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**Agenda - Final**

**Thursday, April 16, 2020**

**11:30 AM**

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**Executive Management Committee**

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*John Fasana*

*Paul Krekorian*

*Sheila Kuehl*

*Hilda Solis*

*John Bulinski, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**

### **(ALSO APPLIES TO BOARD COMMITTEES)**

#### **PUBLIC INPUT**

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

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

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

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

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

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

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

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**323.466.3876 x2**

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한국어

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

**CALL TO ORDER****ROLL CALL****32. SUBJECT: STATE LEGISLATION**[2020-0235](#)**RECOMMENDATION**

ADOPT staff recommended positions:

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

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

**33. SUBJECT: CORONAVIRUS (COVID-19) UPDATE**[2020-0253](#)**RECOMMENDATION**

RECEIVE oral report regarding Coronavirus (COVID-19).

**Attachments:** [April 2020 Presentation - Coronavirus \(COVID-19\) Update](#)

**(CARRIED OVER FROM MARCH)****34. SUBJECT: METRO PARKING MANAGEMENT PROGRAM AND  
SYSTEMWIDE PARKING OPERATOR SERVICES**[2020-0225](#)**RECOMMENDATION**

CONSIDER:

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

to resolution of protest(s) if any.

**Attachments:**      [Attachment A - Procurement Summary](#)  
                              [Attachment B - DEOD Summary](#)  
                              [Attachment C - Metro Parking Ordinance](#)  
                              [Attachment D - Metro Parking Rates and Permit Fee Resolution January 2020 F](#)  
                              [Attachment E -Supportive Transit Parking Program Master Plan](#)  
                              [Presentation](#)

**(CARRIED OVER FROM MARCH)**

**34.1. SUBJECT:      WEEKEND AND HOLIDAY FREE PARKING AT METRO  
                              LOTS**

[2020-0292](#)

**RECOMMENDATION**

APPROVE Motion by Director Fasana

Metro has successfully adopted best management practices in its parking program to assess demand and manage inventory for maximum public transit user benefit without negatively impacting adjacent neighborhoods. In continuing that effort, Metro should assess utilization at its transit stations in support of promoting transit ridership. In consultation with staff, Metro parking facilities typically have high demand or reach capacity on weekdays. However, transit user parking utilization is minimal and well below 30% on weekends and holidays at most Metro parking facilities.

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

- A. Provide free parking for transit patrons at Metro parking facilities with 30% or below capacity on Saturday, Sunday and Federally Observed Holidays.
- B. Union Station and any Metro parking facilities that have special arrangements/contracts with municipalities or local jurisdictions for public parking or other non-transit parking use are exempt from this motion.

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

[2020-0228](#)

**RECOMMENDATION**

CONSIDER:

1. RECEIVING AND FILING Metro Property Inventory for Temporary Sheltering of the Homeless Report (Attachment A); and
2. DELEGATING authority to the Chief Executive Officer (CEO) to enter into no-fee leases with local jurisdictions for temporary (less than five

years) supportive homelessness-related facilities, including bridge housing for Metro-owned properties that do not have a conflicting transit or joint development purpose.

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

**(CARRIED OVER FROM MARCH)**

- 36. SUBJECT:      TRANSPORTATION BUSINESS ADVISORY COUNCIL      [2020-0252](#)**  
**MEMBER APPOINTMENT**

**RECOMMENDATION**

CONSIDER appointing the Chinese American Construction Professionals (CACP) organization to the Transportation Business Advisory Council membership.

**(CARRIED OVER FROM MARCH)**

- 37. SUBJECT:      SOUTH BAY COG FIBER OPTIC RING URGENCY MOTION      [2020-0290](#)**

**RECOMMENDATION**

APPROVE Motion by Directors Butts and Hahn that the Board:

Approve an immediate additional \$2.5 million from the South Bay Measure M TSMIP II account for the SBCCOG South Bay Fiberoptic Network project and amended into Funding Agreement #MM 5502.05 forthwith.

- 38. SUBJECT:      ORAL REPORT ON COVID-19 SERVICE UPDATE      [2020-0100](#)**

**RECOMMENDATION**

RECEIVE oral report on COVID-19 Service Update.

Attachments:      [Presentation](#)

**(ALSO ON OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE)**

- 39. SUBJECT:      STATE AND FEDERAL REPORT      [2020-0239](#)**

**RECOMMENDATION**

RECEIVE AND FILE State and Federal Legislative Report.

**SUBJECT: GENERAL PUBLIC COMMENT**[2020-0272](#)

RECEIVE General Public Comment

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

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

**Adjournment**



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

## Board Report

**File #:** 2020-0235, **File Type:** Federal Legislation / State Legislation (Position)

**Agenda Number:** 32.

### EXECUTIVE MANAGEMENT COMMITTEE APRIL 16, 2020

**SUBJECT: STATE LEGISLATION**

**ACTION: ADOPT STAFF RECOMMENDED POSITION**

#### **RECOMMENDATION**

ADOPT staff recommended positions:

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

#### **ATTACHMENT**

Attachment A - SB 1366 (Archuleta) Legislative Analysis

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

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

A handwritten signature in black ink, appearing to read 'Phillip A. Washington', written over a horizontal line.

Phillip A. Washington  
Chief Executive Officer



## ATTACHMENT A

**BILL:** SENATE BILL 1366  
AS INTRODUCED FEBRUARY 21, 2020

**AUTHOR:** SENATOR BOB ARCHULETA (D-PICO RIVERA)

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

**STATUS:** SENATE TRANSPORTATION COMMITTEE  
HEARING SCHEDULED: 4/28/2020

**ACTION:** WORK WITH AUTHOR

### **RECOMMENDATION**

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

### **ISSUE**

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

Specifically the bill would:

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

### **DISCUSSION**

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

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

## (11) Pioneer Station

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

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

The Environmental document will evaluate the following alternatives:

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

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

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

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

The exact light rail project description, terminus, alignment and stations are not included in the Measure M Expenditure plan and are instead defined through the environmental review process. SB 1366 (Archuleta) could predetermine the outcome of the environmental review and locally preferred alternative alignment evaluation process by including a specified list of stations that are to be constructed in the IOS. The bill's provisions include Union Station in the construction of the IOS. According to previous staff reports on the WSAB project twelve stations are currently being environmentally cleared for the entire project.

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

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

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

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

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

#### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

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

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

### **ALTERNATIVES CONSIDERED**

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

### **NEXT STEPS**

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



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

## Board Report

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**File #:** 2020-0253, **File Type:** Oral Report / Presentation

**Agenda Number:** 33.

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**EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 16, 2020**

**SUBJECT: CORONAVIRUS (COVID-19) UPDATE**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE oral report regarding Coronavirus (COVID-19).

A handwritten signature in black ink, appearing to read 'Phillip A. Washington', written over a horizontal line.

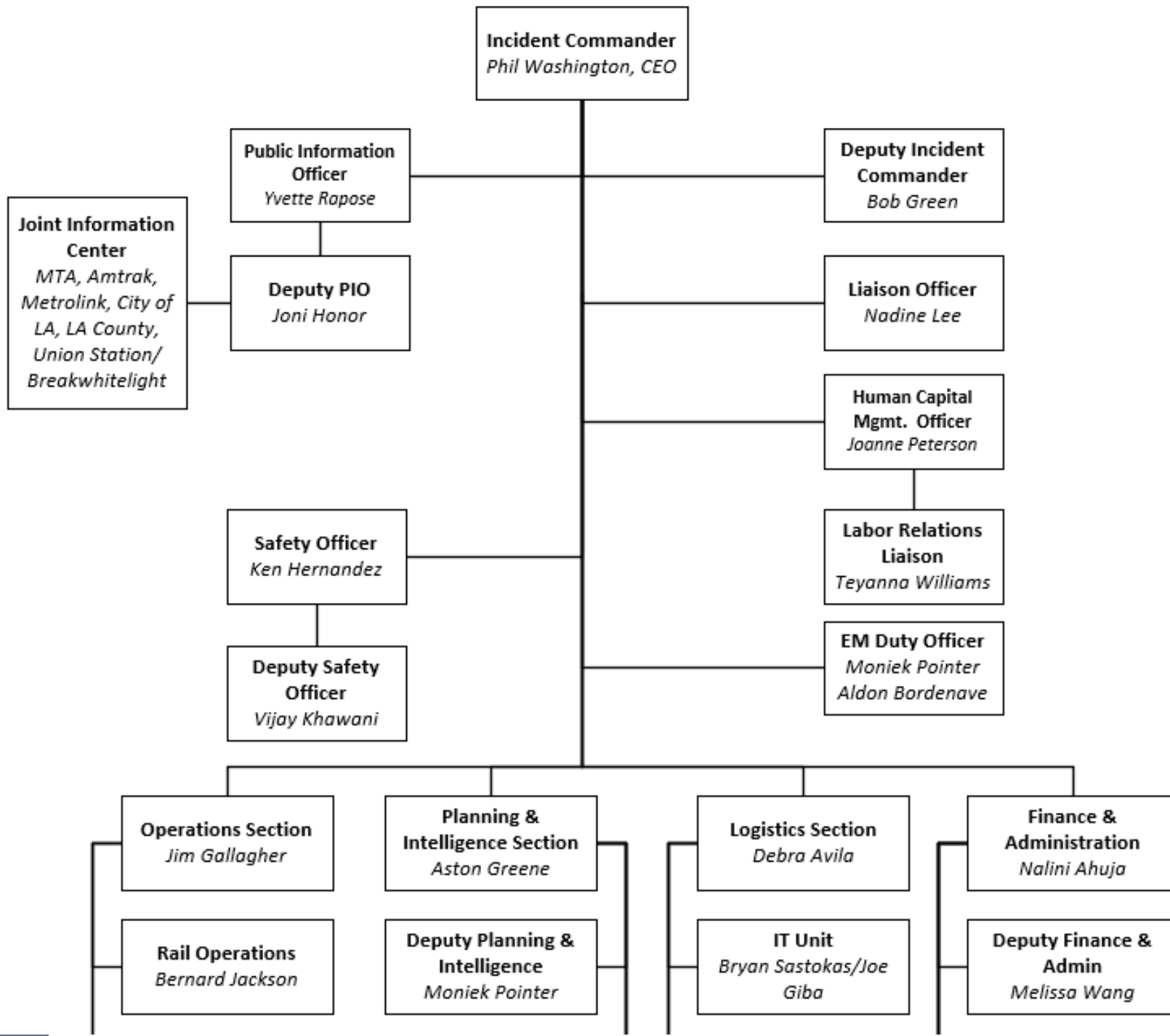
Phillip A. Washington  
Chief Executive Officer

# Coronavirus (COVID-19) Update

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2020-0253

Operations, Safety, and Customer Experience Committee  
Executive Management Committee



# Incident Command Structure (ICS)

# ICS 201 Briefing

## Operations

- Continue to monitor ridership and operations staffing to plan for and implement service reduction strategies.

## Human Resources

- Manage leave processes, periodically reevaluating and updating documentation based on public health and safety orders and recently released aid packages for employee leave.
- Maintain leave processes to limit the number of employees in Metro non-operations facilities, identifying telecommute opportunities and schedules to consider employee requests and the needs of the agency to comply with social distancing orders.

## Safety

- Develop, review and revise internal safety protocols for reporting suspected and confirmed cases, and screening procedures for vendors and contractors conducting business at Metro sites.

## Communications

- Continue to provide risk communications and daily event updates to employees and LAUS complex stakeholders through a Daily email brief.

## Logistics

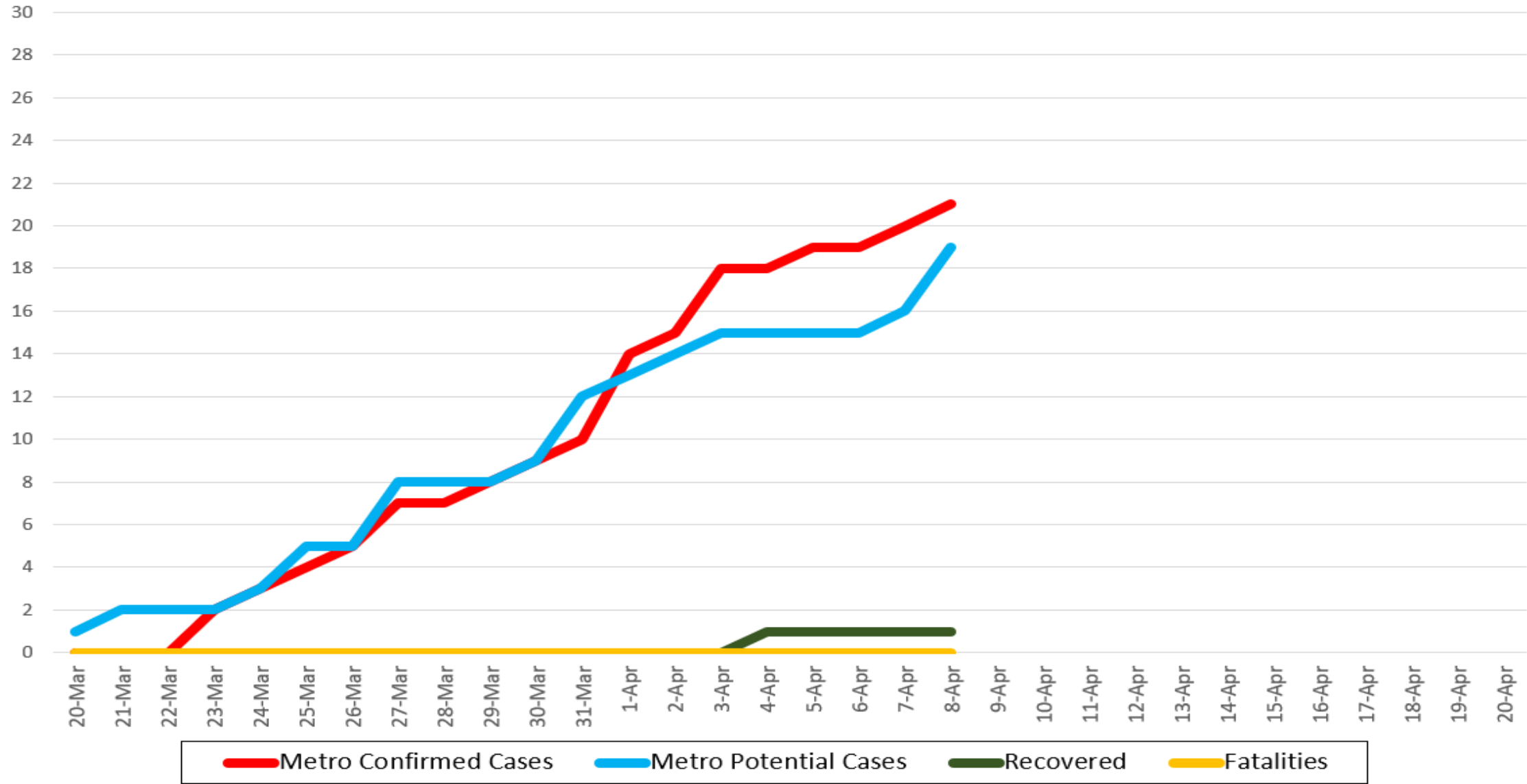
- Maintain and continue to increase inventory of protective equipment; masks, gloves, hand sanitizer and other identified supplies to maintain Metro daily operations, for a minimum 6-month supply level.
- Develop an inventory conservation plan for resources in short supply and high demand, to prolong current supply availability.

## Emergency Management

- Implement essential worker only Metro access and alternate transportation services for public essential trips, based on health order.



## COVID-19 Confirmed & Potential Cases



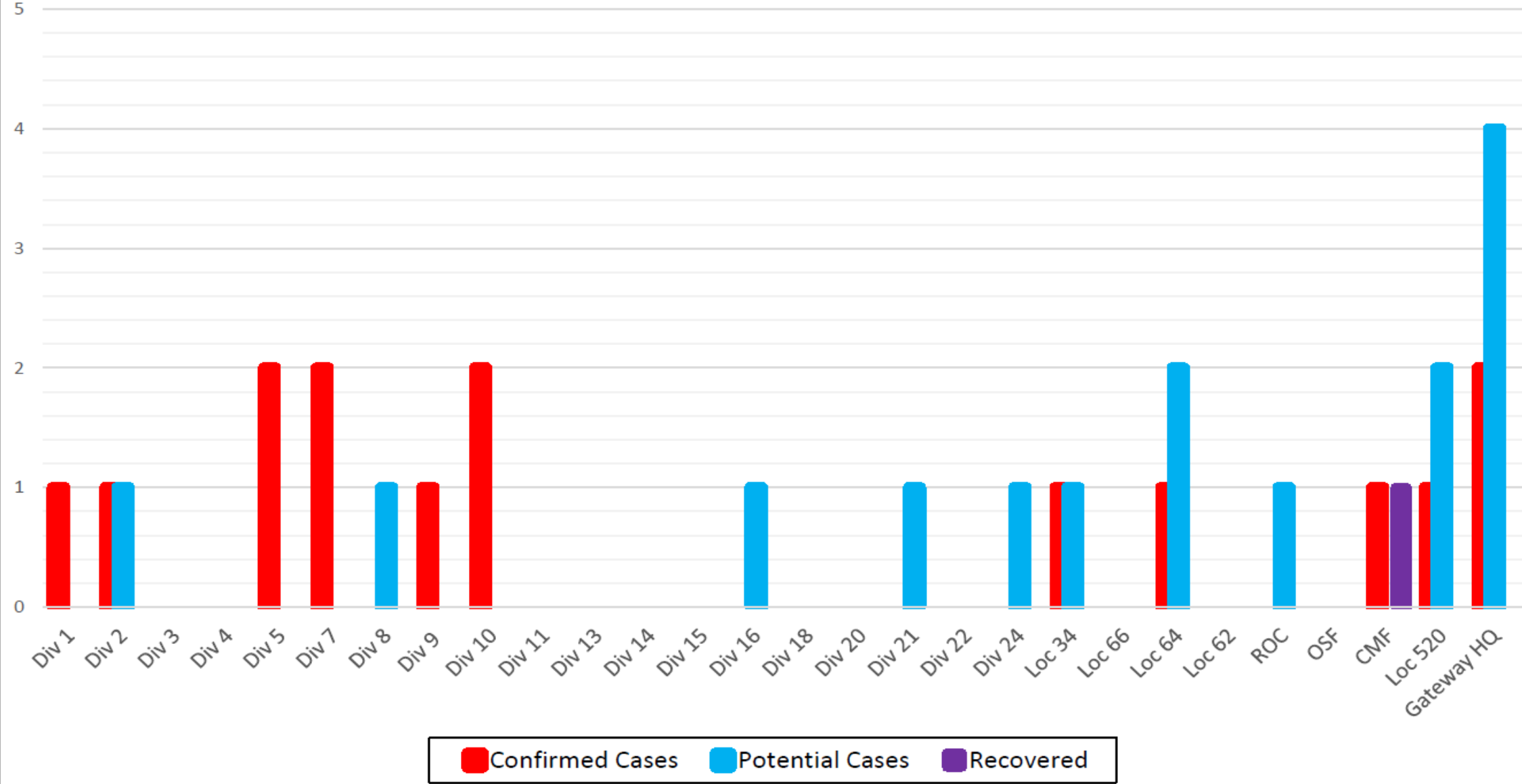
### Weekly Increase %

Wk1: Mar 23<sup>rd</sup> to Mar 30<sup>th</sup> – 350%

Wk2: Mar 30<sup>th</sup> to Apr 6<sup>th</sup> – 100%

### 5% Recovered

COVID-19 Confirmed & Potential Cases  
by Metro Site





April 9, 2020

08:40

## LA METRO STATUS

TOTAL BUS STOPS

BUS STOPS CLOSED

19,145

0

METRO STATIONS OPEN

METRO STATIONS CLOSED

96

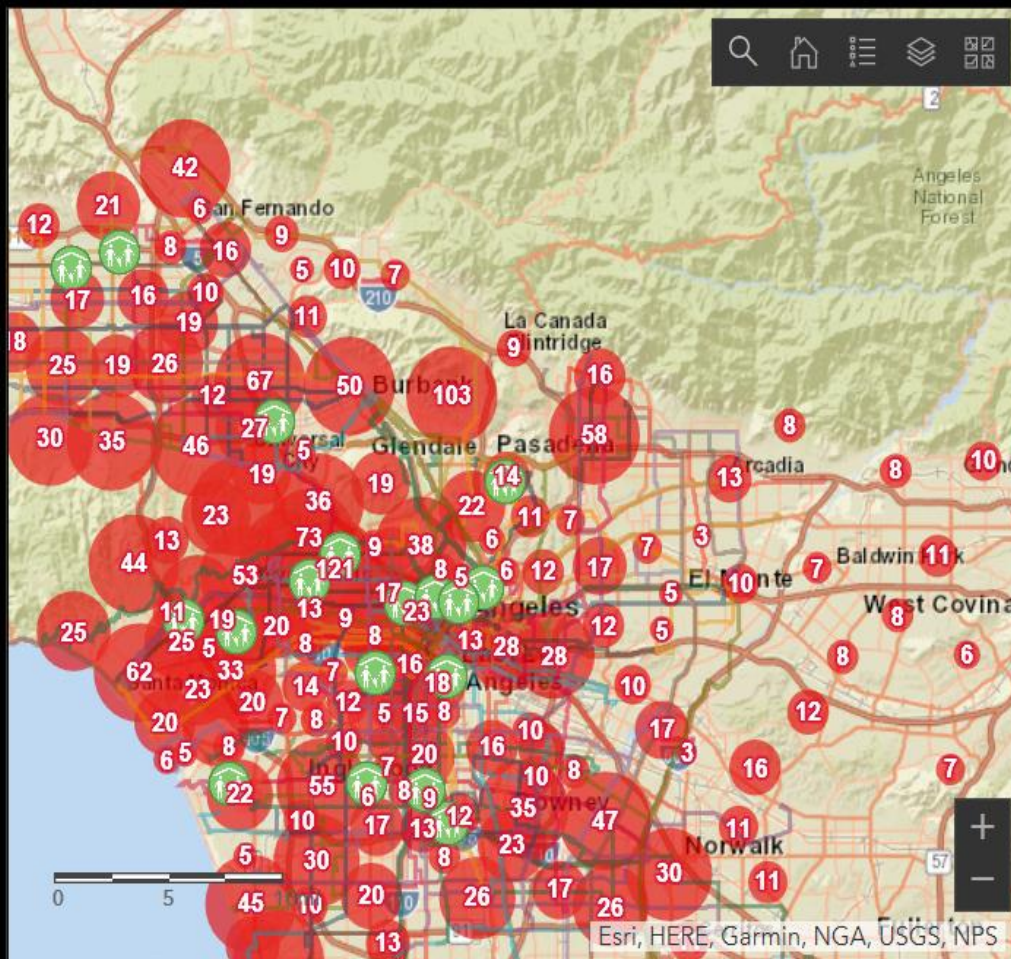
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BUS ROUTES OPEN

BUS ROUTES CLOSED

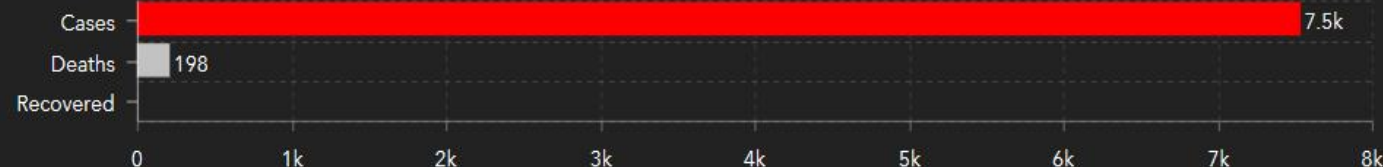
671

0



Buses Rails Shelters Parks and Gardens

## COVID-19 CASES IN LOS ANGELES COUNTY



## TEMPORARY SHELTERS

20

Total

Shelters

## LA COUNTY CASES BY CITY/COMMUNITY

City of Long Beach

Total: 256

Los Angeles - Melrose

Total: 168

City of Glendale

Total: 166

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC HEALTH

AS OF 4/8/2020, 3:30 PM

\*These numbers are subject to change based on further investigation  
\*Does not include "Under Investigation" cases

## CONFIRMED CASES

CALIFORNIA

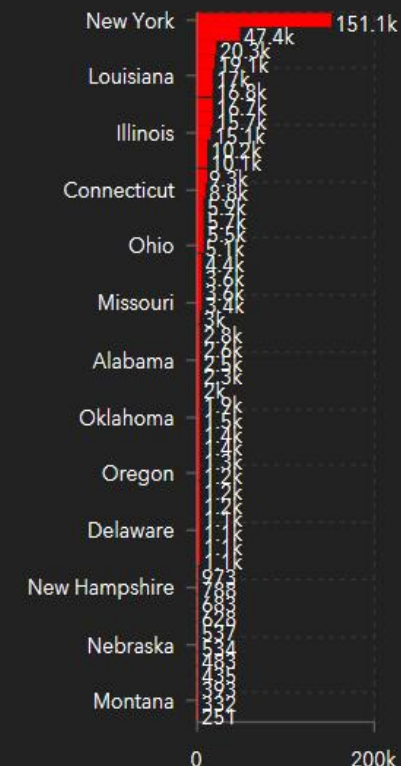
19,063

CALIFORNIA

US

GLOBAL

## UNITED STATES

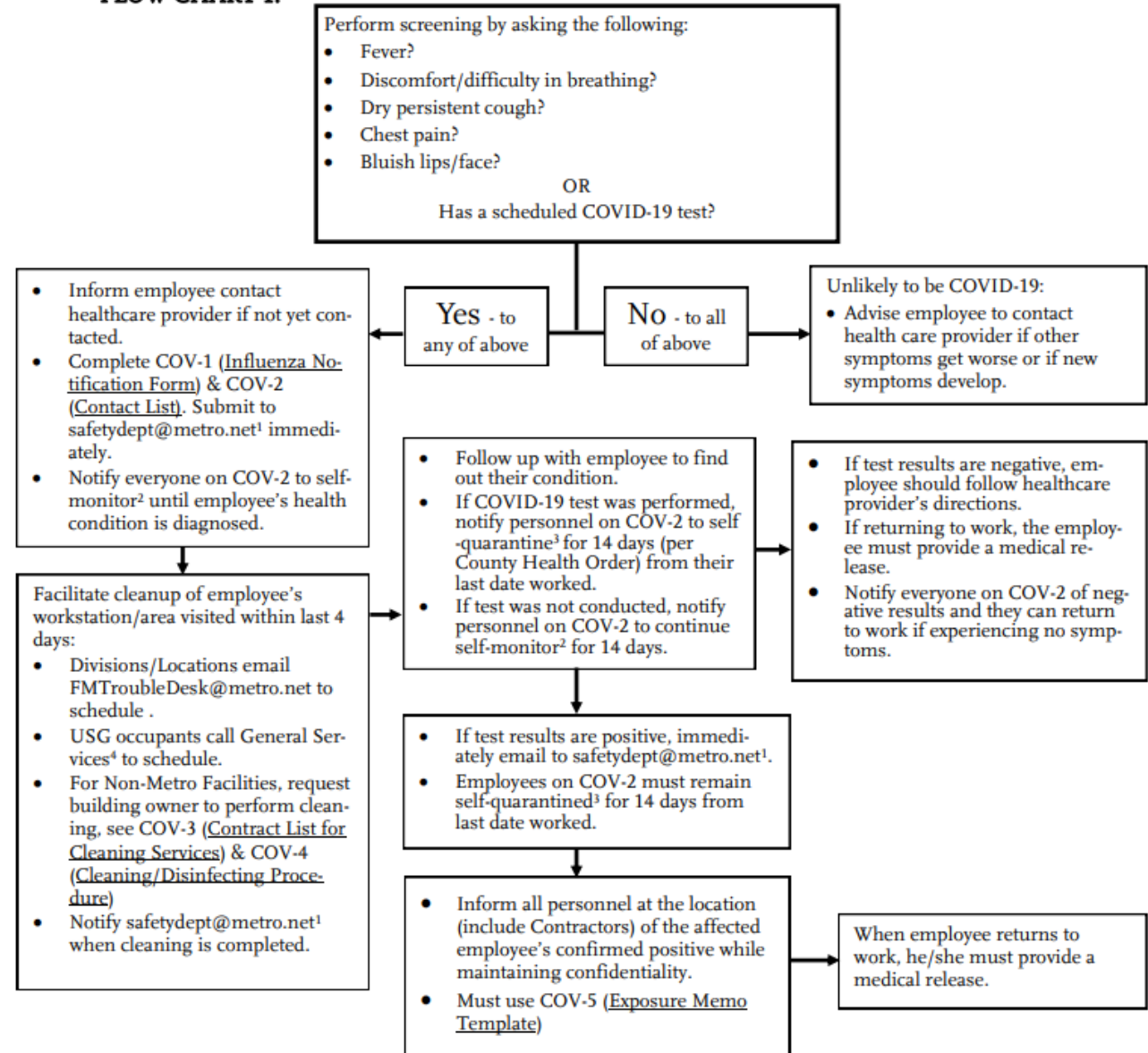


# Internal Process for Managing COVID-19 Cases

## COVID-19 Process & Responsibilities for Directors/Managers/Supervisors 4/6/2020

1. The immediate Supervisor/Project Manager receives information from an employee/contractor suspecting he/she may have influenza or COVID-19. Perform screening for symptoms below.
2. Do not visit the person if this can be avoided – manage the process over the phone. If notified in person, maintain social distance. Inform the individual to contact their healthcare provider if any of the below symptoms are present.

### FLOW CHART 1.







## Board Report

File #: 2020-0225, File Type: Policy

Agenda Number: 34.

### EXECUTIVE MANAGEMENT COMMITTEE APRIL 16, 2020

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

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

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

#### **ISSUE**

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

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

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

## **BACKGROUND**

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

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

## **DISCUSSION**

### **Case Studies and Lessons Learned**

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

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

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

### Program Implementation

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

The current COVID-19 pandemic has temporarily changed mobility needs and work schedules across LA County. Due to the significant impacts of COVID-19, staff recognizes the need for flexible timing in the implementation of the Program. Staff will continue to monitor occupancy as the economy recovers and will not implement all locations at once. Metro will not incur any upfront investment costs with the award of the contract but instead will only order and fund parking equipment when locations are ready to be implemented.

Continued implementation of the Master Plan is critical in accomplishing Metro's strategic goal, enabling people to spend less time traveling, by retaining parking resources for parking demand management. Even with parking locations not immediately being implemented into the Program, the contract is still necessary to continue the operations of the Program's current locations.

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

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

### Parking Fee Structure

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

A parking rate adjustment can only occur within the Metro Board-approved fee structure range. Rate

adjustments, increases or decreases, will not occur more frequently than every 180 days. Any pricing adjustments would occur after initial implementation and staff will utilize the comprehensive outreach program to inform patrons of the changes with a minimum of 30 days advance notice.

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

### Outreach Program

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

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

### Union Station Daily and Monthly Parking Fees

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

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

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

No rate changes will be implemented until parking demand recovers from COVID-19 impacts.

### Metro Parking Ordinance

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



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

### Equity Platform

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

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

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

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

### Impact to Budget

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

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

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Implementing the Program at Metro parking facilities will support:

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

### **ALTERNATIVES CONSIDERED**

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

### **NEXT STEPS**

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

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

### **ATTACHMENTS**

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

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## PROCUREMENT SUMMARY

## SYSTEMWIDE PARKING OPERATOR SERVICES/PS66007000

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

**A. Procurement Background**

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

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

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

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

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

**B. Evaluation of Proposals**

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

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

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

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

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

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

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

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

### **Qualifications Summary of Firms within the Competitive Range:**

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

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

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

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

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

### **SP+ Municipal Services**

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

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

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

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

Following is a summary of the PET evaluation scores:

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

### C. Price Analysis

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

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

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

### D. Background on Recommended Contractor

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

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

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

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

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

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

**B. Living Wage / Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

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

**D. Project Labor Agreement/Construction Careers Policy**

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



Attachment C:

[http://libraryarchives.metro.net/DB\\_Attachments/200311\\_Attachment%20C%20-%20Metro%20Parking%20Ordinance%20Administrative%20Code%20Title%208.pdf](http://libraryarchives.metro.net/DB_Attachments/200311_Attachment%20C%20-%20Metro%20Parking%20Ordinance%20Administrative%20Code%20Title%208.pdf)

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

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

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

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

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

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

## ATTACHMENT D

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

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

SECTION 1. The parking rates established in this Resolution are effective as of ~~February~~April 1, 20~~18~~20 at all Metro Parking Facilities.

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

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

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

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

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

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

Parking information and rates shall be as follows:

## ATTACHMENT D

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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



## ATTACHMENT D

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

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

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

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

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

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

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

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

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

## ATTACHMENT D

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

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

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

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

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

## ATTACHMENT D

26	8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	\$53.00
27	8-05-280a	Failure to Properly Register Vehicle License Plate Information	\$53.00
28	8-05-280b	Parking in a Permit Parking Spaces Without a Permit	\$53.00
29	8-05-280c	Display and Altered, Counterfeit, or Expired Permit	\$53.00
30	8-05-280d	Display a Permit Registered to Another Vehicle	\$53.00
31	8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	\$53.00
32	8-05-310	Permit Penalty Provisions	\$53.00
33	8-05-320	Expired Meter or Pay Station	\$53.00
34	8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	\$53.00
35	8-05-340	Electric Vehicle Parking Spaces	\$53.00
36	8-05-350	Parking on Sidewalk/ Parkway	\$53.00
37	8-05-370	Peak Hour Traffic Zones	\$53.00
38	8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	\$53.00
39	8-05-400	Car Share, Vanpool, or Micro Mobility Vehicle Authorization Required	\$53.00
40	8-05-410	Speed Limit	\$53.00
44	8-05-420	Motor Vehicle Access	\$63.00
42	8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	\$338.00
<del>43</del>	<del>8-05-450</del>	<del>Transit Ridership Requirements</del>	<del>\$63.00</del>
<del>44</del>	<del>8-05-460</del>	<del>Designated Clean Air Vehicle Spaces</del>	<del>\$53.00</del>
<del>45</del>	<del>8-07-030(2)(a)</del>	<del>Improperly Parked Bicycles outside of Designated Bicycle Parking Areas</del>	<del>\$100.00</del>
<del>46</del>	<del>8-07-030(2)(b)</del>	<del>Bicycle parked in Landscaped Areas Violation</del>	<del>\$38.00</del>
<del>47</del>	<del>8-07-040(2)(c)</del>	<del>Operation of Motorcycles on Bicycle Pathways or Sidewalks</del>	<del>\$100.00</del>
<del>45</del> <del>48</del>	<del>8-07-050(2)(a)</del>	<del>Improperly Parked Micro Mobility Vehicle outside of Designated Micro Mobility Vehicle Parking Areas</del>	<del>\$100.00</del>
<del>47</del> <del>49</del>	<del>8-07-050(2)(b)</del>	<del>Operation of Micro Mobility Vehicle on Transit Platform, Transit Vehicle Lane, or Transit Vehicle</del>	<del>\$100.00</del>
<del>50</del>	<del>8-07-050(2)(c)</del>	<del>Improperly Parked Micro Mobility in ADA Spaces and ADA Accessible path of travel for Vehicle Operators with Disabilities</del>	<del>\$338.00</del>
<del>49</del> <del>51</del>	<del>8-07-050(2)(d)</del>	<del>Abandoned Micro Mobility Vehicle on transit platform, transit vehicle lane, or transit vehicle</del>	<del>\$338.00</del>

SECTION ~~69~~21. The Parking Fee Resolution adopted by the Metro Board of Directors on, ~~May 18 2017~~July 25, 2019, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION ~~70~~22. 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 ~~74~~23. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

## ATTACHMENT E

Supportive Transit Parking Program Master Plan

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

# Metro Parking Management Program and Systemwide Parking Operator Services

Legistar #: 2020-0225  
Executive Management Committee  
April 16, 2020



# Recommendation/Action

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



# Parking Management Program

## Program Goals

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

## Strategic Goals

- Goal 1: Reduces patron's travel time by spending less time searching for parking
- Goal 2: Increases patron's experience of transit trips by enhancing parking availability and provides well maintained parking facilities

## Lessons Learned

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





# Parking Operator Services

- 5 year contract with two one year options
- No up front cost to Metro, expenses reimbursed through future revenues.
- Longer term contract allows for flexibility for continued implementation of the Supportive Transit Parking Program.





# Union Station

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

STATION	DESCRIPTION	CURRENT RATE	PROPOSED RATE
LAUS East	Daily	\$8	up to \$12
	Monthly Commuter	\$75	up to \$85
	Monthly Public	\$110	up to \$168
LAUS West	Daily	\$16	up to \$18





## Board Report

File #: 2020-0228, File Type: Informational Report

Agenda Number: 35.

**2<sup>nd</sup> REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**APRIL 16, 2020**

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

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

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

**ISSUE**

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

**BACKGROUND**

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

The updated inventory has utilized the following criteria:

1. Level site conditions;
2. Site is at least 285 feet by 125 feet;

3. Water, power, and sewer in the adjacent street;
4. Available for a minimum of three years; and
5. Not subject to a binding agreement.

## **DISCUSSION**

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

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

The total available square footage is calculated at approximately 1.7 million square feet or 40 acres. Three sites are located within the City of Los Angeles: two within Paramount, one in Artesia and two sites with a total of four parcels in Cerritos.

### **Equity Platform**

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

## **FINANCIAL IMPACT**

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

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

## **ALTERNATIVES CONSIDERED**

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

## **NEXT STEPS**

Real Estate will make the inventory available to the county and cities in which these properties are

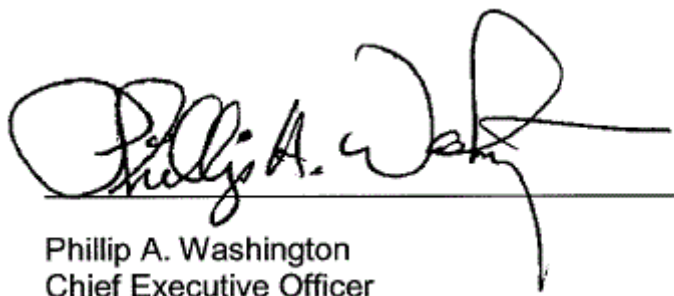
located and work with those agencies to determine if there is a suitable fit. Real Estate staff will return to the Board for any proposed lease which would have a potential impact on the timing or construction method of a transit project or joint development project, or which would reduce asset management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

## **ATTACHMENTS**

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

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

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



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Phillip A. Washington  
Chief Executive Officer

# METRO PROPERTY INVENTORY

FOR TEMPORARY SHELTERING OF THE HOMELESS

METRO REAL ESTATE DEPARTMENT

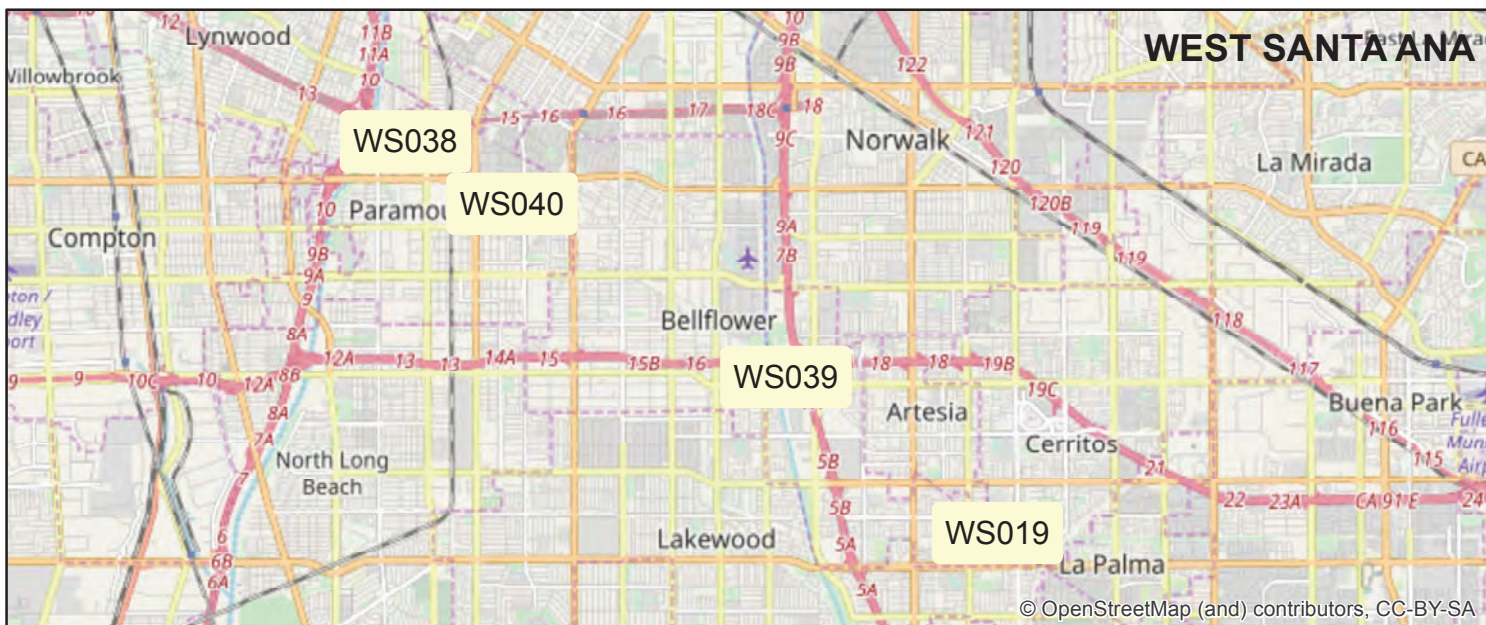
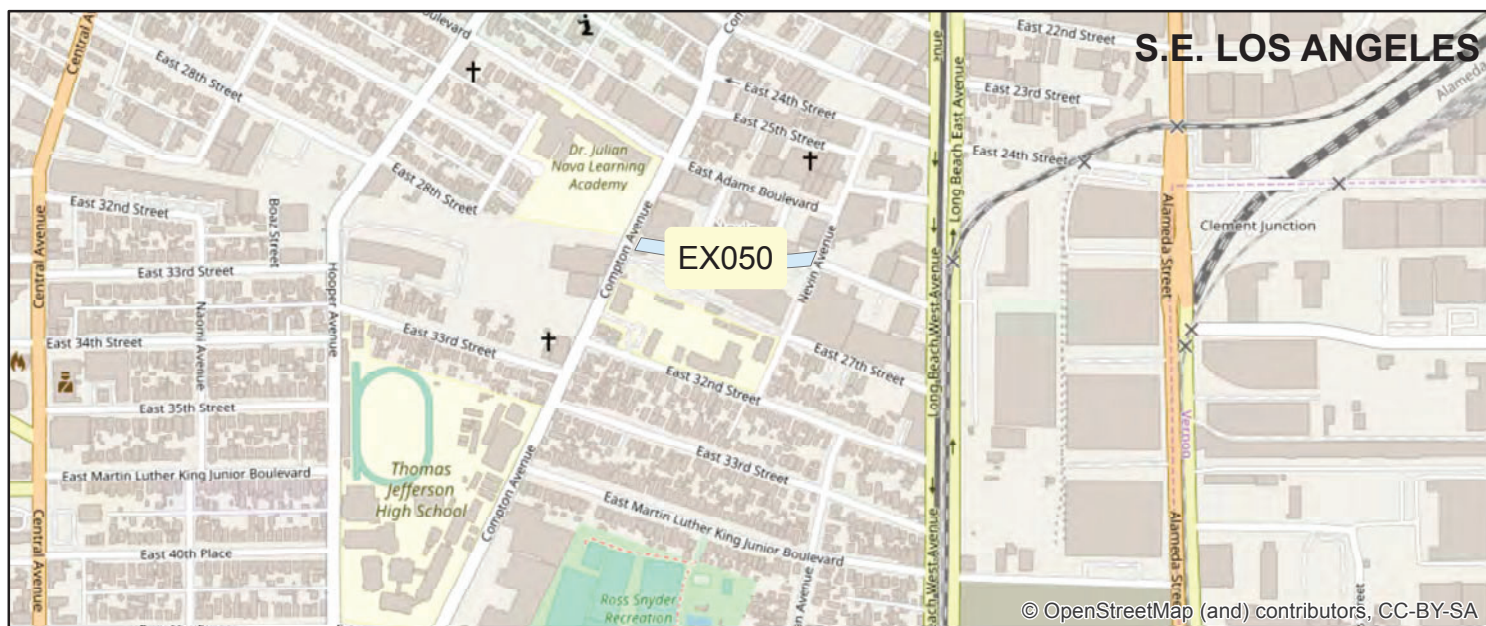
MARCH 2020



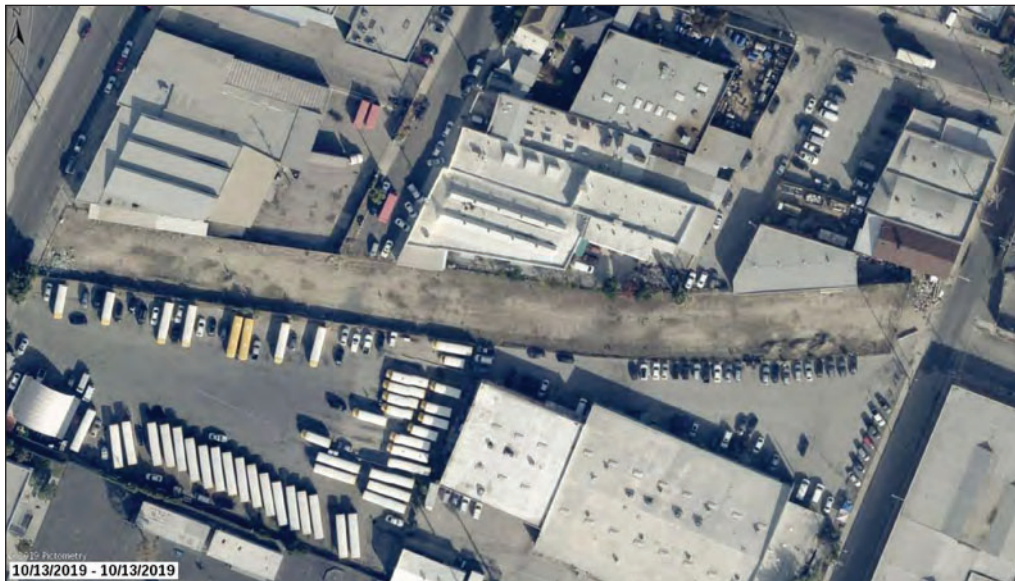
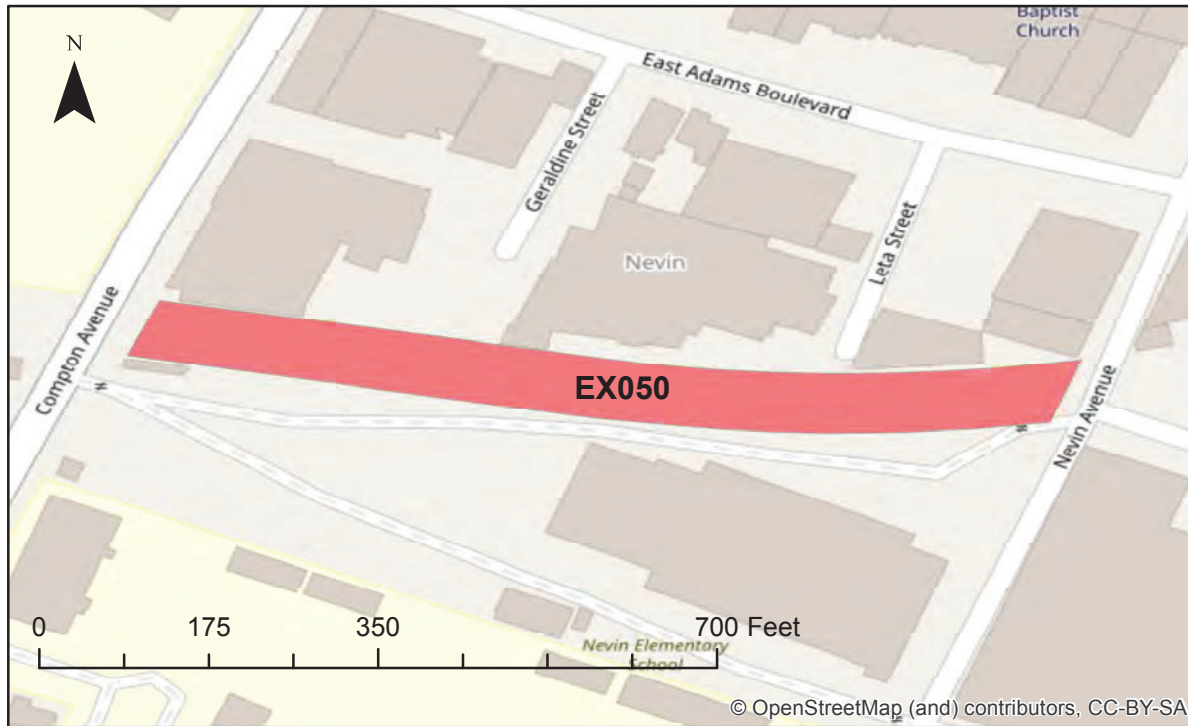
Version 2.1



## OVERVIEW OF SITE LOCATIONS







## SITE INFORMATION

### Site Conditions

Dirt lot.

### Area (Square Feet)

48,838

### Metro POC

Frances Impert  
Real Estate Project Manager  
213-9222410

### Parcel Number(s)

5118-015-900

### Current Use

Vacant Land.

### Future Use

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

### Districts

Supervisor District 2,  
Council District 9

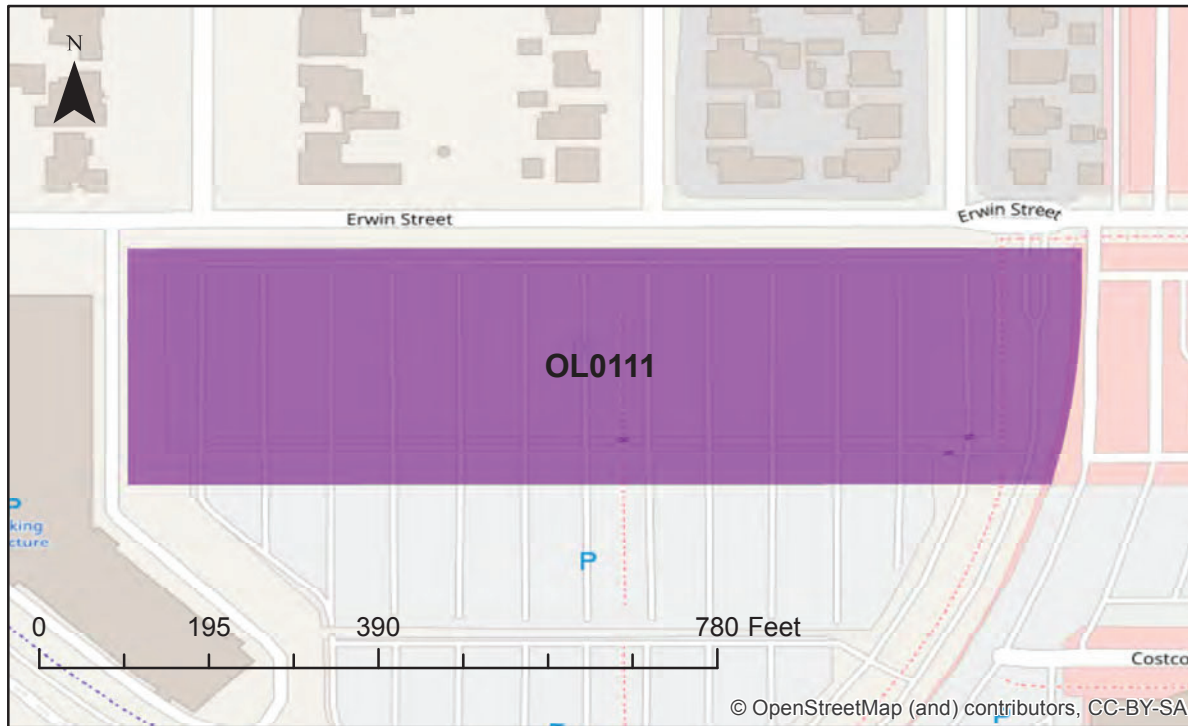


15330 W. Erwin St.

Los Angeles

SITE ID

OL0111



## SITE INFORMATION

### Site Conditions

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

### Area (Square Feet)

243,092

### Metro POC

Maria Garcia  
Senior Real Estate Officer  
213-922-4678

### Parcel Number(s)

2242-001-903

### Current Use

Month-to Month Keyes Auto Lease.

### Future Use

Orange Line Improvements  
Laydown Yard in two to three years.

### Districts

Supervisor District 3,  
Council District 6

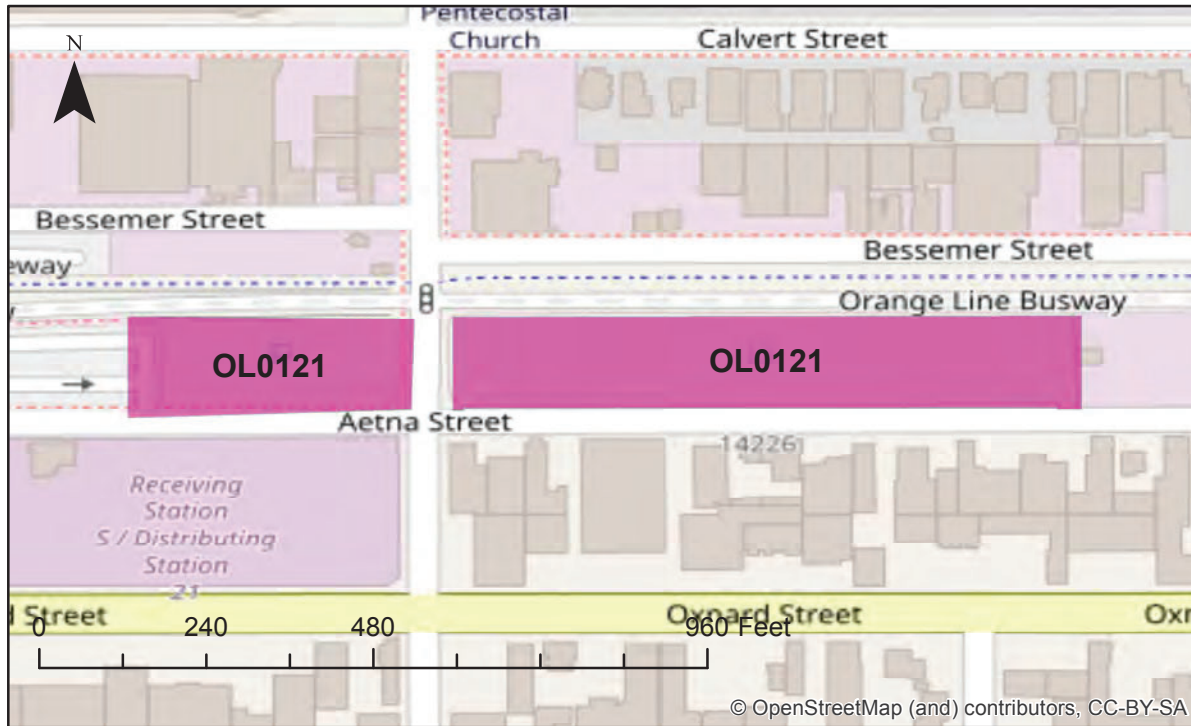




# Aetna and Tyrone Los Angeles

SITE ID

OL0121



## SITE INFORMATION

### Site Conditions

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

### Area (Square Feet)

115,423.3

### Metro POC

Maria Garcia  
Senior Real Estate Officer  
213-922-4678

### Parcel Number(s)

2240-008-903

### Current Use

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

### Future Use

Available August 15, 2023.

### Districts

Supervisor District 3,  
Council District 6

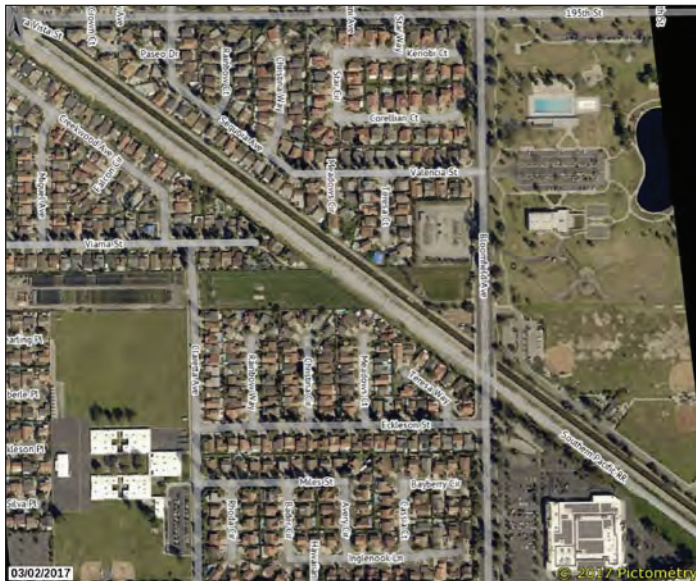
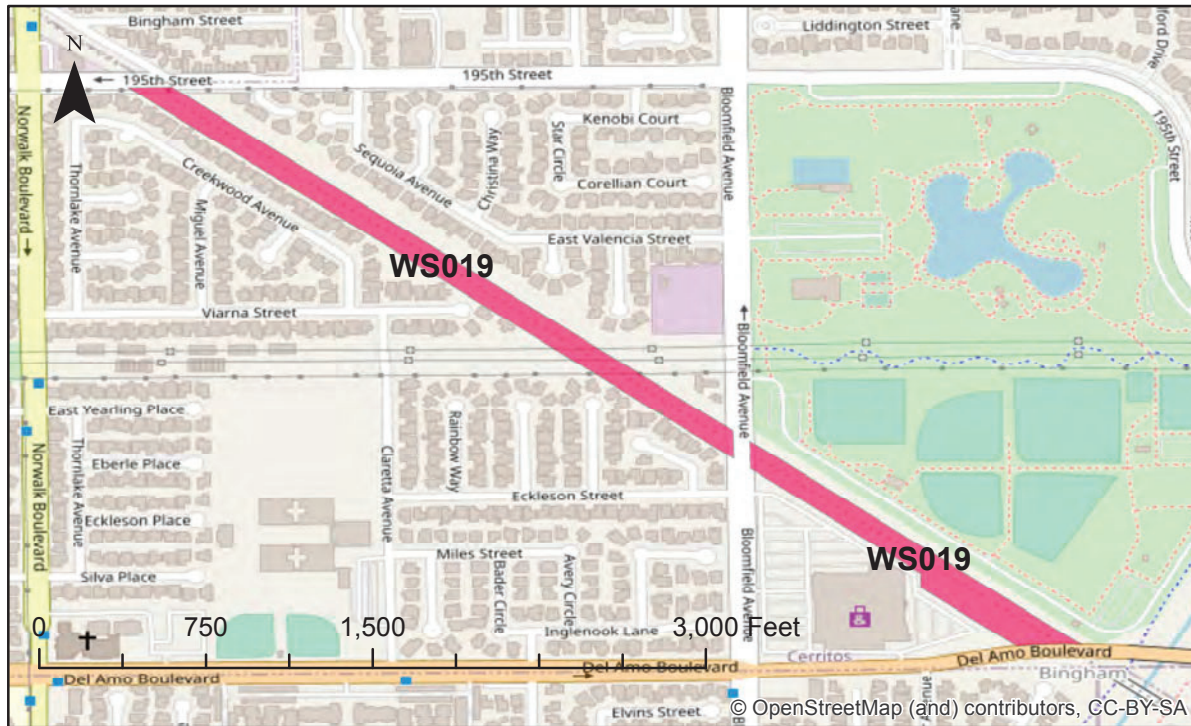


Norwalk Blvd & Del Amo Blvd

~~Artesia~~ City of Artesia & City of Cerritos

SITE ID

WS019



## SITE INFORMATION

### Site Conditions

Dirt lot.

### Area (Square Feet)

488,811

### Metro POC

Aaron Demirci,  
Real Estate Officer  
213-922-2427

### Parcel Number(s)

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

### Current Use

Vacant Land.

### Future Use

West Santa Ana  
Light Rail in July 2023.

### Districts

Supervisor District 4

TEMPORARY SHELTER/HOUSING LOCATIONS

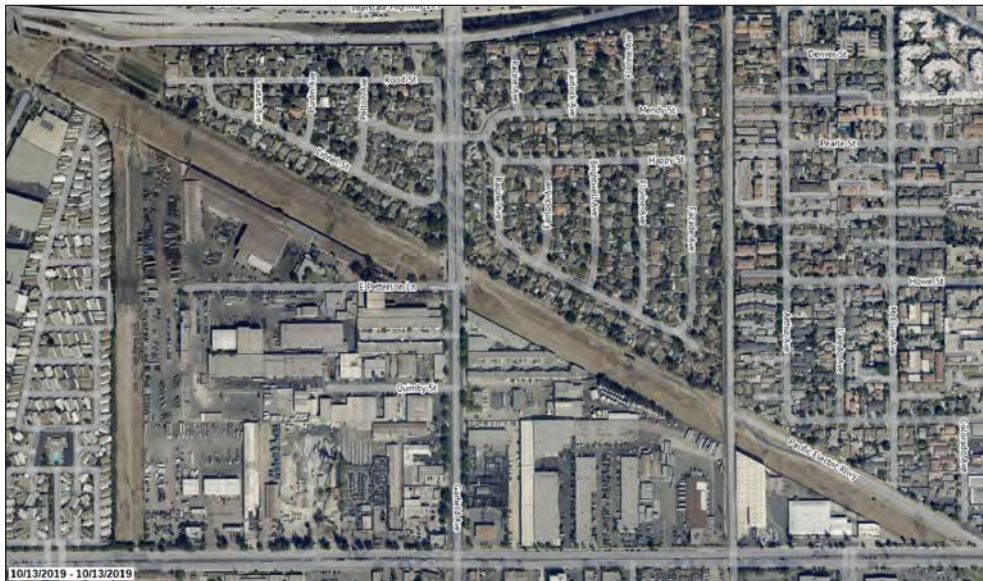
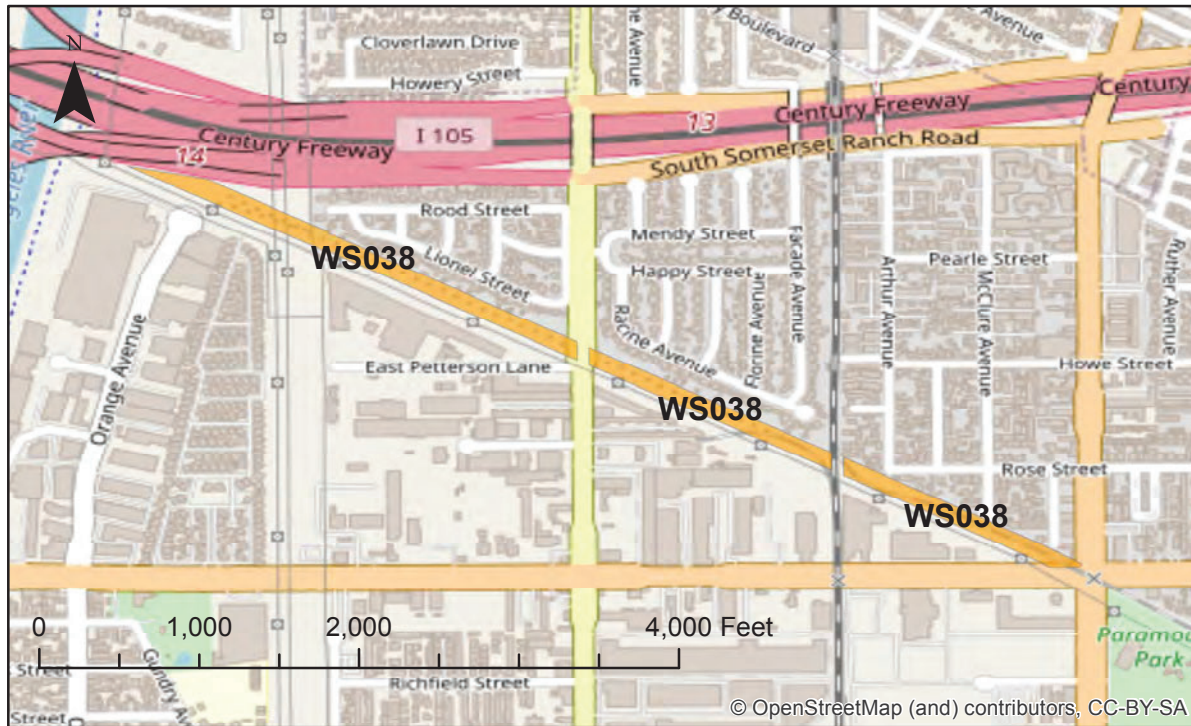




# 105 Freeway & Paramount Blvd. Paramount

SITE ID

WS038



## TEMPORARY SHELTER/HOUSING LOCATIONS

### SITE INFORMATION

#### Site Conditions

Dirt lot.

#### Area (Square Feet)

511,614

#### Metro POC

Aaron Demirci,  
Real Estate Officer  
213-922-2427

#### Parcel Number(s)

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

#### Current Use

Vacant Land.

#### Future Use

West Santa Ana  
Light Rail in July 2023.

#### Districts

Supervisor District 5, 4  
~~Council District 12~~

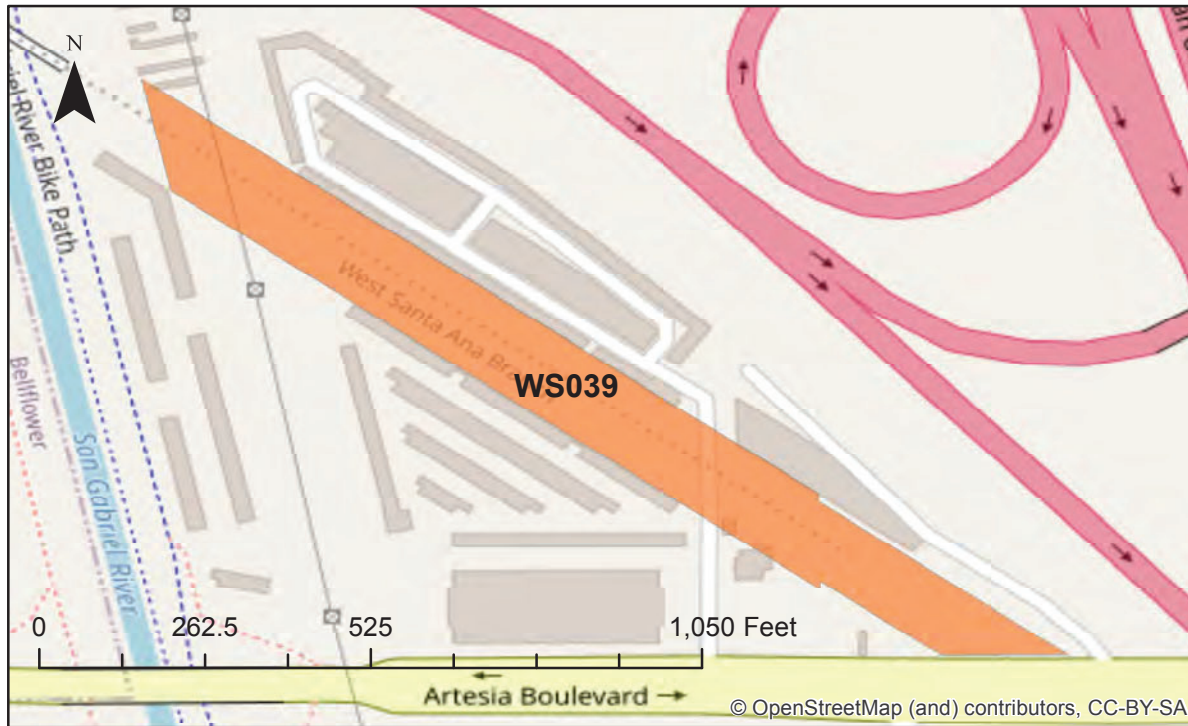




LA River & Artesia Blvd.  
~~Bellflower~~ City of Cerritos

SITE ID

WS039



TEMPORARY SHELTER/HOUSING LOCATIONS

## SITE INFORMATION

### Site Conditions

Dirt lot.

### Area (Square Feet)

167,810

### Metro POC

Aaron Demirci,  
Real Estate Officer  
213-922-2427

### Parcel Number(s)

7034-001-901, 7034-001-902

### Current Use

Kia Auto Lease on  
month-to-month basis.

### Future Use

West Santa Ana  
Light Rail in July 2023.

### Districts

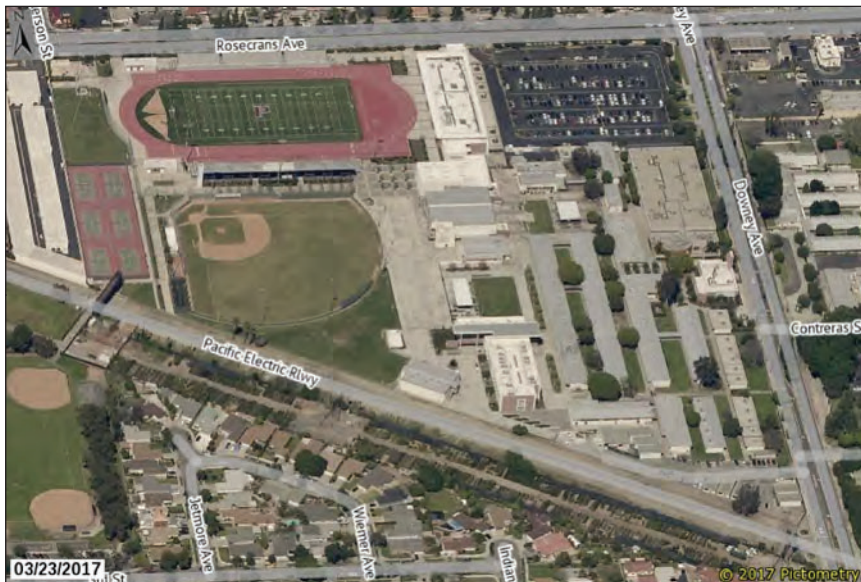
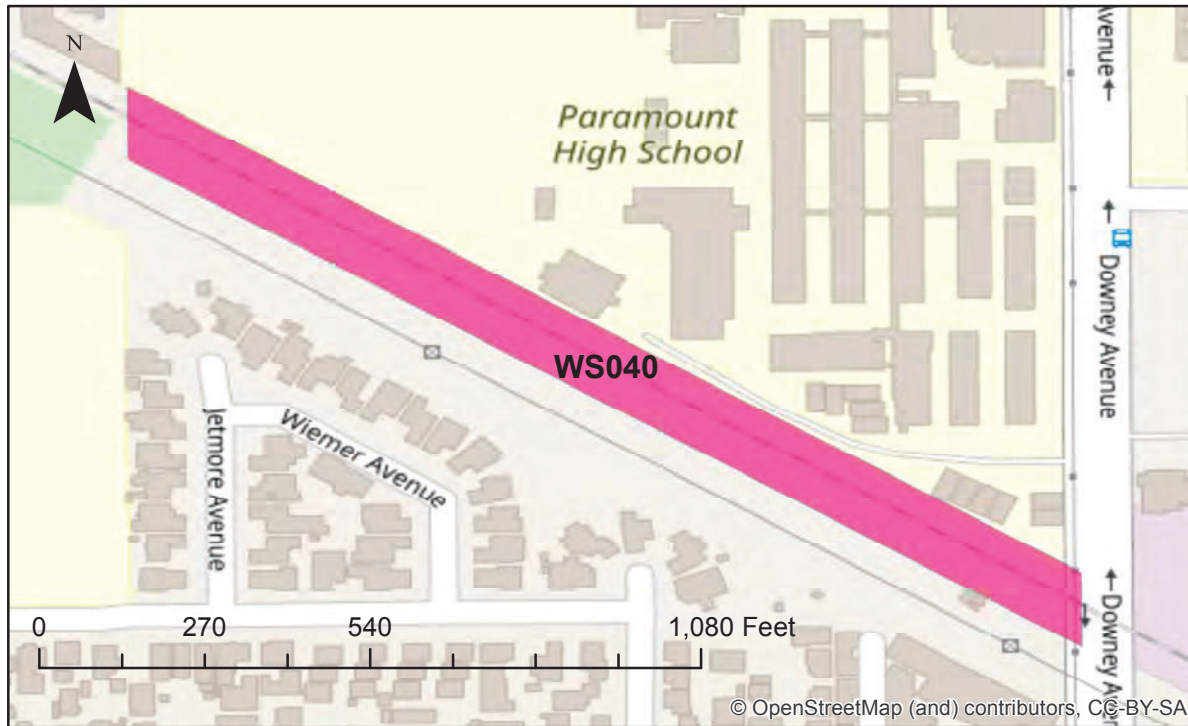
Supervisor District 5, 4  
~~Council District 12~~



Paramount Blvd & Downey Ave.  
Paramount

SITE ID

WS040



## SITE INFORMATION

### Site Conditions

Dirt lot.

### Area (Square Feet)

147,913

### Metro POC

Aaron Demirci,  
Real Estate Officer  
213-922-2427

### Parcel Number(s)

6241-001-911, 6241-001-910

### Current Use

Vacant Land.

### Future Use

West Santa Ana  
Light Rail in July 2023.

### Districts

Supervisor District 5, 4  
~~Council District 12~~

TEMPORARY SHELTER/HOUSING LOCATIONS

# METRO PROPERTY INVENTORY

## *For Temporary Sheltering of the Homeless*

**Executive Management Committee**

March 19, 2020

Legistar 2020-0080

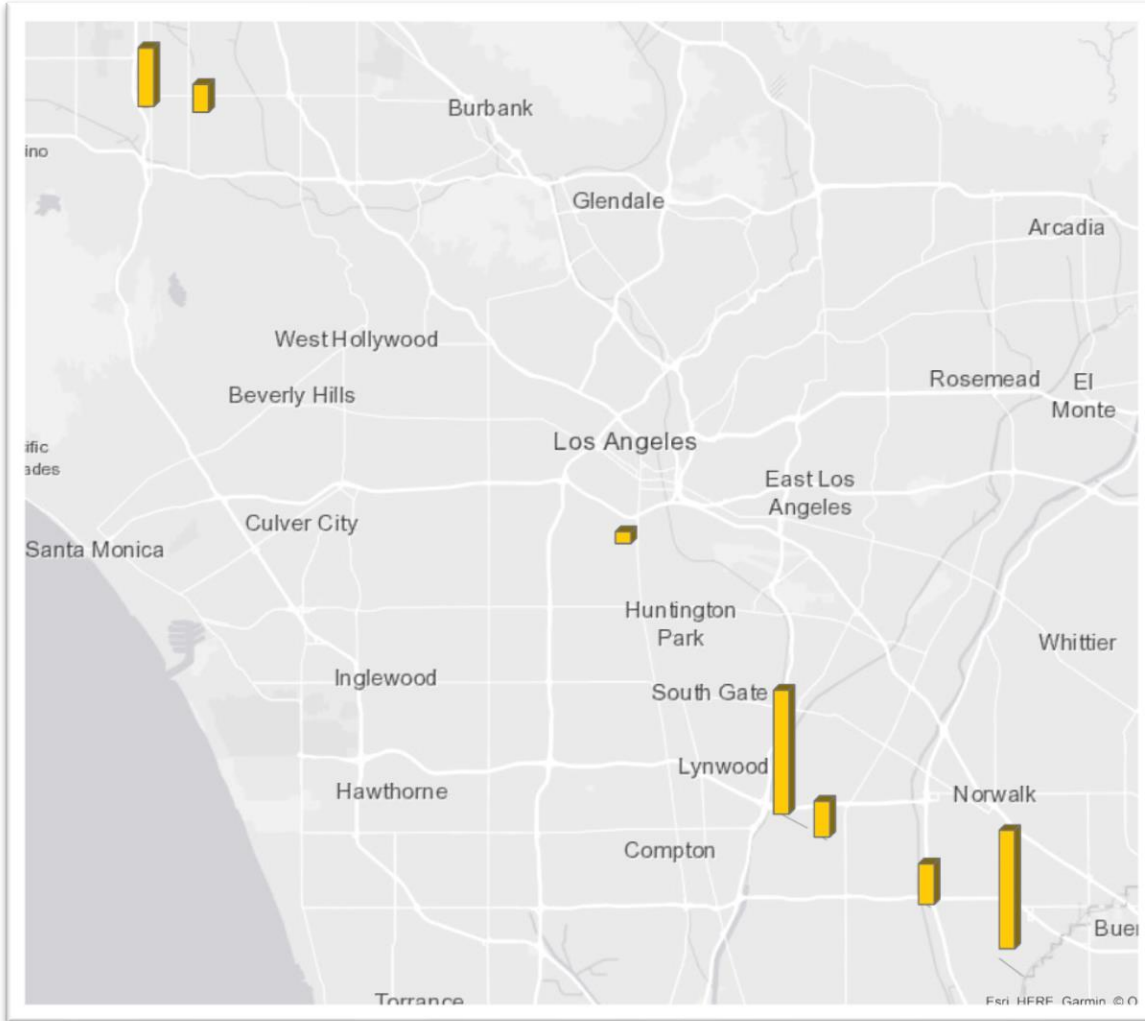


# BACKGROUND

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



# INVENTORY



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



# QUESTIONS





**Metro**

## Board Report

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**File #:** 2020-0100, **File Type:** Oral Report / Presentation

**Agenda Number:** 38.


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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 16, 2020**

**SUBJECT: ORAL REPORT ON COVID-19 SERVICE UPDATE**

**RECOMMENDATION**

RECEIVE oral report on COVID-19 Service Update.



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Phillip A. Washington  
Chief Executive Officer

# **COO Oral Report COVID-19 - Service Update**

# Workforce, PPE & Corporate Safety

## Workforce

- Available Operations workforce continues to be impacted by Stay at Home Order, school closures, and health concerns
- 21 confirmed COVID-19 cases as of April 9, 2020 (13 employees, 6 contractors & 2 vendors)

## Operational Changes

- Mandated use of bus operator barriers
- Implemented use of rear-door boarding

## Personal Protective Equipment (PPE)

- As of Thursday, April 9, 2020, Metro distributed the following quantities of PPE to staff:
  1. Gloves (pairs): 400,000
  2. Masks: 69,000
  3. Hand sanitizer dispensers: 2 per division
- Additional quantities of PPE have been ordered to replenish inventory
- PPE availability is being managed by minute-by-minute by VCM & Operations within the Incident Command System (ICS)

## Corporate Safety Guidance

- COVID-19 Checklist for detection and management
- COVID-19 Case notification form & clean-up procedure
- COVID-19 Confirmed case log



# Cleaning Regimes

## Increased Cleaning Regimes & Hand Sanitizer Dispensers

- Strengthened cleaning regimes in addition to regular cleaning activities on all vehicles, stations & terminals
- Focus cleaning efforts on high touchpoint areas, and at operating Divisions & locations
- Cleaning vehicles multiple times a day, prior to the start of and at the end of revenue service
- Continued use of Corporate Safety approved disinfectants & cleaning materials
- Distributing hand sanitizer dispensers to major transit stations and transfer points, Union Station; operating Divisions & locations – 85 locations

# Transit Service Delivery Plan

## Outlook

- Continue to conserve Operations workforce, resources and manage public funds responsibly
- We ask everyone to continue limiting travel to only essential trips, maintain physical distance from others, wash hands frequently and use other good hygiene practices
- Recommend that customers wear face coverings and/or masks while riding Metro
- Instructed operators to use discretion when picking up passengers to allow for adequate social distancing
- Tailoring special service plan to be congruent with essential travel demand -- *Enhanced Sunday Plan* begins Sunday, April 19, 2020

# Ridership & Enhanced Sunday Schedule Plan

## Ridership Levels

- Bus is down 65%
- Rail is down 75%



3.25.20

## Enhanced Sunday Schedule/Plan Goals

- Provide for orderly rebuild-up of service levels
- Protect principles established by NextGen planning

## Additional Operations Considerations

- Respond to availability of operating & maintenance workforces
- Reduce cleaning loads
- Reduce costs when possible

# COVID-19 Rail Service Plan

## Light Rail

- Enhanced-Sunday headways and spans
- A, Expo and Gold – 12-min during 6am-6pm; 20-min during other periods; last train departure from terminals at midnight
- Green – 12-min during 4am-9am & 3pm-6pm; 15-min during 9am-3pm; last train departure from terminal at midnight

## Heavy Rail

- Enhanced-Sunday headways and spans
- Red and Purple – 12-min (6 minutes at the trunk) during 6am-6pm; last train departure from terminals at midnight

## Weekends

- Current weekend frequencies – 12-min starting at 10 am; with last departure from terminals at midnight



# COVID-19 Bus Service Plan

## Bus

- Weekday: Enhanced-Sunday headways and spans
- Sunday base + weekday only lines
- Add Rapid service not typically operated on Sundays
- Increase extra-board operator assignment ratio (OAR) from 1.18 to 1.67
- Weekends: Current Sunday service for Sat & Sun



# Revenue Service Hours (RSH) Comparison

## Bus

(Directly Operation &  
Contract Services)

- Annual Bus RSH Reduction: 29%

## Rail

- Annual Rail RSH Reduction: 14%

# Mobility on Demand & MicroTransit Demonstrations

## Mobility on Demand

- No changes
- Review contract every 30 days

## MicroTransit

- Initiate minimum preparation work with contractor
- Review situation every 30 days

# Cost Information

## Assumptions

- *Enhanced Sunday Schedule Plan maintains all Operator & Maintenance Personnel assignments*
- Considerations going forward:
  1. Customer travel patterns and volumes
  2. Current workforce availability/leave impacts
  3. Affordability of overtime for essential functions
  4. Need to maintain strengthened cleaning regimes
  5. Maintaining adequate cleaning materials, sanitizer/dispensers, and PPE for frontline staff

## Next Steps

- Review forecasted attrition impacts
- Review new FFCRA impacts on workforce
- Review potential utilities and parts savings

# Station Partial Entrance Closures

## Rationale

- Consider partial station closures to reduce touchpoints, maintenance resources, cleaning supplies and required PPE while maintaining access to all rail stations
- Close specific entrances at some grade-separated stations which have more than one access point
- ADA Access to remain open

## Locations

- Station partial entrance closure location list & communications plan is in development and scheduled to be finalized by *Sunday, April 19, 2020*

# Operations Personnel - Thank You

