bus Museum	Fremont, California	Pacific Bus Museum	Information unavailable	$26,398	$37,193	The museum is an active organization of 'bus enthusiasts' based in Northern California, is dedicated to honoring the history of this unique form of transportation.The bus collection comprises over 20 coaches, both transit (city) and intercity (over-the-road) types encompassing eras from the 1930s on and is focused on, but not limited to, California and the western United States. Many come from bus systems that no longer exist. The collection also includes bus artifacts and memorabilia.	The preservation, restoration and operation of historic buses and the acquisition and collection of bus artifacts and memorabilia for the education, appreciation and enjoyment of the membership and the public. Our aim is to preserve yesterday for tomorrow.

UNITED STATES ***(In no particular order)***

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Baltimore Streetcar Museum	Baltimore, Maryland	Baltimore Streetcar Museum	0 employees 0 volunteers	$122,118	$147,126	A small, volunteer-run museum dedicated to the history of street railways and transit with representative operating streetcars also from Philadelphia. Numerous vintage cars operate at the museum, from early 20th Century wooden streetcars to more modern WWI era and post-WWII era PCC cars.	Preserving Baltimore's public transportation history, especially the street railway era.
Connecticut Trolley Museum	East Windsor, Connecticut	Connecticut Electric Railway Association Incorporated	17 employees 221 volunteers	$340,092	$357,957	The museum has over 70 pieces of rail equipment dating back to 1869. Visitors can see historic passenger and freight trolley cars, interurban cars, elevated railway cars, passenger and freight railroad cars, service cars, locomotives, and a variety of other equipment from railways around Connecticut. The collection includes examples from Brooklyn, Boston, New Orleans, Milwaukee, Cleveland, Springfield, Lynchburg, Montreal, and even Rio De Janeiro, Brazil.	To provide a historically accurate educational experience of the trolley era, through the interpretation, preservation, restoration, and operation of an electric railway.

Survey of Transit Museums

Attachment D

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
New York Transit Museum	New York City, New York	Friends of the New York Transit Museum	44 employees	$2,002,868	$1,825,337	The museum is dedicated to telling and preserving the stories of mass transportation – extraordinary engineering feats, workers who labored in the tunnels over 100 years ago, communities that were drastically transformed, and the ever-evolving technology, design, and ridership of a system that runs 24 hours a day, every day of the year. Housed underground in an authentic 1936 subway station in Downtown Brooklyn, the Transit Museum's working platform level spans a full city block, and is home to a rotating selection of twenty vintage subway and elevated cars dating back to 1907. Visitors can board the vintage cars, sit at the wheel of a city bus, step through a time tunnel of turnstiles, and explore changing exhibits that highlight the cultural, social and technological history – and future – of mass transit.	Founded in 1976, the New York Transit Museum is one of only a few museums in the world dedicated to telling the story of urban public transportation. The Museum collects, exhibits, interprets, and preserves the history, sociology, and technology of public transportation systems in the New York metropolitan region, and conducts research and educational programs that make its extensive collections accessible and meaningful to a broad audience.
Phoenix Trolley Museum	Phoenix, Arizona	Phoenix Trolley Museum	Information unavailable	Information unavailable	Information unavailable	The Phoenix Trolley project was started in 1975 by a group of individuals who purchased one of the last remaining bodies of an original Phoenix Streetcar, and became a museum in 1978. Since that time, a car barn has been constructed and streetcars have been purchased and partially restored. As of Spring 2016 the museum learned that it must relocate and is in the midst of executing a relocation plan.	Tell the Phoenix streetcar story… engage the community, offer interactive educational experiences, and collect, preserve, and showcase historic streetcars.
Brooklyn Trolley Museum	Brooklyn, New York	Brooklyn Historic Railway Association	Information unavailable	$64,278	$64,278	The Brooklyn Historic Railway Association (BHRA) is dedicated to returning trolleys to the streets of Brooklyn, NY. BHRA has two decades of experience working with light rail technology and historic trolleys. BHRA draws on its skilled technicians, trained laborers and motivated volunteers in completing all work in-house.	To extend the line to Downtown Brooklyn.
Champlain Valley Transportation Museum	Plattsburgh, New York	Champlain Valley Transportation Museum	2 employees	$79,713	$92,093	Located on the grounds of the former Plattsburgh Air Force Base, the museum contains examples of vehicles, boats, and railroad cars used in the Champlain Valley including Native American canoes, barges, ferries, and a rare restored 1915 luxury Type 82 Lozier automobile, at one time the most expensive car in America.	Information unavailable
Commonwealth Coach & Trolley Museum	Roanoke, Virginia	Commonwealth Coach and Trolley Museum	Information unavailable	$22,702	$27,340	The museum was formed in 1999 when the Virginia Museum of Transportation in Roanoke decided to de-access its fleet of transit coaches collected through the years. The purpose of the Museum is to educate Virginians about the history, use, and efficiency of public transit, all while serving non-profit organizations and public events. All personnel who drive and maintain the fleet are non-paid and the museum only asks for donations for fuel and maintenance if an organization is capable of assisting.	To educate Virginians about the history, use, and efficiency of public transit, all while serving non-profit organizations and public events.
East Troy Electric Railroad Museum	East Troy, Wisconsin	East Troy Railroad Museum	0 employees 171 volunteers	$471,519	$486,718	The East Troy Railroad Museum operates on the last remaining piece of the original interurban network which operated in Wisconsin. The museum has 32 pieces of equipment with over 500 members worldwide, 110 active volunteers and 15,000 visitors each year.	Dedicated to the preservation of the rail heritage of Wisconsin and America.
Forney Transportation Museum	Denver, Colorado	Forney Museum	9 employees 83 volunteers	$813,701	$590,874	The Forney Museum of Transportation is a one-of-a-kind collection of over 600 artifacts relating to historical transportation. It began with a single 1921 Kissel, but soon expanded to include vehicles of all kinds. Today it includes not just vehicles, but also buggies, motorcycles, steam locomotives, aircraft, carriages, rail equipment, fire apparatus, public transportation, sleighs, bicycles, toys & die-cast models, and vintage apparel.	To collect, preserve, and exhibit items of artistic, historical and technological interest relating to transportation for the purposes of education and personal enrichment.
The Henry Ford	Dearborn, Michigan	The Edison Institute, Inc.	1,946 employees 548 volunteers	$61,610,348	$67,707,047	A large indoor and outdoor history museum complex and National Historic Landmark in the Detroit suburb. The museum collection contains the presidential limousine of John F. Kennedy, Abraham Lincoln's chair from Ford's Theatre, Thomas Edison's laboratory, the Wright Brothers' bicycle shop, the Rosa Parks bus, and many more historical exhibits. It is the largest indoor-outdoor museum complex in the United States and is visited by 1.6 million people each year.	The Henry Ford provides unique educational experiences based on authentic objects, stories, and lives from America's traditions of ingenuity, resourcefulness, and innovation. Our purpose is to inspire people to learn from these traditions to help shape a better future.

Survey of Transit Museums

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Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Iowa Transportation Museum	Grinnell, Iowa	Iowa Transportation Museum	0 employees 0 volunteers	$10,355	$10,260	Museum opened in 2012 and closed in 2015. They ran out of money because of a change to historic tax credits. A "Transportation Heroes" online exhibit is maintained at www.transportationheroes.org.	Information unavailable
National Museum of Transportation	Kirkwood, Missouri	Transport Museum Association	55 employees 5 volunteers	$878,317	$811,156	Museum covers many forms of transportation, including a collection of "interurban and city transit." Founded in 1944, it restores, preserves, and displays a wide variety of vehicles spanning 15 decades of American history: cars, boats, aircraft, and in particular, locomotives and railroad equipment from around the United States.	We renovate. We restore. We educate. We preserve history for future generations.
Museum of the City	Online Museum (based out of Oregon)	Museum of the City	Information unavailable	Information unavailable	Information unavailable	Web-based museum includes a gallery on Transportation, mostly featuring urban transit in a variety of international cities. "The web-based Museum of the City publishes exhibits about the past, present and future of cities, humankind's greatest artifact. Museum visitors — thousands per month from over 40 nations — experience ideas, images, and interpretations that illuminate the design, health, and sustainability of cities worldwide. In partnership with Portland State University and the International Council of Museums' Committee for the Collections and Activities of Museums of Cities (CAMOC).	Every city tells a story. We at the Museum of the City believe citizens achieve a deeper understanding of cities—of their culture and peoples, their art and industries—as well as learn how to better plan their future, by sharing knowledge and stories about them.
Memphis Railroad & Trolley Museum,	Memphis, Tennessee	Memphis Railroad & Trolley Museum, Inc.	Information unavailable	$27,481	$4,180	The Memphis Railroad & Trolley Museum is dedicated to the local history of Railroad and the Memphis Trolleys. The museum provides static exhibits as well as video documentation and railroad model dioramas. Due to construction, the museum suspended operations on December 30, 2016, until such time that construction activities allow re-opening, expected to occur in the fall of 2018.	Information unavailable
Minnesota Transportation Museum	St. Paul, Minnesota	Minnesota Transportation Museum	7 employees 200 volunteers	$562,866	$882,664	The MTM was formed in 1962 to save a streetcar that had been built and operated by Twin City Rapid Transit (TCRT) in Minneapolis–St. Paul. In 2004–2005, the organization's streetcar operations became the Minnesota Streetcar Museum. In addition, a steamboat that was originally built by TCRT in a style similar to its streetcars became the Museum of Lake Minnetonka.	Minnesota Transportation Museum is a non-profit organization that collects, preserves, interprets and operates a historic railroad and transportation equipment and artifacts in order to tell the story of transportation history through unique attractions and engaging experiences.
Museum of Bus Transportation	Hershey, Pennsylvania	Museum of Bus Transportation	0 employees 0 volunteers	$57,977	$98,917	It has the largest collection of buses on display under one roof in the US. The Museum has representative vehicles from 1912 through 1975. Altogether eleven restored historical buses are currently on display. These antique buses are complimented with a colorful display of authentic bus memorabilia including bus station signs, bus stop signs, historical photographs, toy and model buses and other interesting items from these decades. Located in the basement of the Antique Auto Museum of Hershey.	To promote the bus industry, and seek to be of continuous interest to both the general public and the bus enthusiast.
National Capital Trolley Museum	Colesville, Maryland	National Capital Historical Museum of Transportation, Inc.	4 employees 40 volunteers	$152,929	$124,370	Primarly D.C. and US National trolley and streetcar collection, with some international representation as well.	The National Capital Trolley Museum preserves and interprets the history of electric street and interurban railways for the Nation's Capital.
North Carolina Transportation Museum	Spencer, North Carolina	North Carolina Transportation Museum Foundation	18 employees 250 volunteers	$1,821,148	$2,687,289	It is located on the site of what was once Southern Railway Company's largest steam locomotive repair facility. The site features an authentic train depot, antique automobiles, and a 37-bay Roundhouse that includes 25 locomotives, dozens of rail cars and other exhibit areas. The museum offers seasonal train rides, guided tours for scheduled groups, and special events scheduled throughout the year. The Museum is part of the Division of State Historic Sites, which is a division of the Department of Cultural Resources. The Department of Cultural Resources is a state agency dedicated to the promotion and protection of North Carolina's arts, history and culture.	To preserve and interpret the history of transportation in North Carolina and to present this history in a manner that allows visitors to enjoy their experience as well as learn from it. Objectives related to the mission are: To preserve the buildings and other historic features of Spencer Shops; To interpret the history of the Southern Railway repair facility, the community and the people who were associated with it; and To operate an on-going program of transportation artifact restoration and conservation.

Survey of Transit Museums

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Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Oregon Electric Railway Museum	Brooks, Oregon	Oregon Electric Railway Historical Society, Inc.	Information unavailable	$115,460	$118,211	The Oregon Electric Railway Museum is an operating trolley museum. It features trolleys and other electric railway equipment from the West Coast as well as from around the world. The railway equipment collection dates from the 1890's thru 1977.	To preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations. To fulfill this mission The Society will promote: the study of electric railways, their physical equipment, properties and operation, devoting special attention to the electric railways of western Oregon; the procurement and preservation of historic electric railway equipment, materials and property; and the display, interpretation and operation of surviving historic equipment, materials and properties.
Owls Head Transportation Museum	Owls Head, Maine	The Owls Head Transportation Museum	21 employees 382 volunteers	$1,769,389	$2,076,814	Multi-mode transportation collection: Aircraft, automobiles, bicycles, carriages, engines, and motorcycles, all pre-WWII.	To collect, preserve, exhibit and operate pre-1940 aircraft, ground vehicles, engines, and related technologies significant to the evolution of transportation for the purpose of education
Pennsylvania Trolley Museum	Washington, Pennsylvania	Pennsylvania Trolley Museum	7 employees 150 volunteers	$1,978,620	$1,197,354	The Pennsylvania Trolley Museum opened in 1954. The museum boasts a collection of nearly 50 cars, over 600 members worldwide, 150 active volunteers, and over 30,000 visitors each year.	To communicate the story of Pennsylvania's Trolley Era to a diverse audience through the preservation, interpretation, and use of its collection of electric railway and railroad equipment, associated artifacts and photo/document archives, and to ensure that its visitors have an enjoyable and rewarding educational experience.
Seashore Trolley Museum	Kennebunkport, Maine	New England Electric Railway Historical Society	20 employees 66 volunteers	$1,414,443	$764,087	Bills itself as the largest electric railway museum in the world. Collection includes vehicles from almost all major cities in the United States that had streetcar systems, as well as from other cities across the globe, to provide samples of how generations past moved about for work, school and leisure and to show the dedicated craftsmanship put forth to construct these workhorse vehicles.	New England Electric Railway Historical Society shares powerful connections between the past and present. We preserve knowledge, context, and resources for future generations by collecting, restoring, operating, and exhibiting significant public transit vehicles and artifacts.
Shelburne Falls Trolley Museum	Shelburne Falls, Massachusetts	Shelburne Falls Trolley Museum Inc.	0 employees 0 volunteers	$73,841	$43,214	Small railroad museum dedicated to preserving and operating car number 10 of the former Shelburne Falls and Colrain Street Railway. The museum also has a small assortment of equipment that is not related to the Shelburne Falls & Colrain Street Railway, including an ex-Central Vermont caboose, a Central Vermont handcar, 2 MBTA PCC cars, and other railroad and trolley equipment.	To preserve railroad and trolley history and artifacts, especially of the Franklin County, Massachusetts area, and to educate the public about these artifacts and historical information through collection, restoration, display, demonstration and interpretation.
Shore Line Trolley Museum	East Haven, Connecticut	Shore Line Trolley Museum	Information unavailable	Information unavailable	Information unavailable	Shore Line Trolley Museum is the oldest operating trolley museum in the United States. It was founded to preserve the heritage of the trolley car. The museum includes exhibits on trolley history in the visitors' center and offers rides on restored trolleys along its 1.5 miles (2.4 km) track. The ride includes a tour of the museum's historic trolley collection. Also includes an Archives facility.	To preserve the unique heritage of an endangered species — the trolley car.
Trolley Museum of New York	Kingston, New York	Trolley Museum of New York	Information unavailable	$31,536	$55,780	The Trolley Museum of New York has been in downtown Kingston since 1983. It became an established attraction on the East Strand just as the area started to rise as a popular tourist destination spot.	Educate people on the importance of the trolley in the development of modern urban society.
Virginia Museum of Transportation	Roanoke, Virginia	Virginia Museum of Transportation Inc.	21 employees 120 volunteers	$1,958,233	$1,607,776	The Museum's collection includes approximately 2,500 objects, including more than 50 pieces of rolling stock – locomotives and other rail cars – including the largest collection of diesel locomotives in the South. The Museum has expanded its collection to include automotive, aviation, transit, and other artifacts and frequently exhibits loaned objects.	To advance all modes of transportation across the Commonwealth, to celebrate and preserve the hard work and ingenuity of generations past, and to inspire current and future generations to value this industry which is essential to Virginia's history, culture, and economic growth.
Smithsonian Museum – American on the Move (Permanent Exhibit)	Washington D.C.	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The Smithsonian Institution is a multi-building group of museums and research centers administered by the US Government. The National Museum of American History (one of the Smithsonian museums) has a permanent exhibit entitled "American on the Move," that explores the role of transportation in American history.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
INTERNATIONAL							
London Transport Museum	London, England	London Transport Museum	94 employees 262 volunteers	£15,599,000	£15,857,000	London Transport Museum explores the story of London and its transport system over the last 200 years, highlighting the powerful link between transport and the growth of modern London, culture and society since 1800. The museum cares for over 450,000 items - preserving, researching and acquiring objects to use in galleries, exhibitions and other activities.	• Preserve our transport heritage and interpret the vital role transport has played in the life of our city • Deliver education programs for schools, working with over 100,000 young people every year • Work with communities throughout London on creative and educational projects both within and outside the Museum • Raise awareness of future transport issues and opportunities to promote a sustainable London
Land Transport Authority Gallery	Singapore	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The Land Transport Gallery is the visitor center of the Land Transport Authority (LTA), a statutory board under the Ministry of Transport of Government of Singapore. The gallery is located at the main LTA Hampshire Office and showcases the evolution of the land transport system in Singapore. The Land Transport Authority (LTA), established on 1 September 1995, is responsible for planning, operating and maintaining Singapore's land transport infrastructure and systems. The gallery brings visitors through the history of LTA from the past to present and how the transport system in the country has evolved over the years.	Information unavailable
Edmonton Radial Railway Society Museum	Edmonton, Alberta, Canada	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The Strathcona Streetcar Barn & Museum has displays that include artifacts, pictures and information relating to streetcar history, Edmonton's original streetcar system and museum streetcars from around the world. It has the largest fleet of heritage streetcars in Western Canada. In total there are over twenty-five streetcars, with eight in seasonal service, two undergoing restoration and sixteen others in storage or awaiting restoration.	Information unavailable
Urban Public Transport Museum	Szentendre, Budapest, Hungary	Information unavailable	Information unavailable	Information unavailable	Information unavailable	An old wish of the experts of Budapest Transport Limited came true when, at the time of the modernization of the Szentendre suburban railway line in 1991-92, a permanent exhibition could be opened in one of the reconstructed covered depots displaying the transport history of the capital and its neighborhood. The depot was built in 1914, during the electrification of the suburban railway line, but by the beginning of the 1990's it became unsuitable for the storage and maintenance of trains with big passenger carrying capacity. The museum consisting of five exhibition rooms and two display halls opened on July 14, 1992.	Information unavailable
Museum of Urban Electrical Transport	St. Petersburg, Russia	Information unavailable	Information unavailable	Information unavailable	Information unavailable	A collection of historic trams and trolleybuses, this museum is housed in a former transport park and has over 50 exhibits.	Information unavailable
Tokyo Metro Museum	Tokyo, Japan	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The world's first subway was opened in London, Great Britain, in 1863. In Japan, the first line between Ueno and Asakusa measuring 2.2 km was opened for service on Dec 30, 1927. Since then the subway network has continued to expand massively along with urban growth, to become a form of transport we cannot live without in our everyday lives. This museum was built with the hope that students and the younger generation, and many people, will further their understanding of the Subway. From the history of the subway to the latest technologies, you can learn much in this "look, touch, move" interactive museum.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Berliner U-Bahn Museum	Berlin, Germany	Information unavailable	Information unavailable	Information unavailable	Information unavailable	In 1983, when the electromechanical lever interlocking Olympia Stadium was closed and replaced by a track layout interlocking, a demolition of the old interlocking system was actually planned. However, thanks to the efforts of our colleague Ernst Neumann, we owe this unique technical artifact to us. Already at that time as a technical monument worth preserving, was the merger of the historic signal box with the collection of the former subway manager Klaus Siepert († 2009) a museum out of it, as it is unique in Europe of its diversity. Many functions are still presentable today, after more than 70 years. Unfortunately, not all ideas could be realized in space, especially in Berlin there is no possibility Exhibit the existing historic vehicles and integrate them into the museum. In September 2007, we celebrated the 10th anniversary of the subway museum.	Information unavailable
Delhi Metro Rail Corporation Ltd. Metro Museum	Delhi, India	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum, a collection of display panels, historical photographs and exhibits, traces the genesis of the Delhi Metro. It has displays on the unique management style and work culture of the DMRC that has helped it complete projects before time consistently, the importance of spiritualism which is a guiding principle and the 'Bhagavad Gita' which serves as an inspiration for the Metro employees. The Museum has an extensive section on the construction of the Metro and the problems encountered during the process. The technological features of the Metro system are described in the Museum.	Information unavailable
Riverside Museum	Glasgow, Scotland	Information unavailable	Information unavailable	Information unavailable	Information unavailable	Riverside Museum is Glasgow's award-winning transport museum. With over 3,000 objects on display there's everything from skateboards to locomotives, paintings to prams and cars to a Stormtrooper. Visitors can climb aboard a train, tram or bus and get a real feel for old public transport. There are over 90 large touch screens panels full of images, memories and films that tell the stories behind the objects.	Information unavailable
Kiev Metro Museum	Kiev, Ukraine	Information unavailable	Information unavailable	Information unavailable	Information unavailable	In 2010 Kiev Underground celebrated its 50th anniversary, which included an expansion of the exhibits at their museum, which was opened in 2000. The museum features 3 exhibit halls: the first hall is dedicated to the construction and opening of the various subway lines; the second hall is devoted to the services of the underground; and the third hall contains an operating model of the circulating deadlock system.	Information unavailable
Museum Del Ferrocarril de Madrid	Madrid, Spain	Information unavailable	Information unavailable	Information unavailable	Information unavailable	It opened its doors to the public in 1984. The museum contains a selection of vehicles and other railway-related exhibits which aims to show the historical evolution of this mode of transport. Its fundamental purposes are to convey the reality of the railway, both past and present, promote an appreciation and understanding of rail transport, encourage railway-related research and enhance railway heritage, all in the spirit of public service. The recent opening of the Railway History Archive and the Railway Library Consultation Room, as well as the conservation and constant expansion of the Photographic Library, have greatly contributed to the achievement of these objectives. The station's Central Hall houses a diverse range of locomotives and passenger coaches, which not only illustrate the development of traction (steam, electric and diesel) over more than 150 years of Spanish railway history.	Information unavailable
Public Museum of the Moscow Metro	Moscow, Russia	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum exhibits include photographs and equipment from the Metro system, including different kinds of tracks and cabling, turnstiles, tokens, uniforms, a miniature model escalator, and even a section of a train car. You can push the buttons and flip the levers in a real driver's cabin, or try your hand at directing trains on several different generations of metro traffic control machinery. There is an exhibit with details on each particular type of train that has been used in the system, as well as exhibits on other metro systems across Europe.	Information unavailable

Museum	Location	Association	Staff	Revenue	Expense	Highlights	Mission
Le Musee des Transports Urbains de France	Paris, France	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The collection includes more than one hundred and fifty vehicles from 1863 to today: horse-drawn omnibus, horse-drawn, steam-powered, compressed-air, electric, underground, trolleybus and bus, including the first Parisian bus of 1906. It also includes a rich iconography and various objects, machines, and models relating to transport.	Information unavailable
Public Transport Museum	Prague, Czech Republic	Information unavailable	Information unavailable	Information unavailable	Information unavailable	Located in the tram depot in Prague-Střešovice is a unique collection of artifacts from the history of urban mass transit in the capital city of the Czech Republic. The permanent “Public Transport Museum” exhibition was opened in 1993 by the Prague Public Transport Company. It contains over 40 historical vehicles and many other exhibits – models, photographs, historical documents, tickets and blueprints, all available for viewing by the public.	Information unavailable
The Rotterdam Public Transport Museum	Rotterdam, Netherlands	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum offers an opportunity to learn about the past and present of public transport in Rotterdam, the Netherlands and around the world. What originally began as a private collection quickly grew into a small museum which opened its doors in 1984.	Information unavailable
Stockholm Tram Museum	Stockholm, Sweden	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The county's local traffic museum. The museum shows the importance of local traffic of the region ever since the first horse-drawn carriages in 1877. The documentation of the local traffic sector and the collections is the most comprehensive in the country. The exhibition is aimed at both children and adults. The museum is owned and operated by the Traffic Administration at Stockholm County Council.	Information unavailable
Museum of Transportation	Guaynabo, Puerto Rico	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum Illustrates and recreates our history of transportation, displaying the trends that modernized our transportation in a challenging way throughout decades. Historic photographs, decorative walls, vintage neon signage, unique cars, bicycles and motorcycles among others, are beautifully displayed on our floors for you and your family to enjoy while learning about every period in our transportation history.	Information unavailable
Tram Museum	Brussels, Belgium	Information unavailable	Information unavailable	Information unavailable	Information unavailable	It was founded in 1982 by members of the Société des Transports Intercommunaux Bruxellois (STIB) and a few amateurs with a passion for public transport. While it is STIB that owns the buildings and the collection, it is the volunteers who manage and run the museum. It is also representative of the evolution of mobility since the 1850s when the city was beginning its transformation into a modern metropolis. It ties each vehicle to its time, its urban environment, to people’s lifestyle and to minor and major events.	Information unavailable
Museum of Municipal Engineering	Krakow, Poland	Information unavailable	Information unavailable	Information unavailable	Information unavailable	The museum was established in 1998 by the city, for the purpose of documenting and popularizing the history of the city engineering, transport, and technological progress. It consists of several buildings housing early trams, buses and motorcycles, radios, industrial machinery and early means of production, as well as many educational aids and displays. Has a collection on the History of Public Transport in Krakow. Public transport in Krakow has functioned regularly since 1882, when the horse tramway was introduced. Since 1999, the department has collected 63 objects associated with operation of bus and tramway network in Krakow, including tickets, taximeters, ticket-punchers, employee uniforms, and many others.	Information unavailable

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

File #: 2017-0828, **File Type:** Contract **Agenda Number:** 32.

CONSTRUCTION COMMITTEE
JANUARY 18, 2018

SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK PROJECT

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 4 to Contract No. AE66758000 with T.Y. Lin International (TYLIN) to provide additional final design engineering services for the Division 20 Portal Widening Turnback Project, in an amount not-to-exceed $3,449,949, increasing contract value from $12,225,661 to $15,675,610;

B. AUTHORIZING an increase in Contract Modification Authority from $2,053,132 to $3,053,132 for potential design modifications due to Third Party coordination and extended design services during construction; and

C. AMEND the FY18 budget for an amount not to exceed $25M to support recommendations A, B and for the acquisition of real property and related costs including loss of good will and relocation for properties required for the Division 20 Portal Widening Turnback Project.

ISSUE

Per the Full Funding Grant Agreement (FFGA) for the Westside Purple Line Extension (WPLE) Section 1, Metro committed to make appropriate infrastructure modifications to allow the Red and Purple Lines to operate at reduced headways. These requirements were carried forward as like provisions under the terms of the FFGA for WPLE Section 2. The current design contract for the Division 20 Portal Widening Turnback Project as approved in a March 2017 Board Action included the widening of the existing tunnel portal and construction of a turnback facility.

As preliminary engineering has progressed, modeling for achievement of 4-minute headways and modifications to the turnback layout have produced significantly improved turnback and additional storage capacity for the Red and Purple Line, necessitated by the increased capacity needs generated by completion of WPLE Section 3 in addition to Sections 1 and 2, as well as system wide transit operations. In addition to improved track and storage facility layout, these proposed changes,

identified in the preliminary engineering phase, include improved access to a future Arts District station at 6th Street and accommodating potential future alignments for Link Union Station and High Speed Rail.

BACKGROUND

On March 23, 2017, the Metro Board of Directors certified the Final Initial Study/Mitigated Negative Declaration (IS/MND) and approved the award of a design contract for the Division 20 Portal Widening Turnback Project. The project is required to support four-minute service on the Westside Purple Line Extension (WPLE) per the project's Full Funding Grant Agreement which requires the ability to support two-minute headways east of the Wilshire Vermont Station where the Red and Purple Lines share tracks. The scope of the project was to construct a turnback facility on the west side of the Red and Purple Line yard (Division 20) with the turnback facility terminating east of the One Santa Fe residence and within Metro property located between First Street and Third Street. It also included widening the existing tunnel portal to accommodate the additional tracks. The adopted Initial Study/Mitigated Negative Declaration (IS/MND) environmental analysis prepared for the project included full acquisition of the Tow Yard property.

On April 27, 2017, the Board received an update (File #2017-0130) on Metro's long-term needs at Division 20 in the Downtown Los Angeles Arts District and the accommodations necessary for a potential future Arts District passenger rail station (the majority of public comments on the certified IS/MND showed a strong preference for a station to be located in the Arts District vicinity of 6th Street). The report also addressed increased storage capacity for Metro's growing rail fleet including accommodations for storage of WPLE trains in the Red Line Yard. With the passage of Measure M, Sections 2 and 3 of WPLE are slated to be delivered as early as FY24 and no later than 2026, accelerating the need for expanded storage capacity in the yard.

Subsequently, the Division 20 Portal Widening Turnback Project has been revised to include storage tracks for WPLE as well as a modified turnback facility that not only meets operational requirements and flexibility, but minimizes significant future infrastructure modifications if a future project for a 6th Street Station is approved and funded. The combination of portal widening and turnback tracks/signaling to support a two minute headway, additional storage tracks and accommodation for a potential, future station at 6th St - all within a constrained footprint of an active rail maintenance and storage site - have significantly increased the size and complexity of this project.

With this more holistic approach, staff has identified additional real estate impacts and other critical work including: civil and trackwork improvements, structural modifications to the First Street Bridge, demolition, and installation of a new power substation. The project is also coordinating with the Emergency Security Operations Center (ESOC), the proposed Link Union Station, and High Speed Rail projects, and incorporating needed "not to preclude" design elements of these projects to

minimize potential conflicts during the turnback project's construction and reduce throw away work, including the addition of a ventilation facility. See Attachment D.

Due to these changes in scope, an Environmental Impact Report (EIR) has been initiated for the modified project with the Notice of Preparation filed in October 2017 and the required public scoping meetings held over the past two months in October and November of 2017.

Staff is recommending approval of this Board action to provide sufficient contract funding for Metro's Design Consultant, TYLIN, to address all of the needed modifications and complete services through final design, bid support services, and design services during construction. In addition to the increased design costs which are directly related to the changes described in this report, including updated track layout, increased power capacity, vehicle storage and "not to preclude" improvements for coordination with Link US and High Speed Rail, staff is recommending an increase of $1,000,000 in contract modification authority to address any further changes that may be required for final design of the project. Overall schedule of the project will remain unchanged. TYLIN will continue to meet or exceed the Disadvantaged Business Enterprise goal of 27%.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

This project is funded on a fiscal year basis under Project number 865519 Division 20 Portal Widening Turnback Facility, cost center 8510, under various accounts including Professional/Technical Services and ROW acquisitions. The project is authorized to expend up to a cumulative amount of $76.9M through the FY18 period. However an FY18 funding amendment is required to allow for recommendations A, B and C. Upon approval of the recommendations, the FY18 budget authority will be increased by $25.0M, to $101.9M. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

Impact to Budget

Through FY18, the sources of funds for the recommended actions are Measure R 35% and Cap & Trade Transit and Intercity Rail Capital Program (TIRCP). Due to the underground nature of the project work scope, Proposition A or Proposition C funds were not considered and are not included in this authorization request. There is no impact to Operations eligible funding. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended Contract Modification. This course would

delay completion of final design and is not recommended due to potential impacts to construction and thereby jeopardizing completion of the project and requirements of the FFGA for WPLE Section 1.

NEXT STEPS

After Board approval and execution of the Contract Modification, staff will direct the consultant to continue providing final design engineering services and design support services during construction of the Division 20 Portal Widening Turnback Project. Staff will proceed with purchase agreement with the property owner.

An overall LOP has not been established for this project pending completion of design. However, these changes to the original scope will generate an increase in the original cost estimates. Staff expects to return to the Board for authorization and funding to acquire additional properties impacted by the project and award of contracts for:

- Construction Management Support Services
- Traction Power Sub Station
- Early Demolition
- Construction

In addition staff will request Board certification of the Environmental Impact Report.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DBE Summary
Attachment D - Revised Project Layout

Prepared by:

Rick Meade, Senior Executive Officer (213) 922-7917

Reviewed by:

Richard Clarke, Chief Program Management Officer (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

DIVISION 20 PORTAL WIDENING TURNBACK PROJECT/ AE66758000

1.	**Contract Number**: AE66758000			
2.	**Contractor**: T.Y. Lin International			
3.	**Mod. Work Description**: (1) Additional final design engineering services for Division 20 Portal Widening Turnback Project ; (2) Acquisition of real property and related costs for properties required for the Project; and (3) Increase Contract Modification Authority (CMA) for pending modifications to support ongoing project.			
4.	**Contract Work Description**: Architectural and Engineering Design Services for Division 20 Portal Widening Turnback Project and Design Support during Construction.			
5.	**The following data is current as of**: December 18, 20117			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	3/23/17	**Contract Award Amount:**	$10,265,661
	Notice to Proceed (NTP):	3/23/17	**Total of Modifications Approved:**	$1,960,000
	Original Complete Date:	Fall 2023	**Pending Modifications (including this action):**	$3,449,949
	Current Est. Complete Date:	Fall 2023	**Current Contract Value (with this action):**	$15,675,610
7.	**Contract Administrator**: Dianne Sirisut		**Telephone Number**: (213) 922-2737	
8.	**Project Manager**: June Susilo		**Telephone Number**: (213) 922-2532	

A. Procurement Background

This Board action is to approve Modification No. 4 issued in support of the design interface and coordination with the adjacent Metro Emergency Security Operations Center (ESOC) Project, preservation and optional restoration of impacted historic building, development of an early demolition procurement, ventilation facility, environmental clearance design support, and an increase in Contract Modification Authority (CMA).

The Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee contract.

History of the original procurement:

Core Capacity Enhancements at Division 20 for a Portal Widening and Turnback Facility (Project) was presented to and approved by the Metro Board on March 23,

2017, as Item #26. The Project is a component of the overall Metro commitment to make appropriate infrastructure modifications to allow the Red and Purple Lines to operate at reduced headways per the Full Funding Grant Agreement (FFGA) for the Westside Purple Line Extension (WPLE) Section 1.

T.Y. Lin International was determined to be the most qualified firm to provide the required services and was awarded this Architecture and Engineering Contract on March 23, 2017. T.Y Lin International's price of $10,265,661 was determined to be fair and reasonable. The CMA of $2,053,132 was established per Metro Board approval at twenty percent (20%) of the Contract Price.

Refer to Attachment B for modifications issued to date to add work, and the proposed modification currently pending authorization.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
$ 3,553,991	$ 3,356,893	$ 3,449,949

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE LOG

DIVISION 20 PORTAL WIDENING TURNBACK PROJECT
CONTRACT NO. AE66758000

Mod/CO No.	Description	Status	Contract Value (A)	Mod/CO Value (B)	Board Approved CMA (C)
N/A	Initial Award		$10,265,661		$2,053,132
Mod No. 1	Revision to Turnback Facility, Addition of Storage Tracks, and New Traction Power Substation (CN No. 2)	Approved (in-process)		$670,000	
Mod No. 2	First Street Bridge Modifications (CN No. 3)	Approved (in-process)		$550,000	
Mod No. 3	Link Union Station Accommodations (CN No. 4)	Approved (in-process)		$740,000	
Subtotal Approved Changes				**$1,960,000**	
Mod No. 4	Early Demolition Ventilation (CN No. 5)	Pending		$3,500,000	
Subtotal Approved and Pending Changes				**$5,460,000**	
Total Contract Value(Including Approved and Pending Changes) $12,225,661 + $3,500,000 =			**$15,725,661**		
Prior CMA Authorized by the Board					**$2,053,132**
Approved (in-process) Changes					**$1,960,000**
Remaining CMA for Future Changes					**$93,132**
Pending Changes					**$3,500,000**
Increased CMA for this Recommended Action					**$3,500,000**
Additional CMA Requested for Future Changes					**$1,000,000**

DEOD SUMMARY

DIVISION 20 PORTAL WIDENING TURNBACK PROJECT/ AE66758000

A. Small Business Participation

T.Y. Lin International (T.Y. Lin) made a 27.01% Disadvantaged Business Enterprise (DBE) commitment. The project is 4% complete and the current DBE participation is 16.40%, representing a shortfall of 10.61%. T.Y. Lin explained that the first few months of the project included track work design, general site layout and track plan, which were scopes assigned to the Prime (T.Y. Lin). Several DBE subcontractors had scopes that required the alignment to be set and approved by Metro, which occurred in mid-August 2017. Other DBE subcontractors have begun work, but have yet to be invoiced for payment. In addition, Metro approved changes to the original project resulting in a significant reduction in Anil Verma Associates' scope of work that was included in T.Y. Lin's overall DBE commitment (a condition of award).

DEOD has requested a detailed recovery plan, including a time-based, cumulative forecast showing planned versus actual attainment of DBE achievement throughout the project for review by Metro staff. In the interim, T.Y. Lin confirmed its plan to meet or exceed its DBE commitment during the term of contract.

Small Business Commitment	**27.01% DBE**	**Small Business Participation**	**16.40% DBE**

	DBE Subcontractors	**Ethnicity**	**% Committed**	**Current Participation[1]**
1.	Anil Verma Associates	Subcontinent Asian American	7.69%	0.00%
2.	Earth Mechanics, Inc.	Asian Pacific American	2.18%	0.00%
3.	Kal Krishnan Consulting Services Inc.	Subcontinent Asian American	2.80%	3.37%
4.	LIN Consulting, Inc.	Asian Pacific American	12.30%	5.73%
5.	Safeprobe, Inc.	Asian Pacific American	0.40%	0.00%
6.	Wagner Engineering & Survey, Inc.	Caucasian Female	1.64%	7.30%
7.	Triunity Engineering & Management, Inc.	African American	Added	0.00%
		Total	**27.01%**	**16.40%**

[1]*Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷Total Actual Amount Paid-to-date to Prime.*

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

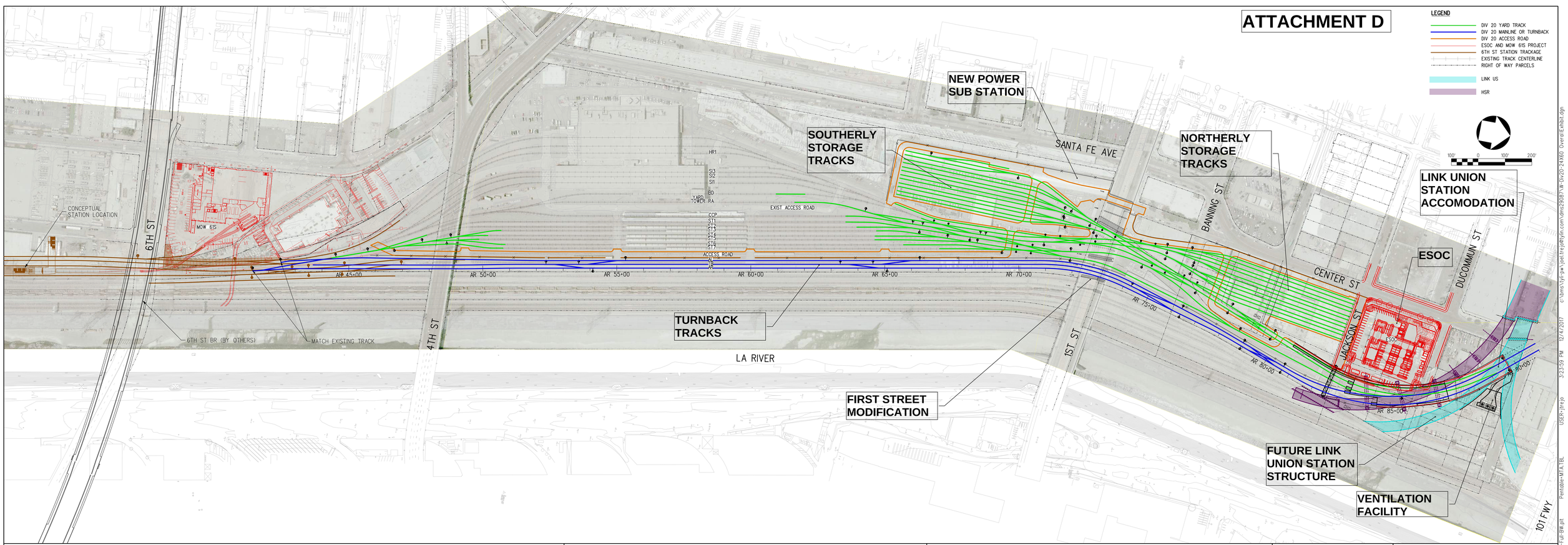
C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U.S. Department of Labor (DOL) Davis-Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

ATTACHMENT D



Metro

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

T·Y·LIN INTERNATIONAL
707 Wilshire Boulevard, Suite 4900
Los Angeles, CA 90017

DIVISION 20 PORTAL WIDENING TURNBACK
HSR, MOW 61S, ESOC, LINK US AND HSR PROJECTS

EXHIBIT
SUBJECT TO CHANGE
NOT FOR DISTRIBUTION

EXHIBIT: A1
DATE: 12/4/17

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

File #: 2017-0736, **File Type:** Program **Agenda Number:** 12.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 18, 2018

SUBJECT: 2018 LEGISLATIVE PROGRAM

ACTION: APPROVE STAFF RECOMMENDATIONS

RECOMMENDATION

ADOPT:

A. the proposed 2018 Federal Legislative Program as outlined in Attachment A;

B. the proposed 2018 State Legislative Program as outlined in Attachment B; and

C. a SUPPORT position on ACA 5 (Frazier) which seeks to protect State transportation revenues.

ISSUE

The Board of Directors adopts, on an annual basis, a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County.

In addition, recently enacted ACA 5 (Frazier) will be placed on the June 2018 ballot for voter approval. This measure seeks to protect state transportation revenues enacted under Senate Bill 1.

DISCUSSION

Policy Implications

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and Washington, D.C. To achieve these important goals, Government Relations staff will implement a legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California and with Federal officials.

Federal Recap

In 2017, the agency continued to pursue our Board approved federal legislative priorities in Washington, D.C. Federal transportation programs continued to be administered under the latest surface transportation authorization bill, the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. While the FAST Act is authorized through 2020, the election of President Trump and his promise on the campaign trail to deliver a $1 trillion infrastructure proposal drove the conversation within the White House and in Congress to focus on developing a broad infrastructure package. In May 2017, the White House released a short outline of principles that will likely define what the White House presents to Congress with regards to an infrastructure package. Metro has played an active role in engaging the White House and Administration officials to advocate for a strong investment in transportation infrastructure and to tell the story of how Los Angeles County is transforming the way its 10 million residents commute and travel in our region. Additionally, Metro has communicated its support for an infrastructure package to the members of the Los Angeles County Congressional Delegation as well as to members of key Congressional Committees that have jurisdiction over infrastructure matters.

Among the challenges that have carried over from the previous year, Congress continues to struggle to adopt annual appropriations bills in regular order. While the White House, Congress and transportation stakeholders debate how the nation needs to invest further in its infrastructure, one of the best ways to efficiently deliver transportation projects to the public is by having Congress provide certainty through the annual appropriations process. In Washington, D.C. it has become the norm that Federal spending decisions are made through a last minute negotiation on a comprehensive funding package often executed well after the start of a new federal fiscal year. Metro has strongly advocated for a return to regular order in the appropriations process and will continue to do so in the future.

Lastly, Metro worked hard with the previous Administration and Congress to implement and administer the Local Hire Pilot Program. The program was extended in January 2017 for a period of five years that would allow a sufficient time frame for data to be collected by the U.S. Department of Transportation to inform a potentially permanent local hire policy. Unfortunately, the current Administration has announced, through a notice published in the Federal Register, that it has ended the Local Hire Pilot Program and withdrew the rulemaking on the subject. Metro expressed strong opposition to this decision and will pursue a strategy, through legislation or through an administrative process, to allow local hire on federally funded projects.

For the remainder of the 115th Congress, we will be working hard to advocate for the INFRA grant applications we submitted to the U.S. Department of Transportation, making a concerted effort to secure a Letter of No Prejudice and Full Funding Grant Agreement for the Westside Purple Line (Section 3) and expand on our past successes by working closely with the Trump Administration and Congress on the most effective manner to leverage our local funding to advance transit, highway and other effective mobility projects across Los Angeles County. (The complete 2018 Federal Legislative Plan is outlined in Attachment A.)

State Recap

Each year, Metro successfully moves the largest legislative program of any transportation agency in

the State of California through the legislative process.

The first year of the 2017-2018 State Legislative Session was a momentous year for transportation. The California Legislature and Governor Brown took a number of bold steps to address the growing infrastructure needs in California. Firstly, after years of debate, the Legislature passed and the Governor signed into law Senate Bill 1 (Beall & Frazier), which is a package of funding and reform that is set to generate $52 billion over the next ten years. The bill's provisions include new funding for a variety of transportation programs. This bill is the first revision of the gas tax in over 20 years. California's highway system, its local streets and road system and its public transit system has suffered from the inability of the state to address basic state of good repair needs. SB 1 is landmark legislation that not only allows the state to address those needs, it will allow the State, through a sustained funding source, to address other key needs such as freight movement, resolving key congestion chokepoints and providing funding for various other transportation needs. As a follow-up to the passage of SB 1, ACA 5 (Frazier) will be placed on the June 2018 ballot for voter approval as a constitutional amendment to ensure that these transportation revenues receive constitutional protection. (See Attachment C for additional details).

Another major accomplishment in the first year of the 2017-2018 Legislative Session was that the State's Cap & Trade program was extended and solidified by a two-thirds vote of the Legislature. The program was set to expire in 2020, and now will be enacted with stronger reforms and consumer programs until 2030 to reach the Governor's 2030 Greenhouse Gas Reduction target goals. The actions taken to extend and reform the program will provide certainty to the cap and trade program auctions, which fund many of Metro's transportation projects and programs. As a direct result of the passage of the extension of the program and the package of reforms, this year's current auction proceeds have risen and the State is beginning to program those funds. It is anticipated that there will continue to be discussions about the specific allocation of those funds in next year's session.

Also unresolved from this year is the push for the re-structuring of Metro's current Board of Directors. In 2016, two separate proposals were introduced in the Legislature by Senator Tony Mendoza (D-Artesia) to re-structure Metro's Board of Directors to include members appointed by the State Legislature and representatives from the Gateway Cities area. The agency was successful in advocating against the measures that would offset the balance of the current structure, which was established as a result of a bottoms-up process.

In 2017, there were five additional proposals that were introduced in the Legislature to re-structure the Board. These proposals included a number of different variations that aimed to offset the proportional distribution of representatives that make up our Board of Directors. The agency was again successful, with the active support of Metro's Board of Directors and several members of the Los Angeles County State Legislative delegation, in opposing and defeating the measures. A broad coalition of opposition was assembled and led by our advocacy efforts to highlight the need for a local consensus and regional approach to Board composition, similar to the approach for planning and funding projects in Measure M. Members of the labor community, environmental justice community, municipalities, private trade organizations, Los Angeles Area Chamber, and Mobility 21 supported Metro in this effort. This coalition is representative of the hard work that Metro put forward in developing Measure M to address the needs of each subregion within the populous county.

One key priority for Metro's 2017 advocacy efforts was and continues to be the continued authorization to pursue and use Public Private Partnerships (P3s). The authorization for Caltrans to use the P3 method to deliver highway projects expired at the end of 2016 and the Legislature was unable to come to an agreement over a potential extension of the statute. Metro is working closely with a coalition of stakeholders in Sacramento to continue to urge the Legislature to reauthorize this important tool and Metro's State advocacy team will continue those efforts in next year's Legislative Session. The ability to utilize P3s to deliver projects is vital to the acceleration and delivery of Metro's LRTP and Measure M Highway and Transit priorities.

During next year's legislative session, staff anticipates that we will be addressing a number of new challenges including working to oppose the two State Initiatives that have been filed with the Secretary of State in an effort to repeal the provisions of Senate Bill 1. Staff will be working, in accordance with Metro's Board-adopted advocacy program, with a coalition of Senate Bill 1 supporters to ensure that the Board's priorities and associated funding streams are preserved for the delivery of Metro's Board-adopted LRTP and Measure M Expenditure Plan.

As in previous years, our State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation in support of the Board-adopted Legislative program and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC.

In addition to the above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (The entire 2018 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Metro is proposing to expand the ExpressLanes network in Los Angeles which will require tolling authorization by the CTC;
- Clarifying the process by which utilities bill Metro and potentially reduce Metro's operating costs;
- Preserving funding for Metro's Freeway Service Patrol program;
- Working with the California Public Utilities Commission in leading the effort to establish Metro as a party to the proceedings and California Air Resources Board to advance Metro's Zero Emission Bus Program; and
- Supporting the allocation of cap and trade funds to Los Angeles County.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

NEXT STEPS

Government Relations staff will continue to regularly sponsor briefings in Washington, D.C. and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees. We have and will continue to place a strong emphasis on briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills - in addition to advancing our plan to accelerate both our transit and highway program through our America Fast Forward initiative.

In Sacramento, we will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders including, the Governor, Caltrans, California Transportation Commission, and the California State Transportation Agency.

Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to monitor and track legislative efforts sponsored by other transportation interests and inform the Board of that legislation. Pursuant to the Board adopted Board Advocacy Plan we will also work closely with the Board to utilize Board member's relationships and experience in legislative matters.

Government Relations will continue to ensure that our legislative priorities and efforts are coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

In addition, Government Relations will continue to pursue state and federal legislative initiatives that promote the efficient and rapid delivery of Measure R and Measure M projects as well as leverage Measure R and Measure M funds for additional state and federal transportation resources, and to form a coalition to protect state revenues.

The 2017-2018 State Legislative Session began on December 5, 2016. The second year of the State's Legislative Session will re-convene in January 2018. The 2017 Federal Legislative Session with both the U.S. House of Representatives and U.S. Senate is scheduled to return in January 2018

to re-convene the 115th Congress.

ATTACHMENTS

Attachment A - 2018 Federal Legislative Program
Attachment B - 2018 State Legislative Program
Attachment C - ACA 5 (Frazier) Bill Language

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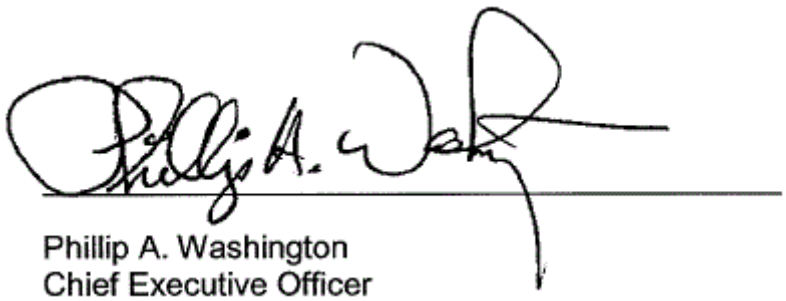

Phillip A. Washington
Chief Executive Officer

REVISED
ATTACHMENT A

2018 FEDERAL LEGISLATIVE PROGRAM

GOAL #1: WORK TO CONTINUE THE IMPLEMENTATION OF THE FEDERAL TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANT PROGRAM AND OBTAIN NEW STARTS FUNDING FOR METRO'S PROJECTS

Proposed Activities:

Work with our Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to ensure the continuation of the federal Capital Investment Grant program (CIG). The Administration has proposed to eliminate funding for the CIG program in their Fiscal Year 2018 Budget submission to Congress. The CIG program is vital in assisting Metro to build new high capacity transit projects throughout the region. Metro currently receives funding through this program for the Regional Connector, Westside Purple Line Extension (Section 1) and Westside Purple Line Extension (Section 2). Metro has applied to receive CIG funding for the Westside Purple Line Extension (Section 3). Over the last six years, Metro has secured over $3 billion through Full Funding Grant Agreements issued by the U.S. Department of Transportation.

GOAL #2: TWENTY EIGHT BY 2028 INITIATIVE

Proposed Activities:

Support federal legislation and federal funding opportunities that support the Board approved Twenty-Eight by 2028 Initiative that seeks to ensure that 28 key road, transit and bicycle/pedestrian projects are completed in time for the 2028 Olympic and Paralympic Games in Los Angeles.

GOAL #3: WORK WITH THE WHITE HOUSE AND CONGRESS TO PURSUE LEGISLATIVE INITIATIVES THAT PROMOTE INNOVATIVE FINANCING TOOLS THAT HELP ACCELERATE LOCAL TRANSPORTATON PROJECTS

Proposed Activities:

Seek to adopt language in any tax reform legislation or infrastructure package that would create the I-3 Initiative, America Fast Forward Transportation Bond Program or a program that helps transportation agencies leverage local funding to accelerate transit and highway projects. Concurrently, work to advance initiatives that would amend sections of the FAST Act, like the FASTLANES grant program, to dramatically expand

its funding level, make it a multi-year grant program like the New Starts program and ensure that the program works for eligible P3 transit and highway projects. Securing new and innovative federal finance tools will permit our agency to accelerate the construction of key transit and highway/goods movement projects that are funded under Measures R. Measure M and SB1.

GOAL #4: CONTINUE TO SEEK TO RESTORE OBAMA-ERA REFORMS TO FEDERAL LOCAL HIRE RULES

Proposed Activities:

Work with the Trump Administration, Congress and the stakeholder community to restore Obama-era Local Hire reforms. Included in this effort would be our agency making the case that local hire programs do not impact competition based on evidence from Metro's experience with the Local Hire Pilot Program. Our agency would work with key stakeholder groups to build support for a new federal Local Hire initiative and seek support for federal legislation to permanently allow local hiring practices on transportation projects using federal funds.

GOAL #5: PROMOTE INCREASED FEDERAL INVESTMENT IN FREIGHT AND GOODS MOVEMENT PROJECTS IN LOS ANGELES COUNTY THROUGH INFRA AND OTHER FEDERAL GRANT PROGRAMS

Proposed Activities:

Metro will work aggressively with our Congressional Delegation as well as regional and national stakeholders to advocate for funding to move freight more efficiently in and around Los Angeles County. In addition to the FAST Act freight grant programs, like INFRA grants, Metro will also seek to secure additional federal funding for goods movement projects through other potential sources, like the infrastructure plan being discussed by the White House and Congress.

GOAL #6: CONTINUE TO WORK WITH METROLINK TO SUPPORT FUNDING FOR STATE OF GOOD REPAIR AND CORE CAPACITY PROJECTS

Proposed Activities:

Work to support Metrolink's board approved State of Good Repair and Core Capacity project list by ensuring federal funding applied to these important projects.

GOAL #7: SEEK RESTORATION OF TAX BENEFITS ELIMINATED BY THE PASSAGE OF H.R.1 – TAX CUTS AND JOBS ACT

Proposed Activities:

Work with key local, regional and national stakeholders to restore the Advance Refunding Bonds, commuter tax benefit, and the alternative fuel tax credit provisions when Congress, as expected, considers a technical corrections bill next year.

GOAL #8: ADDITIONAL PRIORITIES

Proposed Activities:

Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws.

Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;

Work to advocate for all Metro discretionary grant applications which include funding for such programs as transit oriented communities, safety and innovation and transit safety;

Work closely with the Administration and USDOT on regulations and proposed rulemakings that impact Metro.

REVISED
ATTACHMENT B

2018 STATE LEGISLATIVE PROGRAM

GOAL #1: ENSURE THE STATE CONTINUES TO FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS IN THE STATE

Proposed Activities:

Protect Metro's key fund sources;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County.

Support and preserve key funding sources under Senate Bill 1 and the State's Cap & Trade program;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues which have been funded by the sales tax on diesel fuel;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs; and

Vigorously oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1.

GOAL #2: PURSUE LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's projects and programs;

Work with statewide partners on any efforts to protect new transportation related fees or taxes; and

Support legislation that would enhance opportunities for Value Capture or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD ADOPTED LONG RANGE TRANSPORTATION PLAN

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Prpgram and bond funds; and

Support Legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for highway and transit projects.

GOAL #4: SUPPORT EFFORTS TO IMPROVE SAFETY ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area; and

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area.

GOAL #5: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share; and

Advocate for increased and sustained funding for transit under the State's Cap & Trade program categories.

GOAL #6: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32 and SB 375 (including sustainable community strategies and related initiatives/ documents);

Work in partnership with the California Air Resources Board (CARB), California Transit Association (CTA), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to include (programs affecting environmentally sensitive stakeholders and clean air programs) in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan.

GOAL #7: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS TO SECURE, PROTECT AND ENHANCE TRANSPORTATION FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Work with Governor Brown's Administration to preserve and increase flexibility in the use of transportation funds;

Identify and pursue opportunities for additional funding for Southern California transportation projects;

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Support formula distribution of the State's FSP program funding that addresses Los Angeles County's population, congestion levels and service performance;

Vigorously oppose any efforts to repeal Senate Bill 1 (Beall, 2017);

Vigorously oppose any statewide ballot measure that seeks to repeal the new fuel taxes and registration fees enacted by Senate Bill 1 (Beall, 2017);

Support any legislation or statewide ballot measure which seeks to constitutionally protect transportation revenues for transportation infrastructure only. We strongly support protections that prohibit using transportation dollars for other purposes;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #8: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit and improve the administration of PUC regulations;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve Metro's authority in regional transportation funding decisions including those granted through SB 45;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for transportation projects with continued collaboration of statewide stakeholders and organizations;

Monitor and work with implementation of pension reform (PEPRA) so that Metro is able to maintain a stable work force and ensure adequate succession planning;

Support efforts to enhance the use of electronic fare payment or smart card technology;

Support efforts that encourage partnership and data-sharing between transportation network companies and regional transportation authorities;

Explore legislation that would authorize the use of forward facing cameras on Metro's buses and in dedicated bus lanes;

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Monitor and engage in legislative efforts related to autonomous vehicles with the goal of increasing safety, mobility, overall operational and environmental benefits; and

Support efforts to expand the agency's authority to procure, install and operate three-position bike racks on Metro's buses.

Support legislation and funding opportunities that support the Board approved Twenty-Eight by 2028 Initiative.

GOAL #9 OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOPORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION.

Proposed Activities:

Support legislation that:

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll

policy.

3. Amends or clarifies California vehicle code sections to authorize Metro to enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.

Vigorously oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes revenues.
3. Limit Metro's ability to expand the ExpressLanes network.

GOAL #10: SUPPORT EFFORTS TO ESTABLISH AND IMPLEMENT A COUNTYWIDE COMMUTER TAX BENEFIT ORDINANCE AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Proposed Activities:

Seek legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options and that would strengthen Metro's ability to carry out a countywide TDM program.

Support legislation and explore funding opportunities that would allow for Metro to establish a robust and comprehensive Transportation Demand Management program;

Support CARB's efforts to implement the State of California's Parking Cash-Out law for worksites within Los Angeles County; and

Support legislation that would expand authority for Metro or other entities to establish Commuter Benefit Programs.

Explore legislative remedies to establish or expand Los Angeles County's existing Commuter Benefits Programs.

GOAL #11: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Ensure timely implementation of Proposition 1A including allocation of connectivity funds.

Support legislation that preserves “book-end” funding for early-action projects identified as vital to the delivery of the HSR project in Southern California.

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved.

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

GOAL #12: SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State’s Trade Corridor Enhancement Program; and

Support regional and statewide efforts to secure and preserve funding for freight corridors.

GOAL #13: SPONSOR THE FOLLOWING LEGISLATION TO IMPROVE OUR ABILITY TO DELIVER QUALITY SERVICE

Proposed Activities:

Sponsor legislation to establish and clarify Metro’s authority to implement Metro’s Small and Medium Sized Business Set-aside policies.

Sponsor legislation to streamline and clarify electrical utility billing for Metro.

Sponsor legislation to update various provisions of Metro's statutes to conform those provisions to those of other agencies.

Sponsor legislation to establish a Commuter Tax Benefits Ordinance for Los Angeles County.

Sponsor legislation to authorize Metro to implement a countywide TDM program.

Sponsor legislation to clarify Metro's and Caltrans' authority to utilize the public-private partnership model to deliver highway and transit projects.

Sponsor legislation to clarify provisions related to Metro's use of the Design-Build method of project delivery.

~~Sponsor legislation to clarify provisions to strengthen Metro's authority to implement the Board-adopted advertising policies on Metro-owned Right-of-Way and property.~~

STATE OF CALIFORNIA
AUTHENTICATED
ELECTRONIC LEGAL MATERIAL

Assembly Constitutional Amendment No. 5

RESOLUTION CHAPTER 30

Assembly Constitutional Amendment No. 5—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX A thereof, by adding Section 15 to Article XIII B thereof, and by adding Article XIX D thereto, relating to transportation.

[Filed with Secretary of State April 17, 2017.]

LEGISLATIVE COUNSEL'S DIGEST

ACA 5, Frazier. Motor vehicle fees and taxes: restriction on expenditures: appropriations limit.

(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.

This measure would add Article XIX D to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes, as defined. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. The measure would prohibit the revenues from being used for the payment of principal and interest on state transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use. The measure would also prohibit the Legislature from borrowing these revenues, except as specified, or using them for purposes other than transportation purposes.

(2) Article XIII B of the California Constitution prohibits the total annual appropriations subject to limitation of the state and each local government from exceeding the appropriations limit of the entity of the government for the prior year, as adjusted.

This measure would exclude appropriations of certain revenues associated with the Road Repair and Accountability Act of 2017 from the appropriations subject to constitutional limitation.

(3) Article XIX A of the California Constitution requires the deposit of a specified portion of the sales and use tax on diesel fuel in the Public Transportation Account in the State Transportation Fund, and restricts the expenditure of those revenues to certain transportation planning and mass transportation purposes. Article XIX A prohibits the Legislature from borrowing these revenues and from using these revenues other than as specifically permitted by Article XIX A.

This measure would restrict additional portions of the sales and use tax on diesel fuel to expenditure on certain transportation planning and mass transportation purposes and require those revenues to be deposited in the Public Transportation Account. The measure would prohibit the Legislature from temporarily or permanently diverting or appropriating these additional revenues for other than certain transportation planning and mass transportation purposes, or from borrowing, except as specified, these additional revenues.

WHEREAS, Transportation revenues raised by the Road Repair and Accountability Act of 2017 should be constitutionally protected for transportation purpose; and

WHEREAS, By so doing, Californians are assured revenues raised by that act are spent to repair streets and bridges, address years of deferred maintenance on highways and local roads, improve mobility and public transit, and invest in needed transportation infrastructure to benefit all Californians; now, therefore, be it

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2017–18 commencing on the fifth day of December 2016, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California, that the Constitution of the State be amended as follows:

First—That Section 15 is added to Article XIII B thereof, to read:

SEC. 15. "Appropriations subject to limitation" of each entity of government shall not include appropriations of revenues from the Road Maintenance and Rehabilitation Account created by the Road Repair and Accountability Act of 2017, or any other revenues deposited into any other funds pursuant to the act. No adjustment in the appropriations limit of any entity of government shall be required pursuant to Section 3 as a result of revenues being deposited in or appropriated from the Road Maintenance and Rehabilitation Account created by the Road Repair and Accountability Act of 2017 or any other account pursuant to the act.

Second—That Section 1 of Article XIX A thereof is amended to read:

SECTION 1. (a) The Legislature shall not borrow revenues from the Public Transportation Account, or any successor account, and shall not use these revenues for purposes, or in ways, other than those specifically permitted by this article.

(b) The Public Transportation Account in the State Transportation Fund, or any successor account, is a trust fund. The Legislature may not change the status of the Public Transportation Account as a trust fund. Funds in the

Public Transportation Account may not be loaned or otherwise transferred to the General Fund or any other fund or account in the State Treasury.

(c) All revenues specified in paragraphs (1) through (3), inclusive, of subdivision (a) of Section 7102 of the Revenue and Taxation Code, as that section read on June 1, 2001, shall be deposited no less than quarterly into the Public Transportation Account (Section 99310 of the Public Utilities Code), or its successor. The Legislature may not take any action which temporarily or permanently diverts or appropriates these revenues for purposes other than those described in subdivision (d), or delays, defers, suspends, or otherwise interrupts the quarterly deposit of these funds into the Public Transportation Account.

(d) Funds in the Public Transportation Account may only be used for transportation planning and mass transportation purposes. The revenues described in subdivision (c) are hereby continuously appropriated to the Controller without regard to fiscal years for allocation as follows:

(1) Fifty percent pursuant to subdivisions (a) through (f), inclusive, of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(2) Twenty-five percent pursuant to subdivision (b) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.

(3) Twenty-five percent pursuant to subdivision (c) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.

(e) For purposes of paragraph (1) of subdivision (d), "transportation planning" means only the purposes described in subdivisions (c) through (f), inclusive, of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(f) For purposes of this article, "mass transportation," "public transit," and "mass transit" have the same meaning as "public transportation." "Public transportation" means:

(1) (A) Surface transportation service provided to the general public, complementary paratransit service provided to persons with disabilities as required by 42 U.S.C. 12143, or similar transportation provided to people with disabilities or the elderly; (B) operated by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis; (C) generally for which a fare is charged; and (D) provided by any transit district, included transit district, municipal operator, included municipal operator, eligible municipal operator, or transit development board, as those terms were defined in Article 1 of Chapter 4 of Part 11 of Division 10 of the Public Utilities Code on January 1, 2009, a joint powers authority formed to provide mass transportation services, an agency described in subdivision (f) of Section 15975 of the Government Code, as that section read on January 1, 2009, any recipient of funds under Sections 99260, 99260.7, 99275, or subdivision (c) of Section 99400 of the Public Utilities Code, as those sections read on January 1, 2009, or a consolidated agency as defined in Section 132353.1 of the Public Utilities Code, as that section read on January 1, 2009.

(2) Surface transportation service provided by the Department of Transportation pursuant to subdivision (a) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(3) Public transit capital improvement projects, including those identified in subdivision (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(g) All revenues specified in Sections 6051.8 and 6201.8 of the Revenue and Taxation Code, as those sections read on January 1, 2018, shall be deposited no less than quarterly into the Public Transportation Account, or its successor. Except as provided in Sections 16310 and 16381 of the Government Code, as those sections read on January 1, 2018, the Legislature may not take any action that temporarily or permanently diverts or appropriates these revenues for purposes other than those described in subdivision (d), or delays, defers, suspends, or otherwise interrupts the quarterly deposit of these revenues into the Public Transportation Account.

Third—That Article XIX D is added thereto, to read:

ARTICLE XIX D
VEHICLE LICENSE FEE REVENUES FOR TRANSPORTATION PURPOSES

SECTION 1. (a) Notwithstanding Section 8 of Article XIX, revenues derived from vehicle fees imposed under the Vehicle License Fee Law pursuant to Chapter 6 (commencing with Section 11050) of Part 5 of Division 2 of the Revenue and Taxation Code, or its successor, over and above the costs of collection and any refunds authorized by law, shall be used solely for transportation purposes, as defined by Section 11050 of the Revenue and Taxation Code, as that section read upon enactment of the Road Repair and Accountability Act of 2017.

(b) The revenues described in subdivision (a) shall not be used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016, nor shall those revenues be used for payment of principal and interest on state transportation general obligation bond acts approved by the voters after that date, unless the bond act expressly authorizes that use.

(c) Except as provided in Sections 16310 and 16381 of the Government Code, as those sections read on January 1, 2018, the Legislature shall not borrow the revenues described in subdivision (a), and shall not use these revenues for purposes, or in ways, other than as authorized in subdivisions (a) or (b).

O

File #: 2017-0799, **File Type:** Plan **Agenda Number:** 37.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 18, 2017

SUBJECT: TWENTY-EIGHT BY '28 PROJECT LIST-TRANSPORTATION INVESTMENT GUIDE IN TANDEM WITH THE 2028 OLYMPIC AND PARALYMPIC GAMES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Twenty-Eight by '28 list provided in Attachment A.

ISSUE

At the September Board Meeting, Chair Garcetti announced the "Twenty-Eight by '28 Initiative" to highlight projects for completion by the 2028 Olympic and Paralympic Games. At the direction of the Chair, staff developed a draft candidate list of projects that included Measure R, Measure M and other projects already slated for completion by 2028, as well as "aspirational" project schedules that propose to be accelerated by 2028 ("aspirational" is defined as a project that has a current delivery date later than 2028).

At its November Board Meeting, the Board received and filed the draft list of projects. The Board discussed that the initiative is helpful in articulating a vision for what Metro seeks to achieve by 2028, which facilitates obtaining needed support from Metro's many partners in delivering a transformative transportation investment program for Los Angeles County by the commencement of the 2028 Games. Investments on this list are distributed countywide, demonstrating proactive regional coordination. Furthermore, the Board noted that any post-2028 project not on the list could still be considered for schedule acceleration per the Board's Early Project Delivery Strategy.

Pursuant to the Measure M Ordinance, project acceleration may only occur if doing so does not delay the delivery of any other project. Accordingly, the 2028 Games presents an opportunity to advocate for accelerated resources, particularly from the state and federal government, to achieve early project delivery of the aspirational schedules and additional projects.

By identifying projects with aspirational schedules alongside projects already planned to be delivered by 2028, the Board would be highlighting-but not committing-those projects for early project delivery.

The proposed policy for a Measure M Early Project Delivery Strategy, if adopted, would apply prior to the Board making a binding decision on advancing a project earlier than scheduled in the Measure M Expenditure Plan. Not all Measure M investments scheduled for completion by 2028 are included in this list. Inclusion does not supersede any commitments made in the Measure M Ordinance.

BACKGROUND

As a transportation agency, Metro fundamentally provides access to opportunity. Recognizing the importance of how transportation affects the quality of life in Los Angeles County, Metro has led with the voter-approved Measures R and M ordinances, which identify new mobility projects throughout the County. Subsequently, Los Angeles was awarded the 2028 Summer Olympic and Paralympic Games. In about ten years, the confluence of the array of new long-term transportation investments led by Metro and the 2028 Games represents an opportunity to strive to achieve what is already planned or needed, earlier. In doing so, the outcome for Los Angeles County could be a more livable, successful and equitable region. This will benefit Los Angeles County for generations after transportation projects are completed and the 2028 Games have concluded. The 2028 Games represents a clear, relatable milestone to crystalize what could be accomplished in the next ten years by working collaboratively as a region.

Qualitative criteria to select the projects on the draft candidate list for the Twenty-Eight by ’28 Initiative include:

- Currently scheduled for completion by 2028;
- Supports high-capacity access to key regional activity centers and corridors;
- Provides a vital link in Los Angeles County’s developing high-capacity transit network;
- Supports the integration of land use and transportation to accommodate new mixed income housing opportunities in areas to be served by transit, along with economic development opportunities; and
- Eases congestion at existing bottlenecks and congested corridors.

The Twenty-Eight by ’28 list includes:

- Seventeen projects already slated for completion, of which four are Measure R projects and 13 are Measure M projects.
- Eight additional Measure M project schedules are deemed “aspirational”. This includes four Measure M mega projects that require accelerated resources to deliver significantly earlier. The I-405 South Bay Curve Improvements project is one of the four mega projects, which is included due to expressions of interest by the state government.
- Three additional projects-MicroTransit, I-10 Express Lanes extension to the San Bernardino County line, and Blue Line Signal and Washington/Flower Junction Improvements-are not entirely funded by Measure R or Measure M. These projects would require resources.

The Twenty-Eight by ’28 project list is provided in Attachment A and Attachment B maps the list in relation to the sports park clusters and other venue sites for the 2028 Games.

Metro's updated financial forecast concludes that all Measures R and M commitments can be fulfilled under baseline assumptions. This includes inflationary impacts to costs over the 40-year period of the forecast. However, any addition of new projects or early delivery of existing projects will require one or more of the following trade-offs:

- Additional debt financing
- Cost offsets through innovations, scope changes or delivery efficiencies
- Reassessment of investment priorities
- New, unanticipated revenues

With that context, it is understood that this proposed concept is both pragmatic and aspirational, which has value as an initiative that is clear to the public and stakeholders on what Metro could accomplish during the next 10 years and tandem with the opening of the 2028 Olympic and Paralympic Games.

DISCUSSION

Staff has conducted an analysis of financial feasibility for constructing, operating and maintaining these projects. The capital cost, excluding operating and debt service costs, is $23.9 billion (year of expenditure dollars) greater than forecasted revenues available by 2028 and relies on assumptions that state and federal funding sources for certain projects will be available as anticipated. Of that, $16.2 billion or 68 percent is due to four mega aspirational project schedules. The M-PERT (Measure M Project Evaluation Readiness Tool) as part of the Early Project Delivery screening process can be applied as strategic accelerator inputs become identified for the projects with aspirational schedules. Not all Measure M investments scheduled for completion by 2028 are included in this list. Inclusion does not supersede any commitments made in the Measure M Ordinance.

FINANCIAL IMPACT

There is no financial impact should the Board adopt the Twenty-Eight by '28 list. The financial impact of an early delivery for a project would be determined when the opportunity exists to accelerate its delivery, guided by the adopted Policy for a Measure M Early Project Delivery.

ALTERNATIVES CONSIDERED

No alternatives to the proposal were offered for consideration.

NEXT STEPS

The ability to actually deliver a particular project earlier than scheduled will be determined on a case-by-case basis, per the adopted policy for a Measure M Early Project Delivery Strategy. That policy provides a framework guiding how to accelerate the eight projects proposed for early project delivery, along with any other Measure M project not a part of the Twenty-Eight by '28 list. The ability to deliver any of the three new projects will be determined as the projects are developed and the project scope, cost and funding plan are presented to the Board. Staff will report back on a quarterly basis

on the project delivery and funding status of the Twenty-Eight by ’28 list.

ATTACHMENTS

Attachment A - Twenty-Eight by ’28 Project List
Attachment B - Project Location and Games Venues Map
Attachment C - Presentation

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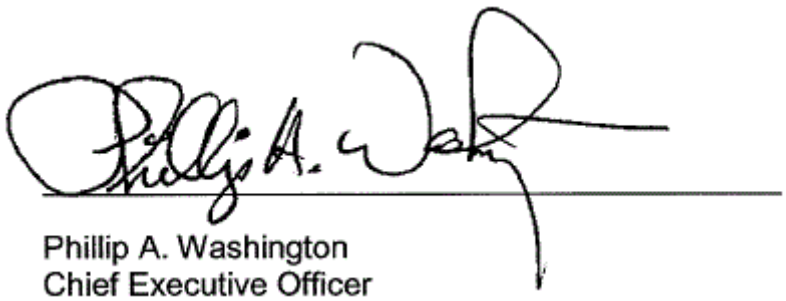
Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023
Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Richard Clarke, Chief Program Management Officer, (213) 922-7382



Phillip A. Washington
Chief Executive Officer

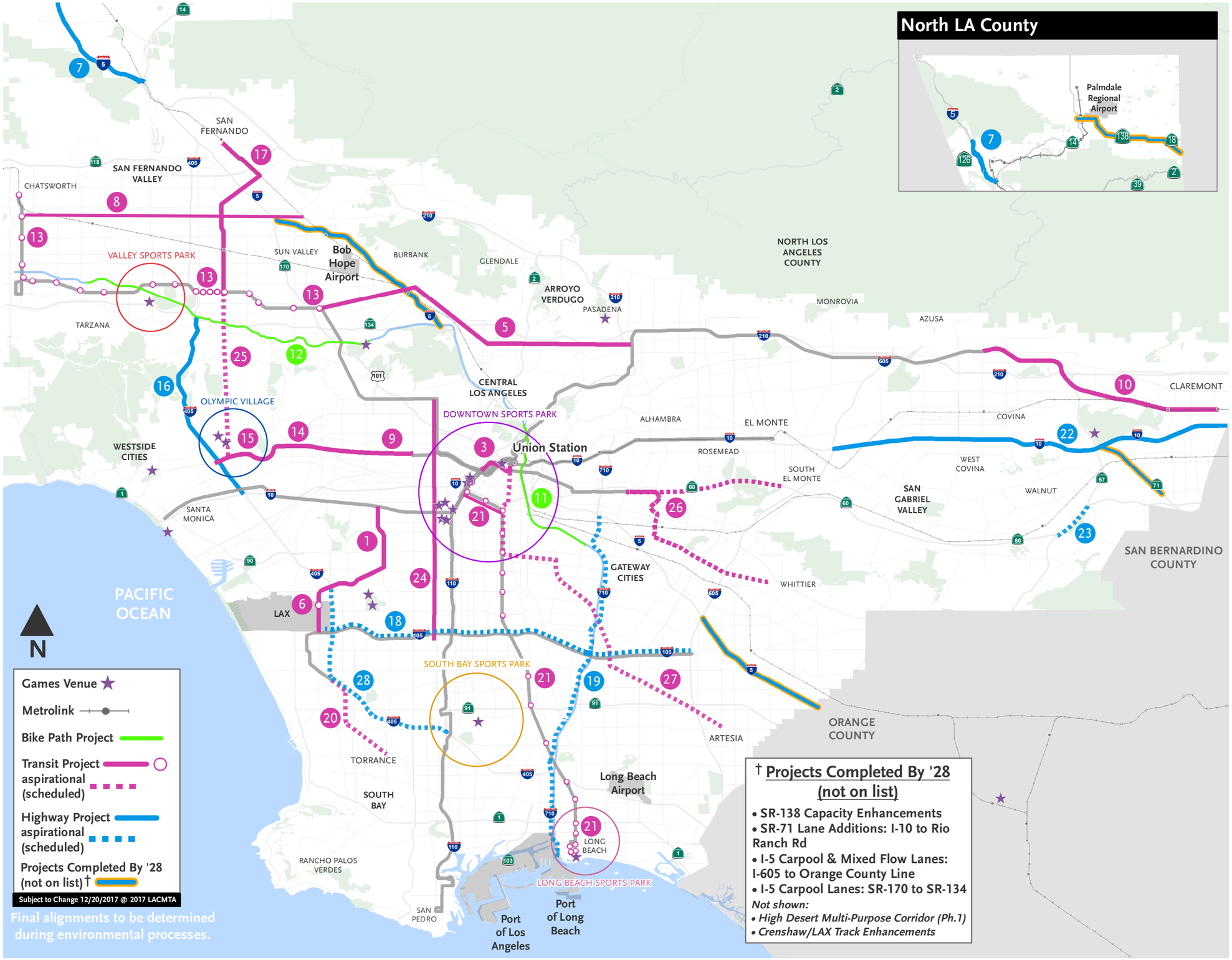
ATTACHMENT A: TWENTY-EIGHT BY '28 PROJECT LIST

Project	Target Completion Date	Current Completion Date	Sub-region
1. Crenshaw/LAX Line	2019	2019	cc, sb
2. MicroTransit **	2019	2019	TBD
3. Regional Connector	2021	2021	cc
4. New Bus Rapid Transit Corridors (Phase 1)	2022	2022	TBD
5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)	2022	2022	sf, av
6. Airport Metro Connector Station	2023	2023	sb
7. I-5 North County Capacity Enhancements	2023	2023	nc
8. North San Fernando Valley	2023	2023	sf
9. Purple Line Extension Section 1	2023	2023	cc
10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)	2025	2025	sg
11. LA River Waterway & System Bike Path	2025	2025	cc, gc
12. LA River Bike Path and Mobility Hub – San Fernando Valley	2025	2025	sf
13. Orange Line Travel Time and Safety Improvements	2025	2025	sf
14. Purple Line Extension Section 2	2025	2025	cc, w
15. Purple Line Extension Section 3	2026	2026	w
16. Sepulveda Pass ExpressLanes	2026	2026	sf, w
17. East San Fernando Valley	2027	2027	sf
*18. I-105 ExpressLanes**	2027	2029	cc, gc, sb
*19. I-710 South Corridor Early Action**	2027	2032	gc
*20. South Bay Light Rail Extension**	2027	2030	sb
21. Blue Line Signal and Washington/Flower Junction Improvements**	2028	2028	cc
*22. I-10 ExpressLanes I-605 to San Bernardino Line***	2028	2030	gc, sg
*23. SR-57/60 Interchange Improvements**	2028	2031	sg
24. Vermont Transit Corridor	2028	2028	cc
*25. Sepulveda Transit Corridor**	2028	2033	sf, w
*26. Gold Line Eastside Extension to Whittier or South El Monte**	2028	2035	gc, sg
*27. West Santa Ana Branch**	2028	2041	cc, gc
*28. I-405 South Bay Curve Improvements**	2028	2047	sb

* *accelerated project*

** non-Measure R nor Measure M project

DRAFT TWENTY-EIGHT BY '28 PROJECT LIST— TRANSPORTATION INVESTMENT GUIDE IN TANDEM WITH THE 2028 OLYMPICS AND PARALYMPIC GAMES



Transit Projects

1. Crenshaw/LAX Line

3. Regional Connector

5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)

6. Airport Metro Connector Station

8. North San Fernando Valley

9. Purple Line Extension Section 1

10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)

13. Orange Line Travel Time and Safety Improvements

14. Purple Line Extension Section 2

15. Purple Line Extension Section 3

17. East San Fernando Valley

20. South Bay Light Rail Extension*

21. Blue Line Signal and Washington/Flower Junction Improvements**

24. Vermont Transit Corridor

25. Sepulveda Transit Corridor*

26. Gold Line Eastside Ext. to Whittier or South El Monte*

27. West Santa Ana Branch*

Highway Projects

7. I-5 North County Capacity Enhancements

16. Sepulveda Pass ExpressLanes

18. I-105 ExpressLanes*

19. I-710 South Corridor Early Action*

22. I-10 Express Lanes I-605 to San Bernardino Line**

23. SR-57/SR-60 Interchange Improvements*

28. I-405 South Bay Curve Improvements*

Bike Path Projects

11. LA River Waterway & System Bike Path

12. LA River Bike Path and Mobility Hub - San Fernando Valley

Not shown: MicroTransit**, New Bus Rapid Transit Corridors (Phase 1)

* aspirational project (scheduled)

** non-Measure R nor Measure M project

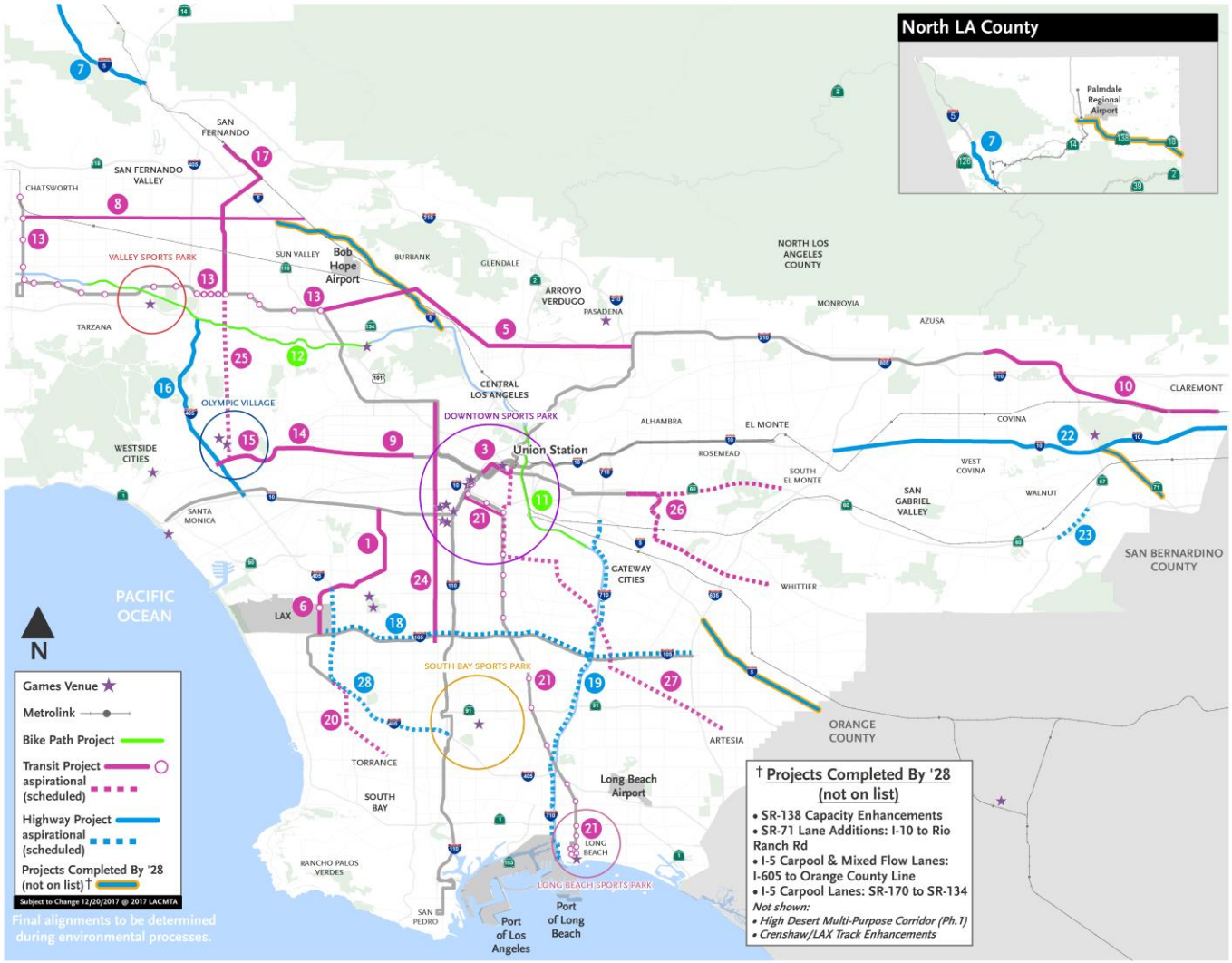


Twenty-Eight by ’28 Project List—Transportation Investment Guide in Tandem with the 2028 Olympic and Paralympic Games

Metro

Twenty-Eight by '28 Projects and Other 2028 Projects

DRAFT TWENTY-EIGHT BY '28 PROJECT LIST— TRANSPORTATION INVESTMENT GUIDE IN TANDEM WITH THE 2028 OLYMPICS AND PARALYMPIC GAMES



Transit Projects

1. Crenshaw/LAX Line
3. Regional Connector
5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)
6. Airport Metro Connector Station
8. North San Fernando Valley
9. Purple Line Extension Section 1
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25. Sepulveda Transit Corridor*
26. Gold Line Eastside Ext. to Whittier or South El Monte*
27. West Santa Ana Branch*

Highway Projects

7. I-5 North County Capacity Enhancements
16. Sepulveda Pass ExpressLanes
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19. I-710 South Corridor Early Action*
22. I-10 Express Lanes I-605 to San Bernardino Line**
23. SR-57/SR-60 Interchange Improvements*
28. I-405 South Bay Curve Improvements*

Bike Path Projects

11. LA River Waterway & System Bike Path
12. LA River Bike Path and Mobility Hub - San Fernando Valley

Not shown: MicroTransit**, New Bus Rapid Transit Corridors (Phase 1)

* aspirational project (scheduled)
** non-Measure R nor Measure M project

List Overview

- 17 projects already slated for completion
- 8 project schedules are deemed “aspirational”
- 3 additional projects that require resources





Background

- Chair Garcetti announced the “Twenty-Eight by ’28 Initiative” to highlight projects for completion by the 2028 Olympic and Paralympic Games
- At Chair’s direction, staff drafted a project list, which the Board favorably reviewed
- Includes Measure R, Measure M and other projects already slated for completion by 2028
- Also includes “aspirational” project schedules that propose to be accelerated by 2028



The Twenty-Eight by '28 Initiative

- The 2028 Games is an opportunity to advocate for accelerated resources, to achieve early project delivery

- **By identifying projects with aspirational schedules alongside projects already planned to be delivered by 2028, the Board would be highlighting—but not committing—those projects for early project delivery**

- Inclusion on list does not supersede commitments made in Measure M



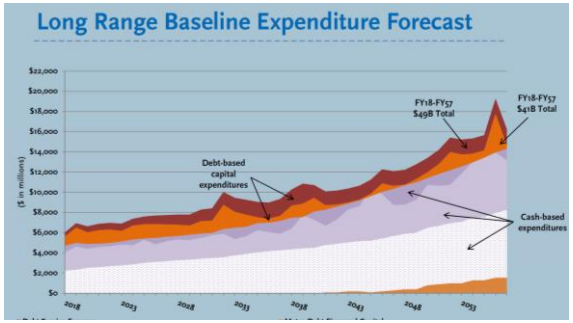
Opportunity

- Metro fundamentally provides access to opportunity
- In 10 years, planned transportation projects with the 2028 Games are an opportunity to achieve these projects earlier
- A more livable, successful and equitable region could be realized sooner
- The 2028 Games is a clear, relatable milestone to crystalize what could be accomplished in the next 10 years

Metro

Context

- Measures R and M commitments can be fulfilled under baseline assumptions
- Addition of new projects or early delivery of existing projects require one or more trade-offs
  - Additional debt financing
  - Cost offsets through innovations, scope changes or delivery efficiencies
  - Reassessment of investment priorities
  - New, unanticipated revenues



Early Project Delivery Strategy

- A framework to guide preparing and evaluating strategies to delivery projects earlier than scheduled
- Four categories of strategic accelerator inputs:
  - Funding
  - Partnerships
  - Process
  - Innovations



Next Steps

- Executive Management Committee review at January 18, 2018 meeting
- Board ACTION at January 25, 2018 meeting
- Future consideration, on a project-by-project basis, of potential for early project delivery


Thank you
Metro

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

File #: 2017-0779, **File Type:** Contract **Agenda Number:** 9.

AD HOC CONGESTION HIGHWAY AND ROADS COMMITTEE
JANUARY 17, 2018

SUBJECT: METRO EXPRESSLANES - BACK OFFICE SYSTEM

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award an eight-year firm fixed unit price Contract No. PS40164000, to TransCore for implementing and maintaining an ExpressLanes back office system in an amount not to exceed $48,327,615 for the eight-year base period, with two, three-year options, in amounts not to exceed $19,031,882 and $20,733,661, respectively, for a total not to exceed amount of $88,093,158, subject to resolution of protest(s), if any.

ISSUE

In 2010, Metro entered into Contract No. PS0922102333 (existing contract) with Atkinson Contractors, LP (Atkinson) to design, build, operate and maintain the I-10 and I-110 ExpressLanes. The existing contract is scheduled to expire on February 22, 2020, if all option years are exercised and an additional year of services is authorized as requested in a separate Board action.

Based on lessons learned and consistent with best practices in the tolling industry, Metro has split the services provided under the current contract into three separate procurements which are the back office system, roadside toll collection systems, customer service center operations. The back office system contract includes account management, violation processing and other support functions.

In light of the existing contract's termination date, and since the back office system requires the longest development lead time it is the first of the contracts requiring Board approval. Staff is requesting award of this Contract for the tolling back office system to enable Metro to develop and implement the new system to ensure seamless operation of the ExpressLanes.

DISCUSSION

A tolling back office solution is a software based system that provides functions such as transaction processing, customer account management, transponder management, payment and toll violations processing. Since each toll agency has very specific business rules, rate policies, customer policies and standard operating procedures dictated by the agency or statute, the back office system is highly

customized to meet specified requirements.

The existing contract and systems were integrated with the goal of deploying a successful one-year demonstration project. After over five years of operation, the existing system is reaching the end of its contract term.

The system and services under the new Contract will implement the latest best-in-class tolling technologies capable of servicing the needs of the existing facilities with growth to support future ExpressLanes corridors. The new system will also enhance customer-facing systems such as the website and phone system.

Contract Term

The back office system scope of work, which included over 2200 requirements, and the recommended contract term were developed in tandem with a team of consultants with tolling expertise. Additionally, Metro conducted a Tolling Industry Forum to gather expert input regarding the optimal contract term. The recommended contract term is based on experience gained in five years of tolling and the results of the Industry Forum.

Staff is recommending an eight-year base contract with two, three-year options for a total of fourteen years.

Typical procurements have shorter contract terms to encourage competition and optimal pricing. This works best when dealing with commodities or services that do not involve significant agency investment in procurement, development, testing, implementation and operations and when the system transition does not have potential significant impacts on agency customers, costs and revenue.

Back offices are arguably the most complex component of a tolling system and often require significant customization. In order to procure, develop and implement a toll back office system, a period of three years is typically required which represents a significant investment in agency time, personnel and financial resources which would be costly and inefficient to frequently repeat.

The following is a sample of activities and timeframes for the system procurement under the three year timeline:

- 6 Months: Review the existing statement of work's requirements and update to reflect tolling best practices and lessons learned.
- 12 Months: Release RFP, review proposals (which are commonly over 600 pages each), interview, negotiate, seek Board approval and award.
- 1.5 - 2 years: Design, implementation, data migration, go-live.

The recommended contract term reflects the nature of the investment and the time period required for procuring, developing and implementing the system. With a shorter contract term, the agency would be in a perpetual cycle of system procurement, integration, and data migration.

As part of the Toll Industry Forum questions, staff asked each toll vendor their preferred contract term inclusive of option years. Eleven firms replied to a varying number of base and option years. Three of the firms recommended five to eight years and the remaining seven firms recommended nine or more years. The primary reason for the recommended longer contract term is that it would allow full utilization of the expected useful life of the system components.

A potential total contract term of fourteen years will provide Metro the full useful life of the system to obtain maximum return on investment. Also, it typically takes at least a year of operation to fully burn-in the system and operate on a steady-state basis. So, it will usually be at least three years into the contract for this steady state operation to occur. For example, with a shorter contract duration, the agency will have to start the procurement process almost immediately after the new vendor has been hired.

Minimizing the number of times the back office is changed keeps the operations costs down and avoids data and customer issues that can arise during system transition.

For comparison purposes, staff also surveyed contract terms of other tolling agencies throughout the country (Attachment C). The majority of tolling contracts have a maximum term of 10 or more years with varying numbers of option years.

Based on the results of the industry forum, a review of contract terms associated with other tolling contracts and the initial time required to develop and burn-in the system, staff is recommending an eight-year base to maximize the up-front implementation costs. The additional two, three-year options, which would be brought back to the Board to seek approval to exercise the option, will allow staff sufficient time to develop and advertise, award and implement a new system, if warranted.

Pass-Through Costs

In order to obtain the best fixed price from the proposers, staff identified various costs such as postage and communications leased lines as pass-through items which ensure that expenditures reflect actual costs without any markups. This methodology minimizes the risk for both Metro and the contractor and yields a best value proposal for the Contract.

Small Business Participation

Staff worked with the Diversity and Economic Opportunity Department (DEOD) in the determination of a zero percent goal Small Business Enterprise (SBE) requirement for the back office system while incentivizing vendors to partner with small businesses through the evaluation score. The zero percent goal is due to limited partnering opportunities, the minimum requirements of implementing a toll system back office, large pass-through costs and a survey of other tolling agency procurements goals.

The following are tolling agencies with recent back office system procurements and examples of their DBE/SBE Goals.

Agency/Project	DBE/SBE Goal	Rationale

San Diego Association of Governments (SANDAG) Back Office System	Recent procurement did not include a DBE/SBE percentage	The procurement encouraged the use of SBE with no minimum requirement and did not involve federal funding.
Transportation Corridor Agencies (TCA) Customer Service Operations	Recent procurement did not include a DBE/SBE percentage	SBE was encouraged with no minimum requirement and did not involve any federal funding.
New Jersey Turnpike Authority Back Office System	Included a request for a "good faith" effort to include DBE participation but there was no specific requirement	The procurement allowed for favorable consideration of such effort as part of a much broader scoring of the proposal.
New York agencies in various tolling related procurements	2-10% that may or may not be fixed requirements but do require good faith efforts	
Central Florida Expressway Back Office System	As part of the agency's policies, they have an overall DBE target of 9.91%	The agency generally meets the quota through agency contracts outside of toll system projects

The approach of a zero percent goal and incentivizing participation through evaluation scoring resulted in a 5.07% SBE commitment by the recommended firm for the project.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for this Contract will come from toll revenues. The funds required for FY18 are included in the FY18 budget in Cost Center 2220, Project Numbers 307001 and 307002, Account 50316, Task 02.01.

Since this is a multi-year project, the cost center manager and Executive Officer of Congestion Reduction will be responsible for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

The Board may choose to direct staff to develop the system using in-house resources. This alternative is not recommended since Metro staff does not possess expertise in developing a tolling back office system.

The Board may choose not to award and execute the Contract. This alternative is not recommended because services under the existing contract will lapse and the ExpressLanes program will be adversely affected.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS40164000 with TransCore for the

implementation and maintenance of the new ExpressLanes back office system and will update the project implementation schedule for transition to a new back office system.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Toll Agency Contract Terms for Back Office System

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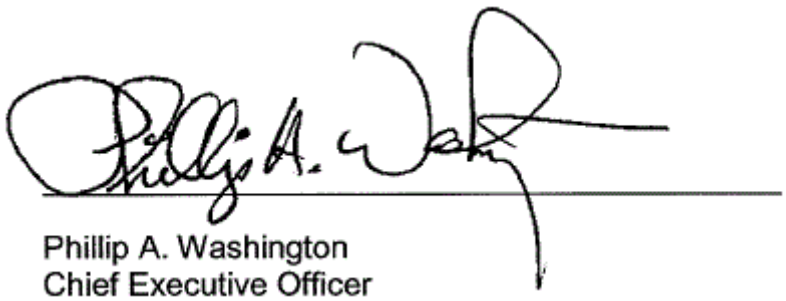
Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

EXPRESSLANES BACK OFFICE SYSTEMS/PS40164000

1.	**Contract Number**: **PS40164000**	
2.	**Recommended Vendor**: TransCore	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 4/21/17	
	B. Advertised/Publicized: 4/17/17	
	C. Pre-Proposal Conference: 5/2/17	
	D. Proposals Due: 7/20/17	
	E. Pre-Qualification Completed:	
	F. Conflict of Interest Form Submitted to Ethics: 9/1/17	
	G. Protest Period End Date: 01/19/18	
5.	**Solicitations Picked up/Downloaded**: 71	**Proposals Received**: 4
6.	**Contract Administrator**: Adrian Ziemer	**Telephone Number**: (213) 922-1109
7.	**Project Manager**: Tim Lew	**Telephone Number**: (213) 418-3134

A. Procurement Background

This Board Action is to approve Contract No. PS40164000 issued in support of Metro's ExpressLanes back office system (BOS). Board approval of contract awards are subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price.

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

- Amendment No. 1, issued on 04/26/17, to update the Statement of Work;
- Amendment No. 2, issued on 05/11/17, clarified the option years of the Contract, extended the RFP due date to 06/23/17, and updated Exhibit 2 and the Statement of Work;
- Amendment No. 3, issued on 06/17/17, updated the RFP number to PS40164-2 due to an administrative issue, extended the due date to 07/07/17, and updated the Statement of Work;
- Amendment No. 4, issued on 06/21/17, added Exhibits 12 and 13, Special Provisions 25 and 26, updated Exhibit 2, updated Exhibit 3, updated Exhibit C, and updated Attachments 3 and 6;
- Amendment No. 5, issued on 06/27/17, extended the RFP due date to 07/20/17;
- Amendment No. 6, issued on 06/30/17, updated the RFP Attachment 6, Exhibit 2, and the Statement of Work.

A pre-proposal conference was held on May 2, 2017. Twelve people from nine companies attended in person and six people from four companies attended via teleconference. There were 107 questions submitted in response to this solicitation and all were answered.

While there was no Small Business Enterprise (SBE) goal established for this procurement, an Industry Forum was convened on June 1, 2017 inviting SBEs and DVBEs to meet with potential Metro Primes for two future ExpressLane projects. The purpose of the event was to help create opportunities for SBE/DVBE to partner with Primes for ExpressLanes roadway toll collection systems and customer service center (CSC) to help ensure Metro continues to meets small business goals and objectives. Nine large business Primes participated and over 50 small businesses attended the event and met with the primes to discuss future partnership opportunities.

Though no SBE goal was established for this procurement, firms could receive up to five points based on the amount of SBE commitment outlined in their proposals.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Congestion Reduction department and one member from San Francisco Metropolitan Transportation Commission was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Demonstrated Project Experience & Qualifications	5 percent
• Key Project Team Experience	10 percent
• Approach to Project Plan and Implementation	15 percent
• Approach to System Requirements	25 percent
• Approach to Maintenance and Software Support Service	15 percent
• Approach to Performance Requirements	10 percent
• Cost	15 percent
• SBE/DVBE Participation	5 percent

Several factors were considered when developing these weights, giving the greatest importance to Approach to Project Plan and Implementation, Approach to Maintenance and Software Support Service, and Cost.

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

1. BRiC-TPS

2. Conduent State & Local Solutions, Inc. (Conduent)
3. ETAN
4. TransCore

During the week of August 21, 2017, the PET met and interviewed the four firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience. Fact finding was conducted on Sept 18, 2017. On October 12, 2017, a notice requesting Best and Final Offers (BAFO) was sent to all firms providing an update to quantities in the pricing schedule.

Qualifications Summary of Firms within the Competitive Range

TransCore

TransCore, LP is a wholly owned subsidiary of Roper Technologies, Inc., which acquired TransCore in December 2004. TransCore is one of the leading toll systems integrators in the United States, with demonstrated expertise and performance in all aspects of toll system design and integration. TransCore has successfully integrated over 38 back office systems in the United State and abroad. Many of the back office systems that they replaced were legacy systems that required careful transition planning and migration of existing data. Each of TransCore's key staff averages 15 years' experience serving the transportation industry.

TransCore is deploying its highly scalable and configurable *Integrity* BOS product, which is the system of choice for many CSC operations and tolling authorities, including the SANDAG I-15 Express Lanes, Delaware Department of Transportation, Massachusetts Department of Transportation, Pennsylvania Turnpike Commission, Ohio Turnpike and Infrastructure Commission, West Virginia Parkways Authority, and the Virginia Department of Transportation. TransCore has back office toll collection systems currently being used by 28 toll agencies, operates 10 CSC and virtual private clouds, and has successfully migrated system data for 15 back office conversions.

TransCore's proposal addressed all aspects of the statement of work.

ETAN

ETAN is a privately-held company founded in 1997 as a Limited Liability Company specializing in customer service, billing, collections, and accounting services. Their tolling catalog, offered as FASTLane (Financial Accountability Solution for Tolling), includes a comprehensive suite of services designed to address all transponder-

based and toll-by-plate back-office needs from the moment the transaction occurs until the tolls and all associated fees are paid in full.

ETAN is a technology company that provides solutions to the tolling industry. ETAN analyzed existing toll processing operations and developed optimized alternatives that both capitalized on technologic opportunities, and focused on financial accuracy and accountability. The result enabled them to manage the electronic tolling environment, packaged in a single solution called FASTLane.

ETAN's proposal did not address required system capabilities (i.e. tracking and management of outbound notifications) as it pertains to maintenance and software support. Moreover, the proposal did not address performance requirements regarding incentivizing support service(s) by group, management, and individual staff members to achieve optimal efficiency. ETAN listed no subcontractors in their proposal and received no SBE/DVBE participation points. Additionally, the proposed cost was 8.6% higher than that of the recommended firm.

Conduent

Conduent (previously Xerox State & Local Solutions) employs approximately 3,700 professionals. The firm supports more than 1,700 government agency customers in all 50 states, and has locations all over the United States. They have experience designing, installing, operating, and maintaining toll collection systems. They utilize Conduent BOS for a variety of industries including tolling, transit, financial, and health.

Conduent has expanded their interests in the transportation industry to include red light, carpool and HOT lane technologies. They are one of the largest electronic tolling collection (ETC) and BOS providers in the United States, providing services to a wide variety of tolling agencies, including the Bay Area Toll Authority, the New Jersey Turnpike Authority, New York E-ZPass® agencies, and LA Metro Express HOT Lanes. They provide transportation technology services worldwide, with employees across the U.S. and around the world, providing tolling, mass transit, parking, photo enforcement, and work zone safety. Conduent State & Local Solutions, Inc. is providing all current tolling support for Metro, as a subcontractor under Atkinson Construction.

Conduent’s proposal did not address a detailed approach to maintaining support for new mobile devices, mobile browsers, desktop browsers and operating systems, mobile and desktop customer experience trends as it relates to maintenance and software support services. Procurement and ownership rights of systems including software, equipment, physical assets, and other essential components were not addressed in the proposal as part of project and implementation planning. In addition, the proposal did not address system capabilities for providing, maintaining and supporting elements of the toll system that improves operational efficiencies per

system requirements. Conduent's price was 18% higher than that of the recommended firm and they received 0.58 SBE/DVBE participation points out of a possible 5 points.

BRiC-TPS

BRiC-TPS is a California company supporting transportation clients across North America. The company formed to address client operations and maintenance needs, initially for congestion mitigation programs operated by the Ports of Long Beach and Los Angeles under the PierPASS banner. They have expanded into providing maintenance and consulting services to customers using the VTX Back Office System in the electronic tolling industry. Their major projects include modernizing software solutions, replacing existing technology infrastructure and extending system capabilities to meet changing business needs. VTX is a proven back office system currently in use and supported by BRiC-TPS at several tolling agencies across North America, including the Transportation Corridor Agencies in Orange County which has successfully utilized the system for over 16 years.

BRiC-TPS has a team experienced in software development, maintenance, call center operations and toll Agency accounting. They have supported financial audits, provided PCI certification and testing, tokenized credit card processing, integrated chip based credit card readers, replaced networks, relocated data center operations, virtualized hardware platforms and other operations required by clients.

BRiC-TPS' proposal did not address system capabilities (i.e. linking correspondence, tracking of outbound notification) as it pertains to system requirements. As part of maintenance and software support services requirements, their approach failed to adequately address planned periodic software releases, break/fix solutions, emergency patches and restoration of systems services during an outage. BRiC-TPS' price was 46% higher than the recommended firm and listed no subcontractors in their proposal thereby receiving no SBE/DVBE participation points.

Summary of Scores of Firms within the Competitive Range

Table below provides the scores in order of rank.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**TransCore**				
3	Demonstrated Project Experience & Qualifications	86.45	5.00%	4.32	
4	Key Project Team Experience	93.34	10.00%	9.33	
5	Approach to Project Plan and Implementation	84.45	15.00%	12.67	

6	Approach To System Requirements	82.76	25.00%	20.69	
7	Approach to Maintenance and Software Support Service	91.45	15.00%	13.72	
8	Approach to Performance Requirements	90.12	10.00%	9.01	
9	Cost	100.00	15.00%	15.00	
10	SBE/DVBE Participation	100.00	5.00%	5.00	
11	**Total**		**100.00%**	**89.74**	**1**
12	**ETAN**				
13	Demonstrated Project Experience & Qualifications	47.58	5.00%	2.38	
14	Key Project Team Experience	64.91	10.00%	6.49	
15	Approach to Project Plan and Implementation	81.79	15.00%	12.27	
16	Approach To System Requirements	77.50	25.00%	19.38	
17	Approach to Maintenance and Software Support Service	76.79	15.00%	11.52	
18	Approach to Performance Requirements	36.79	10.00%	3.68	
19	Cost	92.13	15.00%	13.82	
20	SBE/DVBE Participation	0.00	5.00%	0.00	
21	**Total**		**100.00%**	**69.54**	**2**
22	**Conduent**				
23	Demonstrated Project Experience & Qualifications	83.57	5.00%	4.18	
24	Key Project Team Experience	81.02	10.00%	8.10	
25	Approach to Project Plan and Implementation	44.13	15.00%	6.62	
26	Approach To System Requirements	52.23	25.00%	13.06	
27	Approach to Maintenance and Software Support Service	57.24	15.00%	8.59	
28	Approach to Performance Requirements	71.12	10.00%	7.11	
29	Cost	84.87	15.00%	12.73	
30	SBE/DVBE Participation	11.60	5.00%	0.58	
31	**Total**		**100.00%**	**60.97**	**3**
32	**BRiC-TPS**				
33	Demonstrated Project Experience & Qualifications	50.02	5.00%	2.50	
34	Key Project Team Experience	69.57	10.00%	6.96	

35	Approach to Project Plan and Implementation	56.46	15.00%	8.47	
36	Approach To System Requirements	47.62	25.00%	11.91	
37	Approach to Maintenance and Software Support Service	37.34	15.00%	5.60	
38	Approach to Performance Requirements	46.70	10.00%	4.67	
39	Cost	68.33	15.00%	10.25	
40	SBE/DVBE Participation	0.00	5.00%	0.00	
41	**Total**		**100.00%**	**50.36**	**4**

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	BAFO amount
1.	TransCore	$84,387,688	**$96,160,681**	$88,093,158
2.	ETAN	$96,098,932	**$96,160,681**	$95,635,521
3.	Conduent	$103,841,036	**$96,160,681**	$103,841,036
4.	BRiC-TPS	$135,807,279	**$96,160,681**	$128,888,264

Price changes above reflect final responses to the BAFO and correspond with Metro requirements clarifications.

D. Background on Recommended Contractor

The recommended firm, TransCore, located in Nashville, Tennessee, is considered a leader in the back office tolling industry. Key personnel have on average 15 years' experience in the tolling industry. The project manager has 20 years' experience in tolling and back office systems. TransCore designed, built, and currently maintains the HOT lane and back office system customer service center for Houston Metro. They also designed the back office systems for Massachusetts Department of Transportation. Other projects they have completed or are currently working on include: providing violation process software for Delaware Department of Transportation, toll systems provider for Autotoll in Hong Kong, and back office systems for West Virginia Parkways Authority and Pennsylvanian Turnpike Commission.

DEOD SUMMARY

EXPRESSLANES – BACK OFFICE SYSTEMS / PS40164000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation based on the lack of apparent subcontracting opportunities. Notwithstanding, DEOD worked with the Project Manager and Contract Administration who developed evaluation criteria to incentivize proposers to utilize SBE/DVBE firms. TransCore, LP, through its outreach efforts, was able to identify two SBE's to provide hardware/software support, and system analyst services. Transcore, LP made a 5.07% SBE commitment. Additionally, other solicitations that support the ExpressLanes have been reviewed for higher goal application.

Small Business Goal	**0% SBE/DVBE**	**Small Business Commitment**	**5.07% SBE**

	SBE Subcontractors	**% Committed**
1.	Kambrian Corporation	5.00%
2.	Transportation Mobility Solutions	0.07%
	Total Commitment	**5.07%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

Toll Agency Contract Terms for Back Office Systems (Some contracts are combined with other operation types)			
Agency	**Base Term**	**Options**	**Total Maximum Term**
Pennsylvania Turnpike Commission	10 years	Two 5-year options	20 years
Bay Area Tolling Authority (BATA)	5 years from "go-live" date	Ten 1-year options	17 years
Transportation Corridor Agencies (TCA)	8 years from "go-live" date	Up to 7 years	15 years
LA Metro (Proposed BOS Contract)	8 years	Two 3-year options	14 years
Florida	7 years	7 years in increments of no less than one year	14 years
New York	10 years	3 years	13 years
New Jersey	10years	2 years	12 years
Riverside County Transportation Commission (RCTC)	5 years	5 years	10 years
San Diego Association of Governments (SANDAG)	5 years	5 years	10 years
Illinois	6 years	Four 1-year options	10 years
MassDOT	5 years	5 years	10 years
TxDOT	5 years	Two 2-year options and one 1-year option	10 years
DelDOT	3 years	Two 3-year options	9 years
LA Metro (Current Contract)	3 years	Five 1-year options	8 years

Los Angeles County
Metropolitan Transportation Authority

ITEM 9

METRO EXPRESSLANES – BACK OFFICE SYSTEMS

Ad Hoc Congestion, Highway and Roads Committee
JANUARY 17, 2018

Metro

New Back Office System Contract

AUTHORIZE the Chief Executive Officer to award an eight-year firm fixed unit price Contract No. PS40164000, to TransCore for implementing and maintaining an ExpressLanes back office system in an amount not to exceed $48,327,615 for the eight-year base period, with two, three-year options, in amounts not to exceed $19,031,882 and $20,733,661, respectively, for a total not to exceed amount of $88,093,158, subject to resolution of protest(s), if any.

Metro

Metro ExpressLanes Operations

- **Current Contract with Atkinson Contractors, LP to Design, Build, Operate & Maintain the I-10 and I-110 ExpressLanes**
  - **Demonstration Project**
    - **Three-Year Base**
    - **Five, One-Year Options**

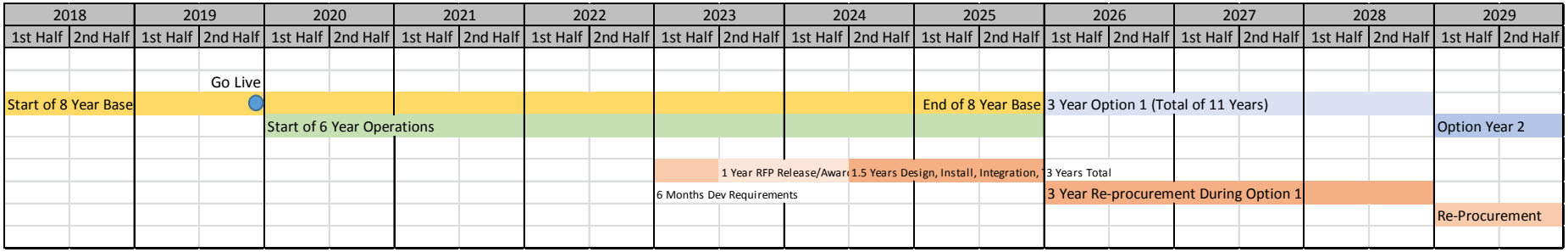
- **Based on Best Practices**
  - **Seeking a Longer Contract Term**
    - **SB 1298 Removed Sunset Date for ExpressLanes I-10 & I-110**
    - **Demonstration Period is Over**
  - **Three Separate Contracts**
    - **Back Office System**
      - **Transaction Processing**
      - **Customer Account Management**
      - **Payment and Toll Violation Processing**
    - **Roadside Toll Collection System** (Blackout period)
      - **Equipment on the Corridors**
      - **Dynamic Pricing**
      - **Corridor Incident Monitoring**
    - **Customer Service Support** (To be released)

Metro

New Back Office System Contract

- **Contract Term**
  - **Eight-Year Base and Two, Three-Year Options**
    - Option Years Will Require Board Approval at the Appropriate Time
  - **Contract Term Recommendation reflects:**
    - Three Years Required to Re-procure and Implement System
    - Obtaining the Full Useful Life of Investment
    - Toll Industry Forum Recommendations for Contract Length

Contract & Procurement Timeline



Metro

New Back Office System Contract

- **Small Business Participation**
  - **Staff Worked With DEOD in Determination of Zero Percent Goal**
    - **Incentivized Participation With Five Evaluation Points**
      - **Highlighted This Evaluation Factor during the Pre-Proposal Conference**
    - **Larger SBE/DVBE Goal For Next Two Upcoming ExpressLanes Procurements**
      - **Roadside Toll Collection System – Combined Twenty Three Percent SBE/DVBE Goal**
      - **Customer Service Support – To Be Determined**
  - **Goal Determination**
    - **Based on Other Tolling Agency Procurements**
    - **Proprietary Nature of Tolling Back Office System Software**

Metro

New Back Office System Contract

- **Received four proposals**
  - BRiC-TPS
  - Conduent State & Local Solutions
  - ETAN
  - Transcore

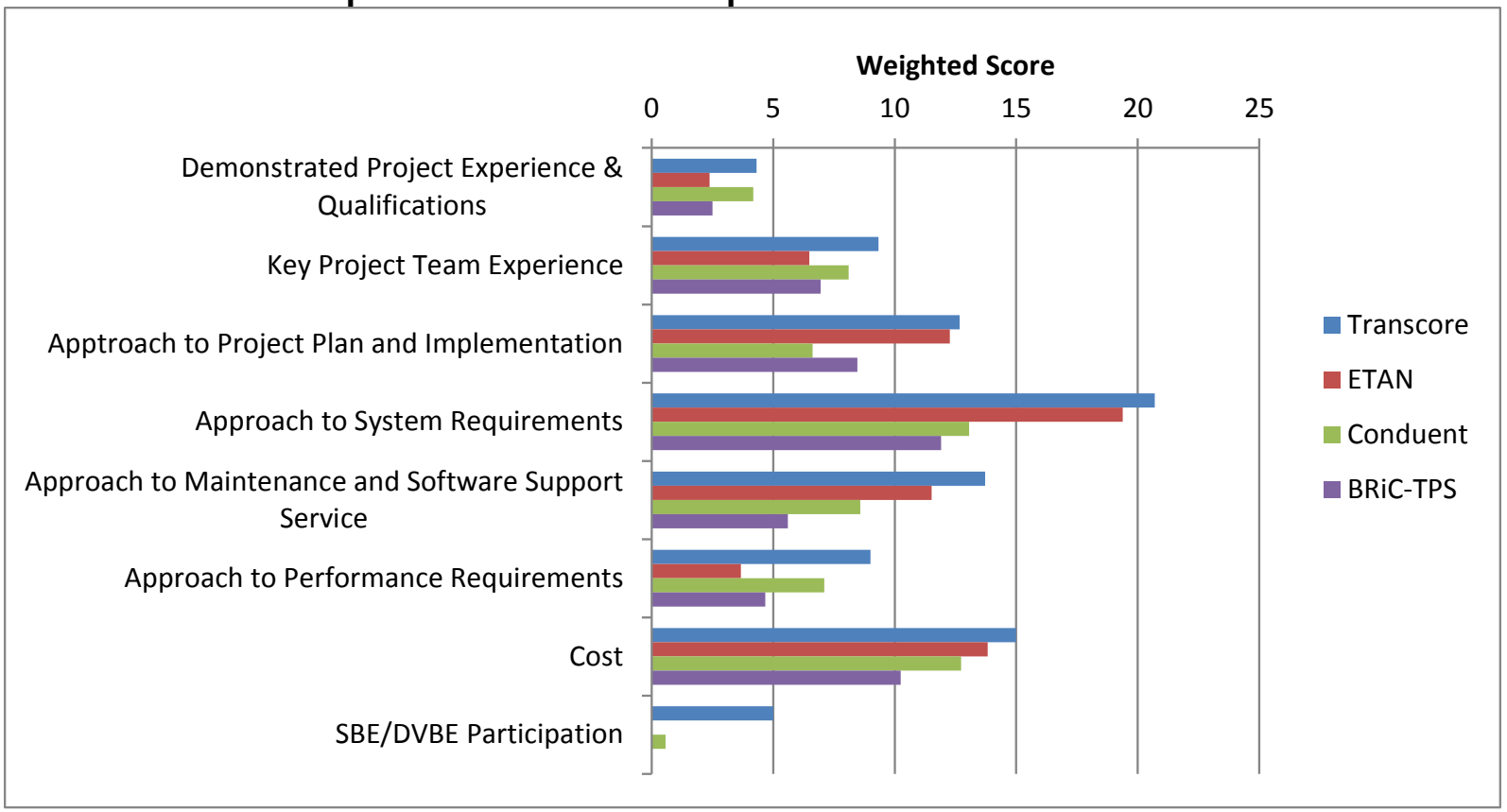
The proposals were evaluated based on the following evaluation criteria and weights:

Demonstrated Project Experience & Qualifications	5 percent
Key Project Team Experience	10 percent
Approach to Project Plan and Implementation	15 percent
Approach to System Requirements	25 percent
Approach to Maintenance and Software Support Service	15 percent
Approach to Performance Requirements	10 percent
Cost	15 percent
SBE/DVBE Participation	5 percent

Metro

New Back Office System Contract

- **Evaluation Results**
  - **TransCore is the Recommended Firm**
  - **TransCore's Proposal Addressed All Aspects of the Statement of Work**



Metro

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

Metro

Board Report

File #: 2017-0718, **File Type:** Contract **Agenda Number:** 10.

REGULAR BOARD MEETING
JANUARY 25, 2018

SUBJECT: METRO SYSTEM ADVERTISING (LICENSE TO SELL AND DISPLAY ADVERTISING ON BUS AND RAIL)

ACTION: APPROVE ADVERTISING CONTRACT AWARDS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System to OUTFRONT Media Group, LLC for 10 years, generating an aggregate minimum guarantee of $262,250,000 revenue for Metro, subject to resolution of protest(s), if any;

B. AWARD Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System to Intersection Parent, Inc. for 10 years, generating an aggregate minimum guarantee of $42,902,200 revenue for Metro, subject to resolution of protest(s), if any; and

C. AMEND the FY18 Budget to add three (3) Full Time Employees (FTEs) to support implementation of digital advertising and the new revenue contracts; FTEs will be funded by revenues generated from No. PS41099B and No. PS41099R.

ISSUE

Metro's current system advertising contract (License To Sell and Display Advertising on Metro Bus and Rail System) expired December 31, 2017. The contract has been extended to allow time to finalize the approval and contract execution process. The procurement for new revenue-generating contracts began in April 2017 with a public Request for Proposals (RFP) process.

The agency's expanded advertising policy coupled with recent innovations in advertising allow for leveraging technology to enhance the customer experience. Staff is recommending the award of two separate contracts - one for bus advertising to a firm with extensive experience, longevity and solid performance, and one for rail advertising to a firm that offers innovative digital technology to enhance the customer experience through new amenities for Metro customers and the communities Metro serves.

DISCUSSION

Background

Metro has an advertising policy as a way of utilizing the agency's assets to generate revenue. To implement the policy, Metro contracts with a professional advertising firm to sell, schedule, produce and install advertising on the Metro system. In January 2016, the Metro Board of Directors approved the Risk Allocation Matrix (RAM) and creation of an Internal Savings Account intended as tools to ensure long-term financial stability and mitigate projected budget shortfalls. Expanded advertising was identified as a significant initiative contributing to the sustainability of Metro's current and future operations and expansions.

In February 2017, the Metro Board of Directors approved the revised System Advertising Policy in order to implement the RAM initiative of expanded advertising as an agency revenue generator.

A Request for Proposals (RFP) process was initiated in April 2017 with intent to award a 10-year contract.

Goals

The contract approach centered around three primary goals:

1. **Enhance the customer experience** by upgrading all current static map cases to digital customer information panels (CIPs), thus, enabling real-time management and flexibility of customer information.
2. **Reduce costs** by securing free and guaranteed advertising space and no print/production costs to the agency.
3. **Increase revenue-generation** by maximizing the agency's vast and growing capital assets including the bus and rail fleet, rail stations, transitway stations, parking facilities, and Division facilities; and migrating to digital advertising.

Enhancing the Customer Experience

Transitioning to a digital advertising model affords a unique opportunity for the agency to leverage its system advertising program to not only increase revenues, but also enhance the customer experience by providing new amenities for Metro customers and the communities Metro serves.

This new digital technology will include interactive screens to display customer information, system and neighborhood maps, vehicle arrival information, service alerts and disruptions, and other agency information.
Some of the displays will also provide customer amenities such as free Wi-Fi, free 911 emergency calls and other calls nationwide, USB charging stations, and neighborhood and city information on an interactive tablet.

Conversion to Digital Displays

Staff has mapped out a plan to modernize the agency's advertising approach by transitioning from static map cases and signage to digital advertising over a five-year period. This will involve upgrading the display of ads to digital advertising screens and customer information panels across the rail system.

Metro's current and future rail stations will feature digital screens to share real-time customer information. Additionally, the screens will be placed at stations along the Orange Line and Silver Line, as well as the El Monte and Harbor Gateway Transit Centers.

For the first year of the contract, the contractor will audit all rail stations in Metro's system and develop an installation plan based on those that are install-ready. A proposed design for each station will be reviewed and approved by the relevant Metro departments.

Procurement Process

Attachment A - Procurement Summary provides full procurement process, where the RFP followed the best value process:

- Two proposals were received and oral presentations were held in September by both Respondents.
- Best and Final Offers, along with a final oral presentation, were requested, which were provided by Respondents in October. Final scoring and decision was completed in October by the evaluation committee.
- The evaluation committee was comprised of staff from Marketing, Countywide Planning, Office of Budget and Finance, Operations, and Signage and Environmental Design; with advisors from: Marketing, Vendor/Contract Management, and Universal Studios Hollywood (non-Metro).

Contract Terms

- 10 years with midpoint performance audit at the end of 5th year
- Minimum annual guarantee (MAG) revenue payments
- Revenue share of 55% to Metro beyond the MAG (years 1-5)
- Revenue share of 70% to Metro beyond the MAG (years 6-10)
- Full financial audit access and detailed reporting requirements
- Full compliance with Metro's standard terms and conditions, Fire Life Safety, and ADA compliance
- Commitment to install and maintain digital screens for the customer information and advertising

OUTFRONT Media Group, LLC

OUTFRONT Media Group, LLC (OUTFRONT) is proposing guaranteed revenues of $262,250,000 to Metro over the 10-year contract term for the bus system. They will provide static advertising on and in the agency's bus fleet.

OUTFRONT is an industry leader in transit advertising with 80 years of knowledge and experience - 35 years of direct service experience with Metro. OUTFRONT demonstrates a solid financial history with a consistent record of fulfilling their revenue payments to Metro and all other transit agencies including NY MTA, WMATA, and MBTA.

With a strong national and local sales team, expert knowledge in sales management and operations of commercial advertising, staff is confident OUFRONT will fulfill their bus revenue guarantee to Metro over the 10-year contract term.

As the incumbent, their experience with Metro and their intricate knowledge of agency Bus Operations is advantageous to Metro, requiring no new training or transition. OUTFRONT has been and will continue to utilize the services of a certified Disadvantaged Business Enterprise (DBE) firm to fulfill advertising operations on the agency's bus fleet.

Intersection Parent, Inc.
Intersection Parent, Inc. (Intersection) is proposing guaranteed revenues of $42,902,200 to Metro over the 10-year contract term for the rail system. They are also committed to a capital investment of $19,700,000 to install new digital equipment to implement customer information and digital advertising on Metro's rail system.

Intersection is an industry leader in municipal out-of-home advertising with 15 years of knowledge and expertise. They are also a leader in product innovation involving technology in public spaces. Intersection has a proven track record with NY MTA deploying interactive On-the-Go customer kiosks, and with New York City deploying digital screens that include customer amenities - a technology known as LinkNYC.

In their proposal and demonstration to Metro, Intersection better addressed the agency's goal of enhancing the customer experience through innovative and digital technology with three offerings: LinkLA, interactive customer information panels, and station activations.

Intersection proposes deploying LinkLA on Metro's system providing free Wi-Fi, USB charging stations, an interactive tablet with Metro and community resources, and free 911 calls and calls nationwide for use by Metro customers and the communities Metro serves. Intersection embraces advancing the participation of DBE, SBE and women-owned businesses on Metro's municipal contracts.

DETERMINATION OF SAFETY IMPACT

Digital and interactive information will improve the customer experience by providing relevant and timely content to Metro customers, including safety information. Once the displays are installed and ready for use, Metro staff will manage agency information on all digital screens. In the event of an emergency, digital screens can be used to display emergency information with a take-over message on a single screen, station-wide, the entire rail line, or system-wide.

The light emanating from digital screens and customer information panels provide additional lighting within each station - a safety benefit to all riders. Additionally, the screens are designed with a self-dimming feature at night to reduce glare and light pollution.

All new equipment, placement, and impact to passenger flow will be reviewed by System Safety to meet Metro Fire Life Safety Criteria, and Civil Rights to meet ADA Compliance. All contractors and subcontractor personnel will be trained and certified in Metro Rail Safety training.

FINANCIAL IMPACT

This is a revenue-generating contract and requires no capital funds to support it. This 10-year

contract meets three main goals:

- Enhance the customer experience
- Increase cost savings towards the agency's annual budget
- Generate significant revenue for the agency

Revenues to Metro

Metro will generate a minimum guarantee of $30,515,221 annually and $305,152,214 over 10 years in combined revenues from both contracts. Metro has also incorporated a shared revenue component to the contract so that the agency benefits from revenue generated over and beyond the minimum annual guarantee (MAG). In years 1-5 of the contract term, Metro will receive 55 percent of any additional revenue beyond the MAG. In years 6-10, Metro will receive 70 percent of additional revenues beyond the MAG. The revenue generated through this contract also contributes to the agency's ability to implement the "28 by 28" initiative to deliver major projects by the time Los Angeles hosts the 2028 Olympic and Paralympic Games.

Cost Savings

Metro will save approximately $2,937,240 per year in cost savings and $29,372,400 over the 10-year duration of both contracts in free and guaranteed advertising space and print/production costs for the purpose of agency awareness, outreach and advertising campaigns. Historically, Metro has paid for the print/production cost of advertising on our own system.

Contractor Capital Investment

Intersection Parent, Inc. is committed to making a $19,700,000 capital investment in the installation of new innovative digital customer information and advertising equipment on the rail system. This is a commitment by the contractor to invest in Metro's technology infrastructure, new digital equipment, and efforts to improve the customer experience - at no cost to the agency.

Impact to Budget

While no capital funds are needed to support these revenue-generating contracts, labor support agency-wide is required to effectively rollout, implement, manage, and maintain advertising activities. Three new full-time employees (FTEs) are necessary to manage the program, manage the installation of new advertising infrastructure, and ensure seamless operations across the agency. Funding for the FTEs will be provided by revenues generated from commercial advertising on Metro's system (No.PS41099B and No.PS41099R), and will be pursued through the mid-year 2018 budget process to fully deliver this initiative:

Digital Advertising Installation and Rollout

- Full-Time Employee (FTE) - Project Manager staffed as a project position for a defined timeframe to implement installation and rollout of digital advertising infrastructure on the Metro system and coordinate activities from the following internal departments:
    - Engineering/Safety staff to review and approve station proposals in order to meet Metro Fire Life Safety Criteria.
    - Civil Rights/ADA Compliance staff to review and approve station proposals in order to meet ADA Compliance.
    - Countywide Planning staff to review and approve station proposals in order to

meet Metro Rail Design Criteria.
- Signage Design staff to review and approve station proposals in order to meet Customer Station Signage Criteria.
- Information Technology staff to review and approve station proposals in order to meet IT Architecture and Infrastructure Standards.

Ongoing Advertising Efforts

- Full-Time Employee (FTE) - Digital Communications Administrator to manage the agency's free and guaranteed content in new advertising systems for static and digital advertising.
- Full-Time Employee (FTE) - Communications Officer to audit and provide quality control to ensure agency free and guaranteed advertising is executed by all contractors.

ALTERNATIVES CONSIDERED

The Board may choose to not award the revenue contracts for system advertising.
This is not recommended as it would contradict the RAM initiative.

The existing advertising contract with OUTFRONT Media expired December 31, 2017. Staff has extended the contract to allow time for Board approval and the contract execution process. If the Board chooses not to award a new contract, Metro would have to continue to extend the current contractor on a temporary basis while undergoing a new procurement process. However, both proposers are leaders in the industry and submitted impressive proposals, so staff would not expect another procurement to result in much of a different outcome.

Another alternative is that Metro suspends its advertising program while pursuing a new procurement process, which would negatively impact the agency's budget (up to $2,000,000 in monthly revenue) given the substantial revenue generated through the advertising program.

NEXT STEPS

Upon Board approval, staff will execute both contracts:

1. Contract No. PS41099B with OUTFRONT Media Group, LLC to provide a License to Sell and Display Advertising on Metro Bus System.

2. Contract No. PS41099R with Intersection Parent, Inc. to provide a License to Sell and Display Advertising on Metro Rail System, and

Staff will coordinate knowledge transfer between the contractors to ensure no gap or disruption of advertising efforts or revenue payments to the agency.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Financial Summary
Attachment C - DEOD Summary
Attachment D - PowerPoint Presentation

Prepared by: Lan-Chi Lam, Director of Communications, (213) 922-2349
Glen Becerra, Executive Officer of Marketing, (213) 418-3264

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777
Carolina Coppolo, Executive Officer of Vendor/Contract Management, (213) 922-4471



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO SYSTEM ADVERTISING - LICENSE TO SELL AND DISPLAY ADVERTISING ON METRO BUS AND RAIL SYSTEMS/PS41099B and PS41099R

1.	**Contract Numbers**: PS41099B & PS41099R	
2.	**Recommended Vendors**: A. Outfront Media Group, LLC. B. Intersection Parent, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: April 27, 2017	
	B. Advertised/Publicized: April 20, 2017	
	C. Pre-Proposal Conference: May 11, 2017	
	D. Proposals Due: August 14, 2017	
	E. Pre-Qualification Completed: September 7, 2017	
	F. Conflict of Interest Form Submitted to Ethics: September 25, 2017	
	G. Protest Period End Date: November 20, 2017	
5.	**Solicitations Picked up/Downloaded**: 47	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: James A. Nolan	**Telephone Number**: 213-922-7312
7.	**Project Manager**: Lan-Chi Lam	**Telephone Number**: 213-922-2349

A. Procurement Background

This Board Action is to approve ten-year Contracts Nos. PS41099B and PS41099R issued to provide a License to Sell and Display Advertising on Metro Bus and Rail Systems. The goal in the selection of firms was to maximize the value of the total revenue to Metro while ensuring compliance with Metro's advertising standards. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposals (RFP) was issued on April 27, 2017 as a competitive solicitation, in accordance with Metro's Acquisition Policy and the contract types are License Agreement Services Contract with Fixed Revenue Share Percentage with Minimum Annual Guarantee.

A Pre-Proposal Conference was held on May 11, 2017 with 16 attendees representing eight companies.

Four amendments were issued during the solicitation phase of this RFP;

- Amendment No. 1 issued May 31, 2017, extended the due date to July 12, 2017 and directed that all RFP questions/clarification requests be received by July 9, 2017.
- Amendment No. 2 issued July 5, 2017, extended the due date to July 31, 2017.

- Amendment No. 3 issued July 24, 2017, extended the due date to August 7, 2017 and provided revised RFP documents. Also provided Non-disclosure agreement for access to additional station diagrams.
- Amendment No. 4 was issued July 31, 2017 to extend the due date to August 14, 2017, and provided revised RFP documents and pricing forms.

Two proposals were received on August 14, 2017, as follows in alphabetical order:

1. Intersection Parent, Inc.
2. Outfront Media Group, LLC

Both proposals were deemed responsible and responsive to the requirements of the RFP.

B. Evaluation of Proposals

This solicitation was conducted in accordance, and complies with, Metro's Acquisition Policy for a competitive negotiated procurement as well as with Metro's revised Board approved System Advertising Policy. A Proposal Evaluation Team (PET) consisting of staff from Metro Marketing, Signage and Wayfinding, Systemwide Planning, Finance and Operations Department was convened and conducted a comprehensive technical evaluation of the proposals received. The proposals were first evaluated according to minimum qualifications required by the RFP.

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

- Revenue 35 percent
- Qualifications of Firm 30 percent
- Business Plan and Case Studies 35 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar revenue procurements.

During the week(s) of August 17, through October 30, 2017 the PET met and evaluated the firms in accordance with the applicable evaluation criteria. The PET's recommendation is to award two contracts, one for bus and one for rail, to the highest rated firm(s) in each respective category as this method has been successful in the past and allows flexibility to award to the proposer best qualified in each distinct area.

The recommended firms are listed below:

Bus Advertising PS41099B
Outfront Media, LLC

Rail Advertising PS41099R
Intersection Parent, Inc.

1	BUS SYSTEM ADVERTISING	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Firm #1 Outfront Media, LLC**				
3	Revenue	90.40	35.00%	31.64	
4	Qualifications of Firm	92.53	30.00%	27.76	
5	Business Plan and Case Studies	54.51	35.00%	19.08	
6	**Total**		**100.00%**	**78.48**	**1**
7	**Firm # 2 Intersection Parent, Inc.**				
8	Revenue	79.37	35.00%	27.78	
9	Qualifications of Firm	85.80	30.00%	25.74	
10	Business Plan and Case Studies	68.11	35.00%	23.84	
11	**Total**		**100.00%**	**77.36**	**2**

1	RAIL SYSTEM ADVERTISING	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Firm #1 Intersection Parent, Inc.**				
3	Revenue	77.37	35.00%	27.08	
4	Qualifications of Firm	86.80	30.00%	26.04	
5	Business Plan and Case Studies	84.29	35.00%	29.50	
6	**Total**		**100.00%**	**82.62**	**1**
7	**Firm # 2 Outfront Media, LLC**				
8	Revenue	86.51	35.00%	30.28	
9	Qualifications of Firm	85.53	30.00%	25.66	
10	Business Plan and Case Studies	53.94	35.00%	18.88	
11	**Total**		**100.00%**	**74.82**	**2**

C. Revenue Fairness Analysis

The recommended Revenue Share/Minimum Annual Guarantee (MAG) has been determined to be fair and reasonable based upon adequate competition and in comparison with Metro's Revenue Estimates. Additionally, at the end of each year,

each firm shall pay to Metro the amount, if any, by which the revenue share for each contract year exceeds the MAG paid to Metro for that contract year.

D. Background on Recommended Contractor(s)

Intersection Parent, Inc, (Intersection) formerly Titan, located in New York City, NY, was established in 2016. Intersection employs over 600 people in ten offices around the United States. Intersection has provided advertising revenue services to SEPTA, DART, NJ Transit, NYMTA, BART and Chicago Transit Authority, among others.

Outfront Media Group, LLC (Outfront)

Outfront Media Group was established in 1968, and is located in New York City, NY. Outfront employs 2,181 people. In addition to Metro, Outfront provides similar services to NYMTA, Boston's MBTA, Washington DC's WMATA, Atlanta's MARTA, Miami-Dade Transit, Detroit, MI DOT, OCTA, and Long Beach Transit, as well as other agencies.

ATTACHMENT B

RFP No. PS41099 – System Advertising Financial Summary

Best and Final Offer (BAFO)

Financial Comparison – Revenues & Capital Investments

BUS REVENUES		
	INTERSECTION	**OUTFRONT**
Minimum Annual Guarantee (MAG)	**$241,690,525**	**$262,250,000**
Additional Revenue Share (subject to actual gross receipts)	$51,303,970	$19,281,765
Est. Metro share	$292,994,495	$281,531,765

RAIL REVENUES		
	INTERSECTION	**OUTFRONT**
Minimum Annual Guarantee (MAG)	**$42,902,214**	**$47,750,000**
Additional Revenue Share (subject to actual gross receipts)	$183,508,473	$17,318,235
Est. Metro share	$226,410,687	$65,068,235

CAPITAL INVESTMENTS	
INTERSECTION	**OUTFRONT**
$19,750,000	**$22,650,000**
754 Customer Info Panels (interactive) 57 LinkLA units (interactive) 10 Station activations (interactive)	735 Digital advertising displays 400 ON Smart Liveboards (interactive) 25 PALO kiosks (interactive)
Optional Expansion	
$12,500,000	
143 LinkLA units (interactive)	

ATTACHMENT B

RFP No. PS41099 – System Advertising Financial Summary

Agency Cost Savings

Estimated Cost Savings – 10% Ad Usage

ADVERTISING COSTS SHEET (PRODUCTION & MEDIA SPACE)			
ITEM	**2016 ANNUAL SALES (ACTUALS)**	**PRODUCTION UNIT COST**	**MEDIA SPACE UNIT COST**
Rail Full Wraps	148	$13,500	$5,500
Bus Full Wraps	121	$9,000	$5,500
Bus Supra King Wraps	n/a	$1,500	$5,000
Rail Kings	7,620	$30	$450
Bus Kings	44,016	$30	$450
Bus Tail Kings	n/a		$225
Bus Tail Wraps	n/a		$225

**Production and media space unit cost provided by Outfront Media*

METRO 10% AD USAGE (PRODUCTION & MEDIA SPACE COSTS)			
ITEM	**10% METRO ALLOTMENT**	**PRODUCTION TOTAL COST**	**MEDIA SPACE TOTAL COST**
Rail Full Wraps	14	$202,500	$82,500
Bus Full Wraps	12	$108,000	$66,000
Bus Supra King Wraps			
Rail Kings	762	$22,860	$342,900
Bus Kings	4,401	$132,030	$1,980,450
Bus Tail Kings			
Bus Tail Wraps			
Totals		$465,390	$2,471,850
		GRAND TOTAL	**$2,937,240**

ATTACHMENT B

RFP No. PS41099 – System Advertising Financial Summary

Contract Comparison

Current Contracts vs New Contracts

	CURRENT CONTRACTS	NEW CONTRACTS
Bus Revenue	$104,250,000	$262,250,000
Bikes Racks (additional) *	$136,063	*included above*
Additional Revenue Share	-	$19,281,765
Rail Revenue	$5,750,000	$42,902,214
2-Sheets (additional) *	$316,058	*included above*
Additional Revenue Share	-	$183,508,473
Totals	**$110,452,121**	**$507,942,452**
	5 Year contract	10 Year contract
	Minimum annual guarantee (MAG) only	Revenue share + MAG

**Does not include Additional Revenues for 2017*

DEOD SUMMARY

METRO SYSTEM ADVERTISING - LICENSE TO SELL AND DISPLAY ADVERTISING ON METRO BUS AND RAIL SYSTEMS/PS41099B and PS41099R

A. Small Business Participation

For this revenue generating procurement, the Diversity and Economic Opportunity Department (DEOD) determined that a goal is not applicable to the system advertising contract, which will not utilize any federal, state and/or local funds.

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 is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

ATTACHMENT D

Metro System Advertising Contract Recommendation to Award

Communications Department
Vendor/Contract Management Department

January 25, 2018

Metro

Opportunities Through New Contract

- This new contract is an opportunity to enhance the customer experience through digital technology.
- Allows Metro to provide customers with real-time information and amenities like free WiFi, free calls, an interactive tablet, and USB charging stations.
- Supports Metro's goal to advance innovation and technology.
- Revenue generated through this contract will contribute to Metro delivering the 28 by '28 initiative.

Contract Goals

1. **Enhance the customer experience**
   Leverage technology to enhance the customer experience by upgrading static map cases to digital customer information panels (CIPs), and enabling real-time management and flexibility of customer information.

2. **Reduce cost**
   Secure free and guaranteed advertising space and no print/production costs to the agency.

3. **Increase revenue generation**
   Maximize agency's vast and growing capital assets to generate additional revenue.

Two Proposals

Intersection

OUTFRONT media

Intersection Parent, Inc		Outfront Media Group, LLC
• National media and technology company (formerly Titan Outdoor) • Privately held company		• Incumbent contractor (formerly CBS Outdoor) • Publicly traded company
Clients: CTA, NJ Transit, SEPTA, BART, City of Philadelphia, LinkNYC, LinkU.K.		Clients: NYC MTA, MBTA, WMATA, LA Metro, LADOT, CALTRAIN

Staff Recommendation – Two Contracts

- **Award two contracts – one to each proposer**

- **Metro benefits from the strengths and expertise of each contractor**
  - Extensive experience and longevity in commendable performance of one firm
  - Innovation and forward-thinking technology to enhance the customer experience

Award Recommendation - Bus

OUTFRONT media

Metro Bus System Contract

- $262.25M in revenue to Metro over 10 years
- 35 years commendable service history for Metro
- Solid payment history with Metro
- Intricate knowledge of agency and Bus Operations
- No training or transition needed
- Utilizes certified DBE for installation management

Award Recommendation - Rail



Metro Rail System Contract

- $42.9M in revenue to Metro over 10 years
- $19.7M in capital investment
- Improves the customer experience through innovation, utilizing digital advertising and customer information
- Delivers amenities for customers and station communities: free Wi-Fi, USB charging, 911 calls, interactive tablet, service disruptions, time-sensitive messaging
- Embraces advancing the participation of DBEs, SBEs and women-owned businesses on our municipal contracts

Procurement Summary

Metro

Procurement: Schedule

April 2017	**Request for Proposals issued**
June 2017	**Questions received, responses posted**
August 2017	**Two Proposals received**
September 2017	**Oral Presentations**
October 2017	**Evaluations**
October 2017	**Best and Final Offers requested and submitted**

Procurement: Evaluation Team

Scoring Committee

- Marketing
- Countywide Planning
- Office of Management & Budget
- Operations
- Signage & Environmental Design

Advisors (non-scoring)

- Marketing, Vendor/CA
- Universal Studios Hollywood (non-Metro)

Procurement: Evaluation Criteria

Qualifications of Firm **30 percent**

- Technical expertise
- Strength & stability of firm
- Past performance

Business Plan & Case Studies **35 percent**

- Understanding the scope of work
- Details of business/work plan
- Optional deliverables, case studies

Revenue **35 percent**

- Minimum guarantee

Procurement: Final Scoring

Bus System

- **Outfront Media Group, LLC** **78.48**
- **Intersection Parent, Inc** **77.36**

Rail System

- **Intersection Parent, Inc** **82.62**
- **Outfront Media Group, LLC** **74.82**



Enhancing the Customer Experience

Metro

Enhancing the Customer Experience

Opportunity to enhance the customer experience by leveraging innovative technology and digital content

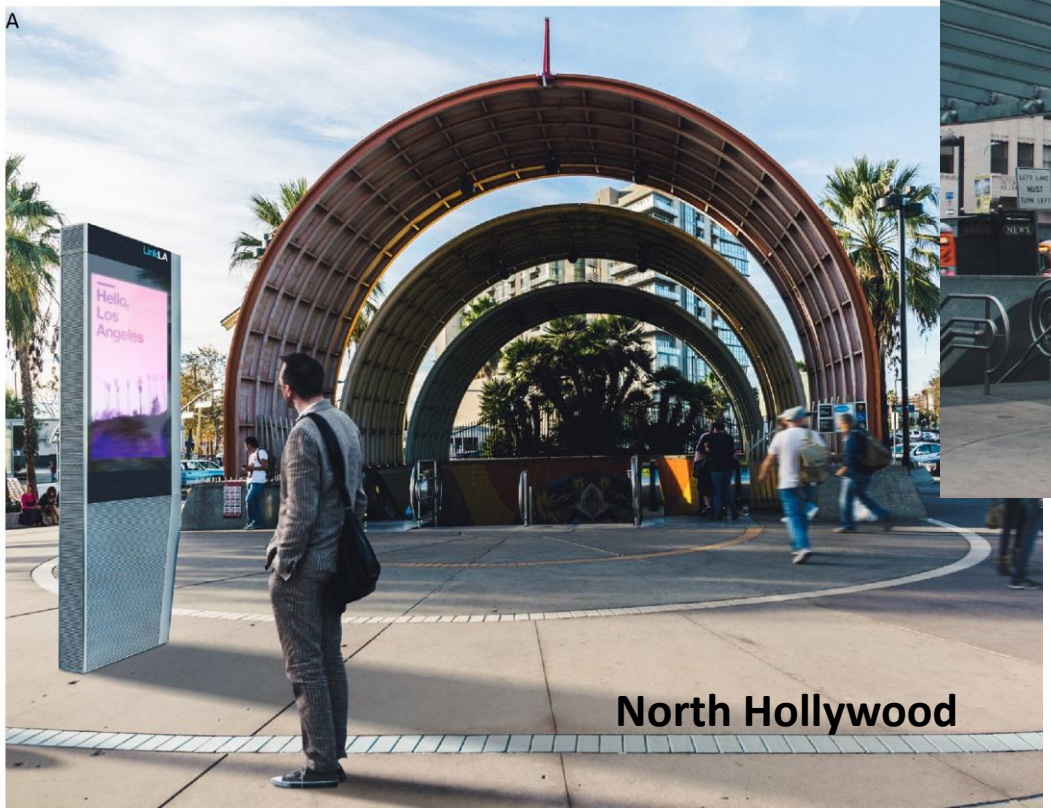
- Digital customer information panels that are versatile, replacing static map cases.
- Provides new amenities for customers & station communities such as free Wi-Fi, USB charging, free 911 and nationwide calls, and interactive tablet
- No capital cost to Metro – digital equipment funded by advertising revenues

Intersection

Link LA Customer Info Kiosks

- 55-inch wide screens
- Placed on Metro property only
- Metro customer information
- Community information





Renderings for illustrative purposes only. Subject to change based on street conditions and siting criteria.

Intersection

Customer Amenities

- Agency/community info
- Emergency messaging
- Free Wi-Fi
- Free calls including 911
- Interactive tablet
- USB charging





Customer Information Panels

Intersection

- 70-inch screens
- Placed on Metro property only

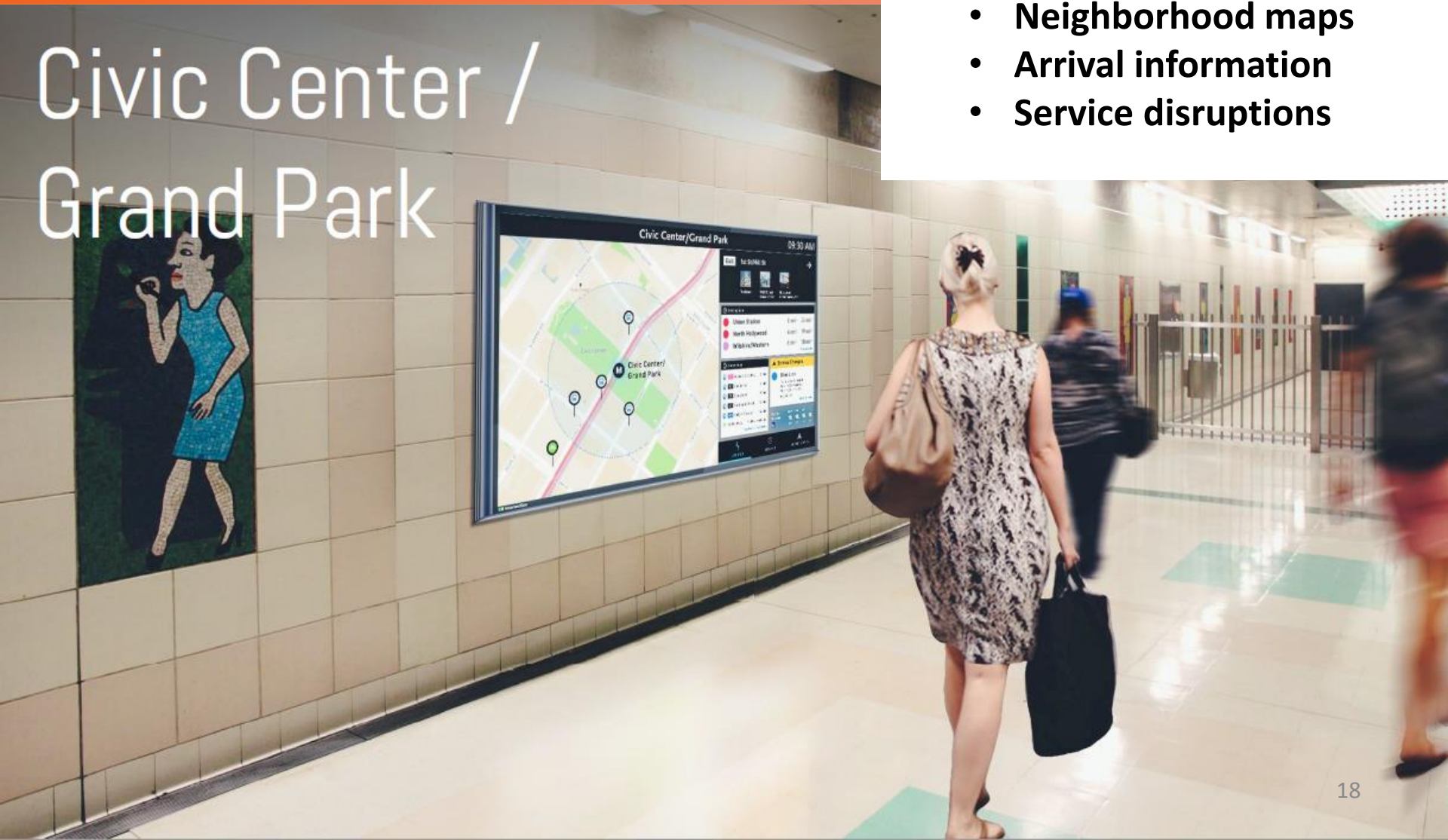


Freestanding Digital CIP on station platform with platform-specific METRO system map

Customer Information Panels

Intersection

- System maps
- Station maps
- Neighborhood maps
- Arrival information
- Service disruptions



Intersection

Customer Information Displays

- Digital screens include a self-dimming feature at night
- Light emanating from the screens provides an added safety benefit to riders
- Metro staff can share information in real-time and make updates as a situation evolves
- Digital signage program will apply to all Metro rail stations, major Orange Line and Silver Line stations, the El Monte Transit Hub and the Harbor Gateway Transit Hub

Digital Conversion Plan

Proposed Rollout Approach

- The contractor will audit Metro's system and provide a list of stations, their readiness for digital conversion, and logistics needs.
- Proposed design for each station/hub will be reviewed and approved by relevant Metro departments.
- Metro will reach out to cities prior to digital conversion.

Schedule

- Year 1: Audit the system, proposal approvals
- Years 2-5: Digital rollout

Reducing Costs & Increasing Revenue Generation

Metro

Background/History

- Expanded advertising identified as significant tactic to increase revenue in the Risk Allocation Matrix (RAM) approved by the Board in January 2016.

- System Advertising Policy was revised and now includes digital advertising, and was approved by the Board in February 2017.

- Metro's current Bus & Rail Advertising contract has been extended to allow time for new contract approval.

Reducing Cost & Increase Revenue

Reduce Cost

- Secure free and guaranteed advertising space and no print/production costs to the agency.

Increase Revenue

- Maximize agency's vast and growing capital assets to generate additional revenue.

Outfront – 35 Years of Partnership

- **35 years of commendable service history**
- **Solid payment history with Metro**



OUTFRONT media

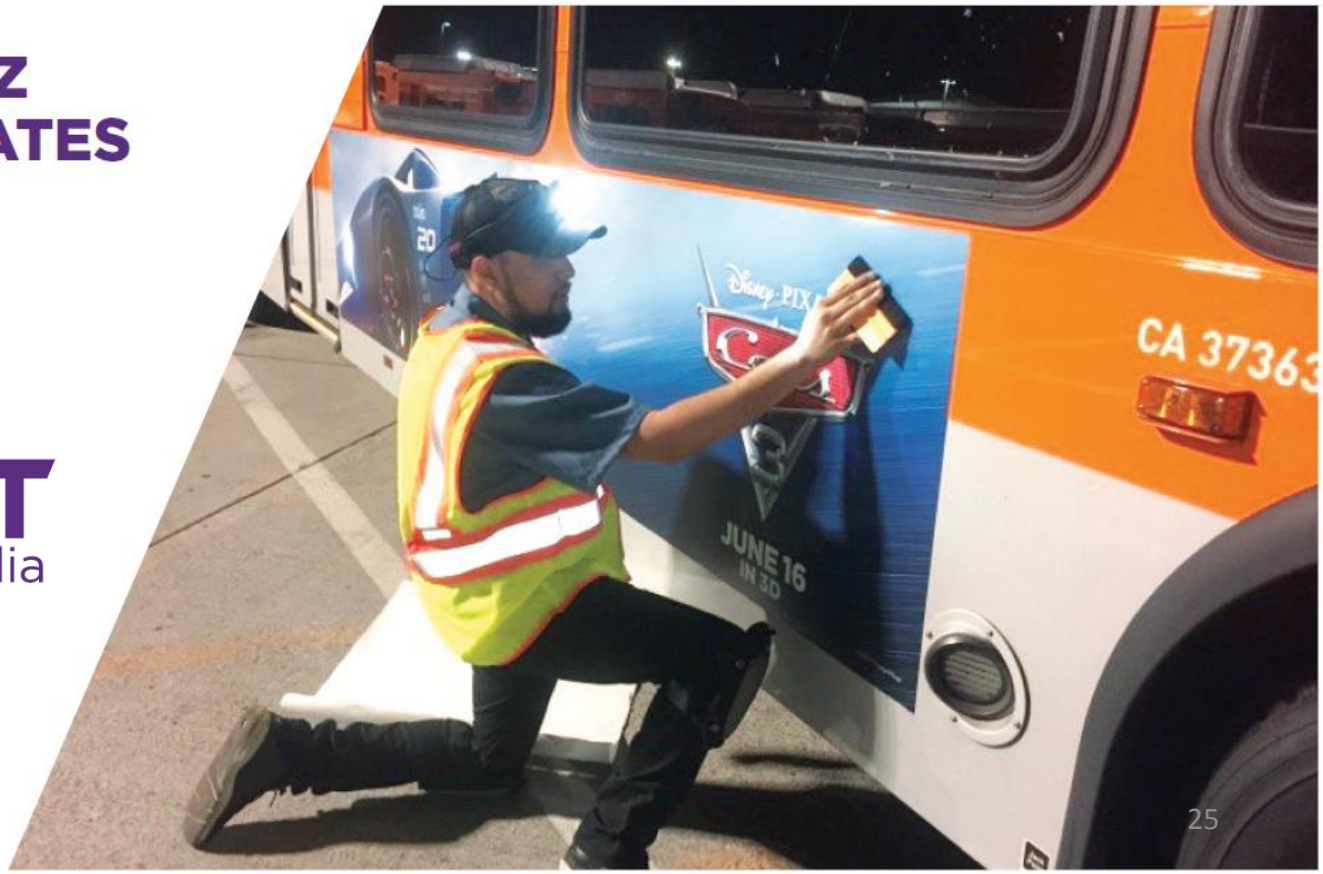


Outfront – 35 Years of Partnership

- **Intricate knowledge of Bus Operations**
- **Utilize certified DBE for posting management**

J. PEREZ ASSOCIATES INC.

OUTFRONT media



Minimum Guaranteed Revenues

Combined revenues to Metro for 10 years

Bus Revenue	$262,250,000
Rail Revenue	$42,902,214
10-Year Total	**$305,152,214**

Rail Capital Investment

Committed capital investment for rail system

754 Customer Info Panels 57 LinkLA units 10 Station activations	$19,750,000
143 LinkLA units	$12,500,000 (optional)

Annual Agency Cost Savings

Metro 10% Ad Usage (Production & Media Space Costs)

ITEM	10% METRO ALLOTMENT	PRODUCTION TOTAL COST	MEDIA SPACE TOTAL COST
Rail Full Wraps	14	$202,500	$82,500
Bus Full Wraps	12	$108,000	$66,000
Rail Kings	762	$22,860	$342,900
Bus Kings	4,401	$132,030	$1,980,450
Totals		**$465,390**	**$2,471,850**
		Annual Savings	**$2,937,240**

10-Year Total Contract Value

Rail Revenue	$42,902,214
Bus Revenue	$262,250,000
Capital Investments	$19,750,000
Agency Cost Savings	$29,372,400
Total Contract Value (minimum)	**$354,274,614**

Forward-Thinking Contract

- 10 years with midpoint audit at end of 5th year
- Minimum annual guarantee (MAG) commitment
- Revenue share beyond MAG commitment
  - 55% to Metro (years 1-5)
  - 70% to Metro (years 6-10)
- Full audit access and detailed reporting
- Full compliance with Metro's standard terms and conditions, Fire Life Safety, and ADA compliance
- Commitment to install and maintain digital screens



Metro