

Metro

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



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Agenda - Final

Wednesday, November 16, 2016

2:00 PM

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

Planning and Programming Committee

Hilda Solis, Chair

Paul Krekorian, Vice Chair

Michael Antonovich

James Butts

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item: 40.

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

CONSENT CALENDAR

40. RECEIVE AND FILE response to the February 25, 2016 Board directive to provide a **final report for the Raymer to Bernson Project.** [2016-0557](#)
- Attachments: [Attachment A - Raymer to Bernson Motion.pdf](#)
[Attachment B - Metrolink Ventura Sub.pdf](#)

NON-CONSENT

11. AUTHORIZE the Chief Executive Officer, or his designee, to execute a **Perpetual Easement Agreement, Reciprocal Easement Agreement and other related documents with the city of Culver City (City) and/or the developer and other related parties to allow for the construction, use, operation and maintenance of the Ivy Station mixed-use development project adjacent to the Metro Expo Culver City Station** as described in Attachment D which will include a Metro park-and-ride facility as contemplated by a previously Board-approved and executed Option Agreement and Memorandum of Understanding with the City. [2016-0498](#)
- Attachments: [Attachment A - Site Map](#)
[Attachment B - Project Site Plan and Renderings](#)
[Attachment C - Metro Parking Area](#)
[Attachment D - Summary of Key Terms and Conditions](#)
[Attachment E - MND Mitigation Monitoring Program](#)

12. CONSIDER:

[2016-0615](#)

- A. RECEIVING AND FILING status report on **work approach and resource needs to implement the Metro Board's First/Last Mile Motions 14.1 and 14.2**; and
- B. AUTHORIZING the Chief Executive Officer to take action to implement Board Motions 14.1 and 14.2.

Attachments: [Attachment A - A Countywide Priority First/Last Mile Network](#)
[Attachment B - Stations and Stops for First Last Mile Planning](#)
[Attachment C Capital Projects Implementation Steps](#)
[Attachment D FTE and Professional Services Needs](#)
[Attachment E - Motion 14.1](#)
[Attachment F - Motion 14.2](#)
[Attachment G - June 15 2016 Board Report](#)

13. CONSIDER:

[2016-0731](#)

- A. APPROVING the **Airport Metro Connector (AMC) 96th Street Transit Station Project** which will add a new Metro rail station to the Crenshaw/LAX Line at 96th Street;
- B. CERTIFYING the Final Environmental Impact Report (Final EIR). Attachment A contains the Project Overview. The Final EIR is available upon request or at www.metro.net/projects/lax-extension [<http://www.metro.net/projects/lax-extension>](http://www.metro.net/projects/lax-extension);
- C. ADOPTING the:
 - 1. Mitigation Monitoring and Reporting Plan (MMRP) (Attachment B); and
 - 2. Findings of Fact (Attachment C)
- D. AUTHORIZING the Chief Executive Officer (CEO) to file the Notice of Determination (NOD) (Attachment D) with the Los Angeles County Clerk and State of California Clearinghouse; and
- E. RECEIVING AND FILING the quarterly project status report including architectural and engineering design services and coordination with the Los Angeles World Airports (LAWA) and the Crenshaw/LAX Project, as directed by the Metro Board in July 2014 (Attachment E).

Attachments: [Attachment A – Project Overview](#)
 [Attachment B – Mitigation Monitoring and Reporting Program](#)
 [Attachment C – Findings of Fact](#)
 [Attachment D – Notice of Determination](#)
 [Attachment E – July 2014 Metro Board motion](#)
 [Attachment F - June 2014 Board Motion](#)

(ALSO ON CONSTRUCTION COMMITTEE)

14. CONSIDER:

[2016-0591](#)

- A. AUTHORIZING implementation of **Phase II of the Parking Management Pilot Program at nine (9) Metro parking facilities with the option to increase to (13) facilities along Expo, Gold, Red, Green and Silver Line Metro stations** pursuant to the Operating Plan (Attachment C) for four (4) years;
- B. AMENDING Metro's Parking Ordinance Administrative Code 8 (Attachment D) and Metro's Parking Rates and Fee Resolution (Attachment E) in support of the implementation of the Parking Management Pilot Program; and
- C. AUTHORIZING the Chief Executive Officer to award a four (4)-year firm fixed price Contract No. PS6264800 to L&R Group of Companies DBA Joe's Auto Parks in the amount of \$8,388,277 to implement Phase II of the Parking Management Pilot Program 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 - Parking Management Pilot Program Phase II Operating Plan](#)

[Attachment D - Metro Parking Ordinance](#)

[Attachment E- Metro Parking Rates and Permit Fee Resolution](#)

15. CONSIDER:

[2016-0589](#)

- A. **APPROVING the updated project list and changes in the funding levels for the Measure R Highway Subregional Program in Arroyo Verdugo, Las Virgenes Malibu, South Bay, North County, and Gateway Cities Subregions** as shown in Attachment A;
- B. AUTHORIZING the Chief Executive Officer (CEO) or his designee as shown in Attachment B:
 - 1. Allow the City of Lancaster to use programmed Measure R funds outlined in executed agreement (MR330.05) in earlier years to expedite project development phases and deliver the project sooner than originally scheduled.
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects;
- D. ADOPTING the resolution in Attachment D, authorizing the CEO or his designee to execute all Grant Agreements and any amendments thereto with the California Department of Transportation; and
- E. APPROVING time extension for 6 projects as shown in Attachment E:
 - 1. Caltrans - ITS on I-405, I-110, I-105 and SR-91 Freeway Ramp/Arterial Signalization (MR312.11)
 - 2. City of Hermosa Beach - PCH Improvements between Anita St. and Artesia Boulevard (MR312.05)
 - 3. City of Redondo Beach - PCH Arterial Improvements from Anita St to Palos Verdes Boulevard. (MR312.06)
 - 4. City of Redondo Beach - Aviation Boulevard at Artesia Boulevard Intersection Improvements (MR312.20)
 - 5. City of Inglewood - Inglewood Phase four ITS projects (MR312.12)
 - 6. City of Lawndale- Inglewood Ave from 156th to I-405 Southbound On-Ramp Improvements. (MR312.15)
 - 7. City of Agoura Hills - Palo Camado Interchange (MR311.03)

Attachments: [Attachment A - Measure R Highway Subregional Project List.pdf](#)
[Attachment B - City of Lancaster Request.pdf](#)
[Attachment C - SR-138 Segment 6 Request Caltrans.pdf](#)
[Attachment D - Resolution Sustainable Transportation Grant](#)
[Attachment E - Measure R Extension List.pdf](#)

Adjournment

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.



Board Report

File #: 2016-0557, File Type: Informational Report

Agenda Number: 40.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 16, 2016

SUBJECT: RAYMER TO BERNSON DOUBLE TRACK PROJECT UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE response to the February 25, 2016 Board directive to provide a **final report for the Raymer to Bernson Project**.

ISSUE

At the February 25, 2016 Board of Director's meeting, Directors Kuehl, Krekorian, Antonovich and Dupont-Walker requested that Staff work with the California Secretary of Transportation to re-scope the Raymer to Bernson Double Track project to avoid 1.5 mile segment of residential area in Northridge (refer to Attachment A).

DISCUSSION

Background

The Raymer to Bernson Double Track Project will increase regional mobility along the Metrolink Ventura Subdivision and the Los Angeles-San Diego-Luis Obispo (LOSSAN) corridor by providing a second mainline track, approximately 6.4 miles in length, between Control Point (CP) Raymer to CP Bernson. The Ventura Subdivision is used by Metrolink Ventura Line, Amtrak Pacific Surfliner, Amtrak Coast Starlight and Union Pacific freight trains. This project is located in the rail corridor owned by Union Pacific Railroad (UPRR) and Metro. As part of this work, nine at-grade rail crossings and two bridges will be reconstructed including a new second side platform and a new grade separated pedestrian crossing at the existing Northridge Metrolink Station.

There are currently two mainline tracks between Los Angeles Union Station and CP Raymer. North of CP Raymer, it is a single track with passing sidings located along the corridor through Ventura County. When northbound and southbound train schedules require a meet in the single-track corridor, one train must wait in a siding location for the other train to pass. This not only delays service but also results in trains idling in the sidings. Since CP Bernson to CP Topanga currently has two mainline tracks, the double track project as originally proposed would then allow for a continuous double-track railroad for additional 8.7 miles north of CP Raymer to CP Topanga, near the Chatsworth Metrolink station, improving the regional mobility, increasing the reliability of train services and reducing greenhouse gas emissions from idling trains (refer to Attachment B).

Partial Double Track Alternative

In response to concerns of residents adjacent to the project site, Metro has engaged WSP Parsons Brinkerhoff to analyze an alternative configuration of a partial double track that leaves in-place the existing 1.5 miles of single track by the residential neighborhood between Lindley Avenue and Balboa Boulevard (north of CP Raymer) and provides 5 miles of a new second mainline track between Balboa Boulevard to CP Bernsen. The purpose of the study is to determine the operational benefits of the existing condition compared to the “partial double track” alternative and the full double track alignment. Two simulation analyses were conducted as part of the study. The first analysis evaluated the reliability of the partial double track configuration assuming the current (June 2016) Metrolink, LOSSAN and freight service schedules. The second analysis evaluated the maximum capacity proposed partial track alternative compared to the proposed double track alignment to determine if it can sufficiently support the future service volumes defined in Metrolink’s 10-Year Strategic Plan and LOSSAN Corridorwide Strategic Implementation Plan.

The study concluded that both configurations (partial and full double track) can support the current train service schedules (passenger and freight) and the forecasted future train service growth defined by Metrolink’s 10-Year Strategic Plan and LOSSAN Corridorwide Strategic Implementation Plan. The operational capacity would increase by 150% for a partial double track alternative compared to a 200% increase for the full double track alignment. The study also indicated that additional capacity under both the partial and full double track alignments is possible through modification of the existing signal system. Since signal spacing determines the frequency and overall throughput in each direction of the corridor, it is a contributing factor to capacity similarly to a physical track capacity.

Staff has shared the results of the study with the California State Transportation Agency and the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation. Caltrans is supportive of the full double track project as it is a much needed improvement that will enhance regional mobility for the LOSSAN corridor. Caltrans was not receptive to the proposed partial double track concept and preferred the full double track configuration. Caltrans also indicated that the state funds can only be redirected to the improvements along the LOSSAN corridor which is along the Metrolink Venture Line in Los Angeles County.

Staff also met with Sherwood Forest residential neighborhood last month to discuss the findings of the study including the State’s response on the preference of the full double track configuration. Staff will continue to keep the Sherwood Forest residential neighborhood and any interested stakeholders updated with any new developments of the project.

FUNDING

Metro has secured a total of \$80.3 million for the project with \$60.82 million from the California State Transportation Improvement Program and \$19.48 million California State Proposition 1B Intercity Rail. The California Transportation Commission has postponed the funding of the project to fiscal year 2019. As of June 2016, Caltrans has ended the funding contract for the design phase of the project and Metro has placed the project on hold.

NEXT STEPS

Staff will continue to monitor state funding for the project and if state funding is still available, staff will return to the Board with recommendations by the first quarter of FY 19.

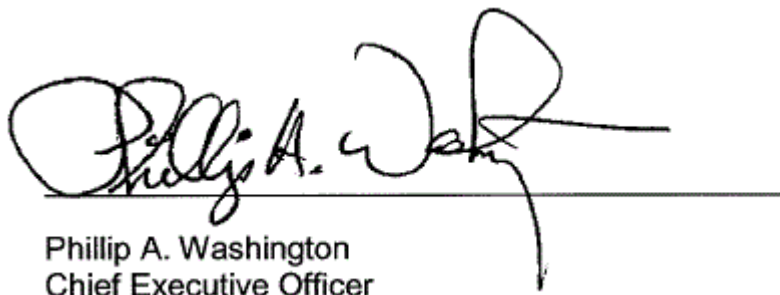
ATTACHMENT

- A. Raymer to Bernson Motion
- B. Metrolink Ventura Sub.

Prepared by: Dan Mahgerefteh, Senior Manager, Transportation Planning Regional Rail (213) 922-3662

Jeanet Owens, Senior Executive Officer, Project Management/Regional Rail,
(213)922-6877

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



Phillip A. Washington
Chief Executive Officer

Amendment by Directors Kuehl, Krekorian, Antonovich and Dupont-Walker

February 25, 2016

Raymer to Bernson Double Track Project

The Raymer to Bernson Double Track Project proposes 6.4 miles of second mainline track between Control Point Bernson near De Soto Avenue and Control Point Raymer near Woodley Avenue. The project will also upgrade the Northridge Metrolink station by providing a second platform, a grade-separated pedestrian underpass, new passenger information displays, and improved wayfinding. Roughly 1.5 miles of the double track project runs through a residential neighborhood in Northridge where the second track would be spaced at 15 feet from the existing track and approximately 35 feet from the residential property lines with no proposed noise and vibration mitigations included. The Raymer to Bernson Double Track Project benefits external agencies, and Metro is the project manager for Metrolink.

The project proceeded through the environmental and design phase without any public input or review by the residential community even though it would result in train tracks moving 15 feet closer to existing homes. Upon learning of the project this past summer, residents quickly organized to oppose it. As a result of numerous community concerns, the Metro CEO directed that the project be placed on hold in August 2015 pending further technical analysis and engagement with the community. To address community concerns, Metro took noise and vibration readings at key neighborhood locations. The results show that existing levels exceed current federal standards with noise levels regularly reaching 107 dBA decibels. The results also confirm that noise and vibration will increase with the proposed double track project.

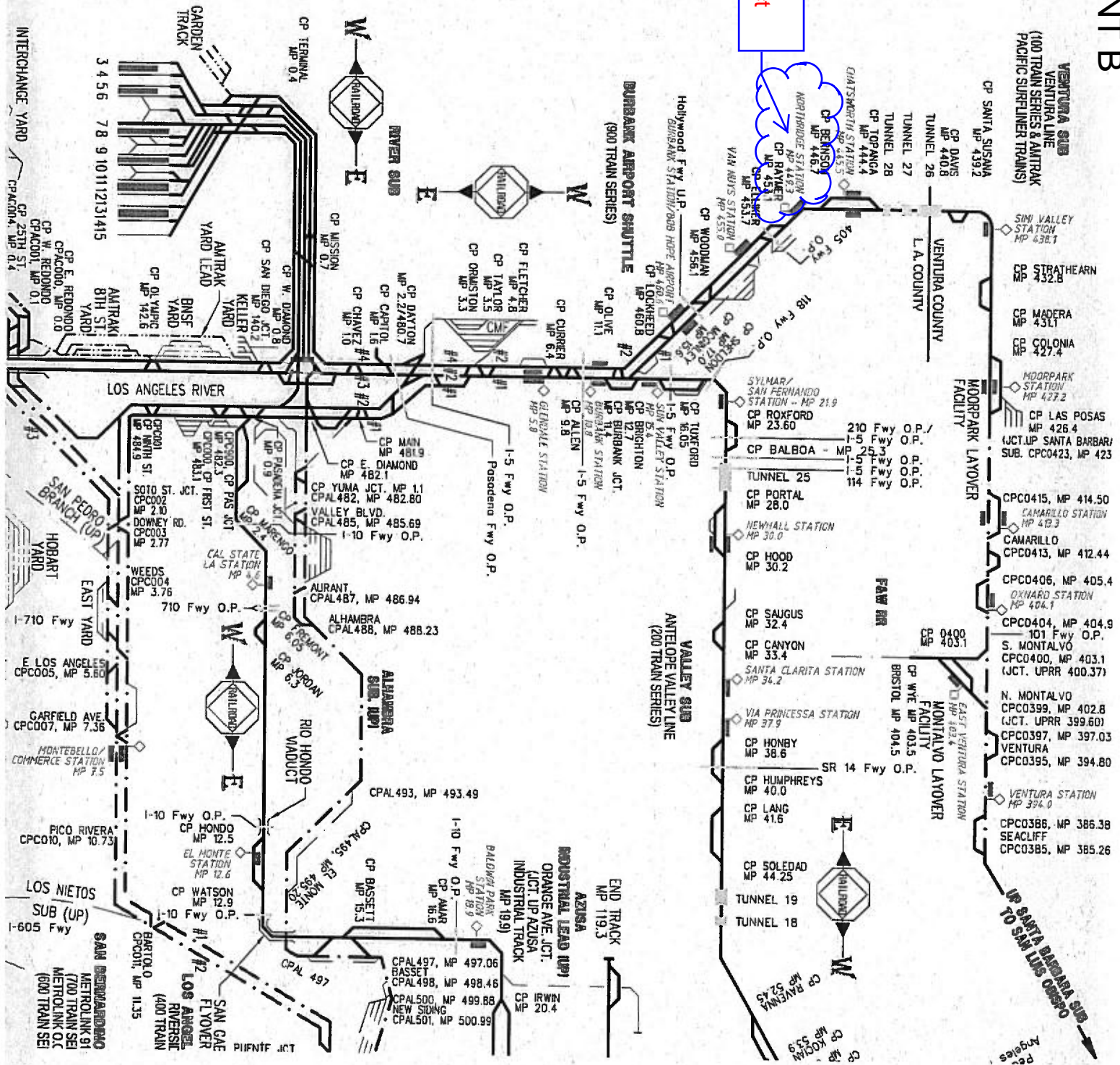
Despite Metro's outreach efforts, continued misinformation and inaccurate data have resulted in a deep level of distrust and anger towards this agency by the residents. Residents question the accuracy of the project's environmental categorical exemption as well as the number and length of trains delayed daily in the corridor. This inaccurate information, coupled with a lack of public outreach, has resulted in a united and firm opposition by the residential community to the project.

Metro has secured \$104 million in funding for the project with \$63.5 million coming from the State Transportation Improvement Fund (STIP). STIP funding is highly competitive, and it is important to maintain the funding for improvements in Los Angeles County. According to Metrolink, providing a second mainline track outside of the residential area would still provide a significant operational improvement to the flow of Metrolink, Amtrak, and UPRR trains.

WE THEREFORE MOVE that the **Board** direct the Chief Executive Officer (CEO) to:

1. Work with the California Secretary of Transportation to re-scope the Raymer to Bernson Double Track project to avoid the 1.5 mile residential area in Northridge.
2. Should the State not authorize a reduced project scope, the CEO shall work with the California Secretary of Transportation to identify another qualified project in Los Angeles County where the project funding could be utilized.
3. Continue outreach to the residential neighborhood to ensure they are informed regarding the progress of this motion.
4. Provide a progress report in April 2016 with a final report back in July 2016.

Raymer to Berrison
Double Track Project



3 4 5 6 7 8 9 10 11 21 31 41 51

INTERCHANGE YARD

CP ACADIA, MP 0.4

CP W. BERRISON, MP 0.0

CP W. RENDON, MP 0.1

CP W. RENDON, MP 0.0

CP W. RENDON, MP 0.1

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**Board Report**

File #: 2016-0498, **File Type:** Agreement**Agenda Number:** 11.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2016****SUBJECT: CULVER CITY STATION ADJACENT DEVELOPMENT****ACTION: AUTHORIZE REAL ESTATE AGREEMENTS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer, or his designee, to execute a **Perpetual Easement Agreement, Reciprocal Easement Agreement and other related documents with the city of Culver City (City) and/or the developer and other related parties to allow for the construction, use, operation and maintenance of the Ivy Station mixed-use development project adjacent to the Metro Expo Culver City Station** as described in Attachment D which will include a Metro park-and-ride facility as contemplated by a previously Board-approved and executed Option Agreement and Memorandum of Understanding with the City.

ISSUE

In September 2011, Metro entered into an Option Agreement with the City for a perpetual easement to provide for construction of a transit-oriented development on a portion of Metro-owned right-of-way adjacent to the Metro Expo Line Culver City Station (Station), the primary consideration for which is the provision of the existing parking on the Project Site prior to construction, 235 parking spaces in the City's Ince Garage during construction of the development, and 300 park-and-ride spaces as part of the future development. In February 2012, the City selected Lowe Enterprises, doing business as Culver Station LLC (Developer), to develop a mixed-use development on a series of assembled parcels adjacent to the Station, including a portion of the Metro-owned right-of-way as contemplated in the Option Agreement. The City desires to exercise its option and the Metro Board of Director's (Board) authorization to enter into agreements and consider environmental effects of the project is necessary to effectuate the transaction.

DISCUSSION***Background***

In 2000, the City commenced planning for the redevelopment of the parcels surrounding the Station, and subsequently began assembling parcels and working with Metro to incorporate portions of its right-of-way with the intent of developing a transit-oriented development at the Station. In January 2011, Metro and the City, along with the former Culver City Redevelopment Agency (Former Agency) and the Exposition Metro Line Construction Authority (Authority) entered into a Memorandum of

Understanding (MOU) to cooperate on the planning, development and construction of a transit-oriented development and parking facility at the Station including the preparation of an Option Agreement for perpetual easement for a portion of Metro-owned right-of-way adjacent to the Station. Consistent with the terms of the MOU, the City reimbursed the Authority \$3.1 million for structural redesign and enhancements to the Expo Line and the Station to allow subterranean parking abutting the Expo Line. The City and Metro also entered into license agreements which provided for the construction, use, operation and maintenance of temporary park-and-ride spaces on the project site, along with terms for a license to use the Ince Garage, a nearby City parking facility, to house replacement parking spaces as further described below until such time as the transit-oriented development and the associated permanent park-and-ride spaces are complete and made available to Metro.

Project Site

The project site is bounded by Washington Boulevard to southeast, National Boulevard to the northeast, Venice Boulevard to the northwest, and the Metro Expo Line right-of-way to the south and is located within both Culver City and the City of Los Angeles (Project Site). The total developable area of the Project Site is 5.53 acres and includes 1.67 acres of Metro right-of-way (LACMTA Easement Area). The LACMTA Easement Area consists of the northerly 91 feet of the 150-foot LACMTA right-of-way in the vicinity of the Station; the southerly 59 feet (Station Parcel) houses the Station and Expo Line right-of-way and is not subject to the grant of perpetual easement. The Project Site and LACMTA Easement Area are further depicted in Attachment A - Site Map.

Project Overview

The proposed Ivy Station development project (Project) is proposed to include: 148 hotel rooms; 200 residential units; approximately 197,000 gross square feet of office use; approximately 57,800 gross square feet of retail and restaurant use; and a total of approximately 1,480 parking spaces in a three-level subterranean structure which spans the entirety of the Project Site, including the LACMTA Easement Area up to the northern limits of the Station Parcel. The parking garage will include 300 dedicated Metro park-and-ride spaces on the P-3 level with controlled access for Metro transit patrons (Metro Parking Area).

The Project will also include approximately 100,000 square feet of highly programmed outdoor open space accessible to the public, with careful attention paid to creating a seamless and inviting connection between the Project and the Station as well as other transit amenities in the vicinity including bus stops and active transportation infrastructure such as the Metro Bike Hub/Clean Mobility Center under development at the Station. Additionally, Metro will be provided eight dedicated at-grade parking stalls intended to support car share operations at the Station and a dedicated pick-up/drop-off zone within the Project. A Project site plan and renderings detailing the proposed Project are included as Attachment B along with Attachment C, a P-3 level plan depicting the Metro Parking Area.

The Project is anticipated to start construction in late 2016/early 2017 and will take approximately two and a half years to complete.

Proposed Transaction

The proposed Perpetual Easement Agreement (Easement Agreement), which is substantially

consistent with the terms contemplated in the September 2011 Option Agreement as approved by the Board, will be entered into by Metro and the City. The Easement Agreement will grant the City a perpetual easement on, under, and above the LACMTA Easement Area to construct, use, operate, maintain, repair and/or reconstruct parking uses, transit plaza uses, and residential and commercial uses of up to 100,000 square feet of which not more than 10,000 square feet may be in the below-grade portions of the LACMTA Easement Area. While the Option Agreement contemplated requests for additional square footage would be covered in a ground lease, these additional uses have been included as part of the Easement Agreement. Metro will retain access rights for purposes of constructing, inspecting, operating or maintaining Metro-related transit improvements on the Station Parcel including the Station.

Concurrent with executing the Easement Agreement, Metro, the City and the Successor Agency to the Former Agency (Successor Agency) will enter into a Reciprocal Easement Agreement (REA) which shall provide Metro with rights to access and utilize the Metro Parking Area at all times along with non-exclusive rights for pedestrian access between the Metro Parking Area and the Station and other publicly accessible pedestrian pathways throughout the Project Site.

The Easement Agreement will allow the City to assign its rights and responsibilities to the Developer. A single closing is anticipated whereby: (1) the City will exercise its option with Metro by executing the Easement Agreement; (2) Metro, the City and the Successor Agency will execute the REA; (3) the City and the Successor Agency will transfer their respective fee interest in the Project Site to the Developer; and (4) the City will assign its rights and responsibilities under the Easement Agreement and the REA to the Developer.

In consideration for Metro's grant of easement and development rights within the LACMTA Easement Area described above, the Developer will be responsible for the cost of designing, constructing, operating and maintaining the Project including: the 300 Metro park-and-ride spaces within the Metro Parking Area; the transit plaza and all publicly access passageways including associated landscaping; transit signage throughout the Project Site; and reimbursement of reasonable costs incurred by Metro in connection with reviewing plans, monitoring construction, and effectuating the transaction. A more complete summary of key terms and conditions of the Easement Agreement and REA are included as Attachment D.

Replacement Parking

The temporary 550 Metro and park-and-ride spaces currently at the Culver City Station will be eliminated once construction of the Project commences. Per existing agreements with the City, prior to the start of construction and until such time as the permanent 300 park-and-ride spaces are made available in the Project, the City shall provide, at no cost to Metro, a license for 235 dedicated spaces in the City's Ince Garage located approximately two blocks southwest of the Station. Any unmet parking demand will be directed to alternate Metro park-and-ride facilities such as the La Cienega/Jefferson and Expo/Sepulveda Station garages along the Expo Line where space is currently available.

CEQA Compliance

The Project has been cleared under the California Environmental Quality Act (CEQA) process with Culver City as the lead agency. All public comments have been received (including those of Metro)

and addressed and have been incorporated into the City's Mitigated Negative Declaration (MND) document (<http://www.culvercity.org/home/showdocument?id=2044>). The MND includes information on all impacts especially those that exceed the threshold of significance and, where appropriate, their corresponding mitigation measures.

Environmental mitigation has been identified for the following types of impacts:

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gasses;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Noise;
- Public Services;
- Transportation/Traffic; and
- Utilities and Service System.

Specific details of the impacts as well as their corresponding mitigation measures were originally cited as Appendix C of the MND and are included herein as Attachment E. The mitigation measures will be implemented commencing at the design and construction process. Culver City finds that implementation of the mitigation measures will result in less than significant impact with respect to:

- Degradation of the environment, biological resources, and cultural resources;
- Cumulative impacts; and
- Direct and indirect impacts to human beings.

As a responsible agency, Metro will be working with Culver City, the lead agency, in ensuring the implementation of mitigation measures.

DETERMINATION OF SAFETY IMPACT

The proposed Project and associated transaction will help improve access between the Station, adjacent transportation amenities and the surrounding community and will have no direct, adverse impact on safety. Construction documents and construction work plans shall be subject to Metro review and approval and Metro shall monitor construction activities to ensure Metro infrastructure and operations are not compromised.

FINANCIAL IMPACT

The costs to construct, maintain and operate the Project (including the 300 park-and-ride spaces) as well as the replacement parking spaces are the responsibility of the City and/or the Developer. Metro will retain the right to set parking rates and receive revenues from Metro park-and-ride spaces upon completion of the Project. Metro will also have the right to set rates and receive parking fees for the

replacement parking spaces.

Impact to Budget

Metro shall have no cost obligations associated with the proposed Project, other than transaction costs which are budgeted in Cost Center 2210, and therefore there are no financial impacts to Metro including bus and rail operations.

ALTERNATIVES CONSIDERED

The Board could choose not to take the recommended actions or reject the current terms and conditions. However, staff does not recommend this option as the proposed transaction is consistent with the intent of the Option Agreement previously approved by the Board and executed by Metro and the City.

NEXT STEPS

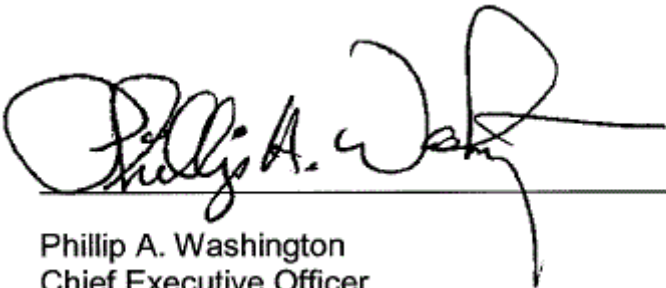
Upon approval by the Board, staff will finalize negotiations and enter into the appropriate agreements with the City and/or the Developer subject to the satisfaction of the conditions precedent outlined in the Option Agreement and Attachment D - Summary of Key Terms and Conditions.

ATTACHMENTS

- Attachment A - Site Map
- Attachment B - Project Site Plan and Renderings
- Attachment C - Metro Parking Area
- Attachment D - Summary of Key Terms and Conditions
- Attachment E - MND Mitigation Monitoring Program

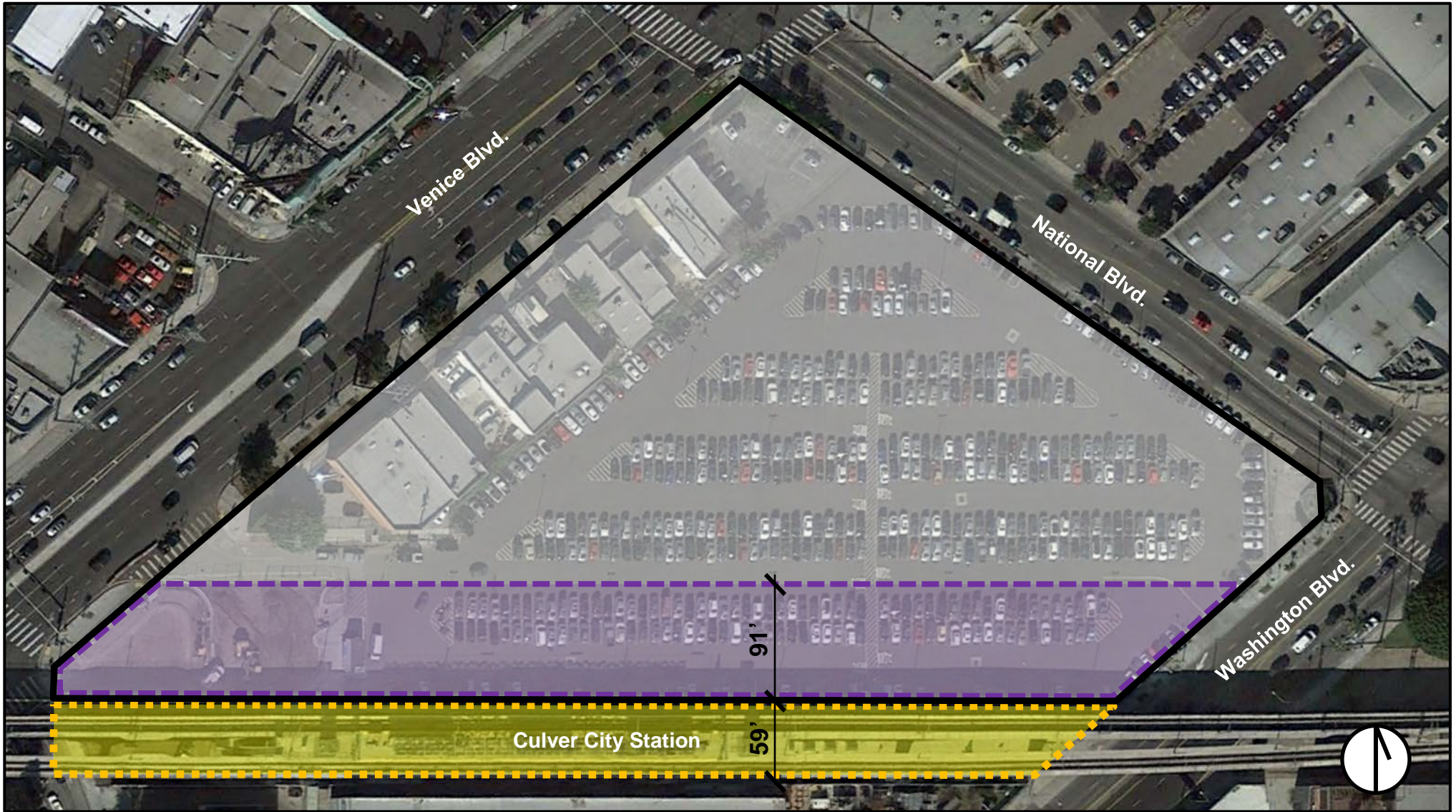
Prepared by: Nick Saponara, Senior Director - Joint Development, (213) 922-4313
Frank Ching, Senior Director - Parking Management, (213) 922-3033
Cris B. Liban, Executive Officer - Env. Compliance/Sustainability (213) 922-2471
Cal Hollis, Senior Executive Officer, (213) 922-7319

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Attachment A Site Map



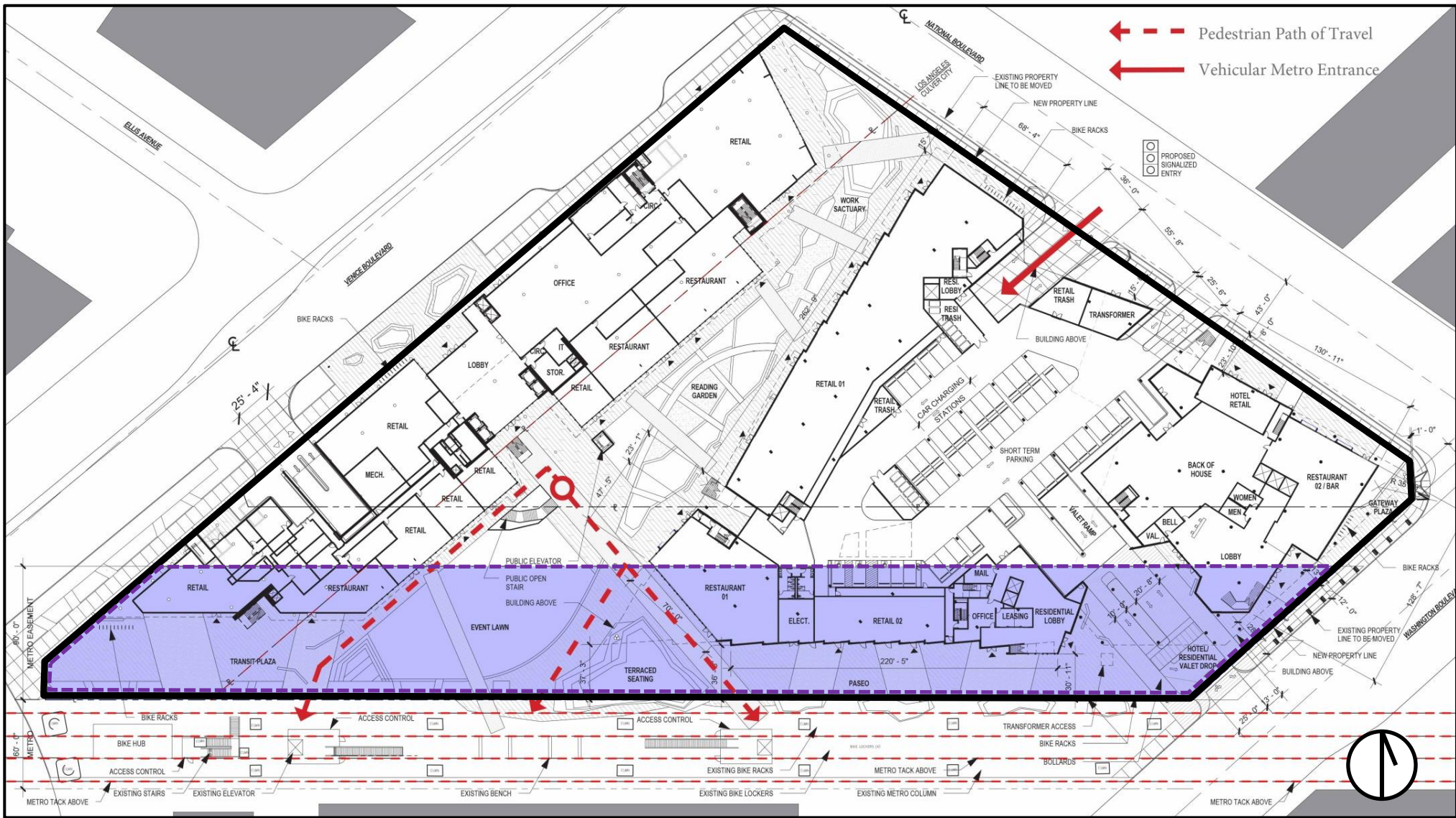
 Project Site

 LACMTA Easement Area

 Station Parcel

Attachment B

Project Site Plan and Renderings



← - - - Pedestrian Path of Travel
 ← - - - Vehicular Metro Entrance



Project Site



LACMTA Easement Area

Attachment B (cont'd)
Project Site Plan and Renderings

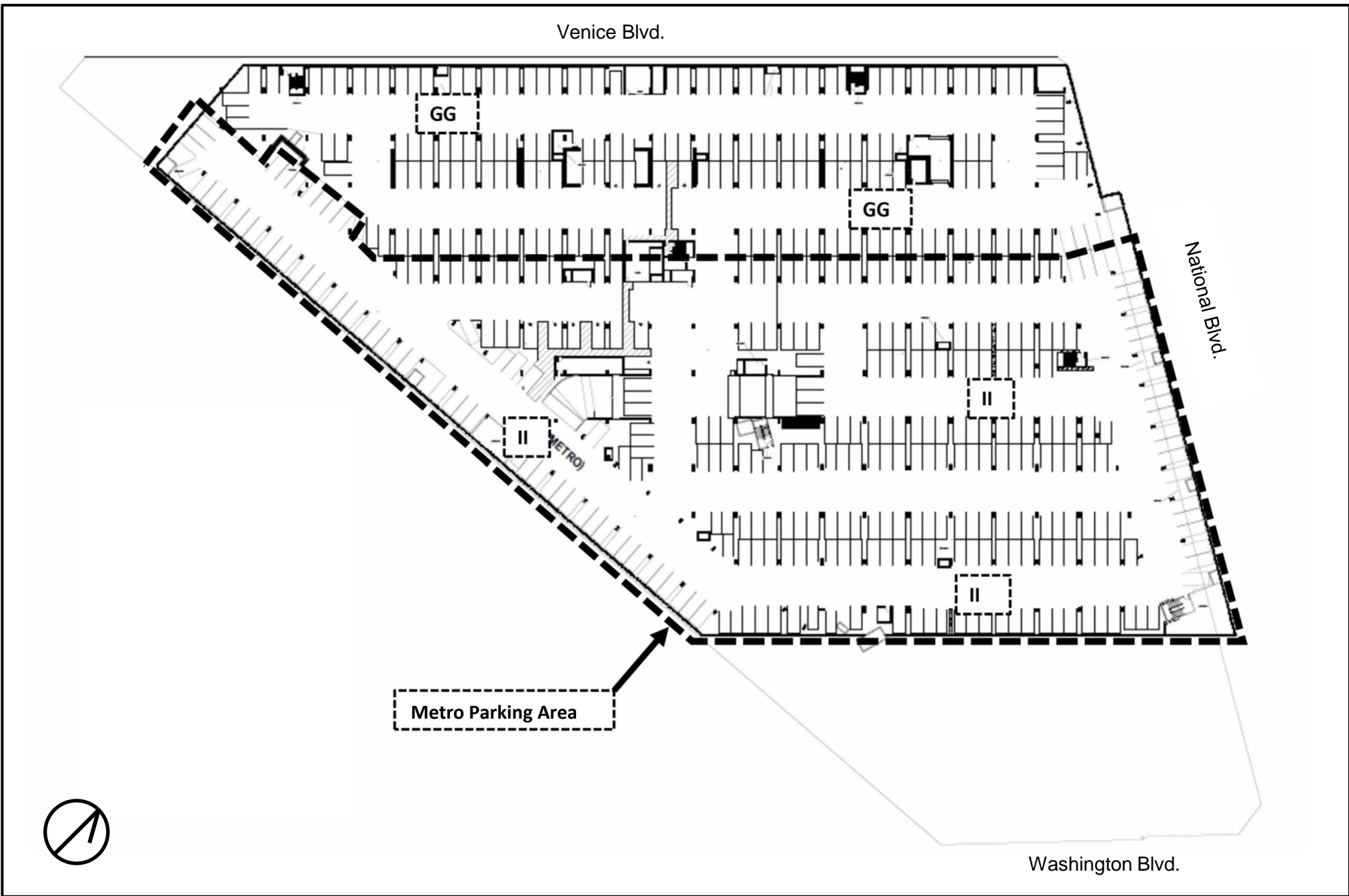


Aerial



Transit Plaza

Attachment C
Metro Parking Area (P-3 Level)



**SUMMARY OF KEY TERMS AND CONDITIONS
OF PERPETUAL EASEMENT AGREEMENT AND RECIPROCAL EASEMENT AGREEMENT
FOR THE IVY STATION PROJECT AT THE CULVER CITY STATION**

DATED: OCTOBER 20, 2016

GENERAL DESCRIPTION

- OPTION AGREEMENT:** There is an existing Option Agreement for Perpetual Easement dated as of September 29, 2011, among the Los Angeles County Metropolitan Transportation Authority (“**LACMTA**”), the City of Culver City (“**City**”), and the Culver City Redevelopment Agency (the “**Former Agency**”), recorded on October 3, 2011 in the Official Records of Los Angeles County, California as Instrument No. 20111337175 (the “**Option Agreement**”). Under the Option Agreement, LACMTA granted to the City and the Former Agency an option to acquire a perpetual easement over the LACMTA Easement Area (as defined below) on the terms and conditions set forth in the Option Agreement. The Project has evolved and different rights are being requested which requires staff to return to the Board for approval of the transaction described herein.
- PARTIES:** The parties to the Perpetual Easement Agreement (the “**Easement Agreement**”) are LACMTA, a California county transportation authority existing under the authority of the California Public Utilities Code, and the City, a municipal corporation and charter city of the State of California.
- The parties to the Reciprocal Easement Agreement and Declaration of Covenants, Conditions and Restrictions (the “**REA**”) are LACMTA, the City, and the Successor Agency to the Former Agency (“**Successor Agency**”). The City and Successor Agency will assign their rights and obligations under the REA immediately to Culver Station LLC, a Delaware limited liability company (“**Developer**”), an affiliate of Lowe Enterprises Real Estate Group.
- PROJECT SITE:** The Project site is bounded by Washington Boulevard to southeast, National Boulevard to the northeast, Venice Boulevard to the northwest, and the Metro Expo Line right-of-way to the south and is located within both the City of Culver City and the City of Los Angeles (the “**Project Site**”). The total developable area of the Project Site is 5.53 acres and includes 1.67 acres of

Metro right-of-way (the "**LACMTA Easement Area**"). The City and Successor Agency own the balance of the Project Site. The LACMTA Easement Area consists of the northerly ninety-one feet (91') of the one hundred fifty foot (150') LACMTA right-of-way (the "**LACMTA Parcel**") and excludes the southerly fifty-nine feet (59') of the LACMTA Parcel (the "**Station Parcel**") which houses the Metro Culver City Station (the "**Station**") and Metro Expo Line. The Project Site is further depicted in Attachment A to the Board report.

PROPOSED PROJECT:

The proposed Ivy Station development project (the "**Project**") will be constructed on the Project Site by Developer, or another development entity created by Developer, at Developer's or such entity's sole cost and expense. The Project will include approximately 148 hotel rooms, approximately 200 residential units, approximately 197,000 square feet of office use, approximately 57,800 square feet of retail and restaurant use, and approximately 1480 parking spaces in a three-level subterranean structure ("**Parking Structure**"), including 300 dedicated LACMTA parking spaces as further described herein, plus approximately 50 surface parking spaces, 8 of which will be dedicated LACMTA park-and-ride spaces. The Project will also include approximately 100,000 square feet of outdoor open space accessible to the public.

A site plan and renderings detailing the proposed Project are included as Attachment B to the Board report and are subject to modification and revision as set forth herein.

PHASED DEVELOPMENT:

The Project is anticipated to be constructed in a single phase.

GENERAL CONDITIONS

DEVELOPMENT

ENTITLEMENTS AND OTHER

LEGAL REQUIREMENTS:

Developer has, at its sole cost and expense, obtained all required entitlements for the Project from the City of Culver City and the City of Los Angeles. On March 28, 2016, Culver City's City Council adopted the final ordinance to conditionally approve Tentative Tract Map No. 73978 (the "**TTM**"), Comprehensive Plan (the "**Comprehensive Plan**") P2015-0141-CP, and Height Exception (the "**Height Exception**") P2015-0141-HTEX, for the Project. In addition to this, Culver City adopted a Mitigated Negative Declaration (the "**MND**") for the Project, in compliance

with the California Environmental Quality Act (“**CEQA**”). On July 15, 2016, the City of Los Angeles Planning Department issued an approval for Site Plan Review, Conditional Use Permits, and Zoning Administrator Determination for the Project. On October 11, 2016, Developer received approval from the Los Angeles City Council for a General Plan Amendment and the Zone Change/Height District Change. The REA and Easement Agreement will require Developer to comply with all conditions of approval to such land use entitlements, and all zoning and planning requirements and other legal requirements related to the development, construction, and operation of the Project. Prior to entering into the Easement Agreement and REA, the LACMTA Board will need to make the requisite findings based on the MND as a responsible agency pursuant to CEQA requirements.

AS-IS CONDITION: The easement over the LACMTA Easement Area is being granted to the City under the Easement Agreement in its as-is condition, without any warranty by LACMTA.

CLOSING: The Parties contemplate a single Closing, which will occur upon satisfaction or waiver by the appropriate party of all the Closing Conditions under the Option Agreement. At Closing, City and LACMTA will enter into the Easement Agreement, City, Successor Agency and LACMTA will enter into the REA, and the City and Successor Agency will transfer to Developer their respective fee interests in the Project Site and assign to Developer their interests under the Easement Agreement and REA, including the easement over the LACMTA Easement Area.

REPLACEMENT SPACES: As part of the closing, the License Agreement for Use, Operation, Maintenance and Repair of Temporary Parking Spaces executed on September 29, 2011 by and between LACMTA and the City (“**Temporary Parking License Agreement**”), shall be modified to include a license for LACMTA to use two hundred thirty-five (235) dedicated self-park parking spaces (“**Replacement Spaces**”), with no valet services required, and with no less than the existing ratio of standard stalls and compact stalls in the City’s Ince parking garage located at 9099 Ince Boulevard in Culver City (“**Ince Garage**”) at no cost to LACMTA, for the purpose of replacing parking spaces dedicated for LACMTA parking during construction of the Project. The Replacement Spaces shall be accessible 24 hours per day, seven days per week, without limitation. The Replacement Spaces shall be available for the

duration of the Project construction and until such time as the LACMTA Parking is made available.

TIEBACK EASEMENT:

In consideration for Developer being responsible for the cost to fabricate and maintain Transit Signage, LACMTA shall provide a Tieback Easement through a separate agreement in favor of the Developer who shall be responsible for the engineering and design, installation, tensioning and de-tensioning of the tiebacks and excavation shoring plan, as determined by Developer's general contractor subject to review and approval by LACMTA.

**REIMBURSEMENT
AGREEMENT:**

Pursuant to a separate Adjacent Development Funding Agreement, Developer will reimburse LACMTA for its reasonable costs incurred in connection with the Project, including, without limitation, reviewing plans and monitoring the construction of the Project. In addition, Developer will also reimburse LACMTA for its reasonable consulting costs and legal fees incurred in connection with this transaction.

KEY PERPETUAL EASEMENT TERMS:

GENERAL:

Consistent with the intent of the Option Agreement and after LACMTA Board approval and City and Developer acceptance of this Summary of Key Terms and Conditions, City and/or Developer has met all Conditions Precedent in the Option Agreement as further defined herein, Developer has met all CEQA requirements, and the LACMTA Board has made the requisite findings as a responsible agency pursuant to CEQA requirements, and the execution and delivery of the REA, LACMTA, and the City will enter into the Easement Agreement containing terms and conditions that are substantially consistent with those set forth in this Summary of Key Terms and Conditions, subject to any modifications as directed by the LACMTA Board.

GRANT OF EASEMENT:

LACMTA shall grant to City a perpetual easement on, under, and above the LACMTA Easement Area to construct, use, operate, maintain, repair and/or reconstruct parking uses, transit plaza uses, and residential and commercial uses of up to 100,000 square feet (excluding parking uses), of which not more than 10,000 square feet may be in the below grade portion of the LACMTA Easement Area.

TERM: The Easement Agreement shall be effective upon execution by LACMTA and the City and the grant of easement and all of the covenants contained within shall continue in full force in perpetuity subject to certain rights and remedies of LACMTA described below.

REMEDIES: If the Developer fails to complete the initial construction of the LACMTA Parking, LACMTA is entitled to certain remedies as more particularly described in the Easement Agreement and REA, which may result in termination of the Easement Agreement. If the Easement Agreement terminates at such time, the Option Agreement will be automatically reinstated as described in the Easement Agreement.

Further, if the Project is constructed by Developer but Developer fails to restore the LACMTA Parking within a negotiated period after a casualty event, LACMTA will be entitled to certain remedies as more particularly described in the Easement Agreement and REA, which may result in termination of the Easement Agreement. If the Easement Agreement terminates at such time, the Option Agreement may be reinstated as described in the Easement Agreement and REA so that the City will have the right, within an agreed period, to bring a new developer to the Project and obtain a replacement easement to allow the new project to proceed on similar terms to the existing Easement Agreement.

NON-PEAK PARKING During the first year of LACMTA Parking operation and thereafter, LACMTA will determine, in good faith, and notify the City for the upcoming year how many LACMTA Parking spaces, if any, may be available for use by City during “non-peak” hours on a seasonal basis. Based on LACMTA’s determination of available spaces, the City may submit a proposal for LACMTA’s consideration on the use by the City of such spaces during such non-peak hours, including proposed terms for any revenue sharing, vacation of such spaces each night by the recommencement of transit services at the Station the next morning, and other terms relating to such use by the City. LACMTA will consider any such proposal in its reasonable discretion, and if approved by LACMTA, such terms will be incorporated into a separate License Agreement between LACMTA and the City, and subject to certain terms in the REA that will be applicable only if LACMTA enters such License Agreement with the City. Notwithstanding the above, the City may

submit a proposal in the first year of operation for LACMTA consideration subject to the availability of sufficient data to determine non-peak hours and available spaces at LACMTA's sole and absolute discretion.

During the period that the Station is being operated for transit purposes, if LACMTA receives a proposal for the use of some of the LACMTA Parking from one or more third parties (other than the City) and if LACMTA is willing to accept such proposal, then prior to accepting such proposal LACMTA will first notify the City of such proposal and give the City 15 days to respond to LACMTA that the City wishes to match the terms of such proposal and use such LACMTA Parking spaces on the same terms. If the City timely accepts the terms of such proposal, then LACMTA will enter into a license with the City on such terms. If the City fails to timely accept the proposal, then LACMTA may provide for the use of the LACMTA Parking spaces by such third party.

During any period in which the Station is not being operated for transit purposes, LACMTA may provide for the use of the LACMTA Parking spaces by any third party without any limitation, provided that LACMTA shall still consider, in LACMTA's reasonable discretion, any City proposal for non-peak hour use of such LACMTA Parking spaces (i.e., when the parking is available for uses other than use by LACMTA or its permittees).

CONDITIONS TO CLOSING:

The following conditions precedent ("**Conditions Precedent**") shall be satisfied (or waived by LACMTA) prior to executing the Easement Agreement: (a) Construction drawings for the Project, as further defined in the Easement Agreement, shall have been 100% completed and approved by any governmental agency having jurisdiction thereof and by LACMTA; (b) all permits and approvals required by any governmental agency having jurisdiction thereof, as further defined in the Easement Agreement, shall have been obtained and the Developer shall have complied with, or shall have caused compliance with all applicable laws, rules and regulations, including, without limitation, full compliance with CEQA; (c) Developer shall have provided LACMTA with reasonably satisfactory evidence that the Developer has sufficient funding in place to pay for the cost of construction and completion of the Parking Structure (including the Shoring Wall); (d) the City, Successor Agency and Developer shall have executed the REA subject to the terms and conditions described below concurrently with the Easement Agreement; (e) the City shall have exercised in

writing the option to acquire the Easement as set forth in the Option Agreement (to be delivered concurrently with Closing); (f) the City shall have, concurrently with its execution and delivery of the Easement Agreement and the REA conveyed title to all parcels in the Project Site owned by it to Developer; and (g) the Successor Agency shall have, concurrently with its execution and delivery of the REA conveyed title to all parcels in the Project Site owned by it to Developer.

KEY RECIPROCAL EASEMENT AGREEMENT TERMS:

GENERAL:

Consistent with the intent of the Option Agreement, and after LACMTA Board approval and City and Developer acceptance of this Summary of Key Terms and Conditions, City and/or Developer has met all Conditions Precedent in the Option Agreement as further defined herein, Developer has met all CEQA requirements, and the LACMTA Board has made the requisite findings as a responsible agency pursuant to CEQA requirements, LACMTA, the City and Successor Agency will enter into the REA, with Developer concurrence, containing terms and conditions that are substantially consistent with those set forth in this Summary of Key Terms and Conditions, subject to any modifications as directed by the LACMTA Board.

Under the REA, LACMTA shall grant to Developer a set of easements for the use of the LACMTA Easement Area for the construction of the Parking Structure, the Hotel, Apartments, Office and Retail uses.

LACMTA PARKING AND PICK-UP/DROP-OFF:

In consideration of rights granted by LACMTA in the Easement Agreement, under the REA, LACMTA shall be provided, at no cost of LACMTA, with a permanent right to use 300 dedicated self-park parking stalls on the P-3 level of the subterranean parking structure of the Project with gated access control (the "**LACMTA Parking**"). In addition, LACMTA shall be provided by easement eight (8) dedicated self-park parking stalls, three (3) of which shall have electric vehicle charging stations installed, in the at-grade short term surface parking lot to support LACMTA's Clean Mobility Center at the Station (the "**CMC Parking**"). The LACMTA Parking and CMC Parking shall be accessible 24 hours per day, seven days per week, without limitation. The short-term surface parking lot shall also include a LACMTA pick-up and drop-off zone. Developer shall pay for the premium for an ALTA title insurance

policy insuring LACMTA's ownership interest in the easements granted to LACMTA under the REA.

LACMTA RIGHTS:

LACMTA will have full rights to the use of and revenues from the LACMTA Parking under the terms set forth in the REA. The Parking Owner shall grant LACMTA a non-exclusive easement: a) in, on, over, across and through certain Vehicular Ways in the Parking Structure for vehicular ingress, egress and passage to, from and between the LACMTA Parking and Parking Structure entrances, and b) in, on, over, across and through certain Parking Structure Pedestrian Ways and Parking Structure Vertical Transportation Elements for pedestrian ingress, egress and passage to, from and between the LACMTA Parking, At Grade Pedestrian Ways and the Station, such areas which shall be accessible 24 hours per day, seven days per week without limitation.

LACMTA rights under the REA are not dependent on the operation of rail or other transit service at the Station and LACMTA shall retain parking rights in Parking Structure, and in, on, over, across and through Parking Structure entrances, Parking Structure Pedestrian Ways and Parking Structure Vertical Transportation Elements.

TRANSIT PROXIMITY RISK:

Developer will waive, release and indemnify LACMTA, City and the Successor Agency from claims from Developer, contractors, users and/or occupants of the Project arising from their adjacency and proximity to the Station and Metro Expo Line and the public transit uses conducted thereon by LACMTA, including any disturbance, inconvenience, annoyance and nuisance associated with or related to (a) the construction, operation, use, repair, maintenance, replacement or reconstruction on or of transit facilities, (b) the operation of public transit service, (c) the activities of LACMTA's patrons, employees, contractors, consultants, or agents in and around the Station and transit facilities, including vehicle exhaust, noise, vibration, odor, and lighting from the Station Parcel (collectively, the "**Transit Proximity Risks**").

RETAINED RIGHTS:

LACMTA reserves the right to install, construct, inspect, operate, maintain, repair, use, add and replace all transit- or LACMTA-related improvements, structures, vehicles, equipment, fixtures, and furnishings now existing or hereafter located in, on, under and/or adjacent to, or passing through the Station Parcel and/or the Station. LACMTA does not give Developer or its successors

any rights to control, impact or otherwise affect the use or operation of the Station Parcel (other than in the landscape easement area described below) or the Expo Line Rail improvements.

**PARKING OPERATION
AND MAINTENANCE:**

Developer shall be responsible for developing, constructing, operating, maintaining and repairing LACMTA Parking. LACMTA shall have no responsibility for such costs.

LACMTA shall have rights to approve the LACMTA Parking operator and the parking operations agreement with respect to LACMTA's interest in the LACMTA Parking. LACMTA specifications for parking control shall be included in the Parking Structure software/operations and LACMTA shall have the right to review and approve the parking control equipment with regard to compatibility with LACMTA's established plan for access and revenue collection. The LACMTA Parking shall be maintained in a condition consistent with the best other facilities owned by LACMTA and LACMTA shall have self-help rights after 30-days if Parking Structure is not repaired, notwithstanding that parking control equipment shall be repaired within four (4) hours of a reported breakdown and the Parking Structure operator must provide personnel to manually control access to the LACMTA Parking during any equipment failure.

The Developer shall provide, or cause to be provided, monthly revenue reconciliation to LACMTA for all revenue from the LACMTA Parking and LACMTA shall have the right to audit parking revenue collection records pertaining to the LACMTA Parking.

SIGNAGE:

The Developer shall be responsible for the fabrication, installation and maintenance of directional, way-finding, information, transit station identification and transit facility identification signs throughout and along the perimeter of the Project Site (the "**Transit Signage**") for purposes of directing LACMTA patrons to, from and between the public transit facilities (including the Station and LACMTA Parking) and the public streets, sidewalks and rights of way. The Developer's obligations with respect to signage on the LACMTA Parcel is limited to the LACMTA Easement Area. LACMTA shall have rights to review and approve location and content of Transit Signage.

LANDSCAPE EASEMENTS: LACMTA shall grant the Developer easements within the LACMTA Station Parcel to allow for landscaping and planters to enhance integration of the Project with the Station. The improvements shall not interfere with LACMTA or emergency vehicle access to the Station and shall be installed and maintained by the Developer at its cost.

CONSTRUCTION: The wall of the Parking Structure along the southern edge of the LACMTA Easement Area will include, at no cost to LACMTA, a shoring wall system for purposes of protecting the Station and the Metro Expo Line right-of-way from adverse impacts such as weakening of subjacent support due to excavation for and the construction of the Parking Structure (the “**Shoring Wall**”). Design drawings and plans for the Parking Structure (including the Shoring Wall), including a construction work plan, shall be submitted to and approved by LACMTA prior to and as a condition to LACMTA’s entry into the Easement Agreement and REA.

Any construction work done for the Project in the LACMTA Easement Area must be in compliance with any applicable LACMTA work rules, track allocation procedure and permit process and LACMTA shall have the right to monitor and oversee construction of the Project including the Shoring Wall and Parking Structure to ensure LACMTA’s infrastructure and operations are not compromised. LACMTA shall be entitled to injunctive relief immediately halting construction of the Parking Structure and any other improvements on the LACMTA Easement Area in the event that LACMTA infrastructure or operations are compromised at LACMTA’s sole and absolute discretion.



**ATTACHMENT C
MITIGATION MONITORING PROGRAM**

The following environmental mitigation measures shall be incorporated into the project development as conditions of approval. The project applicant shall secure a signed verification for each of the mitigation measures which indicate that mitigation measures have been complied with and implemented, and fulfills the City environmental and other requirements (Public Resources Code Section 21081.6.). Final clearance shall require all applicable verification as included in the following table. The City of Culver City will have primary responsibility for monitoring and reporting the implementation of the mitigation measures unless otherwise determined appropriate per consultation with the City of Los Angeles. The mitigation measures have been identified by impact category and numbered for ease of reference.

MITIGATION MONITORING PROGRAM				
P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map				
December 21, 2015				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>AESTHETICS</u>				
<p>AES-1: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process. (City of Los Angeles MM I-10: Landscape Plan).</p> <p>AES-2: Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. (City of Los Angeles MM I-120: Light)</p> <p>AES-3: The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat. City of Los Angeles MM I-130: Glare)</p>	Condition of Approval	Plan Check Notes and Field Inspections	Prior to Building Permits	Los Angeles Department of City Planning, Building and Safety; Culver City Planning, Building Safety Division

MITIGATION MONITORING PROGRAM				
P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map				
December 21, 2015				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>AIR QUALITY</u>				
AIR-1: Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use. Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer. (City of Los Angeles MM III-60: Commercial Trash Receptacles)	Condition of Approval	Plan Check Note and Field Inspections	Prior to Certificate of Occupancy Permits	Los Angeles Department of Building and Safety; Culver City Building Safety Division
<u>BIOLOGICAL RESOURCES</u>				
<p>BIO-1: The Applicant shall be responsible for the implementation of mitigation to reduce impacts to migratory and/or nesting bird species to below a level of significance through one of two ways. Vegetation removal activities shall be scheduled outside the nesting season which runs from February 15 to August 31 to avoid potential impacts to nesting birds. This would insure that no active nests are disturbed.</p> <p>Any construction activities that occur during the nesting season shall require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Culver City, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the pre-construction survey shall be submitted to the City. If any active nests are detected, a buffer of at least 300 feet (500 feet for raptors) shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.</p> <p>If the biologist determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why (e.g., species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to the City of Culver City and, upon request, the</p>	Condition of Approval	Plan Check Notes and Field Inspections	Prior to Demolition, Grading and Building Permits	Los Angeles Department of Building and Safety, Public Works; Culver City Planning

MITIGATION MONITORING PROGRAM				
P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map				
December 21, 2015				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<p>California Department of Fish and Wildlife Service. Based on the submitted information, the City of Culver City (and the Department, if the Department requests) shall determine whether to allow a narrower buffer.</p> <p>BIO-2: Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077). The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards. (City of Los Angeles MM IV-90: Tree Removal – Public Right-of-Way)</p>				
<p><u>CULTURAL RESOURCES</u></p> <p>CULT-1: The Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Monitoring may be adjusted, or ceased entirely, as determined appropriate by the archaeological monitor.</p>	Condition of Approval	Plan Check Notes and Field Inspections	Prior to Grading Permit and Building Permit and On-Going during Construction	Los Angeles Department of Building and Safety; Culver City Building Safety Division, Building Safety Inspector, Public Works, Engineering and Planning Division

MITIGATION MONITORING PROGRAM				
P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map				
December 21, 2015				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<p>CULT-2: In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. In preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.</p> <p>CULT-3: The archaeological monitor shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Applicant to Culver City, the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.</p>				

MITIGATION MONITORING PROGRAM				
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MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<p>CULT-4: A qualified Paleontologist shall be retained to develop and implement a paleontological monitoring program for construction excavations that would encounter older Quaternary alluvium. The Paleontologist shall attend a pre-grading/excavation meeting to discuss a paleontological monitoring program. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The qualified Paleontologist shall supervise a paleontological monitor who shall be present at such times as required by the Paleontologist during construction excavations into older Quaternary alluvium. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the Paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time monitoring can be reduced to part-time inspections, or ceased entirely, if determined adequate by the paleontological monitor.</p> <p>CULT-5: If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the Paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation. If preservation in place is not feasible, the paleontologist shall implement a paleontological salvage program to remove the resources from the project site. Any fossils encountered and recovered shall be prepared to the point of</p>				

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<p>identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.</p> <p>CULT-6: The paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Applicant to the lead agency and the Natural History Museum of Los Angeles County, and other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.</p> <p>CULT-7: If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation</p>				

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<p>may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.</p> <p>Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.</p>				
<p><u>Geology and Soils</u></p> <p>GEO-1: Site-specific structural and seismic design parameters and recommendations for foundations, retaining walls/shoring, and excavation shall be implemented per the project's Final Geotechnical Engineering Investigation, subject to review and approval by Culver City Building Safety Division and/or Los Angeles Department of Building and Safety, as necessary.</p> <p>GEO-2: The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the</p>	Condition of Approval	Plan Check Notes and Field Inspections	Prior to Grading and Building Permits and a Foundation Plan	Los Angeles Department of Building and Safety; Culver City Building Safety Division and Building Safety Inspector

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<p>Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. (City of Los Angeles MM VI-20: Erosion/Grading/Short-Term Construction Impacts)</p> <p>GEO-3: A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.</p> <p>"Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.</p> <p>"Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.</p> <p>Movement and removal of approved fencing shall not occur without prior approval by LADBS. (City of Los Angeles MM VI-40: Grading/20,00- Cubic Yards, or 60,000 Square feet of Surface Area or Greater)</p>				
<p>Greenhouse Gases</p> <p>GHG-1: Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable. (City of Los Angeles MM VII-10: Greenhouse Gases).</p>	Condition of Approval	Plan Check Notes and Field Inspection	Prior to Building Permit	Los Angeles Department of Building and Safety; Culver City Building Safety Division and Building Safety Inspector

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<u>Hazards and Hazardous Materials</u>				
<p>HAZ-1: Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).</p> <p>Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file. (City of Los Angeles MM VIII-60: Hazards and Hazardous Materials).</p> <p>HAZ-2: If the LARWQCB issues a case closure determination upon completion of the work outlined in the Draft Workplan for impacted soils at the 8801 Washington Boulevard site in accordance with Low Threat Case Closure Criteria, a Soils Management Plan (SMP) shall be prepared if to address the proper handling of soils that contain hydrocarbons at levels below the case closure criteria during construction activities. The SMP shall include procedures for handling, transportation, disposal, onsite controls, and Personal Protective Equipment (PPE) requirements for contractors. Soil that would be excavated in order to construct the underground parking shall be monitored in accordance with the SMP as well as regulations of the South Coast Air Quality Management District (SCAQMD). Impacted soil, if encountered, shall be segregated into stockpiles, which would be transported to an offsite facility for proper disposal. The stockpile(s) shall be tested in accordance with the requirements of the disposal facility.</p> <p>HAZ-3: If the LARWQCB determines that the subsurface soils characterization results of the Draft Workplan for impacted soils at the 8801 Washington Boulevard site do not meet the Low Threat Case Closure Criteria, the project applicant shall prepare a Soil Remediation Plan for review and approval by the LARWQCB. The</p>	Condition of Approval	Plan Check Notes and Field Inspection	Prior to Grading Permit and Building Permit and On-Going during Construction	Los Angeles Department of Building and Safety, Public Works, and Fire Department; Culver City Building Safety Division; Building Safety Inspector; Fire Prevention; Fire Inspector; Planning Division

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<p>plan would include measures to remove and/or treat/remediate the impacted soils to a level determined acceptable per applicable regulatory standards, under supervision of a certified environmental consultant licensed to oversee such remediation. Upon completion of the Soil Remediation Plan, the project applicant shall contact the LARWQCB to obtain a closure letter that states no further soils testing or remediation is required on the project site.</p> <p>HAZ-4: Prior to the issuance of any permit for the demolition or alteration of the existing on-site buildings, a comprehensive asbestos-containing materials (ACMs) survey of the buildings shall be performed. If no ACMs are found, the Applicant shall provide a letter to the Culver City Building Safety Division and/or Los Angeles Department of Building and Safety, as necessary, from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACMs) are present in the on-site buildings. If ACMs are found to be present, they shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.</p> <p>HAZ-5: Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a comprehensive lead-based paint (LBP) materials survey shall be performed to the written satisfaction of the Culver City Building Safety Division and/or Los Angeles Department of Building and Safety, as necessary. Should LBP materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.</p>				
<u>Hydrology and Water Quality</u>				
<p>WQ-1: If dewatering activities occur on-site during future redevelopment, samples shall be obtained from the water and analyzed for volatile organic compounds (VOCs) and oxygenates to ensure that they do not exceed applicable discharge requirements. Should the samples exceed VOC, oxygenates or any other applicable</p>	Condition of Approval	Plan Check Notes and Field Inspections	On-Going During Construction	Los Angeles Department of Building and Safety; Culver City Planning, Public Works, and Building

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discharge requirement, a dewatering plan shall be prepared by the Project Applicant for submittal to the Los Angeles Regional Water Quality Control Board (LARWQCB) and other appropriate agencies determined appropriate in consultation with the LARWQCB for review and approval. The plan shall include but not be limited to sampling of groundwater that may be contaminated; and treatment and disposal of contaminated groundwater in compliance with applicable regulatory requirements. Written verification from the LARWQCB of approval of a dewatering plan completion shall be submitted to the City of Culver City Department of Planning and Public Works prior to issuance of grading permit.				Safety Division
Noise NOISE-1: An acoustical analysis of the architectural plans of the proposed buildings shall be prepared by a qualified acoustical engineer, prior to issuance of building permits, to ensure that the building construction (i.e., exterior wall, window, and door) would provide adequate sound insulation to meet the acceptable interior noise level of 45 dBA CNEL.	Condition of Approval	Plan Check Notes and Field Inspection	Prior to Building Permit	Los Angeles Department of Building and Safety; Culver City Building Safety Division; Building Safety Inspector; Planning Division
Public Services PS-1: Construction Traffic Management Plan – A Construction Traffic Management Plan shall be developed by the project contractor in consultation with the project's traffic and/or civil engineer and approved by the City of Culver City City Engineer and Planning Manager and the City of Los Angeles Department of Public Works prior to issuance of any project demolition, grading or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the Cities Fire and Police Departments. The Culver City City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. The construction management plan shall include, at a	Condition of Approval	Plan Check Notes and Field Inspection	Prior to Demolition, Grading and Building Permits and On-Going during Construction	Los Angeles Department of Building and Safety, Public Works, Fire and Police Departments; Culver City Planning, Public Works, Fire and Police Departments

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<p>minimum, the following:</p> <ul style="list-style-type: none"> ▪ The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations; ▪ An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the site, and maps showing access to and within the site and to adjacent properties; ▪ Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan; ▪ The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas; ▪ Identify the locations of the off-site truck parking and staging and provide measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods or schools; ▪ Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on surrounding streets; ▪ Establish requirements for loading/unloading and storage of materials on the project site; ▪ During construction activities when construction worker parking cannot be accommodated on the project site, a Construction Worker Parking Plan shall be prepared which identifies alternate parking location(s) for construction workers and the method of transportation to and from the 				

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<p>project site (if beyond walking distance) for approval by Culver City and the City of Los Angeles. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking, except as approved by Culver City and the City of Los Angeles.</p> <p>PS-2: The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane. (City of Los Angeles MM XIV-10: Fire)</p> <p>PS-3: Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. (City of Los Angeles MM XIV-20: Public Services Police Demolition/Construction Sites)</p> <p>PS-4: The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department.</p>				

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Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits. (City of Los Angeles MM XIV-30: Public Services/Police)				
<u>Transportation/Traffic</u>				
TRAF-1: <u>Robertson Boulevard at National Boulevard Intersection.</u> Re-stripe the eastbound approach to provide two left-turn, one through and one through-right lane per consultation with and approval by LADOT and Culver City. Should improvement be deemed infeasible by LADOT and/or Culver City, the City(s) shall substitute an alternative measure of equivalent effectiveness.	Condition of Approval	Plan Check note, Field Inspection, Receipt of Funds	Prior to any Certificate of Occupancy and Temporary Certificate of Occupancy	Los Angeles Department of Transportation, Building and Safety; Culver City Traffic Engineering, Engineering/ Public Works and Planning Division
TRAF-2: <u>National Boulevard at Venice Boulevard Intersection.</u> Re-stripe the northbound approach to provide two left-turn, two through and one right-turn lanes per consultation with and approval by LADOT and Culver City. Provide minor striping re-alignment for the north leg of National Boulevard if required per the direction of LADOT and Culver City. Should improvement be deemed infeasible by LADOT and/or Culver City, the City(s) shall substitute an alternative measure of equivalent effectiveness.				
TRAF-3: <u>National Boulevard.</u> Install a traffic signal at the project's main driveway on National Boulevard between Venice Boulevard and Washington Boulevard, and provide traffic signal interconnection to adjacent traffic signals to the satisfaction of Culver City.				
TRAF-4: The developer and contractors shall maintain ongoing contact with administrator of Hamilton High School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400				

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<p>and guarantee that safe and convenient pedestrian and bus routes to the school be maintained. (City of Los Angeles MM XIV-40: Public Services – Construction Activities Near School).</p> <p>TRAF-5: LADBS shall assign specific haul route hours of operation based upon Hamilton High School hours of operation. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus. (City of Los Angeles MM XIV-50: Public Services – Schools Affected by Haul Route).</p> <p>TRAF-6: The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.</p> <p>(Non-Hillside): Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.</p> <p>Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety. (City of Los Angeles MM XVI-30: Transportation – Haul Route)</p> <p>TRAF-7: The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval. (City of Los Angeles MM XVI-40: Safety Hazards)</p> <p>TRAF-8: Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular</p>				

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<p>traffic and overhead protection, due to sidewalk closure or blockage, at all times.</p> <p>Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</p> <p>Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</p> <p>Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account. (City of Los Angeles MM XVI-80: Pedestrian Safety)</p> <p>TRAF-9: The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access. (City of Los Angeles MM XVI-50: Inadequate Emergency Access)</p>				
<p><u>Utilities and Service Systems</u></p> <p>UTIL-1: Install/retrofit high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.</p> <p>Install/retrofit restroom faucets with a maximum flow rate of 1.5 gallons per minute.</p> <p>Install/retrofit and utilize only restroom faucets of a self-closing design.</p> <p>Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the</p>	Condition of Approval	Plan Check Notes and Field Inspection	Prior to Building Permit	Los Angeles Department of City Planning, Building and Safety; Culver City Planning, Building Safety Division

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<p>applicant shall be responsible for ensuring compliance.</p> <p>Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.). (City of Los Angeles MM XVII-60)</p>				



Board Report

File #: 2016-0615, **File Type:** Motion / Motion Response

Agenda Number: 12.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2016

SUBJECT: FIRST/LAST MILE MOTION RESPONSE

ACTION: RECEIVE AND FILE REPORT ON APPROACH AND RESOURCES NEEDED TO IMPLEMENT FIRST/LAST MILE MOTION AND AUTHORIZE CHIEF EXECUTIVE OFFICER TO TAKE ACTION TO IMPLEMENT FIRST/LAST MILE MOTION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING status report on **work approach and resource needs to implement the Metro Board’s First/Last Mile Motions 14.1 and 14.2**; and
- B. AUTHORIZING the Chief Executive Officer to take action to implement Board Motions 14.1 and 14.2.

ISSUE

On May 26, 2016, the Metro Board passed Motion 14.1 on first/last mile implementation. Motion 14.1 was subsequently amended by Motion 14.2 on June 23, 2016. The Board requested that staff report back on the Purple Line Section 2 in June 2016 and the balance of the motion at the October 2016 Board meeting. On June 15, 2016, staff reported to the Planning and Programming Committee on the Purple Line Section 2 and indicated that a full report back to the Board would occur in October 2016. As directed, this report comprehensively responds to Motions 14.1 and 14.2.

As outlined in detail in the financial impact section of this report, the total cost to implement the motions’ multiple directives is estimated to be \$16.5 million for professional services and 6 additional full-time employees over a period of 4.5 years.

DISCUSSION

On May 26, 2016, the Metro Board passed Motion 14.1 on first/last mile implementation (Attachment E). The motion, subsequently amended by Motion 14.2 (allowing first/last mile active transportation improvements to be counted toward the 3% local contribution for rail projects) is expansive in scope and scale and has implications agency-wide and countywide. This comprehensive directive will improve safety, livability and access to transit. Through Board Motion 14.1, staff is directed to:

- Conduct first/last mile planning for 254 station areas in the county;
- Implement first/last mile improvements to coincide with the completion of the Purple Line Section 2;
- Incorporate the newly-designated Countywide First/last Mile Priority Network into the Long-Range Transportation Plan;
- Facilitate first/last mile improvements initiated by local jurisdictions through technical and grant assistance; and
- Establish first/last mile improvements into the project delivery process for future transit capital projects.

Motion 14.2 (Attachment F) allows city-funded first/last mile projects to count toward the 3% local contribution for rail projects. It should be noted that under provisions in Measure R, funding assumptions for future transit capital rail projects typically already account for the 3% local contribution in the project cost, which does not include first/last mile improvements. The Board-mandated inclusion of first/last mile components will increase the total project cost. Further, the actual cost of implementing first/last mile improvements will be determined through planning for each station area, will vary by project, and may be greater or less than the 3% contribution. Notably, while the Measure M ballot measure going to the voters on November 8 includes important provisions regarding 3% local contributions, this Board report addresses provisions and circumstances as they exist today for projects under Measure R.

This Board report adds definition and describes the cost and resource implications of the specific activities set forth in the motion. It details an approach to conduct first/last mile planning and incorporate first/last mile elements into future transit capital projects. In summary, the motion necessitates five new projects/programs:

- Transit Capital Projects Guidelines to Integrate First/Last Mile
- Purple Line Sections 2 and 3 First/Last Mile Planning and Design
- Countywide First/Last Mile Planning
- Grant/Funding Technical Assistance
- Matching Grant Program

Implementing all the mandated work will require 6 full-time employees (FTEs), including 4.5 FTEs supporting various aspects of program development and project planning and up to 1.5 FTEs supporting grant and technical assistance. Without this additional staffing, only a small subset of the directed work (Purple Line Planning and Capital Project Guidelines) can be accomplished in the near term, and then only by substantially delaying the following other initiatives:

- Grant-writing Assistance (as directed by Motion 14.1)
- Countywide FLM Planning and Design (as directed by Motion 14.1)
- Parks Access Motion
- Urban Greening Implementation Action Plan and Demonstration Projects
- First/Last Mile Training
- Affordable Housing and Sustainable Communities Strategy

- Annual Sustainability Report/Sustainability Metrics Update
- Sustainability Demonstration San Gabriel Valley COG
- Sustainability Demonstration Gateway Cities COG

We have identified a need for \$12.5 million for professional services over four fiscal years assuming the recommended staffing, and an additional need of up to a total of \$20 million to directly fund matching grants over a similar time frame. As detailed in this report, this resource estimate is based on comparable prior work efforts, and as such, should be viewed as the most accurate appraisal of the work possible at this time.

The approach detailed herein calls for intensive efforts to implement Board direction over four fiscal years (FY17-FY20). Due to time sensitivity and commitments described in staff's June 15, 2016 report to the Planning and Programming Committee, our first priority will be to implement first/last mile components of the Purple Line and to prepare guidelines pertinent to all future capital projects. Attachment D details the prioritization of work described in this Board report, along with an alternative scenario for deferred work efforts in the absence of additional staffing.

This report does not identify capital costs for a build-out of the Countywide First/Last Mile Priority Network, including future transit capital projects. The addition of first/last mile improvements to future transit capital projects as mandated by the Board has implications for the scope and total cost of those projects which will be reported to the Board on an on-going basis as each individual project progresses.

Context and Prior Activities

Staff recognizes the far-reaching implications of Motions 14.1 and 14.2, and is well prepared to carry out the specified directives. Metro has played a vital role in advancing sustainability goals in the region and has focused on the concept of the first/last mile and sustainability in the county for many years, including planning and implementing a regional transportation system that increases mobility, fosters walkable and livable communities, and minimizes greenhouse gas emissions and environmental impacts. Metro took a leadership role on sustainability issues with the development of the 2012 Countywide Sustainability Planning Policy and Implementation Plan (CSPP). Through this policy, the agency defined long-term sustainability outcomes to facilitate greater coordination across modes, planning disciplines and government agencies. The concept of first/last mile fits squarely within the community and environmental dimensions of sustainability and was further developed in the First/Last Mile Strategic Plan (FLM Plan), which Metro adopted in April 2014. An outgrowth of the CSPP, the FLM Plan provides a path to systematically address the first/last mile challenge.

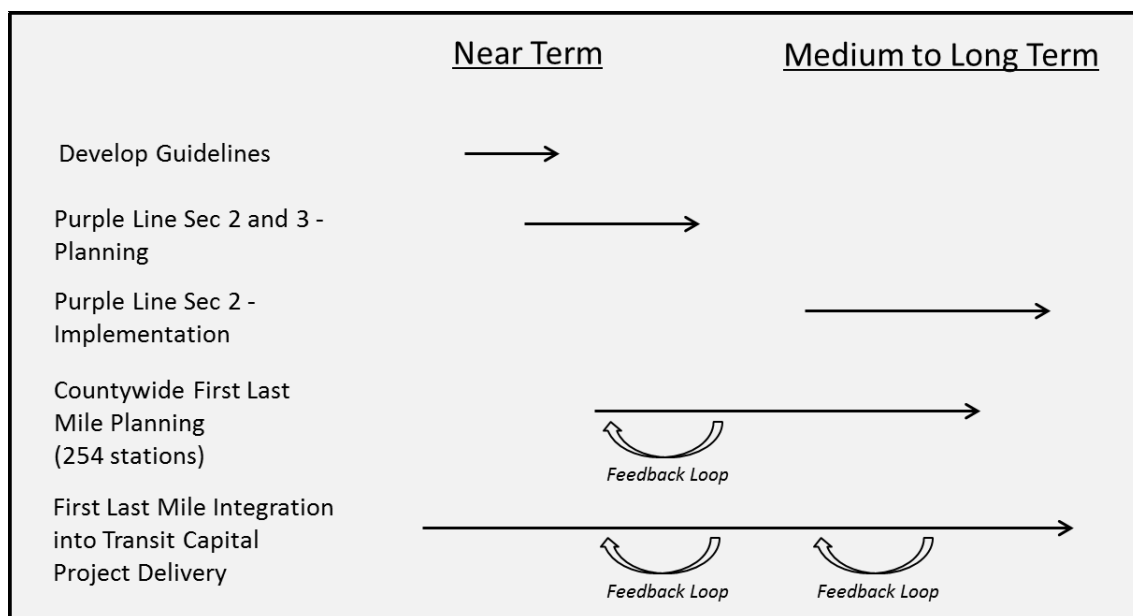
On May 26, 2016, the Metro Board of Directors adopted the Active Transportation Strategic Plan (ATSP) and designated the Countywide First/Last Mile Priority Network (Attachment A). Included in the ATSP is the Regional Active Transportation Network. By adopting the ATSP, Metro has adopted a comprehensive plan to increase access and mobility throughout the county that facilitates easier and safer walking and biking. By designating the Countywide First/Last Mile Priority Network, Metro is on the forefront of improving and enhancing the transit customer's experience accessing Metro stations.

To continue improving access to Metro's transit system, Motion 14.1 recognizes that first/last mile

projects complement the transit system by providing mobility options, safety and choice. Further, by encouraging transit use and mode shift, Metro aims to achieve sustainability goals in the region that support the RTP/SCS and state goals for reduced greenhouse gas emissions.

The tasks directed by Board Motion 14.1 and 14.2 will play out over the course of several years taking into account approach, scope development, procurement, funding, and construction. In addition, feedback loops will be in place at key deliverables to ensure that the interrelated elements are continually being improved. See Figure 1 below.

*Anticipated Timeline for Motion Items Addressed in this Report
Figure 1*



As outlined in the ATSP, implementation of the Regional Active Transportation Network and first/last mile projects requires close collaboration among different disciplines, jurisdictions and community stakeholders. Staff will rely on the methods and strategies outlined in both the ATSP and the First/Last Mile Strategic Plan to engage Metro departments and the community, and to partner with cities and the County of Los Angeles for unincorporated areas in order to implement these station access projects.

As Metro works to accomplish the directives specified in the first/last mile motion over the next several years, staff will evaluate the effects of these improvements on access to transit, vehicle miles traveled and greenhouse gas emissions. The forthcoming guidelines on first/last mile project delivery will identify additional performance metrics to ascertain how these projects improve transit access and measures of sustainability. The results will enable Metro to be flexible and innovative with respect to how first/last mile projects are delivered.

Work Approach

As described above, Motions 14.1 and 14.2 necessitate five distinct projects requiring FTEs and professional services, as well as direction impacting on-going Metro activities such as the Call for Projects and Long Range Transportation Plan. The intended approach for each of these activities is described below in prioritized order. Priority is based on both time sensitivity as well as cost-effectiveness. Activities to implement major capital projects are first priority in order to align first/last mile planning and implementation with the timelines for the larger transit capital projects. Other activities (Call for Projects, LRTP, and Grant Assistance) are high priorities due to their lower resource demands relative to anticipated benefits.

1. Transit Capital Projects - Purple Line Section 2 and Beyond

Integrating the First/Last Mile Priority Network into the planning, design and implementation of capital projects is an important piece of the Board's overall direction in Motion 14.1 and will require several layers of effort. The work consists of guidelines development and Purple Line Section 2 first/last mile planning.

For projects that follow Purple Line Section 2, Metro will develop a set of guidelines to direct this full integration and carry out the Board's objectives. Pursuant to Director Solis' amendment to Motion 14.1, this will include Foothill Gold Line Phase 2B Extension to Claremont. These guidelines will cover process, timing, and funding considerations for including first/last mile network improvements in future capital projects. Guidelines **will not** cover how to develop a first/last mile plan, as this is already sufficiently laid out in the First/Last Mile Strategic Plan and the Active Transportation Strategic Plan. The following elements are anticipated for the guidelines:

- *Appropriate phasing of first/last mile planning and implementation activities within the context of a larger capital project (see working draft Attachment C for reference).* All projects will have a consolidated construction process, with first/last mile components included in the project scope and carried out in tandem. Ideally, first/last mile efforts will also be included in the planning and environmental review stages, but projects that are further along will be assessed on a case-by-case basis. Some projects (e.g., those with completed environmental clearances) will necessitate standalone first/last mile planning processes in order to "catch up" prior to implementation. Attachment C provides a snapshot of project planning, design, and implementation phases, and notes the stage of development of all current capital projects.
- *Delineation of responsibility between Metro and municipalities for planning and project delivery.* It is anticipated that Metro will have the lead role in planning, with input and review from cities. Project delivery will likely vary on a case-by-case basis in consideration of the given city's capacity. Guidelines will lay out considerations and options for shared roles, such as Metro leading project delivery with a minimal local review role; a city leading project delivery based on planned improvements and Metro review; or hybrids. In all cases, this collaborative process will result in a project plan for first/last mile improvements containing specific agreed-upon components to be implemented. Project plans will focus on access improvements within the ½ mile walk-shed of each station, with some components possible up to three miles based on the bicycle access distance as defined in both the First/Last Mile and Active Transportation strategic plans and local active transportation planning efforts.

- *Funding considerations including the application of the 3% local contribution toward first/last mile components.* First/last mile components will be part of the overall project costing and, as specified in Board direction, will be defined, integral parts of the overall project not subject to value-engineering. The municipality will be able to apply the 3% local contribution toward any eligible improvement included in the project plan as described above, and conversely, may not count other active transportation investments that are not included in the project definition. Guidelines will also establish exclusions (e.g. on-going sidewalk maintenance, mitigation obligations, etc.) that cannot be counted toward the 3% contribution.

Process, Approach, and Resources

The Financial Impact section in this report will describe the level of effort and resources needed to carry out this direction. Briefly summarized, the process will entail:

- Metro will procure a consultant to assist in the development of these guidelines.
- A technical working group will be formed in order to capture input and advice from affected Metro departments and local agencies.
- An approximately 12-month development timeline (including time for procurement).

In terms of level of effort, First/Last Mile Implementation Guidelines are comparable to the development of other guidance documents that coordinate and direct internal processes for construction projects and communicate expectations and roles for external partners. For example, the Active Transportation Design Criteria and Metro's Countywide Urban Greening Plan include tasks for internal and interagency research and coordination and provide cross-agency guidance for future projects. We have referenced and compared scope elements from these projects in order to estimate the cost to develop the FLM Implementation Guidelines. See Financial Impact section for details.

As reported in June 2016, Metro will engage an additional consultant under a separate contract to prepare an FLM project plan for the Purple Line Section 2 (Attachment G). For efficiency, we also anticipate including Purple Line Section 3 stations in this planning effort. This will involve collaboration with the cities of Los Angeles and Beverly Hills, analysis of existing conditions data, conducting walk audits, and engaging communities in the station area, resulting in conceptual designs to serve each station. Further, this effort will develop detailed costing and a financial plan for Section 2. The financing plan for the Section 3 project will need to include the FLM components which will inform future decision points on FLM implementation. Environmental review for the FLM components will also be included in this overall effort, as environmental review for the transit project itself has already been completed. The work to develop a plan for the Purple Line is comparable to the planning, design, and environmental work previously done for the Gold Line Eastside Access project. See Financial Impact section for details.

While this aspect of first/last mile implementation will have resource implications beyond the specific areas discussed here (guidelines and Purple Line planning), including increases to scope for individual projects as well as the longer-term costs for project construction, we are not estimating the additional resource needs at this time. Rather, cost implications for individual projects will be reported to the Board as each project progresses through planning and implementation phases.

2. Existing Fund Sources / Capital Grant Prioritization / Long Range Transportation Plan

Review and Assessment of Existing Fund Sources

The Metro Board of Directors requested staff to develop a funding strategy to implement first/last mile improvements identified in the Countywide First/last Mile Priority Network. Specifically, the Board requested staff under Motion 14.1, B.4 to “dedicate funding for the Countywide First/last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of first/last mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories.” This is our assessment.

The Board-adopted ATSP includes Chapter 3: Implementation, which contains a summary of all eligible funding sources for implementation of the Countywide First/Last Mile Priority Network. This summary includes not only Proposition A, Proposition C, and Measure R, but also the other local, state, and federal sources eligible for first/last mile improvements. Importantly, eligible fund sources are not necessarily available fund sources. A key part of the next long range plan will be the reconciliation and prioritization of multiple funding demands against these projected revenue streams.

Currently, the Long Range Transportation Plan funds first/last mile improvements through the Metro Call for Projects (Call). Under previous direction from the Board, staff prioritized first/last mile projects in the 2015 Call for Projects. The Board may elect to increase the share of funding dedicated to first/last mile projects in future Calls, based on the priority of this investment compared to others.

As noted above, Metro’s Grant Assistance Policy has been successful in securing funding for first/last mile projects, and will be expanded, per Board direction.

Capital Grant Prioritization

At the May 2016 Board meeting, the Metro Board directed staff to prioritize funding for the Countywide First/Last Mile Priority Network in Metro grant programs, including the creation of a dedicated first/last mile category in the Call for Projects.

In response to a June 25, 2015 Board motion (Item 16), staff is working with the Subregional Executive Directors Group on a restructured Call process to share Call decision-making with the subregional agencies while meeting federal and state requirements. Staff has briefed Metro’s Technical Advisory Committee, Streets and Freeways Subcommittee, Bus Operations Subcommittee, and the General Managers Group on this approach. As reported to the Planning and Programming Committee on August 18, 2016, the next Call funding cycle is on pause while this concept is further developed and the LRTP funding assessment referenced above is completed. Staff will report back to the Board as future Call funding availability is assessed through the upcoming Long Range Transportation Plan process. As the Call restructuring process evolves, first/last mile improvements may be prioritized beyond just its inclusion as an evaluation criterion in the 2015 Call for Projects.

Long Range Transportation Plan - FLM Eligibility Review

The Metro Board also directed staff to support the ATSP by dedicating funding in the LRTP update for the First/Last Mile Priority Network, including a review of first/last mile project eligibility for all Propositions A and C and Measure R capital funding categories. As the LRTP is updated over the next year, funding for first/last mile improvements will be identified.

Activities described in this section relate to consideration of first/last mile in on-going efforts, and therefore do not involve additional resource needs.

3. Technical Assistance

Through Motion 14.1, the Board has directed Metro staff to provide technical and grant writing support to local jurisdictions wishing to deliver first/last mile projects. Staff recommends augmenting the existing Metro Grant Assistance Policy, which provides ongoing grant-writing technical assistance to projects applying to the state Active Transportation Program (ATP). This Board-adopted grant assistance program focuses on the implementation of Metro-adopted active transportation projects, programs, and policies such as the Active Transportation Strategic Plan (ATSP) and the First/Last Mile Strategic Plan and Planning Guidelines. Project selection, which is based on applications submitted voluntarily by local jurisdictions, prioritizes:

- Consistency with ATP and Metro goals
- Provision of local matching funds
- Funding needs greater than \$1 million

Under this existing policy, Metro is well-positioned to provide additional support for local jurisdictions seeking ATP funding to advance first/last mile projects around transit stations on the Countywide First/Last Mile Priority Network (Attachment A) identified in the ATSP and the first/last mile Board motion.

Schedule

Grant schedules vary by program. A typical grant-writing technical assistance schedule can take four to five months.

The Letters of Interest (LOI) solicitation process can easily be modified to accommodate projects of an appropriate dollar amount that have been developed and prioritized through a first/last mile planning process, are consistent with Metro's First/Last Mile Strategic Plan and Planning Guidelines and correspond with the availability and timing of funding for implementation. Additionally, the schedule could be augmented to allow for grant assistance in pursuing awards from other discretionary grant programs. The Affordable Housing and Sustainable Communities, Highway Safety Improvement Program, Transportation Investment Generating Economic Recovery program, and various Federal Transit Administration programs may also have funding eligible for first/last mile projects.

There could be opportunities to combine a match funding program with the grant assistance program, so that promising first/last mile projects receive both matching funds and grant assistance from Metro to assist in efforts to obtain discretionary grant funds.

The Financial Impact section of this report details the resource needs associated with technical assistance. Staff's estimation in this area is based solely on an expansion of the existing grant assistance program to support a larger pool of applications.

4. Countywide First/Last Mile Planning

Motion 14.1 directed staff to conduct first/last mile planning for all existing and under construction Metro rail stations, Orange and Silver Line stations, 100 top ridership bus stops and all regional rail stations. In total, we identified 254 stations that fall under the definition in Motion 14.1 for first/last mile planning. See Attachment B for the list of stations and methodology utilized to determine them.

Per the motion, staff will apply the first/last mile planning methodology detailed in the First/Last Mile Strategic Plan (currently underway for all 22 Blue Line stations) to 254 locations. We anticipate 42 months to develop and complete first/last mile plans for these 254 locations (inclusive of start-up time for hiring and procurement). We will develop a more detailed schedule to describe the sequencing of planning work and include this in a status report to the Planning and Programming Committee within six months. The comprehensive countywide planning approach will entail innovative community engagement and in-the-field walking audits, and will result in funding-ready conceptual plans.

Through a grant from the state's Active Transportation Program (ATP), Metro is currently conducting the first/last mile planning work for the 22 Blue Line stations. This is the first time comprehensive first/last mile improvements have been planned for an entire rail line in the county. Part of the planning process includes innovative community engagement strategies tailored to the areas along the Blue Line. Successes and lessons learned from the Blue Line first/last mile effort will be applied to countywide first/last mile planning. In addition to other sources, the Blue Line First Last Mile Plan was used to approximate costs for first/last mile planning countywide.

The resource requirements for countywide first/last mile planning, including full-time employees (FTEs) and professional services needs, are covered in the Financial Impact section.

5. Countywide First/Last Mile Priority Network Funding Match Program

The ability to create and identify funding for a new Countywide First/Last Mile Priority Network funding match program, separate from existing Metro funding and grant programs, is highly dependent on the passage of the ballot measure in November 2016. If the ballot measure passes, an array of new funding sources will be available that could directly fund such a program or be used to free up other revenues from existing Metro projects/programs that will be directly funded through the ballot measure. Absent the passage of the ballot measure, the funding of a new match program will require that the Metro Board make tradeoffs with existing Metro projects/programs, including the redirection of funds that would otherwise be made available through programs such as the Call for Projects.

The intent of a Countywide First/last Mile Priority Network funding match program would be to support local agencies in securing funds from state and federal discretionary programs such as the state Active Transportation Program (ATP), as the availability of matching funds is often a criteria for award. It is proposed that Metro's funding match program focus on first/last mile improvements to existing transit stations within the Countywide First/Last Mile Priority Network consistent with the improvement plans developed for each station as discussed above (new transit stations will already incorporate such elements into their project scope and funding plans). Local jurisdictions may be able to utilize as a local match the total transit corridor/station project funding on grant applications for first/last mile elements of new stations and those jurisdictions would not be precluded from pursuing state and federal discretionary program funds.

Staff will develop a specific proposal for the matching grant program that will maximize the leveraging capacity of Metro funds, including but not limited to, the discretionary state Active Transportation Program. The Financial Impact section of this report preliminarily identifies a need of \$20 million per bi-annual grant cycle on this basis.

Role of On-Going Related Efforts

Motions 14.1 and 14.2 create a new slate of efforts within the existing Countywide Active Transportation and Sustainability Program that will have synergies with closely related on-going active transportation work. This section describes areas of potential overlap and coordination opportunities for selected initiatives. It should be noted that staff will revisit project timelines for the Active Transportation and Sustainability Program as a whole, in light of the added workload, and will provide on-going updates to the Ad Hoc Sustainability Committee on progress. As described above and in Attachment D, the absence of additional resources will necessitate substantial delay of work.

- **ATSP Implementation:** Multiple actions in the first/last mile motion overlap with implementation items in the Active Transportation Strategic Plan and will be coordinated by staff.
- **Urban Greening:** Metro completed an Urban Greening Plan and toolkit in October 2015. In January 2016, the Board subsequently approved an Implementation Action Plan to direct additional activities related to urban greening, including creating a set of demonstration projects. As Metro develops plans for first/last mile access improvements, we will also consider opportunities for urban greening interventions including storm water capture and infiltration, urban heat island reduction, and sustainable landscaping. Metro will use the newly completed toolkit for guidance in this effort and will seek to develop best practices going forward. Proceeding in this way will reinforce the role of green infrastructure in place-making and improving the physical environment and transit, help position projects to compete for funding sources that emphasize multiple benefits (especially cap-and-trade), and reduce the likelihood of non-coordinated multiple projects impacting local rights-of-way.
- **First/Last Mile Training:** As part of the previously committed set of first/last mile implementation activities, Metro has initiated a training program geared toward local staff and elected officials. The training instructs participants on how to plan, fund, and implement first/last mile projects, and was intended originally to prompt cities to take a lead role in delivering projects. At this time, Metro is working with our selected consultant to adjust the curriculum for trainings in order to describe a more collaborative approach wherein cities will be working closely with Metro to plan and deliver projects.
- **Parks Access Motion:** On June 23, 2016, the Metro Board approved a motion directing a planning effort to better link transit to parks and open space. A separate report on this agenda responds to that motion describing a planning process to identify specific opportunities for connectivity projects and demonstrations and an assessment of access issues countywide. Pertinent to the first/last mile motion, all planning work for station areas will consider nearby open space and parks as key destinations for transit riders, and will identify project

components that will improve connectivity where appropriate.

FINANCIAL IMPACT

Adoption of the recommendations would have impacts to the agency as described below.

Motions 14.1 and 14.2 direct several new areas of activity for Metro as described in this report. These new efforts will necessitate resources in terms of both new professional services contracts and full time employees (FTEs) if implemented in the near future. Within this section, staff is providing an estimate of resource needs to carry out this work. This estimate was developed by reviewing comparable past and on-going work efforts. See Attachment D for details on comparable projects and estimating methodology.

The chart below (Figure 2) summarizes our resource needs to carry out the Board’s direction as described above. It should be clearly noted that costs estimated here cover the specific near term activities included in the motions including planning and design, a process to integrate first/last mile in future capital projects, and enhanced technical assistance and granting capacity. Notably, incremental cost increases to future transit capital projects due to the inclusion of first/last mile improvements are not included in this review. Rather, those costs will be detailed and reported to the Board as project plans are completed.

*Professional Services and FTE Needs Overview
Figure 2*

Activity	Estimated Schedule and Duration	Unit	Estimated Professional Services	Estimated # FTEs and Cost of FTEs
Capital Projects Guidelines Development	Start - Oct <u>Dec.</u> 2016 Duration - 12 months (including procurement)	Countywide	\$138,000	.75
Purple Line Sec 2 and 3 Planning and Design	Start - Oct <u>Dec.</u> 2016, Duration - 30 months (including procurement)	5 Stations	\$1.625 million	.625
Countywide Planning and Design	Start - Oct <u>Dec.</u> 2016, Duration - 42 months (including procurement)	254 Station Areas and Stops	\$10 million	3
Grant Assistance	Start - Oct <u>Dec.</u> 2016, Duration - 18 months (including procurement)	30 Project Applications	\$700,000	1.5
TOTAL:	4.5 Years		\$12.5 million in Professional Services	5.875 FTEs <i>Estimated Annual Cost of FTEs: \$900,000 to \$1 million</i>

GRAND TOTAL: \$16.5 million in Prof. Services and FTEs over 4.5 years (approx. \$3.66 million per year)				
Matching Grant Program	Pending budget action, and timed to applicable grant cycles, especially ATP	30 Projects	\$20 million biennially (approximately)	0

Not including the matching grant program, the total estimated third party cost to carry out work as described in this report is \$12.5 million, which is detailed in Attachment D. FY17 will mostly involve start-up activities such as procurement and \$125,000 in professional services is anticipated to be incurred. The FY17 budget includes the current fiscal year needs in Cost Center 4340, Sustainability Policy and Programs, under Project Number 450009, Sustainability Demonstration Projects.

For FY17, three new FTEs are needed to support the work program outlined in this report. Upon approval of this work plan by the Board, the three FTEs will be considered among other agency priorities to be drawn from the mid-year "reassignment pool" of available FTEs across the agency. However, should other agency needs determine first assignment of those available FTEs, staff will return to the Board for consideration of a budget amendment to FY17 that would underwrite these positions. The additional three program staff positions identified in this report will be requested from either the "reassignment pool" or through the FY18 budget cycle.

Since this is a multi-year project, the cost center manager and the Chief Planning Officer will be accountable for budgeting the cost in future years, including any option exercised.

As noted above, absent the passage of the potential ballot measure, the funding of a new match program will require that the Metro Board make tradeoffs with existing Metro projects/programs. Approval of this report provides direction to the Chief Executive Officer to identify and budget resources as outlined here.

Impact to Budget

The funding sources are Propositions A, C, and Transportation Development Act Administration, which is not eligible for bus and rail operating or capital expenses.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the work approach and resource needs in this report. Alternatively, the Board could modify elements of Board Motions 14.1 and 14.2 and staff would develop corresponding recommendations on scope and resource requirements.

NEXT STEPS

If approved, staff would initiate steps to determine the availability of staff through the RIPA or pursue needed budget actions, and proceed with hiring and consultant contracts within the parameters

described above. Staff will report back to committee twice a year on the status of implementing Motions 14.1 and 14.2.

ATTACHMENTS

Attachment A - Countywide Priority First/Last Mile Network

Attachment B - Stations and Stops for First/Last Mile Planning

Attachment C - Capital Projects Implementation Steps

Attachment D - FTE and Professional Services Needs

Attachment E - Motion 14.1

Attachment F - Motion 14.2

Attachment G - June 15, 2016 Board Report: First/Last Mile Purple Line Section 2; 3% Local Contribution Provision

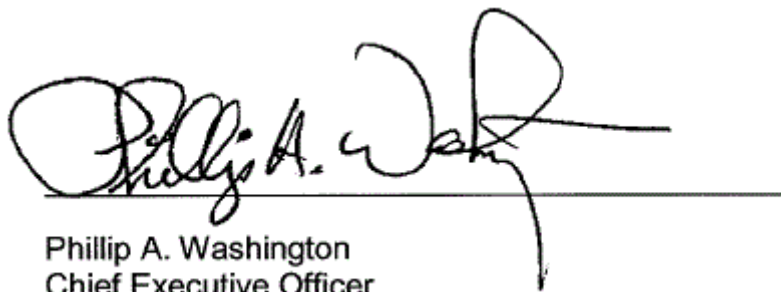
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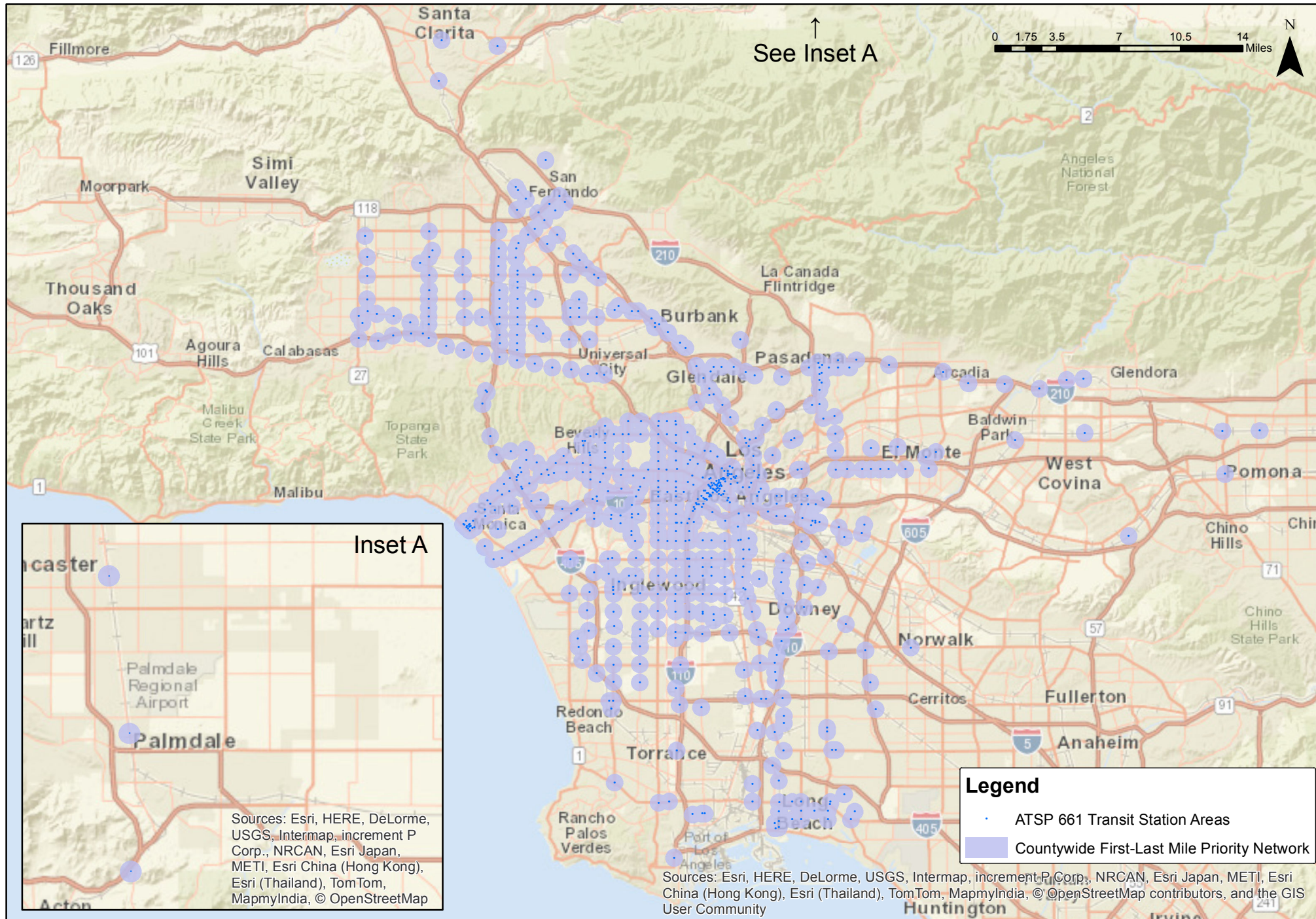
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Phillip A. Washington
Chief Executive Officer

Metro's Countywide First-Last Mile Priority Network



Inset A

Legend

- ATSP 661 Transit Station Areas
- Countywide First-Last Mile Priority Network

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

254 Stations and Stops for Countywide First/Last Mile Planning

To determine the 100 top ridership bus stops, staff first identified the 100 top ridership bus stop areas per the ATSP that were located outside half-mile radius of Metro rail, BRT and regional rail stations. The ATSP bus stop areas, identified by intersection, actually include multiple bus stops within a 300-foot radius of the intersection. The ridership for the bus stop area is the total combined ridership for all the bus stops within the radius of the intersection. Additionally, individual bus stops were ranked by ridership. From the 100 top ridership individual bus stops, there were two stops not already included in the 100 bus stop areas. To respond fully to the board motion, those two bus stops are also included with the top 100 ridership bus stop areas. The result is 102 bus stops and bus stop areas.

Station Name	Station Type	Stop_ID	Comment
McBean Regional Transit Center	Bus Stops	19444	Bus Stops with top 100 ridership that were outside the 661 ATSP Station Areas
LAX City Bus Center	Bus Stops	30006	Bus Stops with top 100 ridership that were outside the 661 ATSP Station Areas
Sepulveda / Slauson	Bus Station Areas	19	ATSP Bus Station Areas with ridership among the top 100
Rampart / 3rd	Bus Station Areas	36	ATSP Bus Station Areas with ridership among the top 100
Benton Way / Beverly	Bus Station Areas	37	ATSP Bus Station Areas with ridership among the top 100
Alvarado / Beverly	Bus Station Areas	40	ATSP Bus Station Areas with ridership among the top 100
Avalon / Florence	Bus Station Areas	45	ATSP Bus Station Areas with ridership among the top 100
Avalon / Manchester	Bus Station Areas	46	ATSP Bus Station Areas with ridership among the top 100
Cherry / Pacific Coast Hwy	Bus Station Areas	74	ATSP Bus Station Areas with ridership among the top 100
Ximeno / Pacific Coast Hwy	Bus Station Areas	84	ATSP Bus Station Areas with ridership among the top 100
Channel / 7th	Bus Station Areas	91	ATSP Bus Station Areas with ridership among the top 100
West Campus / State University	Bus Station Areas	92	ATSP Bus Station Areas with ridership among the top 100
Ocean / Wilshire	Bus Station Areas	101	ATSP Bus Station Areas with ridership among the top 100
Wilshire / 4th	Bus Station Areas	103	ATSP Bus Station Areas with ridership among the top 100

Federal Building Roadway	Bus Station Areas	121	ATSP Bus Station Areas with ridership among the top 100
Fairfax / Santa Monica	Bus Station Areas	141	ATSP Bus Station Areas with ridership among the top 100
Hawthorne / Lennox	Bus Station Areas	149	ATSP Bus Station Areas with ridership among the top 100
La Brea / Santa Monica	Bus Station Areas	156	ATSP Bus Station Areas with ridership among the top 100
Vermont / Athens	Bus Station Areas	172	ATSP Bus Station Areas with ridership among the top 100
Vermont / 120th	Bus Station Areas	174	ATSP Bus Station Areas with ridership among the top 100
Vermont / 92nd	Bus Station Areas	175	ATSP Bus Station Areas with ridership among the top 100
Central / Colorado	Bus Station Areas	182	ATSP Bus Station Areas with ridership among the top 100
Brand / Broadway	Bus Station Areas	184	ATSP Bus Station Areas with ridership among the top 100
Pacific / Florence	Bus Station Areas	192	ATSP Bus Station Areas with ridership among the top 100
Pacific / Slauson	Bus Station Areas	195	ATSP Bus Station Areas with ridership among the top 100
Pacific / Clarendon	Bus Station Areas	196	ATSP Bus Station Areas with ridership among the top 100
Atlantic / Florence	Bus Station Areas	219	ATSP Bus Station Areas with ridership among the top 100
Atlantic / Olympic	Bus Station Areas	240	ATSP Bus Station Areas with ridership among the top 100
Atlantic / Whittier	Bus Station Areas	242	ATSP Bus Station Areas with ridership among the top 100
Oakford / Whittier	Bus Station Areas	243	ATSP Bus Station Areas with ridership among the top 100
Goodrich / Louis	Bus Station Areas	245	ATSP Bus Station Areas with ridership among the top 100
Hoefner / Whittier	Bus Station Areas	246	ATSP Bus Station Areas with ridership among the top 100
Collegian / Cesar E. Chavez	Bus Station Areas	256	ATSP Bus Station Areas with ridership among the top 100
Atlantic / Cesar E. Chavez	Bus Station Areas	258	ATSP Bus Station Areas with ridership among the top 100
El Monte Busway	Bus Station Areas	283	ATSP Bus Station Areas with ridership among the top 100
Vermont / Manchester	Bus Station Areas	295	ATSP Bus Station Areas with ridership among the top 100
Figueroa / Sunset	Bus Station Areas	301	ATSP Bus Station Areas with ridership among the top 100

Fairfax / 3rd	Bus Station Areas	306	ATSP Bus Station Areas with ridership among the top 100
La Cienega / 3rd	Bus Station Areas	308	ATSP Bus Station Areas with ridership among the top 100
Daly / Broadway	Bus Station Areas	309	ATSP Bus Station Areas with ridership among the top 100
La Cienega / Beverly	Bus Station Areas	310	ATSP Bus Station Areas with ridership among the top 100
Fairfax / Beverly	Bus Station Areas	311	ATSP Bus Station Areas with ridership among the top 100
Echo Park / Sunset	Bus Station Areas	314	ATSP Bus Station Areas with ridership among the top 100
Alvarado / Sunset	Bus Station Areas	315	ATSP Bus Station Areas with ridership among the top 100
Western / Melrose	Bus Station Areas	317	ATSP Bus Station Areas with ridership among the top 100
Vermont / Florence	Bus Station Areas	321	ATSP Bus Station Areas with ridership among the top 100
Broadway / Florence	Bus Station Areas	322	ATSP Bus Station Areas with ridership among the top 100
Vermont / Slauson	Bus Station Areas	324	ATSP Bus Station Areas with ridership among the top 100
Western / Slauson	Bus Station Areas	325	ATSP Bus Station Areas with ridership among the top 100
Union / Olympic	Bus Station Areas	330	ATSP Bus Station Areas with ridership among the top 100
Western / Vernon	Bus Station Areas	335	ATSP Bus Station Areas with ridership among the top 100
Figueroa / Vernon	Bus Station Areas	337	ATSP Bus Station Areas with ridership among the top 100
Broadway / Vernon	Bus Station Areas	338	ATSP Bus Station Areas with ridership among the top 100
Avalon / Vernon	Bus Station Areas	339	ATSP Bus Station Areas with ridership among the top 100
Central / Vernon	Bus Station Areas	341	ATSP Bus Station Areas with ridership among the top 100
Western / Martin Luther King Jr.	Bus Station Areas	343	ATSP Bus Station Areas with ridership among the top 100
Soto / Olympic	Bus Station Areas	356	ATSP Bus Station Areas with ridership among the top 100
Crenshaw / Adams	Bus Station Areas	362	ATSP Bus Station Areas with ridership among the top 100
Western / Adams	Bus Station Areas	363	ATSP Bus Station Areas with ridership among the top 100
Vermont / Adams	Bus Station Areas	364	ATSP Bus Station Areas with ridership among the top 100

Soto / Whittier	Bus Station Areas	368	ATSP Bus Station Areas with ridership among the top 100
Alameda / 7th	Bus Station Areas	369	ATSP Bus Station Areas with ridership among the top 100
Western / Santa Monica	Bus Station Areas	370	ATSP Bus Station Areas with ridership among the top 100
Central / 7th	Bus Station Areas	371	ATSP Bus Station Areas with ridership among the top 100
Central / 6th	Bus Station Areas	377	ATSP Bus Station Areas with ridership among the top 100
Crenshaw / Washington	Bus Station Areas	379	ATSP Bus Station Areas with ridership among the top 100
Western / Washington	Bus Station Areas	380	ATSP Bus Station Areas with ridership among the top 100
Fairfax / Venice	Bus Station Areas	381	ATSP Bus Station Areas with ridership among the top 100
Vermont / Washington	Bus Station Areas	382	ATSP Bus Station Areas with ridership among the top 100
San Pedro / 7th	Bus Station Areas	385	ATSP Bus Station Areas with ridership among the top 100
6th / San Pedro	Bus Station Areas	389	ATSP Bus Station Areas with ridership among the top 100
Western / Venice	Bus Station Areas	394	ATSP Bus Station Areas with ridership among the top 100
Vermont / Venice	Bus Station Areas	400	ATSP Bus Station Areas with ridership among the top 100
Vermont / Vernon	Bus Station Areas	402	ATSP Bus Station Areas with ridership among the top 100
Crenshaw / Venice	Bus Station Areas	403	ATSP Bus Station Areas with ridership among the top 100
La Brea / Venice	Bus Station Areas	408	ATSP Bus Station Areas with ridership among the top 100
Western / Pico	Bus Station Areas	411	ATSP Bus Station Areas with ridership among the top 100
Vermont / Pico	Bus Station Areas	412	ATSP Bus Station Areas with ridership among the top 100
Crenshaw / Pico	Bus Station Areas	415	ATSP Bus Station Areas with ridership among the top 100
Vermont / Olympic	Bus Station Areas	424	ATSP Bus Station Areas with ridership among the top 100
Western / Olympic	Bus Station Areas	425	ATSP Bus Station Areas with ridership among the top 100
Normandie / Olympic	Bus Station Areas	426	ATSP Bus Station Areas with ridership among the top 100
Witmer / 6th	Bus Station Areas	436	ATSP Bus Station Areas with ridership among the top 100

Highland / Santa Monica	Bus Station Areas	455	ATSP Bus Station Areas with ridership among the top 100
Vine / Santa Monica	Bus Station Areas	456	ATSP Bus Station Areas with ridership among the top 100
Van Nuys / Roscoe	Bus Station Areas	489	ATSP Bus Station Areas with ridership among the top 100
Van Nuys / Chase	Bus Station Areas	513	ATSP Bus Station Areas with ridership among the top 100
Van Nuys / Vanowen	Bus Station Areas	515	ATSP Bus Station Areas with ridership among the top 100
Van Nuys / Sherman Way	Bus Station Areas	518	ATSP Bus Station Areas with ridership among the top 100
Van Nuys / Nordhoff	Bus Station Areas	523	ATSP Bus Station Areas with ridership among the top 100
Fairfax Hub / Washington	Bus Station Areas	556	ATSP Bus Station Areas with ridership among the top 100
Bundy / Santa Monica	Bus Station Areas	564	ATSP Bus Station Areas with ridership among the top 100
Westwood / Weyburn	Bus Station Areas	565	ATSP Bus Station Areas with ridership among the top 100
Overland / Venice	Bus Station Areas	570	ATSP Bus Station Areas with ridership among the top 100
Motor / Venice	Bus Station Areas	577	ATSP Bus Station Areas with ridership among the top 100
Sepulveda / Santa Monica	Bus Station Areas	583	ATSP Bus Station Areas with ridership among the top 100
Westwood / Wilshire	Bus Station Areas	585	ATSP Bus Station Areas with ridership among the top 100
Harbor Gateway Transit Center	Bus Station Areas	607	ATSP Bus Station Areas with ridership among the top 100
Normandie / Venice	Bus Station Areas	613	ATSP Bus Station Areas with ridership among the top 100
Hoover / Venice	Bus Station Areas	617	ATSP Bus Station Areas with ridership among the top 100
Cadillac / Venice	Bus Station Areas	633	ATSP Bus Station Areas with ridership among the top 100
Veteran Federal Building	Bus Station Areas	644	ATSP Bus Station Areas with ridership among the top 100
Manchester / Aviation	BRT	2	Among the 661 ATSP Station Areas
La Brea / Florence	BRT	3	Among the 661 ATSP Station Areas
Aviation / Century	BRT	4	Among the 661 ATSP Station Areas
West / Florence	BRT	6	Among the 661 ATSP Station Areas

Newhall	Rail	99	Among the 661 ATSP Station Areas
Santa Clarita	Rail	100	Among the 661 ATSP Station Areas
Via Princessa	Rail	119	Among the 661 ATSP Station Areas
Mariposa	LRT	128	Among the 661 ATSP Station Areas
El Segundo	LRT	129	Among the 661 ATSP Station Areas
Douglas	LRT	131	Among the 661 ATSP Station Areas
LAX / Aviation	LRT	136	Among the 661 ATSP Station Areas
Redondo Beach	LRT	140	Among the 661 ATSP Station Areas
Burbank Airport	Rail	153	Among the 661 ATSP Station Areas
Crenshaw	LRT	161	Among the 661 ATSP Station Areas
Burbank	Rail	168	Among the 661 ATSP Station Areas
Glendale	Rail	181	Among the 661 ATSP Station Areas
Long Beach	LRT	206	Among the 661 ATSP Station Areas
Cal State L.A.	Rail	232	Among the 661 ATSP Station Areas
Maravilla	LRT	233	Among the 661 ATSP Station Areas
Cal State L.A.	BRT	235	Among the 661 ATSP Station Areas
East L.A. Civic Center	LRT	238	Among the 661 ATSP Station Areas
South Pasadena	LRT	241	Among the 661 ATSP Station Areas
Del Mar	LRT	253	Among the 661 ATSP Station Areas
Fillmore	LRT	254	Among the 661 ATSP Station Areas
Memorial Park	LRT	255	Among the 661 ATSP Station Areas
Commerce	Rail	259	Among the 661 ATSP Station Areas
Lakewood	LRT	261	Among the 661 ATSP Station Areas

Lancaster	Rail	262	Among the 661 ATSP Station Areas
Lake	LRT	267	Among the 661 ATSP Station Areas
Commerce / Montebello	Rail	269	Among the 661 ATSP Station Areas
Palmdale	Rail	272	Among the 661 ATSP Station Areas
Acton / Vincent Grade	Rail	273	Among the 661 ATSP Station Areas
Allen	LRT	274	Among the 661 ATSP Station Areas
Norwalk	LRT	276	Among the 661 ATSP Station Areas
Sierra Valley Madre	LRT	280	Among the 661 ATSP Station Areas
Santa Fe Springs / Norwalk	Rail	282	Among the 661 ATSP Station Areas
El Monte	Rail	285	Among the 661 ATSP Station Areas
Baldwin Park	Rail	286	Among the 661 ATSP Station Areas
Covina	Rail	287	Among the 661 ATSP Station Areas
Industry	Rail	288	Among the 661 ATSP Station Areas
Pomona - North	Rail	289	Among the 661 ATSP Station Areas
Pomona - Downtown	Rail	290	Among the 661 ATSP Station Areas
Claremont	Rail	291	Among the 661 ATSP Station Areas
La Cienega / Jefferson	LRT	298	Among the 661 ATSP Station Areas
110 HOV / Adams	BRT	299	Among the 661 ATSP Station Areas
Chinatown	LRT	302	Among the 661 ATSP Station Areas
Beverly / Vermont	Heavy rail	313	Among the 661 ATSP Station Areas
Crenshaw / Slauson	BRT	323	Among the 661 ATSP Station Areas
Harbor Transitway / Slauson	BRT	327	Among the 661 ATSP Station Areas
Figueroa / 7th	BRT	331	Among the 661 ATSP Station Areas

Olive / 5th	BRT	332	Among the 661 ATSP Station Areas
Crenshaw / Martin Luther King Jr.	BRT	345	Among the 661 ATSP Station Areas
Expo / Vermont	LRT	348	Among the 661 ATSP Station Areas
Expo / Western	LRT	349	Among the 661 ATSP Station Areas
Jefferson / USC	LRT	352	Among the 661 ATSP Station Areas
Expo / Crenshaw	LRT	355	Among the 661 ATSP Station Areas
23rd	LRT	359	Among the 661 ATSP Station Areas
Figueroa / 23rd	BRT	360	Among the 661 ATSP Station Areas
Flower / Washington	BRT	366	Among the 661 ATSP Station Areas
Figueroa / Washington	BRT	367	Among the 661 ATSP Station Areas
Soto	LRT	396	Among the 661 ATSP Station Areas
Flower / Olympic	BRT	401	Among the 661 ATSP Station Areas
Aliso / Pico	LRT	414	Among the 661 ATSP Station Areas
Pershing Square	Heavy rail	418	Among the 661 ATSP Station Areas
Balboa	BRT	431	Among the 661 ATSP Station Areas
Hill / 1st	BRT	432	Among the 661 ATSP Station Areas
Union Station	BRT	433	Among the 661 ATSP Station Areas
Spring / 1st	BRT	435	Among the 661 ATSP Station Areas
MacArthur Park / Westlake	Heavy rail	439	Among the 661 ATSP Station Areas
Civic Center	Heavy rail	440	Among the 661 ATSP Station Areas
Van Nuys	BRT	446	Among the 661 ATSP Station Areas
Wilshire / Western	LRT	448	Among the 661 ATSP Station Areas
Wilshire / Normandie	LRT	450	Among the 661 ATSP Station Areas

Wilshire / Vermont	Heavy rail	451	Among the 661 ATSP Station Areas
Sunset / Vermont	Heavy rail	459	Among the 661 ATSP Station Areas
Hollywood / Highland	Heavy rail	460	Among the 661 ATSP Station Areas
Hollywood / Vine	Heavy rail	461	Among the 661 ATSP Station Areas
Hollywood / Western	Heavy rail	462	Among the 661 ATSP Station Areas
North Hollywood	Heavy rail	483	Among the 661 ATSP Station Areas
Valley College	BRT	504	Among the 661 ATSP Station Areas
Tampa	BRT	507	Among the 661 ATSP Station Areas
Warner Center Transit Hub	BRT	508	Among the 661 ATSP Station Areas
Van Nuys	Rail	521	Among the 661 ATSP Station Areas
Nordhoff	BRT	526	Among the 661 ATSP Station Areas
Laurel Canyon	BRT	533	Among the 661 ATSP Station Areas
Harbor Transitway / Rosecrans	BRT	536	Among the 661 ATSP Station Areas
Harbor Transitway / Manchester	BRT	543	Among the 661 ATSP Station Areas
Expo Park / USC	LRT	544	Among the 661 ATSP Station Areas
Harbor Freeway	LRT	550	Among the 661 ATSP Station Areas
Union Station	Rail / LRT	551	Among the 661 ATSP Station Areas
USC Medical Center	BRT	552	Among the 661 ATSP Station Areas
Universal City	Heavy rail	557	Among the 661 ATSP Station Areas
Woodman	BRT	558	Among the 661 ATSP Station Areas
Woodley	BRT	560	Among the 661 ATSP Station Areas
Canoga	BRT	561	Among the 661 ATSP Station Areas
Pierce College	BRT	562	Among the 661 ATSP Station Areas

Reseda	BRT	563	Among the 661 ATSP Station Areas
Union Station	Heavy rail / LRT	595	Among the 661 ATSP Station Areas
Indiana	LRT	600	Among the 661 ATSP Station Areas
Vermont / Santa Monica	LRT	603	Among the 661 ATSP Station Areas
Avalon	LRT	608	Among the 661 ATSP Station Areas
Vermont / Expo	LRT	614	Among the 661 ATSP Station Areas
Heritage Square / Arroyo	LRT	619	Among the 661 ATSP Station Areas
Southwest Museum	LRT	620	Among the 661 ATSP Station Areas
Cypress Park / Lincoln Heighs	LRT	621	Among the 661 ATSP Station Areas
Boyle Heights / Mariachi Plaza	LRT	622	Among the 661 ATSP Station Areas
Arts District / Little Tokyo	LRT	623	Among the 661 ATSP Station Areas
Highland Park	LRT	624	Among the 661 ATSP Station Areas
Expo / La Brea	LRT	631	Among the 661 ATSP Station Areas
Expo / Farmdale	LRT	632	Among the 661 ATSP Station Areas
Harbor Transitway / 37th	BRT	634	Among the 661 ATSP Station Areas
San Fernando / Sylmar	Rail	636	Among the 661 ATSP Station Areas
Sepulveda	BRT	637	Among the 661 ATSP Station Areas
De Soto	BRT	638	Among the 661 ATSP Station Areas
Roscoe	BRT	639	Among the 661 ATSP Station Areas
Sherman Way	BRT	640	Among the 661 ATSP Station Areas
Chatsworth	Rail / BRT	641	Among the 661 ATSP Station Areas
Culver City	LRT	642	Among the 661 ATSP Station Areas
Northridge	Rail	649	Among the 661 ATSP Station Areas

4th / Colorado	LRT	651	Among the 661 ATSP Station Areas
Colorado / 17th	LRT	652	Among the 661 ATSP Station Areas
Olympic / 26th	LRT	653	Among the 661 ATSP Station Areas
Expo / Bundy	LRT	654	Among the 661 ATSP Station Areas
Expo / Sepulveda	LRT	655	Among the 661 ATSP Station Areas
Expo / Westwood	LRT	656	Among the 661 ATSP Station Areas
National / Palms	LRT	657	Among the 661 ATSP Station Areas
Santa Clara / 1st	LRT	658	Among the 661 ATSP Station Areas
Myrtle / Duarte	LRT	659	Among the 661 ATSP Station Areas
Duarte / Highland	LRT	660	Among the 661 ATSP Station Areas
Azusa / Alameda	LRT	5	Among the 661 ATSP Station Areas
Azusa / Citrus	LRT	1	Among the 661 ATSP Station Areas
Leimert Park	Rail	999	Crenshaw/LAX Line-New station location selected since ATSP (Newly Added)
Hyde Park	Rail	999	Crenshaw/LAX Line-New station location selected since ATSP (Newly Added)
Wilshire/La Brea	Rail	999	Purple Line Extension Phase I (Newly Added)
Wilshire/Fairfax	Rail	999	Purple Line Extension Phase I (Newly Added)
Wilshire/La Cienega	Rail	999	Purple Line Extension Phase I (Newly Added)
1st ST/Central	Rail	999	Regional Connector (Newly Added)
2nd St/Broadway	Rail	999	Regional Connector (Newly Added)
2nd St/Hope	Rail	999	Regional Connector (Newly Added)
Harbor Fwy/Carson St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Harbor Fwy/Pacific Coast Hwy	LRT	999	Silver Line Extension to San Pedro (Newly Added)

Harbor Beacon Park	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Beacon St/1st St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Pacific/1st St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Pacific/3rd St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Pacific/7th St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Pacific/11th St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Pacific/15th St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Pacific/17th St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Pacific/21st St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Pacific/19th St	LRT	999	Silver Line Extension to San Pedro (Newly Added)
Figueroa St/190th St	LRT	999	Silver Line Extension to San Pedro (Newly Added)

Capital Project Implementation Steps

To aid in understanding how first/last mile implementation will be incorporated into the current transit capital projects, this table provides a snapshot of project planning, design, and implementation phases. This table notes the stage of development of all current transit capital projects.

Phase	First/Last Mile Activities	Considerations	Future Transit Capital Projects
Early Planning/Feasibility Studies	None	Stations locations for First/Last mile not yet fixed.	<ul style="list-style-type: none"> • BRT Vermont Corridor • BRT North Hollywood to Pasadena Corridor • Inglewood/NFL Stadium • Crenshaw Northern Extension • Orange Line BRT Improvements**
Alternatives Analysis	Incorporate analysis criteria related to first/last mile existing conditions	Station locations and preferred alignments being evaluated.	<ul style="list-style-type: none"> • Sepulveda Pass Transit Corridor • Gold Line Eastside Extension
Environmental Clearance; Conceptual through Preliminary Engineering <i>(These two phases occur concurrently)</i>	For environmental review: Incorporate scope elements to describe range of potential first/last mile components. For PE: Define first/last mile priority network and program of improvements. Develop cost assumptions	Alignments typically known; Should have finalized station locations to complete station area analysis as part of PE/design	<ul style="list-style-type: none"> • Gold Line Foothill Extension (Claremont)* • <u>Gold Line Eastside Extension</u> • West Santa Ana Branch± • Green Line Extension South Bay± • East San Fernando Valley± • Airport Metro Connector (<u>schematic design</u>)
Funding (includes LRTP/RTP processes)	Include as part of overall project costing. Determine applicability of 3% local contribution toward first/last mile components		
Final Design	Integrate priority network streetscape improvements with station design and checklist components	First/Last mile team to review design for regional elements.	<ul style="list-style-type: none"> • Purple Line Section 3

The following projects are in the Implementation Stage (contracting or under construction), and are not subject to First/Last Mile Project Implementation Guidelines:

Purple Line Section 1, Purple Line Section 2, Regional Connector, Crenshaw/LAX

* Pursuant to Director Solis' amendment to Motion 14.1 Foothill Gold Line Phase 2B Extension to Claremont will be included.

+Integration processes underway, e.g. inclusion of First/Last Mile activities in current project scopes.

****Does not include new station locations.**

FTE and Professional Services Needs

Scenario A:

- 5.875 new FTEs

	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24
Capital Projects Guidelines Development	\$75K	\$63K						
Purple Line FLM Planning and Design	\$50K	\$492K	\$542K	\$542K				
Grant-writing Assistance		\$350K	\$350K	TBD	TBD	TBD	TBD	TBD
Countywide FLM Planning and Design		\$2.5m	\$2.5m	\$2.5m	\$2.5m			
FY Total:	\$125K	\$3.41m	\$3.39m	\$3.04m	\$2.5m			

Scenario B:

- No new FTEs (existing staff: 2 FTEs)

	FY18	FY19	FY20
Capital Projects Guidelines Development	\$138K		
Purple Line FLM Planning and Design	\$542K	\$542K	\$542K
FY Total:	\$680K	\$542K	\$542K

Deferred:

- Grant-writing Assistance
- Countywide FLM Planning and Design
- Urban Greening Implementation Action Plan and Demonstration Projects
- First/Last Mile Training
- Affordable Housing and Sustainable Communities Policy Coordination
- Annual Sustainability Report
- Sustainability Demonstration San Gabriel Valley COG
- Sustainability Demonstration Gateway Cities COG

Estimating Methodology

Comparable projects, in general, are used to define resource needs on a per-station basis. For example, Metro's current first/last mile planning project for the Blue Line is budgeted at \$280,000 and covers 22 total station areas, or approximately \$12,700 per station. Additionally, staff compared the type of activities and level of effort for comparable projects to assure an accurate comparison, and in some cases (especially for Countywide First/Last Mile Planning for existing stations) to establish a range of potential costs.

Activity	Comparable Projects				New Activity Estimate		
		Unit	Total Prof Svcs / Per Unit Prof Svcs	Total FTE / Per Unit FTE	Unit	Total Prof Svcs	Total FTE
Capital Projects Guidelines Development	Active Transportation Design Criteria	County-wide	\$75,000	.75			
	Countywide Urban Greening Plan (Plan Development and Outreach Components)	County-wide	\$200,000	0.8			
<i>Capital Projects Guidelines Development Total</i>					N/A	\$138,000	.75
<i>Timing</i>					Start – Oct Dec 2016, Duration – 12 months (including procurement)		
Purple Line Planning, Design	Eastside Access Planning, Design, Environmental	4 station areas	\$1.3 million/ \$325,000	0.5/0.125			
<i>Purple Line Sec 2 and 3 Planning and Design Total</i>					5	\$1.625 million	.625
<i>Timing</i>					Start – Oct Dec 2016, Duration – 30 months (including procurement)		
Countywide Planning and Design (existing stations)	Blue Line Planning Study	22 station areas	\$280k/ \$12,700	0.7/.031			
	Hawthorne Station area study (SCAG project)	1	\$67,000/ \$67,000	N/A			
<i>Countywide Planning and Design Total</i>					254	\$10m	3
<i>Timing</i>					Start – Oct Dec 2016, Duration – 42 months (including procurement)		

Activity	Comparable Projects				New Activity Estimate		
		Unit	Total Prof Svcs / Per Unit Prof Svcs	Total FTE / Per Unit FTE	Unit	Total Prof Svcs	Total FTE
Grant Assistance	ATP Grant Assistance	31 applications	\$700,000/ \$22,580 per app	2.5/0.08 per app			
<i>Grant Assistance Total</i>					30	\$700,000	1.5
<i>Timing</i>					Start – Oct Dec 2016, Duration – 18 months (including procurement)		
TOTAL:		4.5 Years			\$12.5 million in Prof Svcs	5.875 FTEs Estimated Annual Cost of FTEs: \$900,000 to \$1 million	
GRAND TOTAL: \$16.5 million in Prof. Services and FTEs over 4.5 years (approx. \$3.66 million per year)							
Matching Grant Program	None	N/A	N/A	N/A			
<i>Matching Grant Program Total</i>					30	\$20 ¹ m biennially	0
<i>Timing</i>					Pending budget action, and timed to applicable grant cycles, esp. ATP		

¹ Matching Grant Program not included in total at this time.

Metro

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



Board Report

File #:2016-0442, **File Type:**Motion / Motion
Response

Agenda Number:14.1

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2016**

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

Metro

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



Board Report

File #:2016-0451, File Type:Motion / Motion
Response

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE MEETING
MAY 18, 2016**

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

Relating to Item 14.1, File ID 2016-0442; Active Transportation Plan

The preamble of Motion 14.1 states an excellent case for how important the Active Transportation Strategic Plan will be for local jurisdictions, especially for those jurisdictions through which the rail system is running with stations lying therein.

The fact that half of all trips are three miles or less highlights the need to focus on enhancing access to and from Metro transit stations and Motion 14.1 underscores those issues.

The co-authors address the connection in Sections B-4 and B-6 in reaffirming Metro's dedication to the delivery of First-Last Mile facilities and the need to leverage funding opportunities and Metro resources by incorporating "...Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects..."

Motion 14.1 further points out that "...outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means."

We believe that the existing practice of encouraging local jurisdictions to contribute up to 3% of a rail project's budget should be included among that "variety of means" as an appropriate vehicle to facilitate the leveraging of Metro and local jurisdictions' resources towards the goals contained in the ATSP and section B-6 of Motion 14.1.

APPROVE Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% 50% of a local jurisdiction's 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

Metro



Board Report

File #:2016-0489, File Type:Informational Report

Agenda Number:23

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016**

SUBJECT: FIRST/LAST MILE PURPLE LINE SECTION 2; 3% LOCAL CONTRIBUTION PROVISION

ACTION: RECEIVE AND FILE / MOTION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING report on **approach to incorporating First/Last Mile elements into the Purple Line Extension Section 2.**
- B. APPROVING **Motion 14.2 by Directors Butts, DuBois, Knabe and Solis** to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% of a local jurisdiction's 3% local contribution can go towards underwriting Active Transportation Program (ATP), First/Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions, inclusive of the framework provided in Attachment C.
- C. DIRECTING staff to commence with the development of guidelines to implement the potential use of local jurisdictions' 3% capital contribution to underwrite ATP and First/Last Mile investments within the framework included as Attachment C.

ISSUE

A. Incorporating First/Last Mile Elements into the Purple Line Extension Section 2.

On May 26, 2016, the Metro Board of Directors passed Motion 14.1 directing various activities related to the implementation of the Active Transportation Strategic Plan and the First/Last Mile Strategic Plan (Attachment A). Among the required follow-up was an immediate report back to the Planning and Programming Committee on the potential ramifications of incorporating First/Last Mile implementation in the Purple Line Extension Section 2 (hereinafter referred to as "Section 2"). This direction was given in light of the fact that Section 2 contracts are currently out to bid and additional expectations on contractors should be assessed prior to commitment. This report responds to direction relative to the Section 2, and prompts consideration of a related Motion 14.2 (included as Attachment B) on the application of the 3% local contribution for transit capital projects.

B. Allowing 3% Local Contribution to underwrite First/Last Mile elements.

Staff were directed to examine the financial impacts associated with the Motion as amended. There are two primary capital project level financial impacts:

- Increased costs to “incorporate First/Last Mile Priority network project delivery into the planning, design, and construction of all MTA transit projects starting with the Purple Line Extension Section 2 project” (14.1.B.6).
- Revenue impacts associated with the provision in the amending Motion 14.2 that “henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s)” to allow that “up to 100% of a local jurisdiction’s 3% local contribution can go towards underwriting ATP, First/Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the station in the respective jurisdictions.”

DISCUSSION

A. Incorporating First/Last Mile elements into the Purple Line Extension Section 2.

Motion 14.1 passed by the Metro Board of Directors on May 26, 2016 designated streets within Metro’s Active Transportation Strategic Plan’s (ATSP) 661 transit station areas as the Countywide First/Last Mile Priority Network. In that motion, the Board also specifically identified a number of elements to facilitate build-out of the First/Last Mile Priority Network. The Board directed that implementation of the First/Last Mile Priority Network be included in future transit capital projects, starting with Section 2, with additional direction, as noted above, to report back to the June meeting of Planning and Programming Committee specifically on Section 2 issues.

Findings

Metro staff has reviewed the Section 2 station plans, local plans affecting the surrounding areas, and has initiated coordination discussions. At this time, we have concluded that the intent of the Board’s direction relative to Section 2 can be accommodated without revising the scope of the Section 2 capital project. . This conclusion was reached in light of a number of factors, including:

- The late stage of project development - Section 2 construction contracts are currently out to bid. Further, Metro is currently seeking concurrence on the currently defined project scope from the Federal Transit Administration. Both of these processes would be significantly complicated by any change in scope at this time.
- Plans for Section 2 stations themselves are generally adequate in that they contain the necessary components for the station element of the First/Last Mile Priority Network that would be located at the station site. This does not preclude improvements as we move forward, but there are not obvious omissions that would cause us to re-scope the project at this time.
- While staff is able to provide a tentative assessment of the cost of First/Last Mile

implementation, that estimate is highly variable and subject to substantial change once an “on-the-ground” assessment is completed and project plans are created. Looking beyond the stations, the development of First/Last Mile plans is crucial to responding to the Board’s direction.

- In subsequent discussions involving authors of the Motion and the Countywide Planning and Construction Departments, it was concluded that the intent of the motion could be satisfied by implementing the First/Last Mile Priority Network through parallel, coordinated but separate projects that would proceed according to an approach described further below.

Staff completed a preliminary assessment of the level of effort required for First/Last Mile implementation for Section 2. This assessment was largely based on the methodology included in the ATSP; further analyses will be completed and reported back to the Board in October 2016 as requested.

B. Allowing 3% Local Contribution to underwrite ATP improvements.

For purposes of this Board report and consistent with discussions with Board offices regarding the intent of Motion 14.1 and 14.2, scopes of projects currently under construction or out to bid will not be revised to reflect additional First/Last Mile elements, and these projects’ 3% local contribution will be applied to costs of the scope as approved by the Board. Therefore, there are two, board categories of projects where 3% local contribution funds might be applied to First/Last Mile elements:

- 1) Projects not under construction but under contract for pre-construction activities (design and engineering)

This may be challenging, depending on the status of the project in design, budgeting and funding. Impacts of added costs and schedule delay would need to be identified. Should adjustments to include First-Last Mile elements be considered, the earlier in the process the better, and it would be best to do so before a Life of Project budget is established.

- Staff proposes to develop an evaluative procedure for these projects on a case by case basis as to whether additional First/Last mile elements are made as part of the project, or as a distinct, separately funded capital project. Analysis of the First/Last Mile elements that may be desirable and the development of a station area access plan will be in done in close collaboration with local jurisdictions.

- 2) Projects that are still in the planning and environmental stages.

This is the most ideal stage to bring in local jurisdictions to consider and seek commitments for attendant, non-Metro First/Last Mile elements and identify those First/Last Mile elements to be included in the Metro Project scope:

- Staff proposes developing specific guidelines on how to incorporate First/Last Mile elements into the planning, environmental and design stages of new projects, in order to develop both:

- Metro project specific budgets including appropriate First/Last elements; and
- potential agreements with jurisdictions responsible for non-Metro First/Last mile improvements and attendant funding commitments for such. These agreements would include development of a station area access plan and agreed upon eligible capital ATP and First/Last Mile station or stop elements. This will also include recommendations to address how local jurisdictions may apply their 3% local contribution requirements.

3) Revenue Impacts

Motion 14.2 regarding 3% local contribution would represent a revenue impact under one category of projects, and a budget impact under another.

(a) Projects not under construction but under contract for pre-construction activities (design and engineering).

- POST-Life of Project (LOP)/PRE-BID advertisement: the Board may elect to incorporate First/Last Mile elements into the scope of the project, with the attendant cost increase.
 - Staff proposes to develop procedures wherein a local jurisdiction may direct all or a portion of their 3% contribution to an agreed upon set of First/Last Mile elements identified in a Metro-approved station access plan that are part of that adjusted budget.

(b) Projects that are still in the planning and environmental stages.

Staff proposes developing guidelines consistent with these findings that will address project planning and budget development, as summarized in Attachment C. They will include evaluative criteria for local jurisdictions that intend to consider utilizing all or a portion of their 3% contribution to underwrite an agreed upon set of First-Last Mile elements that are either attached directly to the project footprint, or provide direct access to the project as shown in a Metro approved station access plan. These guidelines will be developed in consultation with local jurisdictions who may be impacted by Motions 14.1 and 14.2. Further, should the Board pursue any additional directives regarding application of the 3% local contribution, the referenced guidelines will be adjusted to coordinate with those directives.

FINANCIAL IMPACT

- A. This report describes an approach to implementing Board direction (May 26, 2016, Motion 14.1) that will have a financial impact by requiring additional staff and consultant effort to develop two station area First/Last Mile concept and implementation plans relating to the Purple Line Section 2 Extension. This activity falls within a larger set of activities directed through the same motion. Staff will respond to Motion 14.1 in full at the October 2016 Board meeting, and at that time will identify scope, schedule and funding requirements to carry out the plans. Per the approach described in this Board Report, staff will produce a plan for implementation of the First/Last Mile

Priority Network for Section 2 of the Purple Line Extension. This plan would be subject to future Board consideration.

- B. Approval of Motion 14.2 to amend Motion 14.1 to allow all or a portion of the 3% local contribution toward First/Last Mile Priority Network improvements that directly improve Transit Station access may also have financial impact subject to future negotiations with local agencies. The scope of the financial impact is dependent on a number of variables including total project costs and the extent of approved First/Last Mile access improvements included in each station area plan to be developed as part of the Transit Project planning. The cost of such new First/Last Mile station success improvements represent new Transit Project costs that were not anticipated in the preliminary financial plans that have been utilized in the past, including in the LRTP. As station access improvement plans are developed for the applicable 3% projects, cost estimates and the resulting financial impacts will be identified.

Impact to Budget

Station Area ATP and Access Improvements Plan activities associated with this report will have an impact to the 2017 budget due to the need for augmented staffing and consultant services. Staff will provide a full report on implementation of Motion 14.1 at the October 2016 Board meeting and will suggest how those activities may be accommodated in the FY2017 budget at that time.

ALTERNATIVES CONSIDERED

Information provided in this report is for the Committee's consideration and does not include a staff recommendation.

NEXT STEPS

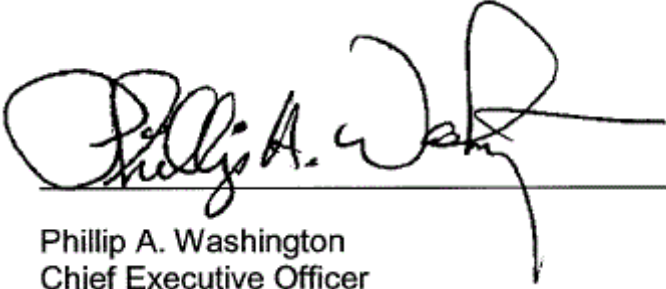
- A. Staff will proceed according to the approach described within this report, including on-going coordination discussions with the cities of Los Angeles and Beverly Hills, pursuing planning projects, and providing a full report to the Board at the October 2016 meeting.
- B. Should the Board approve item 14.2, staff will commence with the development of guidelines consistent with the framework included as Attachment C to implement the potential use of local jurisdictions' 3% capital contribution to underwrite First/Last Mile elements as described above.

ATTACHMENTS

Attachment A - Motion 14.1
Attachment B - Motion 14.2
Attachment C - Motion Response Framework

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Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2016-0731, File Type: Project

Agenda Number: 53

PLANNING AND PROGRAMMING COMMITTEE

NOVEMBER 16, 2016

CONSTRUCTION COMMITTEE

NOVEMBER 17, 2016

SUBJECT: AIRPORT METRO CONNECTOR 96TH STREET TRANSIT STATION PROJECT

ACTION: CERTIFY FINAL ENVIRONMENTAL IMPACT REPORT AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the **Airport Metro Connector (AMC) 96th Street Transit Station Project** which will add a new Metro rail station to the Crenshaw/LAX Line at 96th Street;
- B. CERTIFYING the Final Environmental Impact Report (Final EIR). Attachment A contains the Project Overview. The Final EIR is available upon request or at www.metro.net/projects/lax-extension <<http://www.metro.net/projects/lax-extension>>;
- C. ADOPTING the:
 - 1. Mitigation Monitoring and Reporting Plan (MMRP) (Attachment B); and
 - 2. Findings of Fact (Attachment C)
- D. AUTHORIZING the Chief Executive Officer (CEO) to file the Notice of Determination (NOD) (Attachment D) with the Los Angeles County Clerk and State of California Clearinghouse; and
- E. RECEIVING AND FILING the quarterly project status report including architectural and engineering design services and coordination with the Los Angeles World Airports (LAWA) and the Crenshaw/LAX Project, as directed by the Metro Board in July 2014 (Attachment E).

ISSUE

Metro staff coordinated extensively with the Crenshaw/LAX and Southwestern Yard projects as well as LAWA's Landside Access Modernization Program (LAMP) in preparing the EIR for the Project. The

Project will provide an improved connection between the regional transit system and LAX as well as the surrounding area. With Metro as the lead agency, the Metro Board must approve the Project and certify the Final EIR; adopt the MMRP and Findings of Fact; and authorize the CEO to file the NOD. The Project is one of the 12 transit projects in Measure R and is included in Measure M on the November 8th ballot.

The Board is also being requested to receive and file the quarterly status report on the Project including updates on the architectural and engineering design services and coordination with the LAWA and the Crenshaw/LAX Project.

DISCUSSION

Background

The California Environmental Quality Act (CEQA) requires that the lead agency balance, as applicable, the economic, social, technological, and other benefits of the project against its unavoidable impacts when considering project approval. CEQA Guidelines Section 15091(a) states that if the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse effects, those effects may be considered acceptable. The Final EIR determined that the Project would not cause any significant unavoidable impacts. The one potentially significant impact is associated with hazardous soil conditions at the Project site. This can be mitigated to less than significant levels with incorporation of mitigations.

Sections 21086.6 and 21081 of the California Public Resources Code require that public agencies approving a project with an EIR adopt an MMRP and Findings of Fact. The purpose of the MMRP is to ensure that the mitigation measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Project are, in fact, properly carried out. The Lead Agency must also include a Findings of Fact that a MMRP has been prepared and provides a satisfactory program that would ensure avoidance or sufficient reduction of the significant effects of the project. Metro staff is responsible for assuring full compliance with the provisions of the MMRP and Findings of Fact.

In June 2014, the Board approved the AMC 96th Street Transit Station as the preferred alternative for connecting the Metro rail system to LAX and staff initiated work on the Draft EIR. In July 2014, the Board authorized the design and construction of accommodations on the Crenshaw/LAX line so as not to impact the operation of that Line. In July 2015, the Board awarded the architectural and engineering design services contract for the station.

Community Outreach

A community outreach program was conducted throughout the environmental planning phase of the Project. The Public Scoping meeting was held on February 23, 2015 to initiate the public engagement process. The Draft EIR was released on June 22, 2016 for a 46-day public review period (June 22, 2016 to August 6, 2016). The public hearing to accept comments on the Draft EIR was held on July 13, 2016 with 45 community members and stakeholders in attendance. During the public hearing, 10 attendees provided public testimony on topics including the future of the LAX City

Bus Center, impacts to Metro Green Line service and stations, Arbor Vitae Street at-grade railroad crossing, parking in neighboring communities, project funding, bicycle access to the station, and escalator and elevators capacities. The public comment period closed on August 6, 2016 with 74 comments received via letters, Facebook, Twitter and email. Copies of all public testimony and comments, along with responses, have been included in the Final EIR. Following the release of the Final EIR, notices were sent to those who commented on the Draft EIR.

Coordination with LAWA

Staff worked extensively with LAWA representatives to coordinate the respective environmental efforts for both the Project and LAMP, which are on parallel schedules. LAWA provided Metro with existing and projected traffic data to help ensure that both the separate and independent projects are fully synchronized. Staff consulted with LAWA staff on public comments related to LAWA's LAMP which were submitted as part of the Project Draft EIR review period. On September 15, 2016, LAWA released its Draft EIR for the LAMP for a 45-day public review period and held two public hearings to accept comments on October 15 and October 19, 2016. The public comment period is scheduled to close on November 15, 2016.

Project Definition

The Project components, as described below, would be linked together by a continuous system of elevated walkways.

- Three LRT platforms would be located at the southwestern portion of the project site to serve the Crenshaw/LAX Line and a northern service extension of the Metro Green Line;
- A bus facility would include up to 20 active bus bays and up to 18 layover bus bays. The bus plaza will consolidate 13 Metro and municipal bus routes currently serving the LAX City bus center and/or the Aviation/LAX Transit center. The bus plaza would include pedestrian amenities such as restrooms, a lounge for bus operators, and other support services;
- A bicycle hub would accommodate up to 150 bicycles in a secure, indoor environment. Additional space for up to 50 bicycles would be provided for short-term parking. Amenities associated with the bicycle hub may include a repair area, a multi-use space, showers and lockers;
- A passenger pick-up and drop-off area would be provided for passengers arriving and departing by automobile; and
- A Metro Hub would link the multiple modes of transit on the second level of the Project. It would serve as the area of transition for all passengers. The design is exploring the inclusion of a security office, food/beverage/convenience/retail kiosk-type spaces, passenger amenities, artwork and information.

Quarterly Status Update

Architectural and Engineering Design Services

Work continues on the schematic design that was initiated in July 2016. Staff continues to work with LAWA on coordinating the Project elements and station design guidelines as identified in the

approved June 2014 Metro Board motion (Attachment F) with their Automated People Mover which is on a parallel design and environmental clearance path.

Crenshaw/LAX Design Accommodations

In June 2016, the Board approved issuing a Contract Modification for Walsh/Shea Corridor Constructors (WSCC) to begin construction of the AMC accommodations in an amount not to exceed \$7,400,000. Currently, the civil design is 100% complete, systems design is 90% complete and train control design is approximately 55% complete. The contractor has begun construction of the accommodations on the Crenshaw/LAX line. Staff continues to negotiate with WSCC to reach an agreement on schedule and cost impacts of the accommodations. Staff will return to the Board for change authorization when the direct costs and time impact negotiations are complete. In addition to the design and construction costs, there will be Metro administrative and construction management costs associated with any schedule impacts.

Transit and Intercity Rail Capital Program (TIRCP) Grants

In April 2016, staff submitted an application for a TIRCP grant for the Project. In August, 2016, the California State Transportation Agency announced the award of \$40 million in TIRCP funds to the Project. The TIRCP program is funded by Greenhouse Gas Reduction Fund proceeds under the Cap and Trade Program.

DETERMINATION OF SAFETY IMPACT

The development of the Project followed Metro adopted policies. The approval will have no impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY17 budget includes \$1,930,000 for the Project in Cost Center 4350 (Transit Corridors Planning), Project 460303 (AMC), Account 50316 (Professional Services). Since this is a multi-year contract, the cost center manager and the Chief Planning Officer, Countywide Planning, will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds is Measure R 35% Transit Capital dollars specifically earmarked for the Project. As such, there is no impact to bus and rail capital or operating dollars. In addition, Congestion Mitigation and Air Quality Improvement (CMAQ) and TIRCP, as part of the Cap-and-Trade Program, funding is also available for this project. The CMAQ funds were previously approved by the Metro Board and are included in approved grants. For this reason, the CMAQ funds cannot be redirected to bus or rail capital or operating uses. TIRCP funds were competitively allocated by the State of California specifically for the AMC project.

ALTERNATIVES CONSIDERED

The Board could defer approving the Project, certifying the Final EIR, and adopting the MMRP and Findings of Fact. This alternative is not recommended as it would impact the schedule and would not be consistent with prior Board direction to accelerate completion of the Project.

NEXT STEPS

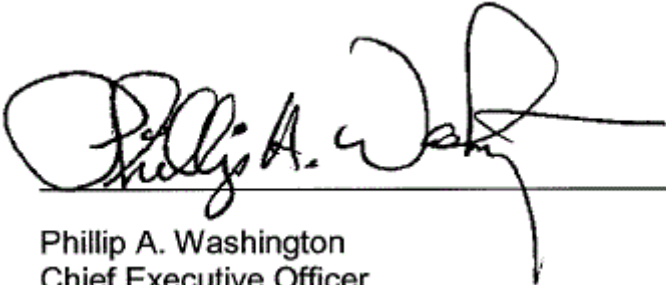
Upon Board approval, staff will file the NOD with the Los Angeles County Clerk and the State of California Clearinghouse. Staff will continue working with the Federal Transit Administration to prepare the Categorical Exclusion (CE) for the Project in accordance with the National Environmental Policy Act. Staff anticipates completing the CE in early 2017. Staff will also work with the state to execute the TIRCP grant agreement. Staff will continue to closely coordinate with LAWA staff and the Crenshaw/LAX project on station design and pre-construction activities.

ATTACHMENTS

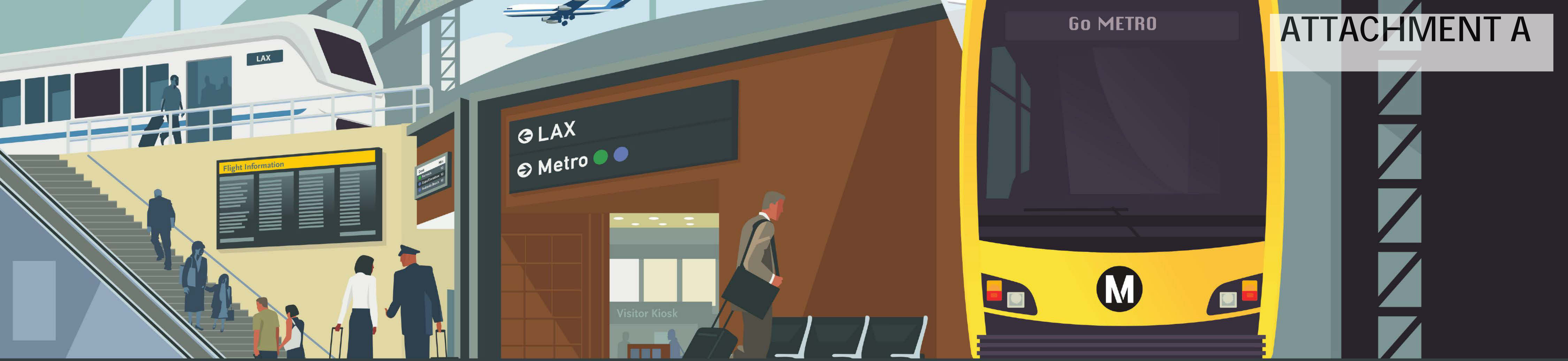
- Attachment A - Project Overview
- Attachment B - Mitigation Monitoring and Reporting Program
- Attachment C - Findings of Fact
- Attachment D - Notice of Determination
- Attachment E - July 2014 Metro Board Motion
- Attachment F - June 2014 Metro Board Motion

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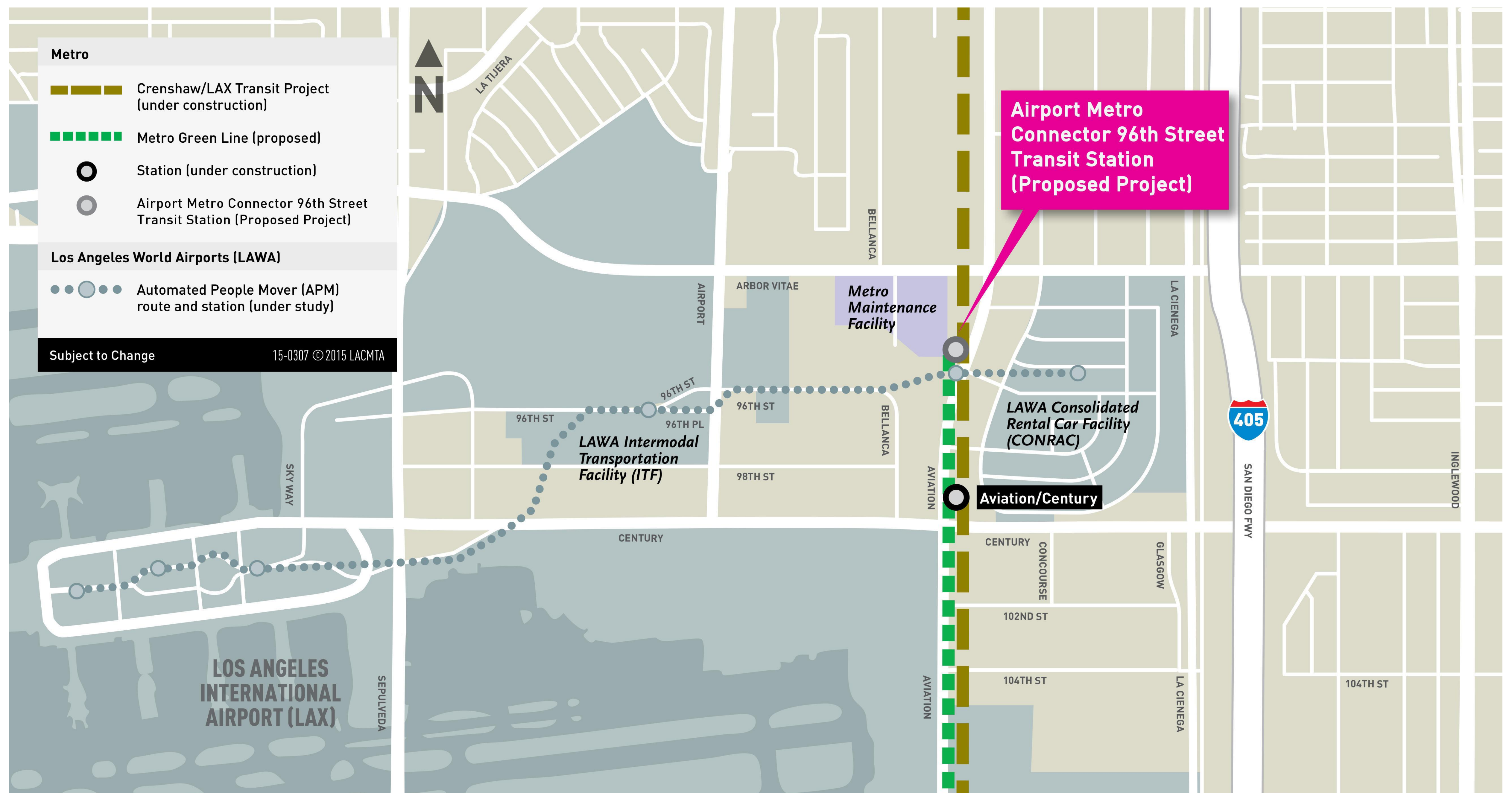
Phillip A. Washington
Chief Executive Officer



Project Overview

- June 26, 2014: Metro Board approved a new station on Crenshaw/LAX Line at 96th Street/Aviation Boulevard as Locally Preferred Alternative.
 - Staff initiated work on Draft Environmental Impact Report (EIR)
- February 6, 2015: Notice of Preparation (NOP) issued for the Draft EIR
- February 23, 2015: Public Scoping Meeting held for public input on the project and EIR process
- June 22, 2016: Draft EIR released for 46-day public review period (June 22, 2016 to August 6, 2016)
 - Email blasts and "Take One" notices sent to 1000 contacts and 1400 stakeholders
 - 21 online and print ads placed in multiple sources
 - Hard and electronic copies of Draft EIR provided to eight local public libraries
 - July 13, 2015: Held Public Hearing to accept comments on the Draft EIR
- August 6, 2016: End of Public Comment Period with 74 comments received via letters, Facebook, Twitter, project hotline and email
- November 2, 2016: Released Final EIR
- Ongoing coordination with:
 - Los Angeles World Airports (LAWA)
 - Municipal Bus Operators
 - Crenshaw/LAX Project Team
 - Southwestern Maintenance Yard
- Community Outreach

Project Overview

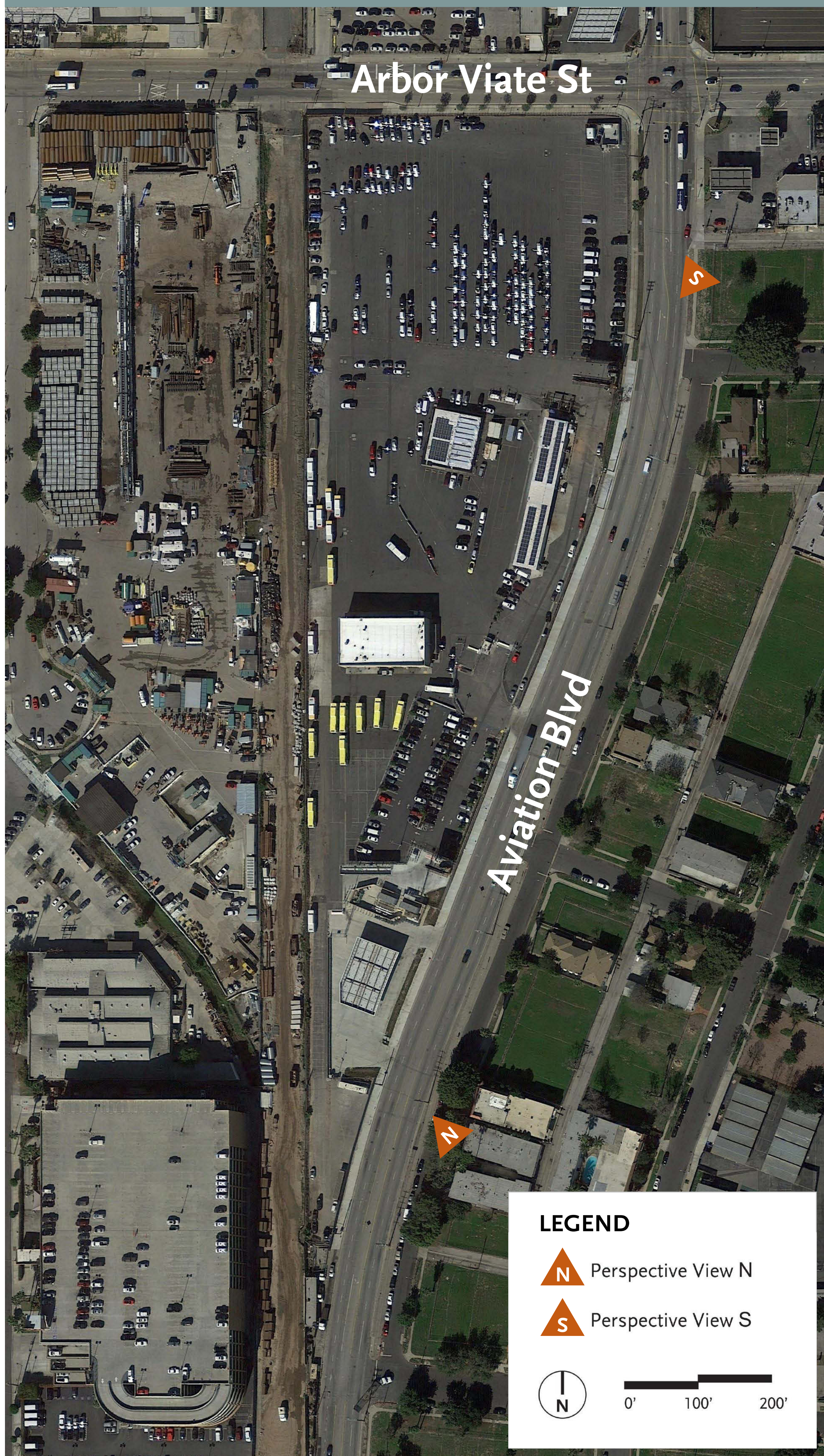


Project components:

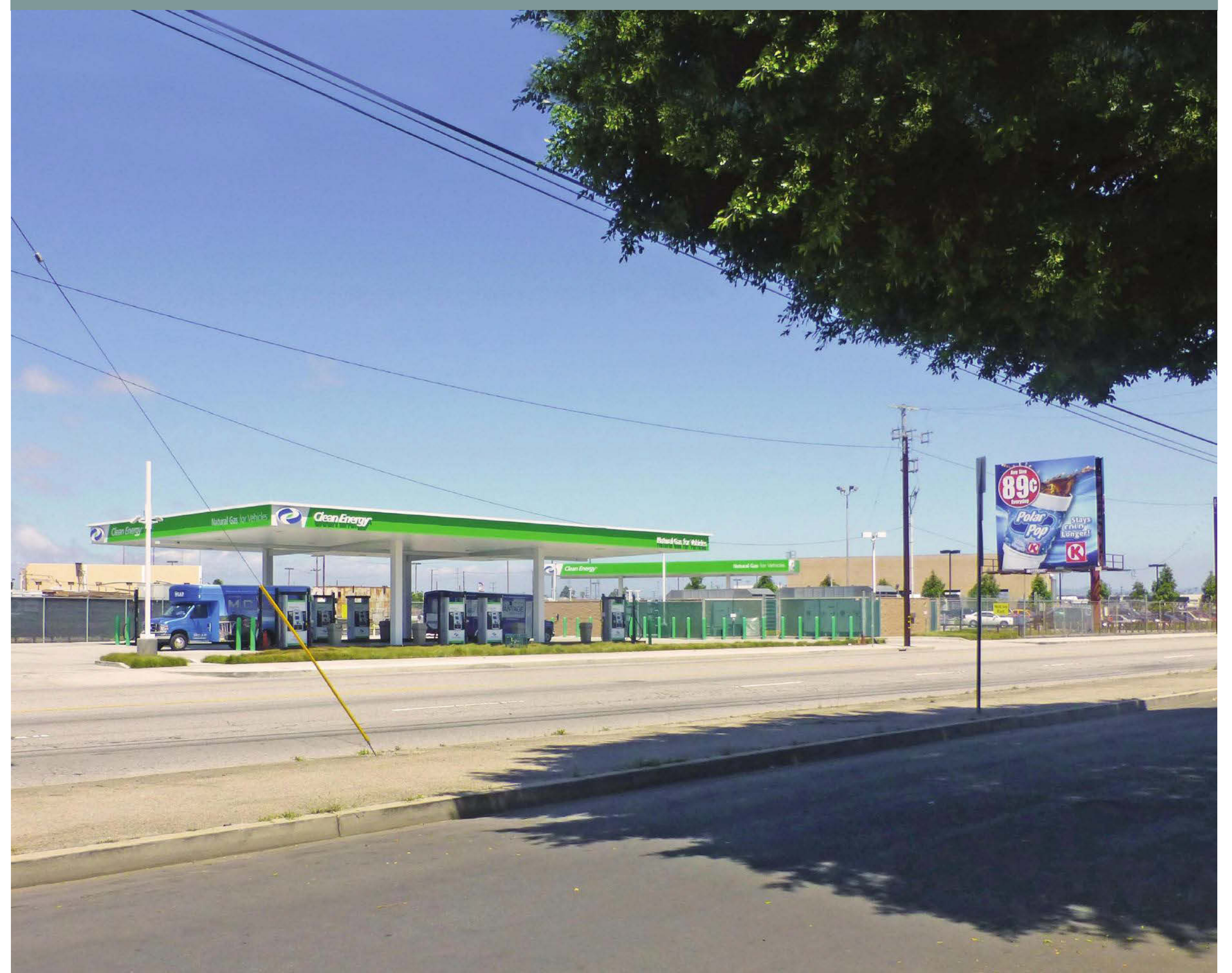
- Three at-grade Light Rail Transit (LRT) platforms to be served by the Crenshaw/LAX Line and Metro Green Line service extension
- Bus plaza and terminal facility for Metro and municipal bus operators;
- Bicycle hub with secured parking for up to 150 bicycles;
- Pedestrian plaza;
- Passenger vehicle pick-up and drop-off area; and
- Metro transit center/terminal building (“Metro Hub”) that connects passengers between the various modes of transportation including the future Automated People Mover (APM) to be built and operated by LAWA

Existing Conditions

Aerial View



View N – Looking North

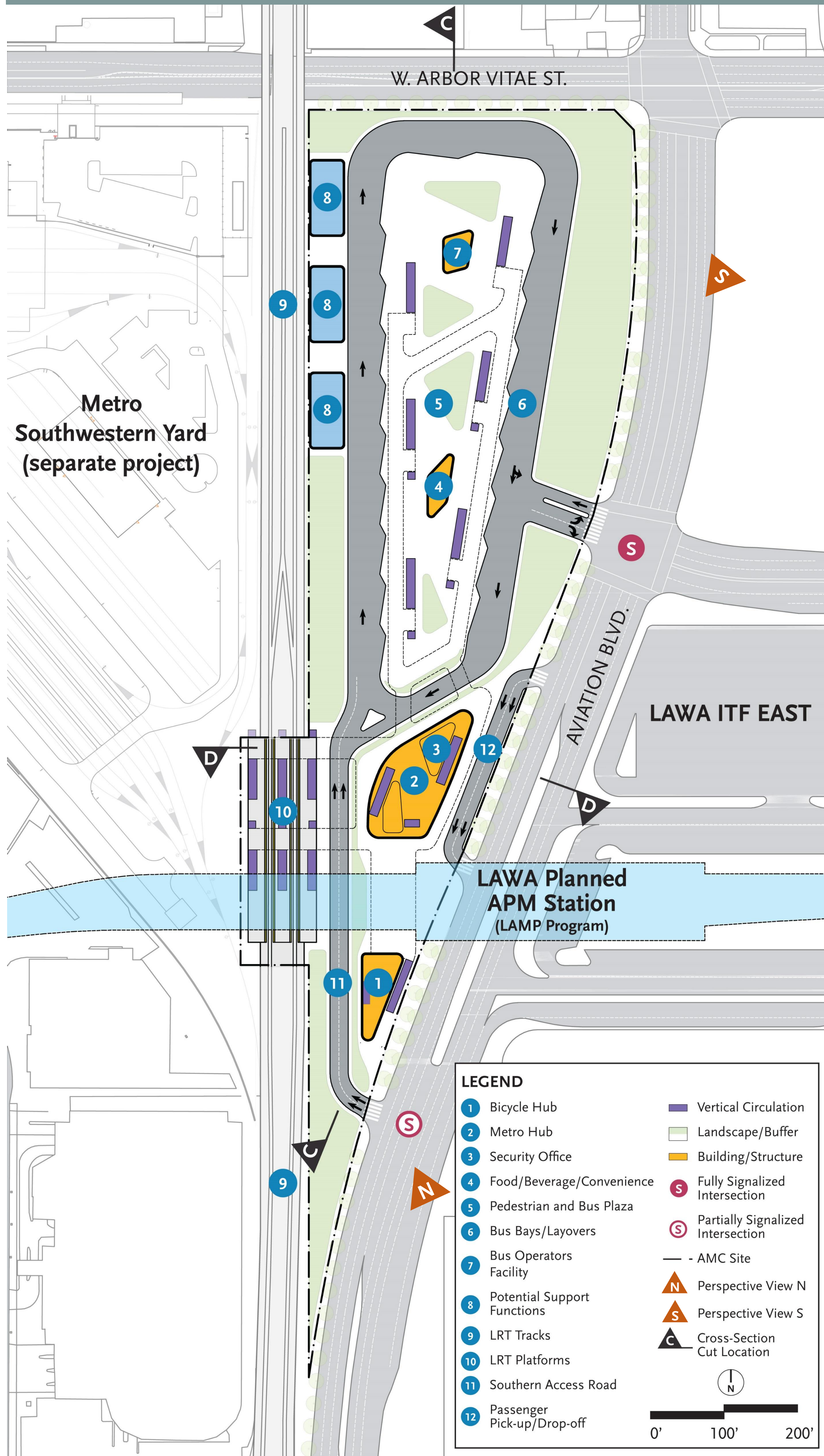


View S – Looking South



Cumulative: Proposed Project with LAWA APM

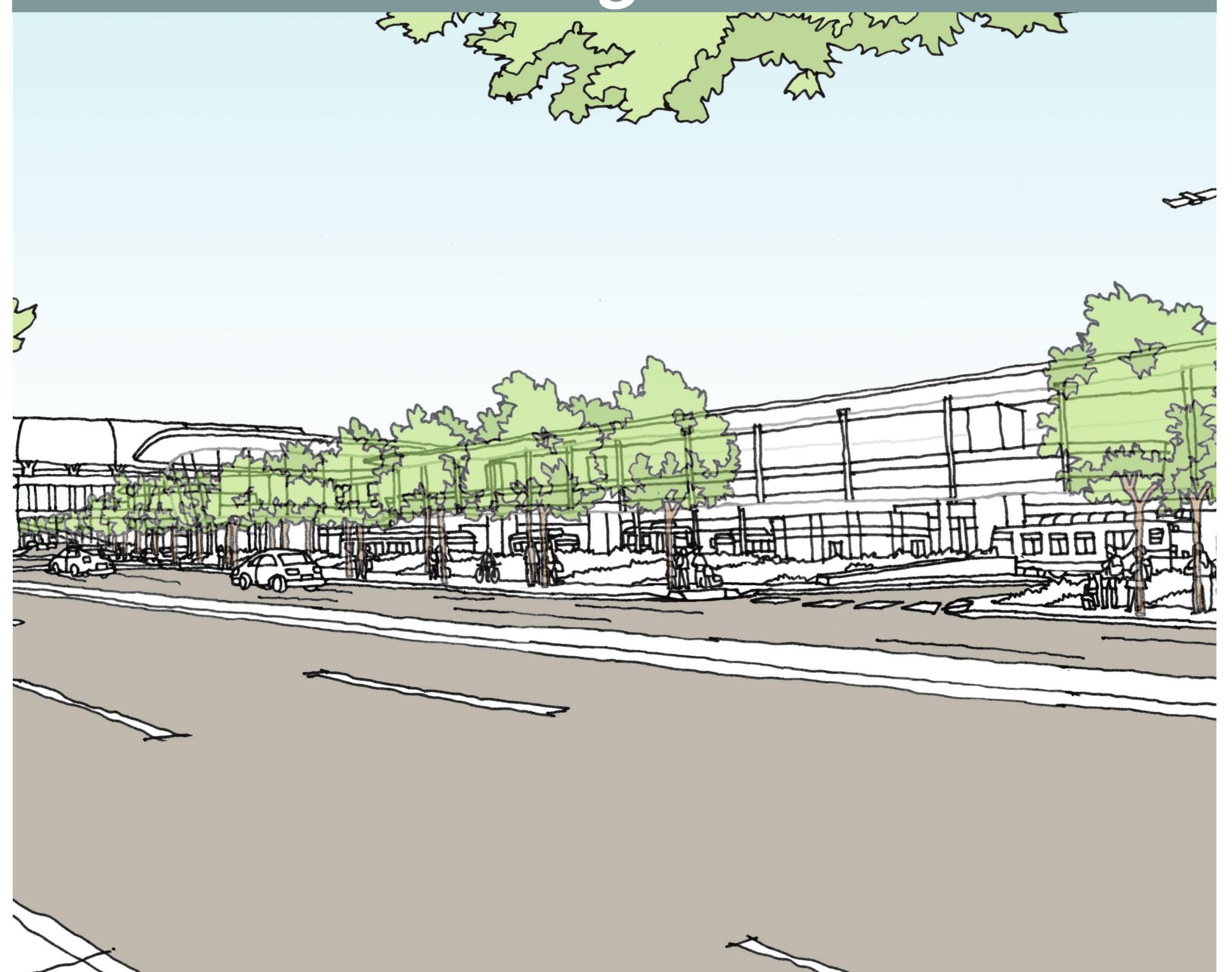
Ground-Level Conceptual Site Plan



Conceptual Perspective View N – Looking North

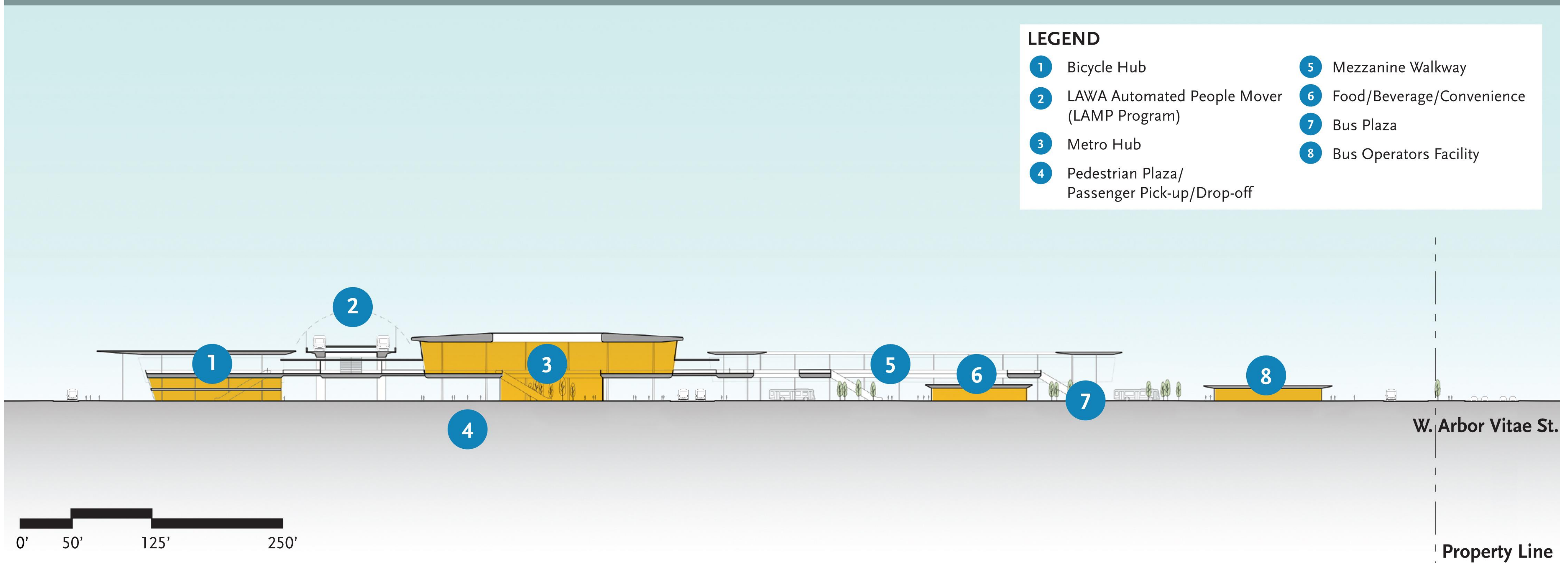


Conceptual Perspective View S – Looking South

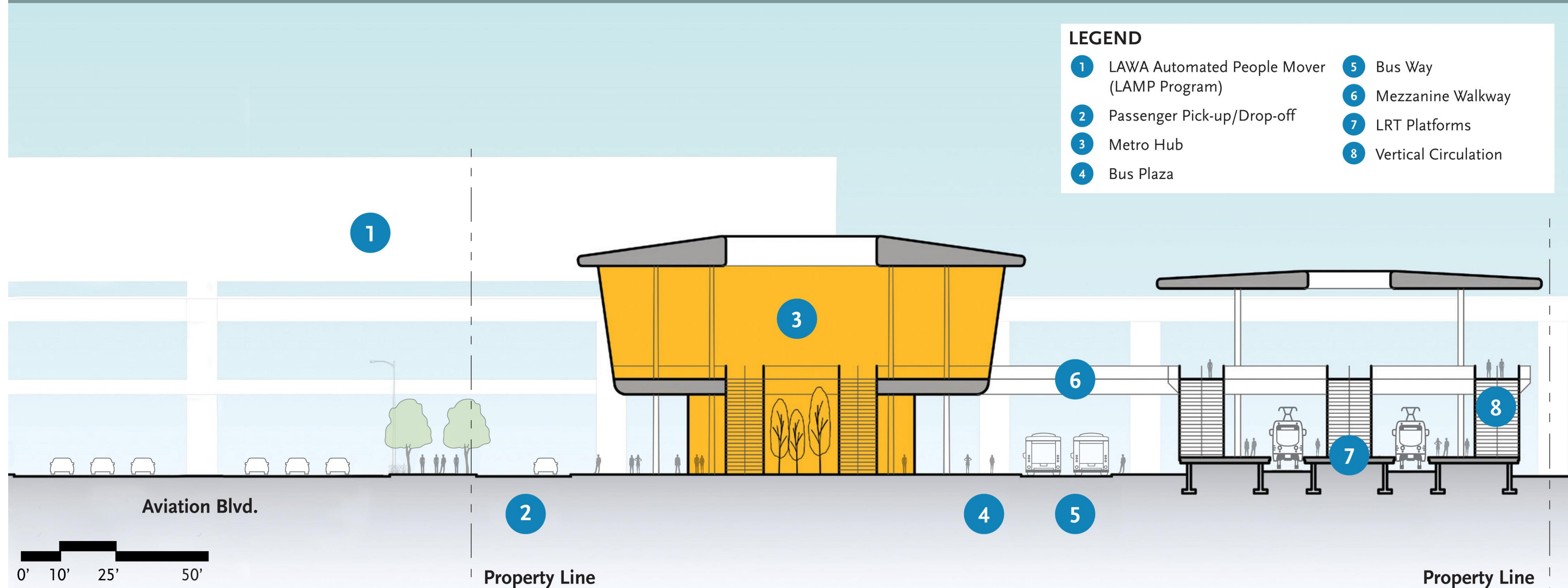


Cumulative: Proposed Project with LAWA APM

Conceptual Cross-Section C-C (Looking West)



Conceptual Cross-Section D-D (Looking South)



4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). Metro is the Lead Agency for the proposed project and is therefore, responsible for administering and implementing the MMRP. The decision-makers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the proposed project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

4.2. PURPOSE

Table 4.1 has been prepared to ensure compliance with all of the mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the proposed project. Each mitigation measure is identified in Table 4.1 and is categorized by environmental topic and corresponding number, with identification of:

- **Monitoring Action** – This is the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- **Party Responsible for Implementing Mitigation** – This identifies the entity accountable for the action.
- **Enforcement Agency, Monitoring Agency and Monitoring Phase** – This identifies the agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 4.1 Mitigation Monitoring and Reporting Program

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Transport, use or disposal of hazardous materials	<p>HAZ-1 Metro shall complete a Phase II Environmental Site Assessment (ESA) at locations on the project site known to have contained hazardous substances and hazardous waste. The Phase II ESA shall include a geophysical survey that confirms the presence or absence of UST(s) and other subgrade features of environmental concern including former hydraulic lifts and clarifiers. The Phase II ESA shall identify if a Soil Management Plan (SMP) would be required.</p> <p>If prescribed in the Phase II ESA, Metro shall prepare a SMP for identifying, handling, storing and disposing of suspected soils with elevated levels of volatile organic compounds (VOCs). The SMP shall comply with SCAQMD 1166 (VOC Emissions from Decontamination of Soil). The SMP shall be prepared by the construction contractor and distributed to construction personnel. If a SMP is required, a Certified Industrial Hygienist shall certify a health and safety plan based on that SMP.</p>	Verify for Compliance	Metro/Contractor	1. Metro/South Coast Air Quality Management District 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Accidental release of hazardous materials	<p>HAZ-2 Metro shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos-containing materials (ACMs) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards and South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). ACM removal shall be monitored by a Certified Technician.</p>	Verify for Compliance	Metro/Contractor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Construction
		<p>HAZ-3 Metro shall test for lead-based paint (LBP) within buildings to be demolished. If LBP is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove LBP in accordance with the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines.</p>	Verify for Compliance	Metro/Contractor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Construction
		<p>HAZ-4 If clarifiers and hydraulic lifts are identified on the project site in the required Phase II ESA in Mitigation Measure HAZ-1, Metro shall identify whether there have been any unauthorized releases. If the site assessment identifies a REC, Metro shall coordinate with the appropriate regulatory agencies to remediate hazardous condition.</p>	Verify for Compliance	Metro/Contractor	<ol style="list-style-type: none"> 1. Metro/Department of Toxic Substances Control 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Hazardous Project Site	<p>HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to monitor potential disruptions to the existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard during construction activities or operation of the proposed project. If an existing well must be disturbed, Metro shall coordinate with the responsible party (Honeywell International Inc.) and the Regional Water Quality Control Board to relocate the monitoring wells.</p>	Verify for Compliance	Metro	<ol style="list-style-type: none"> 1. Regional Water Quality Control Board 2. Metro 3. Construction
		<p>HAZ-6 Metro shall conduct a soil vapor gas survey of the project site where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations. If the study identifies concentrations that exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels for soil or soil gas, Metro—in coordination with California Occupational Safety and Health Administration—shall prepare a remediation plan that demonstrates that interior vapor concentrations would be mitigated to below safety standards. This plan shall be prepared prior to building occupancy.</p>	Verify for Compliance	Metro/Contractor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Construction

Airport Metro Connector 96th Street Transit Station

Findings of Fact

State Clearinghouse No. 2015021009



**Findings of Fact
Pursuant to CEQA Guidelines Section 15091
and
Public Resources Code Section 21081**

**Airport Metro Connector
96th Street Transit Station**

November 2016



In Association with:

**Cityworks Design
Coast Surveying
D'Leon Consulting Engineers
Diaz Yourman & Associates
Epic Land Solutions
Fehr & Peers
The Greenridge Group, Inc.**

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ABBREVIATIONS/ACRONYMS

ACM	Asbestos-Containing Materials
APM	Automated People Mover
AQMP	Air Quality Management Plan
CEQA.....	California Environmental Quality Act
CMP	Congestion Management Plan
CONRAC.....	Consolidated Rent-A-Car Center
CTA.....	Central Terminal Area
EIR.....	Environmental Impact Report
EIS	Environmental Impact Statement
ESA.....	Environmental Site Assessment
FAA.....	Federal Aviation Administration
GHG.....	Greenhouse Gases
ITF	Intermodal Transportation Facilities
LAMP	Landside Access Modernization Program
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
LBP	Lead-Based Paint
LRT	Light Rail Transit
Metro	Los Angeles County Metropolitan Transportation Authority
MMRP.....	Mitigation Monitoring and Reporting Program
RTP.....	Regional Transportation Plan
SCAQMD	South Coast Air Quality Management District
SMP.....	Soil Management Plan
USTs.....	Underground Storage Tanks
VOC.....	Volatile Organic Compounds
VMT.....	Vehicle Miles Traveled

1 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process to identify the issues to be analyzed, including seeking input from the public, stakeholders, elected officials, and other affected parties. Implementation of the Airport Metro Connector 96th Street Transit Station (proposed project) will result in less-than-significant environmental impacts with inclusion of certain mitigation measures as part of project approval. As required by the California Environmental Quality Act (CEQA), Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter 4.0 of the Final EIR, and made a part of these findings as Attachment C to the November Metro Board Report, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the proposed project.

In accordance with CEQA and the CEQA Guidelines, Metro adopts these findings as part of the approval of the project. Pursuant to Public Resources Code Section 21082.1(c)(3), Metro also finds that the Final Environmental Impact Report (EIR) reflects the Metro's independent judgment as the lead agency for the proposed project.

2 ORGANIZATION

The Findings of Fact is comprised of the following sections:

- Section 3: Contains a brief description of the proposed project and objectives.
- Section 4: Contains the statutory requirements of the findings and a record of proceedings.
- Section 5: Identifies the potentially significant effects which were determined to be mitigated to a less-than-significant level.
- Section 6: Identifies significant impacts, if any, that cannot be mitigated to a less-than-significant level even though all feasible mitigation measures have been identified and incorporated.
- Section 7: Identifies less-than-significant impacts.
- Section 8: Identifies the potential environmental effects that were determined to have no impact.
- Section 9: Discusses potential cumulative impacts.
- Section 10: Describes the alternatives analyzed in the evaluation of the project as well as findings on mitigation measures.

3 PROJECT DESCRIPTION AND OBJECTIVES

Metro is proposing a new multi-modal transportation center with three at-grade light rail transit (LRT) platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between the multiple transportation modes. The west side of Aviation Boulevard would include a 15-foot sidewalk to promote pedestrian accessibility. As part of Los Angeles World Airports (LAWA) Landside Access Modernization Program (LAMP) is proposing a multi-use path on the west side of Aviation Boulevard. Metro and LAWA are coordinating on the potential accommodation of this multi-use path on the west side of Aviation Boulevard south of Arbor Vitae Street. Site amenities would include benches, trash receptacles, bollards or other low level fixtures, bike racks, public art, and signage and wayfinding. The proposed project components would be linked together by a continuous system of elevated mezzanine walkways. The proposed project does not include LAWA's LAMP. For purposes of this EIR, the LAMP is assessed as a related project in the cumulative condition.

The proposed project is being developed to connect the Los Angeles International Airport (LAX) to the regional bus and rail transit system. Given the high volume of daily vehicular trips to and from LAX and the absence of a convenient transit connection, the goal of the proposed project is to increase transit ridership and provide a reliable and convenient transit option to and from LAX along with the regional bus and rail transit system. The three project objectives are:

- Objective #1: Provide a reliable, fast, and convenient connection for passengers traveling between the LAX area and the regional bus and rail transit system.
- Objective #2: Integrate with existing and future transit connections and airport facilities.
- Objective #3: Increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and to help reduce air pollution.

4 STATUTORY REQUIREMENTS

CEQA (Public Resources Code Section 21081), and particularly the CEQA Guidelines (the Guidelines) (Title 14 California Code Regulations Section 15091) require that:

“No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*

- b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- c. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.”*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency (CEQA Guidelines, Section 15091 (a), (b)).

For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (see Public Resources Code Section 21081 (b)). The CEQA Guidelines state in Section 15093 that, “If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered ‘acceptable.’” No significant and unavoidable environmental impacts have been identified as a result of implementation of the proposed project, therefore a statement of overriding considerations is not needed.

4.1 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the proposed project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, state and local laws and regulations; and (b) the following documents which are in the custody of the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the proposed project;
- The Draft EIR dated June 2016;
- All testimony, documentary evidence, and all correspondence submitted in response to the Notice of Preparation during the scoping meeting or by agencies or members of the public during the public comment period on the Draft EIR and responses to those comments (Chapter 3.0, Response to Comments, of the Final EIR);
- The Final EIR dated November 2016 including all appendices thereto and those documents that were incorporated therein by reference;
- The MMRP (Chapter 4.0 of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the proposed project, and all documents cited or referred to therein;

- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the proposed project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the proposed project;
- All actions of Metro with respect to the proposed project; and
- Any other materials required to be in the record of proceedings by Public Resources Code Section 21167.6 (e).

5 ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT WITH IMPLEMENTATION OF MITIGATION MEASURES

Below are the determinations of Metro regarding the environmental effects, significant impacts, and corresponding mitigation measures of the proposed project. Determination of findings by Metro follows the list of mitigation measures.

5.1 HAZARDS AND HAZARDOUS MATERIALS

Under CEQA, the proposed project would have a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and/or
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment.

Impact. The proposed project would involve the excavation and transport of contaminated soils, which would potentially expose the public to hazardous materials. Underground storage tanks (USTs), clarifiers, sumps, and furnace pits were historically used on the project site in connection with the former Honeywell facility. This site is listed as a Recognized Environmental Condition (REC) on several governmental databases. The disposition of some of the UST is unknown, which would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The project site includes groundwater monitoring wells to monitor volatile organic compound concentrations and migration resulting from residual contamination caused by the former Honeywell facility. These wells would potentially be compromised during the construction process and may need to be relocated. There would also be an impact from the potential to encounter Lead-Based Paint

(LBP) and asbestos during construction activities. The only school located within one-quarter mile of the project site is Bright Star Secondary Charter Academy, which is located approximately 0.1 miles east of the project site. The transport of hazardous construction materials would potentially expose the persons at the school to hazardous substances.

Reference. Section 3.3, Hazards and Hazardous Materials, of the Draft EIR, pages 3.3-16 through 3.3-23.

Mitigation Measures

HAZ-1 Metro shall complete a Phase II Environmental Site Assessment (ESA) at locations on the project site known to have contained hazardous substances and hazardous waste. The Phase II ESA shall include a geophysical survey that confirms the presence or absence of UST(s) and other subgrade features of environmental concern including former hydraulic lifts and clarifiers. The Phase II ESA shall identify if a Soil Management Plan (SMP) would be required.

If prescribed in the Phase II ESA, Metro shall prepare a SMP for identifying, handling, storing and disposing of suspected soils with elevated levels of volatile organic compounds (VOCs). The SMP shall comply with South Coast Air Quality Management District (SCAQMD 1166 (VOC Emissions from Decontamination of Soil)). The SMP shall be prepared by the construction contractor and distributed to construction personnel. If a SMP is required, a Certified Industrial Hygienist shall certify a health and safety plan based on that SMP.

HAZ-2 Metro shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos-containing materials (ACMs) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards and South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). ACM removal shall be monitored by a Certified Technician.

HAZ-3 Metro shall test for LBP within buildings to be demolished. If LBP is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove LBP in accordance with the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines.

HAZ-4 If clarifiers and hydraulic lifts are identified on the project site in the required Phase II ESA in Mitigation Measure **HAZ-1**, Metro shall identify whether there have been any unauthorized releases. If the site assessment identifies a REC, Metro shall coordinate with the appropriate regulatory agencies to remediate hazardous condition(s).

HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to monitor

potential disruptions to existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard during construction activities or operation of the proposed project. If an existing well must be disturbed, Metro shall coordinate with Honeywell International Inc. and the Regional Water Quality Control Board to relocate the monitoring wells.

HAZ-6 Metro shall conduct a soil vapor gas survey of the project site where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations. If the study identifies concentrations that exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels for soil or soil gas, Metro—in coordination with California Occupational Safety and Health Administration—shall prepare a remediation plan that demonstrates that interior vapor concentrations would be mitigated to below safety standards. This plan shall be prepared prior to building occupancy.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measures **HAZ-1** through **HAZ-3** would ensure that Metro identifies hazardous contamination and prepares an SMP, an asbestos study, and a LBP study to transport and dispose of these materials in accordance with regulatory requirements. These mitigation measures would effectively reduce and regulate the potential hazardous conditions associated with transporting construction materials, reasonably foreseeable upset and accident conditions involving the release of hazardous materials, emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. This includes potential hazardous impacts to the Bright Star Secondary Charter Academy.

A geophysical study specified in Mitigation Measure **HAZ-4** would prevent an accidental release of hazardous materials cause by any unidentified USTs. Mitigation Measure **HAZ-5** would ensure the protection of the existing groundwater wells and prevent any further contamination of groundwater on the project site and at adjoining properties.

The Phase I ESA prepared for the proposed project identified the existing hazardous conditions on the project site. Compliance with recommendations of the Phase I and Mitigation Measures **HAZ-1** through **HAZ-6** would ensure the proposed project would not create a significant hazard to the public or the environment by locating the proposed project on a hazardous materials site.

For the reasons stated above, Metro finds that impacts related to hazards and hazardous materials would be reduced to less than significant.

6 ENVIRONMENTAL IMPACTS FOUND SIGNIFICANT AFTER IMPLEMENTATION OF MITIGATION MEASURES

The Draft EIR does not identify impacts that would result in significant or potentially significant impacts after the implementation of mitigation measures. Metro finds that no impacts were found significant after implementation of mitigation measures.

7 ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the proposed project are less than significant, and no mitigation is required.

7.1 AIR QUALITY

The proposed project would have a significant impact related to air quality, if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) (discussed under Section 9, Cumulative Impacts);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

Impact. Air quality impacts would not occur during the construction or operational phases of the proposed project and impacts would be less-than-significant.

Reference. Draft EIR Section 3.1, Air Quality, pages 3.1-17 through 3.1-26 and Draft EIR Chapter 5.0, Cumulative Impacts, pages 5-11 and 5-12.

Mitigation Measures. None required.

Findings. The Air Quality Management Plan (AQMP) is the applicable air quality plan, and the emissions forecasting is based on projected population and employment growth. The proposed project does not contain a residential component and would not introduce population growth to the region. Operation of the proposed project would result in minimal employment growth through the creation of small retail spaces; a majority of the project site would be dedicated to the plaza and platform areas. The proposed project was included in the Regional Transportation Plan (RTP) and would be consistent with the assumptions upon which the AQMP was devised. The proposed project would consolidate bus and rail transit services in the LAX area and provide pedestrian access to the facilities. This regional connectivity to the transit network would be consistent with regional and local air quality

reduction goals to increase transit ridership. The proposed project would be required to comply with all applicable SCAQMD rules and regulations that are in effect at the time of development, and would not conflict with or obstruct implementation of the AQMP.

Construction emissions would be generated by equipment, trucks, and worker vehicles. Emissions of air pollutants that would result from construction of the proposed project were quantified using the California Emission Estimator Model. The analysis showed that regional and localized construction emissions would not exceed the SCAQMD significance thresholds. In addition, Metro has a Green Construction Policy, which includes Tier 4 emission standards for off-road diesel-powered construction equipment greater than 50 horsepower and restricting idling to a maximum of five minutes. The project contractor would be required to comply with Metro's Green Construction Policy.

Air pollutant emissions associated with long-term operation of the proposed project were quantified for both stationary (building envelope and utilities) sources and mobile (buses and passenger vehicles) sources. Mobile sources emissions associated with operation of the proposed project include exhaust and brake and tire wear emissions from changes in bus route vehicle miles traveled (VMT) to and from the new station location, regional changes in highway VMT resulting from transit improvements and reconfiguration of local circulation patterns, and vehicle trips to the pick-up and drop-off area along Aviation Boulevard. Mobile source emissions were quantified using EMFAC2014, the California Air Resources Board-recommended model for calculating estimates of on-road mobile source emissions. The analysis showed that operational emissions would not exceed the SCAQMD significance thresholds. The proposed project would result in a less-than-significant impact related to exposing sensitive receptors to substantial pollutant concentrations.

The proposed project would utilize super-compliant architectural coatings as designated by the SCAQMD to reduce emissions of odorous chemicals. Given existing auto traffic from major and minor arterials adjacent to the project site, any odor impacts from the construction phase are not anticipated to be significant. Any emissions during the construction phase that create odors for nearby sensitive receptors would be addressed by enforcement of SCAQMD Rule 402 (Nuisance), which prohibits any emissions that cause injury, detriment, nuisance or annoyance to a considerable number of people. Land uses and industrial operations commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Operation of the proposed project would include a new multi-modal transportation center with light rail platforms, a bus plaza, and pedestrian and bicycle amenities to connect LAX to Metro's regional transit system and is therefore, not anticipated to create objectionable odors.

For the reasons stated above, Metro finds that these potential air quality impacts are less than significant.

7.2 GREENHOUSE GAS (GHG) EMISSIONS

The proposed project would have a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impact. The proposed project would result in a less-than-significant impact related to GHG emissions and consistency with GHG reduction plans.

Reference. Section 3.2, Greenhouse Gas Emissions, of the Draft EIR, pages 3.2-14 through 3.2-23.

Mitigation Measures. None required.

Findings. Sources of temporary GHG emissions associated with construction include off-road heavy duty equipment and on-road motor vehicle travel to and from the project site. Operational GHG emissions associated with the proposed project would be generated through electricity demand and utilities (indirect as the sources are part of other entities) of the new facilities, changes in local bus routes and vehicle trips by passengers and LAX employees creating additional vehicle miles traveled (direct) and the private vehicle activity at the new pick-up and drop-off along Aviation Boulevard (direct). The operational GHG emissions can generally be divided into stationary (facility) sources and mobile (vehicular) sources. Emissions of air pollutants that would result from construction of the proposed project were quantified using the California Emission Estimator Model. Mobile source emissions were quantified using EMFAC2014, the California Air Resources Board-recommended model for calculating estimates of on-road mobile source emissions. The analysis showed that proposed project emissions would be less than the CEQA baseline condition.

Relevant GHG reduction plans, policies, and regulations adopted by Metro include the Countywide Sustainability Planning Program, the Climate Action and Adaptation Plan, the Energy Conservation and Management Plan, and the Green Construction Policy. The proposed project would incorporate strategies to reduce energy demand and GHG emissions through promotion of alternative energy vehicle use, minimizing building electricity consumption, and decreasing water use and wastewater effluent. The proposed project would be consistent with Metro, regional, and state GHG reduction policies.

For the reasons stated above, Metro finds that these potential GHG emissions impacts are less than significant.

7.3 HAZARDS AND HAZARDOUS MATERIALS

The proposed project would have a significant impact related to hazards and hazardous materials if it would:

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Impact. The proposed project would result in a less-than-significant impact related to safety hazards associated with airports, emergency response plans, and wildfires.

Reference. Section 3.3, Hazards and Hazardous Materials, of the Draft EIR, pages 3.3-23 through 3.3-25.

Mitigation Measures. None required.

Findings. The project area is located within the LAX Airport Influence Area and is subject to Federal Aviation Administration (FAA) height restrictions. The proposed project and the past, present, and reasonably probable future projects within the Airport Influence Area are legally required by the Code of Federal Regulations to file a Form 7460, Notice of Proposed Construction or Alteration, with the FAA to make an airspace determination. This determination ensures compliance with applicable federal guidelines and eliminates the potential for an impact. The proposed project is not within the proximity of a private airstrip. The proposed project would not modify emergency/disaster routes. Per state and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the proposed project. The proposed project is not within or in close proximity to a Wildfire Hazard Area and would not be subject to wildland fires.

For the reasons stated above, Metro finds that these potential hazards and hazardous materials impacts are less than significant.

7.4 LAND USE AND PLANNING

The proposed project would result in a significant impact related to land use and planning if it would:

- Physically divide an established community; and/or

- Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Impact. The proposed project would result in a less-than-significant impact related to dividing an established community and consistency with land use policies or regulations.

Reference. Section 3.4, Land Use & Planning, of the Draft EIR, pages 3.4-13 through 3.4-21.

Mitigation Measures. None required.

Findings. Situated in a largely commercial-industrial area, the project site is bounded by roadways to the north, east and south and a Metro-owned railroad right-of way to the west. It does not adjoin any established residential communities. Further, the project site does not provide access to any residential areas or community facilities. The closest residences are located across Aviation Boulevard to the east in Manchester Square, which has been declining in residential units over the past ten years. The majority of these properties have been or are in the process of being relocated by LAWA as part of their Aircraft Noise Mitigation Program. The project proposes various access and circulation improvements such as signalized lights, crosswalks, pedestrian paths and driveways; however, vehicular ingress and egress is from the existing roadways thereby maintaining the general land use pattern and circulation configuration in the surrounding area.

Project implementation would not require any zone changes or plan amendments and the proposed project is compatible with applicable land use plans and policies. The proposed project would be consistent with the Regional Transportation Plan, City of Los Angeles General Plan, including the Mobility Element, and other state and local land use plans. In addition, the project site is located within the Airport Influence Area and is subject to FAA height restrictions. Metro is legally required by the Code of Federal Regulations to file a Form 7460, Notice of Proposed Construction or Alteration, with the FAA to make an airspace determination. This determination would ensure compliance with applicable federal guidelines.

The project site is not a critical habitat for threatened or endangered species and does not contain any candidate, sensitive or special status species. The proposed project would not conflict with any habitat conservation plan or natural community conservation plan.

For the reasons stated above, Metro finds that these potential Land Use and Planning impacts are less than significant.

7.5 NOISE AND VIBRATION

The proposed project would result in a significant impact related to noise and vibration if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; and/or
- Exposure of persons residing or working in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, to excessive noise levels.

Impact. The proposed project would result in a less-than-significant impact related construction and operational noise and vibration; permanent and temporary ambient noise levels; and noise levels associated with airports.

Reference. Section 3.5, Noise and Vibration, of the Draft EIR, pages 3.5-15 through 3.5-23.

Mitigation Measures. None required.

Findings. Noise levels would vary throughout the construction process depending on the activity and location. The Draft EIR determined that noise levels at nearby sensitive land uses would not exceed applicable significance thresholds. In addition, construction activities would comply with Section 41.40 of the Los Angeles Municipal Code and design criteria established by Metro (e.g., well-maintained equipment with effective noise control devices, such as mufflers).

The proposed project would generate operational noise associated with bus and passenger vehicle movements on and off the project site and light rail activity at the station. An analysis of combined noise levels at sensitive receptors was completed using the Federal Transit Administration guidance. The proposed project would increase noise levels by 1.0 decibels or less at sensitive receivers, and noise levels would not exceed the Federal Transit Administration impact criteria for moderate or severe impacts.

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. The proposed project would not involve impact or sonic pile driving or large vibratory rollers. Based on the anticipated equipment mix, there would be the potential for impacts to occur within 37 feet of the project site. The nearest sensitive receptors are single family residences located at 9608 – 9612 Aviation Boulevard, approximately 100 feet to the east of the project site. Therefore, the proposed project would result in a less-than-significant impact related to construction vibration.

Operational vibration would be generated by light rail activity on the Crenshaw/LAX and Metro Green LRT lines and bus activity on the roadway network. The proposed transit station would result in lower train speeds than assessed in the Crenshaw/LAX Transit Project

Environmental Impact Report/Environmental Impact Statement (EIR/EIS) because the trains will need to slow to stop at the station. Trains generate less vibration at lower speeds and vibration levels would be less than presented for the Crenshaw/LAX Transit Project, and would not result in a new impact that was not disclosed in that EIR/EIS. Regarding bus vibration, the Federal Transit Administration has stated that the rubber tires and suspension systems of buses provide vibration isolation, making it unusual for buses to cause ground-borne noise or vibration problems. Most problems with bus-related vibration can be directly related to a pothole, bump, expansion joint, or other discontinuity in the road surface. The roadway system near the project is in good condition, and project-related buses would not generate perceptible vibration.

The project site is located in the LAX noise contours and has the potential to expose people working in the project area to excessive noise levels. However, because the project site is located near LAX, existing ambient noise levels are relatively high due to aircraft noise and, the ambient noise levels are not considered excessive. The proposed project is not within the proximity of a private airstrip.

For the reasons stated above, Metro finds that impacts related to noise and vibration would be less than significant.

7.6 TRANSPORTATION AND TRAFFIC

The proposed project would result in a significant impact related to transportation and traffic if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase in hazards due to a design feature or incompatible uses;
- Result in inadequate emergency access; and/or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Impact. The proposed project would result in a less-than-significant impact related to transportation and traffic.

Reference. Section 3.6, Transportation and Traffic, of the Draft EIR, pages 3.6-15 through 3.6-29.

Mitigation Measures. None required.

Findings. Construction activities will be primarily limited to and contained within the project site, with the exception of the addition of traffic signals at the main project driveway on Aviation Boulevard and the potential installation of a second signal at the southern entry in Access Option 2. All construction and worker vehicles are anticipated to be accommodated on site throughout construction. During operation, the average increased delay at intersections would be less than the intersection traffic operations significance thresholds established by the City of Los Angeles Department of Transportation and other local jurisdictions. Construction and operational activities would be consistent with applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system in the future condition.

The Congestion Management Plan (CMP) is a state-mandated program administered by Metro's 2010 CMP that provides a mechanism for coordinating land use and development decisions. A detailed CMP analysis is not necessary because the proposed project would not add more than 150 trips to the freeway monitoring locations nor would it add more than 50 trips to the intersection monitoring locations.

The project site is within the LAX Airport Influence Area, which is subject to FAA height restrictions, but is not within a Runway Protection Zone or safety zone. The proposed project is a surface transportation and general development project and would not change air traffic patterns. Thus, the proposed project would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure and reduce regional congestion.

Changes to the roadway network would comply with standard engineering practices and design standards, and design elements would not increase roadway hazards or impede emergency access. Since the proposed project would not include a substantial new population center and is located in close proximity to four fire station, there would be no need to build a new or expand an existing fire station to serve the proposed project or add additional personnel or equipment to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

The proposed project is being developed to connect LAX to the regional transit system and is included in the Metro's 2009 Long Range Transportation Plan and the Measure R Expenditure Plan to finance new transportation projects and programs. The proposed project would consolidate bus transit services in the LAX area and provide pedestrian and bicycle amenities. In addition, the proposed project would have the capacity to accommodate both the existing and future passengers presently using the LAX City Bus Center and the Aviation/LAX transit center. The facility will be capable of handling the consolidated bus service with room for expanded frequency or additional lines in the future.

For the reasons stated above, Metro finds that impacts related to transportation and traffic would be less than significant.

8 ENVIRONMENTAL EFFECTS FOUND TO HAVE NO IMPACT

The proposed project would have either no impact or no impact when incorporating applicable laws and regulations related to the following issues: Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, Energy Resources, and Growth Inducing Effects. The Draft EIR also included that there would be no potential for impacts associated with Hazards and Hazardous Materials (proximity to a private airstrip), Land Use and Planning (conflicts with habitat or natural community conservation plans) and Noise and Vibration (noise exposure from private airstrips).

Impact. No significant impacts would occur.

Reference. Chapter 4.0, Other CEQA Considerations, of the Draft EIR, pages 4-4 through 4-30.

Mitigation Measures. None required.

Findings. Metro finds that the proposed project would not result in impacts to the above issues and no mitigation measures are required.

9 CUMULATIVE IMPACTS

The cumulative impacts analysis in the Draft EIR included projects that may occur in the project vicinity within the same timeframe as the proposed project. As such, the cumulative impact analysis considers the combined effect of the proposed project with improvements proposed by LAWA as part of the LAMP, the Crenshaw/LAX Line, Aviation/Century station, and privately developed projects in the project vicinity. Refer to Chapter 5.0, Cumulative Impacts, of the Draft EIR for a list of projects in the cumulative condition, including details related to LAWA's LAMP.

As stated in CEQA Guidelines Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from the proposed project evaluated in the EIR. Further discussion is not warranted for environmental issue areas. Metro finds that there is no potential for a cumulative impact related to:

- Aesthetics
- Agricultural Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

- Utilities and Service Systems
- Energy Resources

9.1 AIR QUALITY

AQMP Consistency. The AQMP is the applicable air quality plan, and the emissions forecasting is based on projected population and employment growth. Projects that are considered to be consistent with the AQMP would not interfere with attainment because the associated growth is included in the projections utilized in the formulation of the AQMP. However, the AQMP was prepared in 2012 and it is possible that projects developed or planned since the completion of the modeling would be inconsistent with the AQMP. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. The proposed project is included in the growth forecasts and is consistent with the AQMP. The proposed project would consolidate bus and rail transit services in the LAX area and provide pedestrian street access to the facilities. This regional connectivity to the transit network would be consistent with regional and local air quality reduction goals to increase transit ridership. The proposed project would be required to comply with all applicable SCAQMD rules and regulations that are in effect at the time of development, and would not conflict with or obstruct implementation of the AQMP. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with AQMP consistency is not cumulatively considerable.

Air Quality Standards Violations, Exposure of Sensitive Receptors to Substantial Pollutant Concentrations, and Nonattainment Pollutant Emissions. The South Coast Air Basin is currently designated nonattainment for ozone and particulate matter. Emissions generated by the proposed project combined with past, present, and reasonably probable future projects could impede attainment efforts or result in locally significant pollutant concentrations. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. Project emissions would not exceed significance thresholds and, therefore, would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with violations of air quality standards, substantial pollutant concentrations is not cumulatively considerable.

Odors. Neither the project area nor the proposed project includes land uses identified by the SCAQMD as commonly associated with odor complaints. For the reasons stated above, Metro finds that the proposed project combined with other past, present, and reasonably probable future projects would not create a significant cumulative impact.

9.2 GHG EMISSIONS

GHG Emissions and Consistency with GHG Emission Reduction Plans. Through Assembly Bill 32, the State of California has acknowledged that GHG emissions are a Statewide impact.

Emissions generated by the proposed project combined with past, present, and reasonably probable future projects could contribute to this impact. Both the proposed project and the LAMP have been approved as consistent with transportation and sustainability efforts within the City of Los Angeles. The proposed project and the LAMP together would encourage alternative modes of transportation to passenger vehicles, and improve the ability of people at existing and future transit oriented development to access LAX using the regional transit system. The proposed project would implement several defined features for sustainability, including LEED Silver minimum rating for the building structures and reduced potable water demand by using recycled water for landscaping and installing low-flow plumbing fixtures. The GHG analysis determined that the proposed project would not result in significant impacts and would be consistent with applicable GHG plans, policies, and regulations. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with GHG emissions is not cumulatively considerable.

9.3 HAZARDS AND HAZARDOUS MATERIALS

Transport, Use or Disposal of Hazardous Materials. There are multiple contaminated properties near the project site and the project site is known to have contaminated soils. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. The proposed project includes Mitigation Measures **HAZ-1** through **HAZ-4**, which would reduce impacts to less than significant levels. In addition, the proposed project would be required to comply with all applicable rules and regulations related to contaminated soils, asbestos-containing materials, and lead-based paint. Therefore, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with construction activities is not cumulatively considerable.

Regarding operational activities, the proposed project combined with past, present, and reasonably probable future projects would involve the occasional use, storage and disposal of common hazardous materials. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. The proposed project would be regulated by the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code and all other federal, state and local regulations. All hazardous materials would be required to be contained, stored and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with operational activities is not cumulatively considerable.

Release of Hazardous Materials from Upset or Accident Conditions. The proposed project combined with past, present, and reasonably probable future projects could create a cumulative impact associated with disturbance of a natural gas line and groundwater monitoring wells, as well as other Recognized Environmental Conditions. The proposed project would be required to comply with all laws, rules and regulations. In addition, the proposed project would incorporate Mitigation Measures **HAZ-1** through **HAZ-6**, which would reduce impacts to less than significant levels. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with construction activities is not cumulatively considerable.

Regarding operational activities, the proposed project combined with past, present, and reasonably probable future projects would involve the occasional use, storage and disposal of common hazardous materials that could be released during upset or accident conditions. The proposed project would be required to comply with all laws, rules and regulations that control hazardous materials. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with operational activities is not cumulatively considerable.

Hazardous Conditions at a School, Safety Hazard Near a Private Airstrip, and Wildland Fires. The cumulative condition does not include a school located within one-quarter mile of the

project site, the project site is not located near a private airstrip, and project site is not subject to wildland fires. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Located on a site that would create Significant Hazard to the Public or Environment. The project site and adjacent land uses contain several existing hazardous materials contaminations and existing groundwater monitoring wells are located on the project site. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. Hazardous materials site remediation and hazardous materials themselves are well regulated. The proposed project would be developed on contaminated site but would comply with all regulations related hazardous materials removal and monitoring. Compliance with Mitigation Measures **HAZ-1** through **HAZ-6** would ensure the proposed project would not create a significant hazard to the public or the environment. This mitigation and remediation would also eliminate the project's potential to contribute to the cumulative impact. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Safety Hazard near a Public Airport. The project area is located within the Airport Influence Area and is subject to FAA height restrictions. The proposed project and the past, present, and reasonably probable future projects within the Airport Influence Area are legally required by the Code of Federal Regulations to file a Form 7460, Notice of Proposed Construction or Alteration, with the FAA to make an airspace determination. This determination ensures compliance with applicable federal guidelines and eliminates the potential for a cumulative impact. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Safety Hazard near a Private Airstrip. The proposed project and the Related Projects are not within the proximity of a private airstrip. Therefore, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Emergency Plans. The proposed project and the Related Projects would not modify emergency/disaster routes. Per state and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the proposed project and Related Projects. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Wildland Fires. Exhibit D of the City of Los Angeles Safety Element indicates that no portion of the project area or the surrounding area is within or in close proximity to a Wildfire Hazard Area (City of Los Angeles, 1996). For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

9.4 LAND USE AND PLANNING

Division of an Established Community. Manchester Square is the only residential community that would be affected by the development of the Related Projects and currently consists of sparsely distributed multi-family residences, a small number of single-family homes and an elementary school east of the proposed project. This area is proposed to be developed by LAWA for the Automated People Mover (APM), the Intermodal Transportation Facilities (ITF) East/Consolidated Rent-A-Car Center (CONRAC) with adjacent collateral land use development. Thus, in the cumulative condition, the remaining residences and Bright Star Secondary Charter Academy would be relocated and thus considered a significant cumulative impact. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. The proposed project would have no direct or indirect effect on this change. Given the scale and nature of the proposed project as a transit station with light rail platforms, bus bays and ancillary facilities, the overall contribution of the proposed project to land use change would not be significant. For the reasons stated above, Metro finds that the proposed project's incremental contribution to that significant cumulative impact is not cumulatively considerable.

Compatibility with Land Use Plans and Policies. Project implementation would not require any zone changes or plan amendments and the proposed project is compatible with applicable land use plans and policies. Accordingly, impacts on existing land use plans and policies would be less than significant. Due to the nature of the development of the uses proposed by the Related Projects (i.e., primarily airport-serving commercial uses) in an area largely designated for LAX, LAX-related, and a mix of industrial and commercial uses; significant cumulative impacts are not anticipated. For the reasons stated above, Metro finds that proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Habitat Conservation. Neither the site nor the cumulative impact study area are identified as critical habitat for threatened or endangered species and does not contain any candidate, sensitive or special status species. Neither the proposed project nor the Related Projects would conflict with any habitat conservation plan or natural community conservation plan. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

9.5 NOISE AND VIBRATION

Exposure to Excessive Noise Levels. The potential exists for construction activities associated with the proposed project to combine with past, present, and reasonably probable future projects to create a cumulative noise impact at land uses near the project site. The project-related construction noise increase would be approximately 0.5 decibels, and would not likely evoke a community reaction. For the reasons stated above, Metro finds that the proposed project's incremental contribution to a potential significant cumulative impact is not cumulatively considerable.

Regarding operational activities, the cumulative condition includes the proposed project and Related Projects, including LAWA's LAMP. Noise generating components of the LAMP include operation of the APM and increased traffic volume due to parking and roadway improvements. The Draft EIR determined that the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact related to increased operational noise levels. A quantitative analysis demonstrated that the proposed project would constitute a small portion of operational noise in the cumulative condition. The majority of noise in the cumulative condition would be associated with LAX-related land uses, roadway noise not related to the proposed project, the Crenshaw/LAX Line, and the LAMP components. For the reasons stated above, Metro finds that the proposed project's incremental contribution to a potential significant cumulative impact is not cumulatively considerable.

Exposure to Excessive Ground-Borne Vibration. Vibration impacts typically occur within 25 feet of the source. In the cumulative condition, the nearest sensitive receptor to the project site would be the Travelodge Hotel LAX. Neither the project site nor the projects within 25 feet of the Travelodge Hotel LAX would be located within 25 feet of the Travelodge Hotel LAX. Regarding operational activities, vibration is a localized and instantaneous effect and would not differ along Aviation Boulevard in the project or cumulative condition. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Exposure to Excessive Noise Levels Associated with Public Airports. The potential for a cumulative impact related to excessive public airport noise is site specific. The Draft EIR assessed LAX-related noise levels at the project site, which were determined to be less than significant. This potential impact would be independent of Related Projects. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Exposure to Excessive Noise Levels Associated with Private Airstrips. The proposed project and Related Projects are not within the proximity of a private airstrip. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

9.6 TRANSPORTATION AND TRAFFIC

Circulation System. Construction of the proposed project and Related Projects within the study area may include temporary intermittent lane closures, although this is unlikely to be necessary on Aviation Boulevard due to the center turn median on Aviation Boulevard. In the event of road closures due to simultaneous construction activities, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. To the extent feasible, construction management plans for both the proposed project and LAWA's LAMP will be coordinated to maintain access for nearby land uses, limit lane closures, and maintain safe and adequate pedestrian protection. For the

reasons stated above, Metro finds that the proposed project's incremental contribution to a potential significant cumulative impact is not cumulatively considerable.

Regarding operational activities, cumulative conditions with Related Projects within the study area that affect local roadway circulation include the CONRAC, East and West ITFs, the APM, roadway improvements throughout the cumulative impact study area and collateral private development on the east side of Aviation Boulevard. This scenario analyzes the cumulative forecasted conditions for the year 2035, reflecting regional growth and transportation improvements identified in the Regional Transportation Plan, as well as the proposed projects within the study area. Cumulative conditions with and without the proposed project were used to determine traffic operations with the anticipated growth and transportation improvements in the cumulative impact study area. The cumulative condition also includes rerouted bus transit trips and passenger vehicle pickup and drop-off trips. The analysis demonstrated that there would be no exceedances of the applicable intersection traffic operations significance thresholds. For the reasons stated above, Metro finds that proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

CMP Analysis. The CMP is a state-mandated program administered by Metro's 2010 CMP that provides a mechanism for coordinating land use and development decisions. A detailed CMP analysis is not necessary because the proposed project would not add more than 150 trips to the freeway monitoring locations nor would it add more than 50 trips to the intersection monitoring locations. For the reasons stated above, Metro finds that proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Air Traffic Patterns. The proposed project and Related Projects are surface transportation and general development projects and would not change air traffic patterns. The overall intentions of the proposed project and Related Projects are to satisfy existing and future transit demand in the airport vicinity. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Traffic Hazards. None of the transportation system improvements proposed by the project would introduce new safety hazards at intersections or along roadway segments. Roadway improvements, including driveway access and crosswalks, would be designed to ensure the safety of all roadway users. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Emergency Access. Construction activity in the cumulative condition may include temporary, intermittent lane closures on adjacent streets and emergency access could slightly affect emergency access. These impacts would be negligible and temporary and the proposed project would be required to prepare a Construction Staging and Traffic Management Plan that would address traffic control and emergency access during construction. For the reasons

stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Regarding operational activities, changes to the roadway network would comply with standard engineering practices and design standards. Design elements would not increase roadway hazards or impede emergency access. There are four fire stations located in proximity to the project site, there would be no need to build a new or expand an existing fire station to serve the proposed project because the proposed project would not include a substantial new population center. In addition, the County of Los Angeles Sheriff's Department and the City of Los Angeles Police Department, including the Los Angeles Airport Police Division, would patrol the project area on a regular basis. Response times would be minimally affected by new development due largely to the fact that most officers respond to calls for service from the field and not from the station. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Public Transit, Bicycle or Pedestrian Facilities. The proposed project and LAWA's LAMP are being developed to enhance regional bus and rail connectivity and connectivity to LAX. The Metro Hub and ITFs would link the multiple modes of transportation. The bicycle hub on the project site would accommodate up to 150 bicycles in a secure location and additional space for up to 50 bicycles would be provided for short-term parking. The LAMP would also include bicycle facilities, a multi-use path along west side of Aviation Boulevard and other bicycle network improvements. The proposed project's transport modes would connect directly via vertical circulation elements (i.e., stairs, escalators, and elevators) to an elevated mezzanine level. The elevated walkways and interconnected mezzanines would allow safe transfers between the proposed project components and the LAMP APM station. The cumulative condition would have the capacity to accommodate both the existing and future passengers, as it would have room for expanded frequency or additional lines in the future. Under the LAMP, the LAX FlyAway service may be consolidated onto the project site to provide a single location for bus transfers. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

10 ALTERNATIVES AND MITIGATION MEASURES

10.1 ALTERNATIVES

Pursuant to Section 15060, a preliminary review of the proposed project was conducted and it was determined that the appropriate level of environmental review involved the preparation of an EIR. During the course of preparing this Draft EIR, it was determined that the proposed project would have no significant effects with the implementation of mitigation measures. Although the proposed project meets the criteria for the preparation of a Mitigated Negative Declaration (Section 15070), Metro decided to continue preparing the Draft EIR to facilitate greater public participation during the environmental review process. CEQA requires an analysis of alternatives to the proposed project to reduce or eliminate significant impacts

associated with project development. Alternatives were considered that would avoid or reduce potential impacts of the proposed project to a less than significant level.

As indicated previously, mitigations measures are required to reduce the proposed project's hazardous materials impact to a less-than-significant level. To avoid or substantially reduce this impact would require the relocation of the proposed project to an alternate site where there would be no or substantially reduced contamination and remediation requirements. While the proposed project's hazardous materials impact would be less than significant with mitigation; this analysis is provided to address alternate sites and avoid hazardous materials impacts without requiring mitigation or create a new impact that would not occur if the proposed project were built. In addition, the proposed project requires approximately 4.5 acres to accommodate the bus facility. As discussed in Chapter 6.0, Alternatives, of the Draft EIR, there are no viable alternate sites to provide a feasible alternate location for the proposed project. Therefore, the only alternative considered in the Draft EIR was the No Project Alternative, as discussed in Section 10.3 of this Findings of Fact.

10.2 FINDINGS FOR ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the EIR. As described in the Draft EIR, the No Project Alternative has been found to have the least amount of environmental impacts and is the environmentally superior alternative. If the No Project Alternative is identified as the environmentally superior alternative, the next best environmentally superior alternative must be identified.

The degree to which an alternative meets the objectives of a proposed project is discussed as part of an alternatives analysis pursuant to CEQA. The proposed project consists of series of significant transportation elements and associated infrastructure components, including the LRT platforms, to be served by the Crenshaw/LAX Line and a service extension of the Metro Green Line, a bus plaza and terminal facility for Metro and municipal bus operators, bicycle hub with secured parking for up to 150 bicycles, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) that connects passengers between the various modes of transportation. These project components are intended to provide a reliable and convenient transit option to and from LAX and the regional transit system. The stated objectives of the proposed project are to provide a reliable, fast and convenient connection for passengers traveling between the LAX area and the regional bus and rail transit system; integrate with existing and future transit connections and airport facilities; and increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and to help reduce air pollution.

10.3 NO PROJECT ALTERNATIVE

The No Project Alternative is required by Section 15126.6 of the CEQA Guidelines and would not include development related to the proposed project. The proposed project site would continue to be occupied by the existing rental car facilities, CNG fueling station and towing

storage yard. The site would continue to be characterized by low-rise industrial structures (totaling approximately 19,000 square feet) and paved surfaces. The Crenshaw/LAX Line would continue to be located on the western boundary of the proposed project site.

The No Project Alternative would include a number of differences from the existing conditions analysis. Specifically, the Crenshaw/LAX Line is scheduled for completion in 2019 and will be operating with or without development of the proposed project. Also, it is reasonably foreseeable that the No Project Alternative would include the development of a bus facility at the Aviation/Century station to provide better connectivity between bus and rail transit services. The Crenshaw/LAX Line, including the Aviation/Century station, the extension of Metro's Green Line and a proposed bus facility, were studied in the Crenshaw/LAX Transit Corridor Project EIS/EIR, which was certified by the Metro Board in September 2011 and issued a Record of Decision from the Federal Transit Administration in December 2011. Therefore, impacts of the proposed bus facility at the Aviation/Century station are not included in this assessment. The bus facility at Aviation/Century station would not be built if the proposed project is built. Most importantly, the Aviation/Century station would not provide a convenient connection to other future airport development projects such as the Airport People Mover (APM) discussed in Chapter 5.0, Cumulative Impacts, of the Draft EIR.

10.4 FINDINGS FOR THE NO PROJECT ALTERNATIVE

Metro finds that specific economic, legal, social, technological, or other considerations, make infeasible the No Project Alternative identified in the Draft EIR (CEQA Guidelines Section 15091 (a) (3)). Although the No Project Alternative would involve fewer environmental impacts and provide a regional transit connection to LAX through the Aviation/Century station it would not be integrated with the future APM and airport facilities included in the LAMP, as discussed in Chapter 5.0, Cumulative Impacts. Locating the bus facility at the Aviation/Century station would require patrons to walk to the proposed APM adjacent to the project site. This could require additional pedestrian and bicycle facilities along Aviation Boulevard. The project site was selected because of its strategic location and ability to link to existing and foreseeable transit projects. Therefore, despite being the environmentally superior to the proposed project, the No Project Alternative would not fully satisfy the project objectives.

10.5 FINDINGS FOR MITIGATION MEASURES

Metro has considered all of the mitigation measures recommended in the Draft EIR. None of the recommended measures that are within the Metro's jurisdiction have been rejected by Metro. To the extent that these Findings conclude that various proposed mitigation measures outlined in the Draft EIR are feasible and have not been modified, superseded or withdrawn, Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings of Fact, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the proposed project. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings of Fact and will be effectuated through the process of constructing and implementing the proposed project.

Notice of Determination

To:

Office of Planning and Research
U.S. Mail: *Street Address:*
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
 County of: Los Angeles
 Address: 12400 Imperial Hwy, Norwalk, CA 90650

From:

Los Angeles County Metropolitan
 Public Agency: Transportation Authority (Metro)
 Address: One Gateway Plaza
 Mail Stop 99-22-3
 Contact: Cory Zelmer
 Phone: 213-922-1079

Lead Agency (if different from above):
 Address: _____
 Contact: _____
 Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2015021009

Project Title: Airport Metro Connector (AMC) 96th Street Transit Station

Project Applicant: Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location (include county): Los Angeles

Project Description:

This Proposed Project is located in the City of Los Angeles and adjacent to the Los Angeles International Airport. The Project will add a new Metro Rail station to the Crenshaw/LAX Line at the 96th Street and Aviation Boulevard. The Project components include three new Light Rail Transit (LRT) platforms, bus plaza, bicycle hub, passenger pick-up and drop-off area, and transit center/terminal building.

This is to advise that the Los Angeles County Metropolitan Transportation Authority (Metro) has approved the above (input checked) Lead Agency or (input not checked) Responsible Agency

described project on December 1, 2016 and has made the following determinations regarding the above (date) described project.

1. The project [input not checked] will [input checked] will not] have a significant effect on the environment.
2. [input checked] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA. [input not checked] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [input checked] were [input not checked] were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [input checked] was [input not checked] was not] adopted for this project.
5. A statement of Overriding Considerations [input not checked] was [input checked] was not] adopted for this project.
6. Findings [input checked] were [input not checked] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

www.metro.net/laxconnector and at the following libraries: City of LA Central, Westchester Loyola Village Branch, City of Inglewood, Crenshaw-Imperial Branch, El Segundo, Hawthorne, Lennox and Metro

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

**MOTION FROM DIRECTORS KNABE AND RIDLEY-THOMAS
ACCELERATING THE LAX/AIRPORT METRO CONNECTOR
GREEN LINE EXTENSION TO LAX**

Connecting Los Angeles International Airport (LAX) directly to the Metro Rail System is among our highest priorities. Completing an accelerated transit connection to LAX by 2019, concurrent with the planned opening of the Crenshaw/LAX Line, would show our prospective Federal funding partners and regulatory agencies that we are serious about working with them to build a transit system that makes sense and that we value a regional rail system directly connected to LAX.

Last month the MTA Board approved a preferred alternative rail connection that moves forward into the environmental review process. However, Metro's most recent Countywide Financial Forecasting Model (FY 2013-2040, Draft Short Range Financial Plan, March 13, 2014) continues to show that Metro's piece of the LAX transit connection won't be completed until 2028. We can and should do better than having the Green Line to LAX/Airport Metro Connector Project completed by 2028, an incredible 14 years from now. Working together to successfully align our planning, advocacy and funding efforts, we can reach the goal of completing the project in less than half the time.

WE, THEREFORE, MOVE THAT THE MTA BOARD:

Instruct the CEO to report back to the Board in September at the Planning and Construction Committees and at the September 25, 2014 full Board Meeting, with written details on the strategic next steps and plan to "accelerate" completion of the Green Line to LAX/Airport Metro Connector Project, for project delivery by 2019, on a timeline that complements both the Crenshaw/LAX Light Rail Project and the South Bay Green Line Extension Project, which are connected to and share the Green Line Corridor. The report is requested to include the following:

- A. A detailed action plan that includes an array of funding alternatives, formal arrangements for working with LAWA, as well as local, state, and federal partners, to fund and implement the Green Line to LAX/Airport Metro Connector Project on an accelerated schedule to deliver the project by 2019;
- B. A specific approach to advocacy efforts with relevant federal agencies including the FTA and FAA to better coordinate and align with the federal review process, including resolving any road blocks to project funding, implementation and acceleration;
- C. A detailed timeline and the specific MTA Board actions that are needed to accelerate delivery of the project including the environmental review, or other actions that may be necessary to complement, align and expedite project delivery to match the completion date of the Crenshaw/LAX Light Rail Project in 2019.

ATTACHMENT F

June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

**MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:
 - a. Enclosed facility
 - b. Integrated APM/Light Rail station, minimizing walk distances
 - c. Concourse areas
 - d. LAX airline check-in with flight information boards
 - e. Station restrooms
 - f. Free public WiFi & device charging areas
 - g. Private vehicle drop-off area, and taxi stand
 - h. Pedestrian plaza with landscaping and street furniture
 - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
 - j. Retail (food/beverage and convenience)
 - k. L.A. visitor info and LAX info kiosk
 - l. Connectivity to Manchester Square and surrounding areas, including walkways
 - m. At a minimum, LEED Silver certification
 - n. Public art installation
 - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
 - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
 - a. Design
 - b. Schedule
 - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.



Board Report

File #: 2016-0591, **File Type:** Contract

Agenda Number: 14.

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2016**

SUBJECT: PARKING MANAGEMENT PILOT PROGRAM - PHASE II

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. **AUTHORIZING** implementation of **Phase II of the Parking Management Pilot Program at nine (9) Metro parking facilities with the option to increase to (13) facilities along Expo, Gold, Red, Green and Silver Line Metro** stations pursuant to the Operating Plan (Attachment C) for four (4) years;
- B. **AMENDING** Metro’s Parking Ordinance Administrative Code 8 (Attachment D) and Metro’s Parking Rates and Fee Resolution (Attachment E) in support of the implementation of the Parking Management Pilot Program; and
- C. **AUTHORIZING** the Chief Executive Officer to award a four (4)-year firm fixed price Contract No. PS6264800 to L&R Group of Companies DBA Joe’s Auto Parks in the amount of \$8,388,277 to implement Phase II of the Parking Management Pilot Program 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 approved actions to implement the first phase of the Parking Management Pilot Program (Pilot Program) at the March 2016 Board Meeting. This Contract is to procure additional parking equipment and parking management services for the second phase of the Pilot Program at up to thirteen (13) locations for a four (4) year period. The actions in this Board report will allow for implementation of Phase II of the Pilot Program. If approved, the program will begin operating in the first quarter of 2017 and is anticipated to generate \$10.1 million in net revenue over four (4) years.

DISCUSSION

In August 2016, staff provided an update on the Pilot Program Phase I at the three (3) Expo II stations that opened in May 2016. The proposed Pilot Program Phase II will be initially expanded at up to six (6) Metro-owned park and ride locations and at an additional four (4) Caltrans-owned locations pending an amendment of the Operating and Maintenance agreement between Caltrans and Metro (currently in negotiations). The Pilot Program has identified a total of 13 locations, along with a proposed pricing schedule, as described below.

Parking Management		Pilot Program Pricing Schedule			
Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	# of Parking Spaces
Expo/Bundy	Expo	\$3	\$49	\$25	214
Expo/Sepulveda	Expo	\$3	\$39	\$25	256
17th St/SMC	Expo	\$3	\$59	\$45	63
La Cienega/Jefferson	Expo	\$3	\$59	\$45	485
APU/Citrus	Gold	\$3	N/A	N/A	200
Irwindale	Gold	\$3	\$39	\$25	350
Atlantic	Gold	\$2	\$29	\$20	284
Universal	Red	\$3	\$55	\$45	546
North Hollywood	Red	\$3	\$59	\$45	1,310
*Norwalk	Green	\$2	\$39	\$25	1,720
*Lakewood	Green	\$2	\$39	\$25	299
*Aviation	Green	\$3	N/A	\$25	390
*El Monte	Green	\$2	\$39	\$25	1,809
Total					7,926

* Caltrans owned locations

The parking for the Culver City Station site is anticipated to be temporarily relocated during construction of a city development project on the site and, therefore, has been removed from the Pilot Program. The transit parking will be temporarily relocated to the Culver Ince/Robertson garage and will be operated in cooperation with the City of Culver City and revenues will accrue to Metro that are not considered in this report.

Since the Foothill Extension opened for operation in March 2016, parking demand at the Sierra Madre Villa station has dramatically declined. Therefore, Sierra Madre Villa has also been removed from the Pilot Program. In contrast, due to the overwhelming parking demand along the Foothill Extension, two (2) Gold Line stations have been added to the Pilot Program: the APU/Citrus and Irwindale stations. In addition, Metro’s preferred permit parking program has been implemented at the Downtown Azusa station.

The goal of the Pilot Program is to actively manage parking demand at highly occupied parking facilities and operate the parking facilities between 85% to 90% occupancy levels. These occupancy levels are the levels which maximize the utilization of a parking facility.

Phase I Pilot Program

Phase I of the Pilot Program was implemented at the three Expo II stations that opened in May 2016: 17th Street/Santa Monica College, Expo/Bundy and Expo/Sepulveda stations.

Data at these locations continues to be collected and analyzed on a daily basis. The results will be used to further study and develop the parking management alternatives for the Supportive Transit Parking Program (STPP) Master Plan. To date, occupancy at these stations has ranged from 30% to 50%.

The current transit user parking rate is \$2.00 per 24 hour or \$39.00 per month at the Expo II locations. Both monthly parking and daily parking permit holders are required to provide evidence that they used transit to be eligible to park. Parking Management and TAP have developed the TAP identifier software which allows for ridership transactions to be verified by the parking equipment. This function reduces the number of non-transit users taking advantage of the affordable parking price at Metro parking facilities. This function is also applied to Metro's preferred permit parking program. Monthly permit holders are required to maintain a minimum of ten (10) daily transactions to stay in the program. Since the implementation of the program, staff has observed transit patrons arriving to the new Expo stations by bus and carpool instead of single occupancy vehicles.

Preferred Permit Parking Program

The 10-day transit ridership requirement was also implemented in May 2016 at all Metro parking facilities with the preferred permit parking program. During the first month of its implementation, over 200 permit holders decided to drop off from the program, presumably because they could not meet the 10 trips per month minimum requirement. Due to the reduction of permit customers, staff has been able to accommodate the majority of patrons on a waiting list for North Hollywood and Universal City stations. In the first month of the new policy's implementation, 300 registered permit holders were identified as not using the transit system for at least 10 daily trips. This is in addition to those that did not ride the system at all.

As a result of this new program requirement, approximately 500 permit holders were identified as non-transit users but willing to pay for parking to park at a Metro parking facility. This active parking demand management has allowed staff to shift these spaces from non-transit users and accommodate transit patrons who use transit on a regular basis. The TAP identifier software tool has proven to be a valuable tool to our transit parking program and has allowed Parking Management to proactively retain Metro's parking resources for transit patrons.

Phase II Pilot Program Preparation

Concurrent with the implementation of Phase I of the Pilot Program, Parking Management staff initiated a procurement for a revenue generating contract for the implementation of Phase II. Once the new contract is executed, all Pilot Program locations will be operated under the new contract. A revenue projection and operating expense budget summary for the entire Pilot Program including the Caltrans locations is shown below:

	Projected Revenue	Total Operating Cost	Net Income
Year 1	\$4,684,929	\$2,226,398	\$2,458,531
Year 2	\$4,684,929	\$2,080,892	\$2,604,037
Year 3	\$4,684,929	\$2,109,756	\$2,575,173
Year 4	\$4,684,929	\$2,140,001	\$2,544,928
TOTAL	\$18,739,716	\$8,557,047	\$10,182,669

*Budget includes all Caltrans locations

Staff anticipates implementation of all Phase II locations by February 2017.

Pricing Schedule

The initial pricing schedule for the Pilot locations is listed in the first table of this report. Daily parking rates will be implemented at all of the Pilot Program locations, and spaces will be available on a first come, first served basis.

Monthly permit holders will be required to demonstrate, at a minimum, ten (10) daily ridership transactions per month, using a TAP card. Monthly parking permit holders with less than six (6) ridership transactions by the 15th of the month will receive an email reminder that they have to maintain ten (10) daily ridership transactions per month to maintain the minimum number of transactions required to purchase their monthly permit for the following month.

Implementation of the Pilot Program required the amendment of Metro’s Parking Ordinance (Attachment D) and Parking Rates and Permit Fee Resolution (Attachment E). The first amendment to the fee resolution was in March 2016 with the introduction of the Pilot Program. Since March 2016, the Pilot Program locations have changed. Changes in the fee resolution only reflect the additional stations which have been added to the Pilot Program and an update of the violation fee schedule.

Carpool Monthly Rate

The Pilot Program will also offer monthly carpool parking at all of the Pilot Program locations at a discounted rate. The rates are listed in the pricing schedule included in this report. Through the carpool program, permit holders will be required to register a minimum of three (3) TAP card users with three (3) vehicle license plates and only one of the cars can park at a time.

Non-Transit Rider Rate

During the August 2016 Planning and Programming Committee meeting, Director Solis instructed staff to explore the possibility of providing shared use public parking for non-transit users. A similar request was proposed at a Regional Service Council meeting. Therefore, staff has explored the possibility of a non-transit rider rate. As part of the amendment to the Parking Rate and Fee Resolution, staff is recommending implementing a non-transit rider rate after 11:00 am at selected

parking facilities with a three (3) hour parking time limit. This will only be available after commuter ingress peak hours and on a first come, first served basis. Recommended locations and rates are shown below.

Non-Transit Rider User Rates		
Recommended Locations	Rate (per 3 hour period)	Time Limit
Expo/Bundy	\$5.00	3 hour time limit after 11 am
Expo/Sepulveda	\$5.00	3 hour time limit after 11 am
17th Street/SMC	\$5.00	3 hour time limit after 11 am
La Cienega/Jefferson	\$5.00	3 hour time limit after 11 am
Atlantic	\$3.00	3 hour time limit after 11 am
North Hollywood	\$10.00	3 hour time limit after 11 am

The purpose of the non-transit rider rate is to accommodate non-transit users who use Metro parking resources for short-term visits and provide an amenity to the adjacent community. For example, at the Atlantic station, staff is proposing a \$3.00 rate per three (3) hours. Through this program, the public will be able to park in a Metro parking facility to visit the doctor’s offices or adjacent businesses after 11:00 am, which is outside of the commuters’ peak ingress hours. Time limits will be enforced by Metro parking enforcement.

Ridership Implications

Based on the boarding and parking data from Phase I of the Pilot Program at three Expo II stations, implementation of the program has not caused any negative impacts on ridership. Only a small portion of transit patrons arrive Expo II stations by driving: 17th Street/SMC (3%), Expo/Bundy (6%) and Expo/Sepulveda (9%). These findings are consistent with the parking data from other Metro parking facilities that provide free parking including: North Hollywood, Universal and Atlantic, all of which have less than 15% of patrons that arrive by driving.

Stations	Weekday Boardings (Average)	Parking Utilization	% of park and Ride at Station
17th St. / SMC Station	1,111	32	3%
Expo/Bundy	1,140	65	6%
Expo / Sepulveda Station	1,112	100	9%

*Transit patrons parking required to present TAP card for ridership verification at Expo II Stations

Station	Weekday Boardings (Average)	Parking Utilization	% of Park and Ride at Station
North Hollywood	15,841	1,426	9%
Universal City	6,945	903	13%
Atlantic	2,138	172	8%
Culver City	4,713	568	12%

*No TAP card ridership verification required and free parking provided

Other arrival methods include bike, walk-up, drop-off, and ride-share. Transit patrons can also choose to park at other Metro parking facilities that continue to offer free parking. Based on this data, staff does not anticipate negative impact on ridership for Phase II of the Pilot Program.

However, if significant drops in ridership occur, the Pilot Program will capture that data and adjust pricing accordingly.

Civil Rights Considerations

There is no disparate impact and no disproportionate burden for minority and poverty riders associated with the proposed Pilot Program. Based on data collected through Metro’s Spring 2016 Customer Satisfaction Survey, both the minority and poverty shares of Metro’s impacted riders (park and ride users) is lower than Metro’s system-wide minority and poverty shares. Specifically:

- The minority share for system-wide bus users is 92% compared to 87% for bus park and ride users. The minority share for rail system-wide users is 80% and the minority share for rail park and ride users is 68%.
- The poverty share for system-wide bus users is 62% and poverty share for park and ride users is 28%. The poverty share for rail system-wide users is 41% and the poverty share for rail park and ride users is 1%.

Operating Plan - Summary

Phase II of the Pilot Program will be utilizing a fully automated parking management system. The system will combine a License Plate Recognition (LPR) system, TAP card ridership identifier software, and payment processing solutions. On-site parking attendants will be available to provide customer service and technical support. Patrons will be able to pay on site, online or via a mobile payment solution. Payment will be accepted in the form of cash, credit cards or mobile payments transaction. The automated parking facilities will be available and accessible to transit patrons 24 hours a day and seven (7) days a week throughout the year. During non-peak hours when parking is available, without parking attendants on duty, customer assistance will be available via an intercom system that connects to a customer service center. The customer service center is available 24 hours a day and seven (7) days a week throughout the year. For those patrons that leave the parking facility with an outstanding transaction, the parking fee will be billed through the DMV record together with an administration fee.

Labor Relations

Staff has met with Labor Relations to discuss any potential issues associated with the implementation of the Pilot Program. Staff has drafted a protocol letter for the Pilot Program. The letter states that, for the duration of the Pilot Program (four years), Parking Management staff and Joe's Auto Parks will handle all aspects of Pilot Program implementation, including deploying customer service ambassadors capable of collecting revenue and the installation of parking equipment. In addition, it was agreed to have respective ATU bargaining unit members provide appropriate electrical power to all necessary systems at all the project locations.

Outreach Program

The Operating Plan includes an outreach and communication program. Upon approval of Phase II of the Pilot Program, staff will launch a stakeholder and transit user outreach program and communications process, working in conjunction with the Community Relations and Communications Departments. Outreach efforts will include:

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

Once Phase II of the Pilot Program is implemented, should there be price adjustments on monthly or daily parking rates, staff will utilize email, windshield flyers distribution, signage and social media to inform patrons of any changes. Patrons in the monthly permit program will be given 30-days' notice prior to pricing adjustments. Patrons in the daily program will receive a fourteen (14) day notice.

DETERMINATION OF SAFETY IMPACT

Phase II of the Pilot Program will not create any safety impacts because it will operate within the existing infrastructure. Phasing of the Pilot Program will only require the purchase and installation of equipment and signage. Customer service ambassadors will be at the facilities at the beginning of the Pilot Program to provide additional assistance to transit patrons during operating hours and on an as-needed basis once fully operational. Customer service ambassadors will improve safety at the facilities as their presence will discourage theft and vandalism at the facilities. These ambassadors will also be able to report incidents to Metro Security.

FINANCIAL IMPACT

Implementation of the Parking Management Pilot Program will not have an impact on Metro's expense budget. Staff anticipates the Pilot Program will generate \$18,739,716 in gross revenue and \$8,557,047 in operating costs in the four (4)-year period after all thirteen (13) locations are in operation. The operating costs are primarily equipment and labor, and will allow for anticipated net

revenue of \$10,182,669 with approximately \$2,545,667 per year. There will be no impact to any local, state or federal funds.

Impact to Budget

Staff anticipates generating approximately \$500,000 in net revenue to be deposited in Account 40707 for Parking Revenue in FY17 and \$2.4 million in FY18 after deductions for equipment and labor costs. Funds generated by this program will contribute to the RAM internal savings accounts.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize staff to move forward with Phase II of the Pilot Program and related implementation activities. This is not recommended as it is a large component of the STPP Master Plan and the examination of a longer-term strategy for managing parking demand using an affordable parking pricing program and creating a self-sustaining parking program. Implementation of the Pilot Program supports the already approved Phase I Pilot Program. Award of the contract to Joe's Auto Parks is also necessary for the implementation of Phase II as well as ongoing operation of Phase 1. In addition, the Pilot Program results will support the completion of the STPP Master Plan. Staff has already extended the contract with the parking consultant for the Master Plan through September 2017 to ensure incorporating the results and findings from the Pilot Program within the STPP Master Plan. The Pilot Program is also part of the Board-adopted RAM Initiative.

The Board may choose to implement a Pilot Program in a different manner such as setting a nominal charge for parking at selected facilities. Staff does not recommend this approach because it lacks flexibility to adjust to demand at different stations and may not include TAP integration. Any modifications to the existing program would further delay this program and the completion of the Master Plan.

NEXT STEPS

Parking Management staff will return to the Board in May 2017 to provide findings on Phase II of the Pilot Program. Parking Management staff will return to the Board in June 2017 for the introduction of Parking Management Alternatives and provide an update on the STPP Master Plan. Upon approval by the Board, staff will execute Contract No. PS6264800 with L&R Group of Companies DBA Joe's Auto Parks in the amount of \$8,388,277 to implement Phase II of the Parking Management Pilot Program.

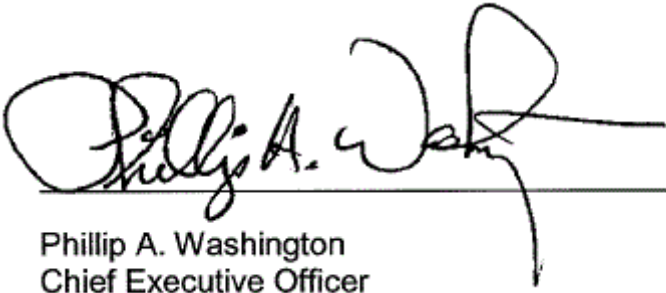
ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Parking Management Pilot Program - Phase II Operating Plan
- Attachment D - Metro Parking Ordinance
- Attachment E - Metro Parking Rates and Permit Fee Resolution

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Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PARKING MANAGEMENT PROGRAM/PS6264800

1.	Contract Number: PS6264800	
2.	Recommended Vendor: L&R Group of Companies DBA Joe's Auto Parks	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 6/27/16	
	B. Advertised/Publicized: 6/27/16	
	C. Pre-Proposal/Pre-Bid Conference: 7/11/16	
	D. Proposals/Bids Due: 8/11/16	
	E. Pre-Qualification Completed: 10/5/16	
	F. Conflict of Interest Form Submitted to Ethics: 9/30/16	
	G. Protest Period End Date: 11/18/16	
5.	Solicitations Picked up/Downloaded: 35	Bids/Proposals Received: 2
6.	Contract Administrator: Ana Rodriguez	Telephone Number: (213) 922-1076
7.	Project Manager: Frank Ching	Telephone Number: (213) 922-3033

A. Procurement Background

This Board Action is to approve Contract No. PS6264800 issued to implement Phase II of the Parking Management pilot program through a revenue generating contract to convert nine of Metro's parking facilities to paid parking facilities with the option of increasing to thirteen facilities over the course of four years. Board approval of contract awards are subject to resolution of all properly submitted protests.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. This RFP was issued without an SBE/DBE/DVBE goal as this is a revenue generating contract that does not utilize local, state, or federal funds.

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

- Amendment No. 1, issued on July 15, 2016 extended the RFP due date through August 11, 2016.

A pre-proposal conference was held on July 11, 2016 and was attended by 17 participants representing 14 firms. There were 30 questions asked, and responses were released prior to the proposal due date.

A total of 35 firms downloaded the RFP and were included on the planholders' list. A total of two proposals were received on August 11, 2016.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro and the 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:

- | | |
|---|------------|
| • Firm's qualifications | 10 percent |
| • Key Personnel | 10 percent |
| • Operation, Budget, Staffing and Accounting Plan | 30 percent |
| • Customer Service Plan and Training | 5 percent |
| • Auditing Procedures and Reporting Samples | 5 percent |
| • Parking Equipment Proposal | 10 percent |
| • Mobile Payment Solution | 10 percent |
| • Price | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements for parking management services. Several factors were considered when developing these weights, giving the greatest importance to the operation, budget, staffing and accounting plan at 30 percent.

From August 12, 2016 through August 18, 2016, the PET completed its independent evaluation of the proposals received. Both proposals were determined to be within the competitive range and are listed below in alphabetical order:

1. L&R Group of Companies DBA Joe's Auto Parks
2. SP+ Municipal Services

The PET interviewed both firms on August 25, 2016. Each firm presented their proposed key personnel including the proposed facilities manager, elaborated on their understanding of the statement of work, expanded upon their proposed operation plan and implementation strategy, and responded to the questions posed by the PET.

In general, each team's presentation focused on the experience of their proposed facilities manager and the team's implementation of their operation plan. Also highlighted was their equipment and mobile payment solution providers including a discussion on their systems integration and capabilities.

After the interviews, discussions were held with both proposers to clarify that living and prevailing wages were included, proposed labor was maintained throughout the four years, and that ongoing operation costs of the revenue equipment was also included.

Based on the discussions, Best and Final Offers (BAFOs) were requested from both firms and received on September 15, 2016.

Qualifications Summary of Firms within the Competitive Range:

L&R GROUP OF COMPANIES DBA JOE'S AUTO PARKS

L&R Group of Companies DBA Joe's Auto Parks (Joe's Auto Parks) has been involved in municipal parking operations for over 50 years and manages over 85 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 best qualified firm to perform the proposed scope of work.

The proposed operations team has proven experience and a long history of parking management in some of the largest facilities in Los Angeles. Recent projects include the management of the Ace Hotel parking, Onni Properties parking, Off Airport parking at the Los Angeles International Airport, and a 24-year contract for the County of Los Angeles consisting of 58 parking facilities with over 30,000 spaces. The proposed team demonstrated their familiarity with the geographic area and conveyed their understanding of Metro's objectives for this program.

Joe's Auto Parks operation, staffing, budget, and accounting plan was thorough and clear. The proposal provided a detailed operation plan enumerating the deliverables that would be submitted daily, weekly, monthly and quarterly, command center operations, transition plan, and management reporting. The staffing plan was tailored to each facility with varying ambassadorial coverage throughout the week and weekend based on anticipated patron levels. The proposal also provided an accounting plan describing cash handling policy, revenue collection, deposits, and daily reconciliations. Joe's Auto Parks also proposed an independent auditor that would provide quality customer service audits for the life of the contract. Additionally, the proposed mobile payment solution provider, Passport, is a reputable firm with a powerful platform that allows for customization of services and provides the consumers four different ways to pay (mobile application, web, interactive voice response, and short message service). Passport also has the capability to expand the services they provide beyond the mobile payment solutions should Metro require additional services in the future. Overall, Joe's Auto Parks' proposal provided a complete, detailed and thorough solution that fulfills Metro's requirements for this project.

SP+ MUNICIPAL SERVICES

SP+ Municipal Services (SP+) is one of the largest parking management service providers in the United States. SP+ is experienced in providing parking services to municipalities such as the cities of Newport Beach, Riverside, Santa Ana and Santa Monica in California and other cities throughout the country.

SP+'s proposal documented their past experience well; however, their operating, staffing, budget, and accounting plan provided a minimal amount of information. The operation plan included a brief description of the challenges of transitioning from free parking to paid-parking; however, SP+ did not expand the operation plan to include any discussion of assumptions, labor hours and rates, potential risks that could affect day to day operations, and deliverables. Also, the staffing plan allocated a blanket four hours of ambassadorial service for each facility every day during the week and did not provide ambassadors during weekends at any facilities.

In regards to the proposed project team, SP+'s proposal did not include a facilities manager as the position was to be determined. While they did present their choice for a facilities manager at the interview, the proposed manager was new to the SP+ firm having recently relocated from outside the state. His primary experience was with parking and transportation services for Universities.

SP+ is a large and experienced firm, but ultimately did not provide Metro with a comprehensive plan that demonstrated their 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	Joe's Auto Parks				
3	Firm's Qualifications	90.00	10.00%	9.00	
4	Key Personnel	93.30	10.00%	9.33	
5	Operation, Budget, Staffing and Accounting Plan	90.00	30.00%	27.00	
6	Customer Service Plan and Training	93.33	5.00%	4.67	
7	Auditing Procedures and Reporting Samples	76.60	5.00%	3.83	
8	Parking Equipment Proposal	90.00	10.00%	9.00	
9	Mobile Payment Solution	100.00	10.00%	10.00	
10	Price	91.05	20.00%	18.21	
11	Total		100.00%	91.04	1
12	SP+				
13	Firm's Qualifications	90.00	10.00%	9.00	
14	Key Personnel	83.33	10.00%	8.33	
15	Operation, Budget, Staffing and Accounting Plan	71.67	30.00%	21.50	
16	Customer Service Plan and Training	86.67	5.00%	4.33	
17	Auditing Procedures and Reporting Samples	76.60	5.00%	3.83	
18	Parking Equipment Proposal	83.33	10.00%	8.33	
19	Mobile Payment Solution	83.33	10.00%	8.33	
20	Price	100.00	20.00%	20.00	
21	Total		100.00%	83.65	2

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition including BAFOs, an independent cost estimate (ICE), price analysis, technical analysis, and fact-finding. Joe's Auto Parks included a consulting firm, Park Consulting, a Metro certified SBE firm, to perform customer service audits of the command center and field staff, to ensure high quality customer service.

Metro's ICE includes the purchase of revenue generating equipment and operating costs for the parking facilities. The difference between the ICE and the negotiated

amount are due to overestimated expenses such as the purchase price and installation of revenue equipment, license plate recognition equipment, operating costs and management fees. Also, the ICE included a parking tax of \$1,755,489 over the four year period of performance which was recently waived by the City of Los Angeles.

	Proposer Name	Best and Final Offer Amount	Metro ICE	Negotiated Amount
1.	Joe's Auto Parks	\$8,388,276.84	\$14,229,598.33	\$8,388,276.84
2.	SP+	\$7,636,797.32	\$14,229,598.33	

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 four year contract term on a monthly basis. Metro will receive the net revenues collected from the contractor estimated at \$10,182,669 over the four year operating period.

D. Background on Recommended Contractor

The recommended firm, L&R Group of Companies DBA Joe's Auto Parks, is headquartered in Los Angeles, California, and has been in business for over 50 years. As one of the largest parking property owners in the country, L&R operates two parking divisions, one of which is Joe's Auto Parks, which is one of Los Angeles' largest parking operators with more than 85 locations in downtown alone.

The proposed team is composed of Joe's Auto Parks and one subcontractor (Park Consulting, a Metro certified SBE). The assembled team is experienced in managing large-scale parking facilities and the proposed facilities manager has 11 years of experience in the parking industry including the management of parking facilities for the City of Inglewood and the City of Long Beach. Currently, Joe's Auto Parks is a subcontractor on Phase I of the Parking Management pilot and has performed satisfactorily.

DEOD SUMMARY

PARKING MANAGEMENT PROGRAM/PS6264800

A. Small Business Participation

For this revenue generating procurement, the Diversity and Economic Opportunity Department (DEOD) determined that a goal is not applicable. However, L&R Group of Companies DBA Joe's Auto Parks proposed to utilize the services of a Small Business Enterprise (SBE) firm.

B. Living Wage and 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 \$16.18 per hour (\$11.27 base + \$4.91 health benefits), including yearly increases of up to 3% of the total wage. 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.

METRO PARKING MANAGEMENT PILOT PROGRAM PHASE II OPERATING PLAN

1.0 OBJECTIVE

The objective of the Pilot Program is to implement a self-sustaining parking solution to retain and improve parking resources for Metro transit patrons. The second phase of the Pilot Program will implement at nine (9) locations and potentially expand up to thirteen (13) locations. It will test approaches to a fee structure, fee collection, facilities management, automated parking management equipment and enforcement needs. The pilot program will be in place for at least two (2) years, and is anticipated to lead into the permanent implementation of the program at additional locations.

The second phase of the Pilot Program will utilize a “toll road” concept automated parking management system. The system will combine a License Plate Recognition (LPR) system, TAP card ridership identifier engine and payment processing solutions. Phase II of the program will operate as a fully automated program, eliminating the need for onsite parking facility cashiers. On-site parking attendants will be available to provide customer service ambassador service only and will not process revenue transactions.

2.0 TRANSIT PARKING PAYMENT PROCESS

2.0.1 Overview

The Pilot Program will offer an affordable daily parking rate to parkers that can verify use of the Metro system as well as other providers using TAP cards, within a 96-hour period. Verification will be provided by linking the automobile license plate to a valid TAP card. Non-transit riders will be rejected to park or will have to pay a much higher daily parking rate. Daily and monthly parking fees will be available as well as a Carpool Program options. The Pilot Program will not replace the existing Preferred Permit Parking program, which provides assigned parking spaces for a daily or monthly fee. A summary fee table for initial implementation of the Pilot Program is described in more detail in the table below:

Parking Management Pilot Program – Operation Plan

Parking Management Pilot Program Pricing Schedule					
Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	# of Parking Spaces
Expo/Bundy	Expo	\$3	\$49	\$25	214
Expo/Sepulveda	Expo	\$3	\$39	\$25	256
17th St/SMC	Expo	\$3	\$59	\$45	63
La Cienega/Jefferson	Expo	\$3	\$59	\$45	485
APU/Citrus	Gold	\$3	N/A	N/A	200
Irwindale	Gold	\$3	\$39	\$25	350
Atlantic	Gold	\$2	\$29	\$20	284
Universal	Red	\$3	\$55	\$45	546
North Hollywood	Red	\$3	\$59	\$45	1,310
*Norwalk	Green	\$2	\$39	\$25	1,720
*Lakewood	Green	\$2	\$39	\$25	299
*Aviation	Green	\$3	N/A	\$25	390
*El Monte	Green	\$2	\$39	\$25	1,809
T total					7,926

* Caltrans owned locations

* *Fees may be adjusted pursuant to the process described in Section 2.0.5.

2.0.2 Automated Parking Management System

Automated Parking Management System devices, included TAP Card/ridership verification, License Plate Recognition system (LPR), pay machines will be install at all the Pilot Program Metro parking facilities. Mobile payment solution will also be available for the Pilot Program locations. The LPR system will capture all vehicles enter and exit Metro parking facilities. The pay machines will have the capability of reading TAP cards for ridership verification and provide pay by license plate function. Pay machines will capable to accepting cash and credit cards on-site. Patrons can simply enter their license plate number and present their TAP card to obtain the transit parking rate and pay for their parking fee prior exiting the parking facility. The LPR will capture the vehicle's exit and complete the transaction. LPR system will also retain records for remaining vehicles inventory and outstanding transactions (exit without payment process) for posting billing process.

2.0.3 Transit User Identification

A parking patron is considered a transit user if they use the system, or transit provided by other systems using a TAP card, within 96 hours of parking at a Metro Transit Parking facility. The time period of 96 hours can occur prior to or after the patron parks their vehicle. The TAP card reader will allow the automated parking management system to verify transit versus non-transit riders. TAP card readers will be installed on the pay machines. Transit patrons can simply present their TAP card at the pay machine. Once the TAP card is read, the last transaction will be identified. If that transaction happened within the last 96 hours, the patron is eligible for the affordable transit patron parking rate. Transit patrons can pay for their parking with their license plate information after they obtained the transit parking rate. Pay

machines accept cash and credit card payments. This function will apply to all daily transit users who choose to pay for their parking at the pay machines upon their return to pick up their vehicles.

Transit patrons can also use the mobile payment option to pay. Patrons will be able to simply download the pay by phone app and only need to register once with their personal and TAP card information. Transit user can use the mobile app to pay with their license plate number. Since the TAP card information had already registered, the TAP verification will be automated.

Any un-identifiable parking customers or unpaid transactions will be recognized by the exit LPR system, then submitted to DMV through Metro's Parking Permit Processor (iParq). The registered owner of the vehicle will then be issued a violation of unpaid transaction and billed for collection of the non-transit user parking rate within 21 calendar days.

2.0.4 Parking Fee Transactions

There are 3 types of parking fee transactions: Daily Parking, Monthly Parking and Carpool

Daily Parking Transactions

All the parking facilities will operate under an automated configuration. No cashiers will be available at the entrance or exit lanes. Patrons are not required to stop at the entrance or exit lanes. The LPR system will recognize and retain an inventory record for parking fee collection processing. The parking fee will be determined by the Transit User Identification Process described above. Customer can choose to pay for their parking fee at the pay machines or use mobile pay option. Once the parking rate is determined, the patron's license plate will be notated and their payment (cash or credit card) will be processed. Their license plate will be entered into the system and serve as proof of payment. A receipt will be given by request only. Patrons can exit the parking facilities and the LPR system will capture the exit and close the Daily Parking transaction.

Any un-identifiable parking customers or unpaid transactions will be recognize by the exit LPR system, then submitted to DMV through Metro's Parking Permit Processor (iParq). See section 2.0.3

Monthly Parking Transactions

The patron will arrive at the parking facility and the LPR system will recognize its eligibility. Once verified, the patron may park their vehicle without accruing any

additional parking fees. A physical monthly parking permit will also be display on the vehicle for enforcement purpose.

If the patron's permit is not valid, they will be responsible for paying the appropriate daily parking fee per the processes described above.

Monthly Parking permits will be sold on a monthly basis and will be available for online purchase. These permits will require transit users to provide their TAP card number in order to be eligible for the permit. Once issued, the patron must maintain a minimum of ten (10) daily transactions using their TAP card, per month, in order to renew their permit for the following month.

Monthly Carpool Program

A Monthly Carpool Parking Program will be implemented at all locations. At selected locations, a Carpool Program may be the only monthly parking option to reduce parking demand. In order to be eligible for this program, a minimum of 3 patrons must register their TAP card numbers and license plate numbers through the online customer portal. In order to retain eligibility, each registered TAP card must maintain a minimum of ten (10) daily transactions, per month.

Once registered and paid, a Monthly Carpool Permit will be issued. This permit must be displayed in the windshield of the vehicle used for the carpool for enforcement purpose. LPR system will also recognize its eligibility and ensure only one out of the three registered vehicle in the account entered the facility. Only one of the registered vehicles will be able to enter the parking facility with the Carpool Permit. If another vehicle that is registered to the Carpool Permit enters the parking facility, they will be expected to pay the prevailing daily parking rate.

2.0.5 Parking Rates and Permit Fee

All parking rates and permit fees will be collect according to the adopted Metro Parking Rates and Permit Fee Resolution without exceptions. The Daily Parking rate calculation is based on a 24 hour cycle. Monthly Permit Parking is based on the first day to the last day of the calendar month cycle. All parking rates and permit fees are applied 24 hours a day, 7 days a week.

Pricing Adjustments

Staff will assess the impacts of the Pilot Program every two (2) months, identifying occupancy levels (targeted at 85%), any impacts on ridership and other factors based on feedback from transit patrons and the parking attendants. Based on these factors, parking rates may be adjusted. The Pilot Program will have a maximum parking fee of \$5.00 daily and any pricing adjustments will require 30 days' notice (both increases

and decreases). Pricing adjustments shall not occur more frequently than every two months.

3.0 OPERATIONAL PLAN

3.0.1 Parking Facilities

Each facility can be described as either an Automated Parking Facility or a Permit Only Parking Facility. Automated parking facilities will have parking attendants to perform as customer service ambassadors to assist our customers, generally from 4:00pm to 8:00pm. Permit Only Parking Facility will be depend on permit enforcement operation.

Automated Parking Facilities

Automated Parking Facilities will be available and accessible for transit patrons 24 hours a day and 7 days a week throughout the year. Parking attendants will be available during operating hours, between 4:00pm to 8:00pm to assist transit user and available to answer general customer service questions. Parking attendants will also inventory the parking facilities at the beginning and the end of their shift to and identify unreadable license plates, such as dealer plate, and international plates. Parking attendants will consolidate all the information and submit to Metro parking permit processor to ensure all outstanding transactions are billed properly. Please refer to section 2.0.3 for the process of handling un-identifiable parking customers and the unpaid transaction process.

Other hours will be unattended and self-service. Any patrons need any assistance during after hour can use intercom at the pay machines to connect with customer service center 24 hours a day.

Permit Only Parking

The Expo/Bundy on-street parking spaces and Downtown Azusa Parking Facility are two facilities that will operate under permit only parking configuration. The Expo/Bundy parking facility consists of 250 on-street parking spaces. For the Pilot Program, 175 of these spaces will be available only through Monthly Parking Permits. The remaining 75 will be daily permit parking. Downtown Azusa Parking Facility consists with 186 Metro transit patrons' parking spaces on the top two levels of the facility. All 186 of these spaces will available only through Monthly Parking Permits. Patrons can pay for their monthly or daily permit parking fee either through a mobile application, by dial-in to a customer service provider or online. These parking spaces are for transit parking only and will be patrolled by officers of Metro-authorized parking enforcement agencies. Any violators will be subject to issue a citation or tow.

3.0.2 Parking Revenue Collection and Reporting

As mentioned above, Automated Parking Facilities will accept cash, credit card and mobile payment. Parking Management Operator (Operator) will collect all the daily parking revenue via different payment solutions. In addition to parking attendants, Operator will provide revenue collection staff to retrieve cash revenue from all pay machines, and reconcile with daily revenue report generate by the Automated Parking Management System. All cash revenues are required to be deposited in the bank daily. Credit card transactions processing and mobile payment transactions shall also be reconciled daily. Operator is anticipated to provide daily revenue report for gross revenue daily and submit to Metro Parking Management staff electronically. Metro Parking Management staff will also have access to the system for auditing purpose.

Operator is required to provide monthly reports to illustrate all gross revenue and expenses. Operator is also required to pay parking tax on Metro's behalf if applicable. Monthly report will include, but not limited to, all labor cost, credit card processing fee, mobile payment transaction cost, amortization of parking equipment, all management fee and other reimbursable expenses with detail back up documents.

4.0 OUTREACH & COMMUNICATION

Internal and external stakeholder outreach is critical to the success of the Pilot Program. Parking Management staff will work with Metro's Marketing and Communications departments to design outreach plans for the communities and facilities involved in the Pilot Program, as well as through messages for internal Metro communications.

4.0.1 External Stakeholder Outreach

Several different channels will be used to ensure that the participating communities are informed about the Pilot Program. Starting in February 2016, Regional Service Council meetings, Technical Advisory Committee (TAC), as well as other appropriate subcommittees were visited by Parking Management staff to explain the Pilot Program and respond to any questions. These meetings will be visited again once the Pilot Program has been implemented at some of the locations to address any follow up questions.

Outside of the Service Council and Advisory Committee meetings, the general public will be informed of the Pilot Program through emails, social media, news outlets, the Metro website, Metro TPIS monitors and signage and flyers at the participating parking facilities. Public communications material was created in early April 2016 during Phase I of the Pilot Program, including instructions for parking and a Frequently Asked Questions (FAQ) document, with a full launch to the public after Board adoption of the Pilot Program.

Updated instruction and communication material for Phase II will be created in Fall 2016 prior to the revenue operation.

4.0.2 Metro Internal Department Communications

Meetings will be coordinated with the departmental staff and appropriate personnel of Parking Enforcement, Transit Court, Community Relations and Customer Relations in order to explain details of the Pilot Program. A Frequently Asked Question document will be created and distributed to these departments for reference when they receive questions about the Pilot Program. Parking Management staff will be available to train and educate any departments on the program.

5.0 PERFORMANCE REPORT

5.0.1 Reporting

Parking Management staff will provide updates on the Pilot Program to the Board every 3 months, with the first report for Phase II in April 2017.

The Pilot Program is being recommended as part of the Supportive Transit Parking Program (STPP) Master Plan and will determine parking occupancy (and related demand) before and after pricing implementation. Utilize pricing adjustments to mitigate changes in parking occupancy and retain it at 85% target. Metro Parking Management also anticipates testing and developing new innovative parking solutions and funding for parking operations and management.

Los Angeles County Metropolitan Transportation Authority

Administrative Code

Title 8

METRO Parking Ordinance

Chapter 8-01

General

8-01-010 Authority to Regulate

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

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

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

8-01-030 Responsibility for Compliance

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

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

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

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

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

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

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

All parking fees, rates and charges for the use of the facilities shall be collected in cash or electronic payment from the registered owner, operator or person in charge of the Vehicle desiring to park. Any person who willfully fails to pay the fees, rate and charges for use of the METRO parking facilities after having been given a notice to pay will be considered as violating the METRO parking ordinance in this Chapter.

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

- a. In the event that the person operating a Vehicle parked in any METRO parking facilities attempts to remove the Vehicle from the facility but is unable to pay all fees, rates and charges due at such time, such person shall, prior to removing such Vehicle from the facility, be required to sign an agreement to pay any unpaid fees, rates and charges. A copy of such agreement shall be given to the person signing the agreement. Such agreement shall set forth the location of the facility, the date and approximate time that the vehicle is removed, the name of such person, the vehicle license number, the registration expiration date, if visible, the last four digits of the Vehicle identification number, if available, the color of the Vehicle, and, if possible, the make of the Vehicle. Such agreement shall require payment to METRO of all unpaid fees, rates and charges, plus an administration fee in an amount established by resolution of the Board or its designee, no later than seven days after the agreement is signed, and shall indicate the address to which payment may be delivered or sent. If full payment is not made within such seven day period, METRO shall mail a notice of late payment to the vehicle's registered owner. Such notice shall require payment to METRO of the unpaid fees, rates and charges, and administration fee, plus a late payment fee in an amount established by resolution of the Board, no later than seven days after the date of such notice. In the event that such amount is not fully paid within such seven day period, a final notice of late payment, requiring

payment of all owed parking and late fees in an amount established by resolution of the Board, shall be mailed to the Vehicle's registered owner. All owed parking fee will be subject to submit for collection process. The above agreement shall include a reference to this section.

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

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

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

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

8-01-060 Liability

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

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

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

notified in a timely manner prior to implementation of changes to METRO's parking policies and regulations.

8-01-080 Administrative Review of Parking Citation Issuance

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

8-01-090 Towing Vehicles

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

Chapter 8-03

Parking Definitions

Chapter 8-03-010 Definitions

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

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

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

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

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

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

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

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

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

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

Enforcement Officer. “Enforcement Officer” shall mean a peace officer as defined in Chapter 4.5, commencing with section 830 of Title 3 of the California Penal Code, or the

successor statutes thereto, or other issuing officer that is authorized or contracted by METRO to issue a parking citation.

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

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

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

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

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

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

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

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

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

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

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

Parking Citation. “Parking Citation” is a notice to the vehicle owner of any failure to comply with METRO parking regulations or the CVC, municipalities or county ordinances. A

penalty shall be attached to each violation as described on each violation notice unless otherwise noticed.

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

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

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

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

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

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

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

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

Pedestrian. “Pedestrian” means any person afoot.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 8–05

Parking Regulations

8-05-010 Parking Activities

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

8-05-020 Enforcement Practice

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

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

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

8-05-040 Failure to Obey Signs

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

8-05-050 Exceeding Posted Time Limit

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

8-05-060 Temporary No Parking

Whenever METRO finds that traffic congestion, or the disruption of the normal flow of traffic is likely to result from the operation, stopping, standing or parking of Vehicles during the holding of public or private special events, assemblages, gatherings or functions, during construction, alteration, repair, sweeping, filming or other reasons, METRO may place or

cause to be placed temporary signs prohibiting the operation, stopping, standing or parking of Vehicles at least seventy-two hours prior to and during the period such condition exists. In the event of an emergency, METRO may act under this section without providing the seventy-two-hour notice required herein.

8-05-070 Restricted Parking

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

8-05-080 Parking Within Marked Bicycle Lane

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

8-05-090 Illegal Parking in Loading Zone

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

8-05-100 Vehicle Exceeds Load Size Limit

- a. No person shall park or leave standing in METRO facility and/or lot any Vehicle having either of the following:
 - 1. A manufacturer's rated load capacity greater than 14,000 lbs; or
 - 2. A length in excess of twenty-four (24) feet.
- b. The following vehicles are hereby exempt from the provisions of this section:
 - 1. Any Vehicles properly displaying a large vehicle permit. Large Vehicle permits shall be issued for special events. Under any circumstances on any of the following Vehicles: tour buses, movie, television, or photographic production Vehicles, limousines, or mobile billboards in accordance with Chapter 8 of this code.

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

8-05-110 Disconnected Trailer

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

8-05-120 Bus Loading Zones

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

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

- a. A Vehicle shall not be parked more than three (3) minutes, or for such other amount of time as may be indicated on the posted sign, to load and unload passengers at any designated Kiss and Ride passenger loading and unloading zone.

- b. METRO may place curb paint markings with ADA compliance design criteria including ramps, minimum dimensions, proper signage and level pavement at locations to make passenger loading feasible.

8-05-140 No Parking – Alley

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

8-05-150 Illegal Parking in Red Zones

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

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

Any vehicle observed parked or left standing longer than seventy-two (72) consecutive hours without authorized permit in the same location may be cited. Any Vehicle parked longer than seventy-two (72) hours must obtain permission in advance from METRO.

8-05-170 Parking on Grades

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

8-05-180 Angled Parking

Whenever the width of a parking lot, parking bay, parking facility, travel lane, and traffic conditions are such that the parking of Vehicles at an angle to the curb instead of parallel to the curb will not impede traffic flow, and where there is need for the additional parking spaces which parking at an angle will provide, METRO shall indicate at what angle Vehicles shall be parked by placing parallel white lines on the surface of the roadway. An operator shall not stop, stand, or park any Vehicle except between, at the angle indicated by, and parallel to both such adjacent white lines, with the nearest wheel not more than one foot from the curb.

8-05-190 Double Parking

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

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

8-05-200 No Parking Anytime/Posted Hours

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

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

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

8-05-220 Blocking Street or Access

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

8-05-230 Parking Special Hazard

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

8-05-240 Illegal Parking at Fire Hydrant

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

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

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

8-05-260 Illegal Parking at Taxicab Stands

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

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

A Vehicle shall not be stopped, parked or otherwise left standing whether attended or unattended except in compliance with a traffic sign or signal or direction of a police officer, at or adjacent to a Landscape Island or Planter.

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

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

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

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

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

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

- a. Failure to properly register vehicle license plate information as instructed by the permit parking terms and conditions.
- b. Parking in a permit parking space without a permit.
- c. Displaying an altered, counterfeit, or expired permit.
- d. Displaying a permit registered to another vehicle.
- e. Failure to properly display the permit as instructed by permit parking terms and conditions.
 - 1. Decals – A permit decal must be properly displayed on the vehicle windshield. Affix the decal to the inside front windshield in the lower left as indicated in the diagram provided with the decal. The entire permit must be clearly visible to compliance officers.
 - 2. Temporary Permits – Place the temporary permit on the dashboard on the driver’s side of the vehicle. The entire permit must be clearly visible to compliance officers.

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

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

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

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

- a. Repair, maintenance, refuel, utility, fuel or delivery vehicle providing services to METRO within the METRO facility with METRO's prior written consent.
- b. Emergency Vehicles

8-05-310 Permit Penalty Provisions

- a. Unless exempted by the provisions of this Chapter, no person shall stand or park a motor Vehicle in any designated permit parking area or parking lot or parking facility established pursuant to this Chapter. A violation of this section shall result in the revocation of the parking permit and rights in any METRO parking facilities, which is also punishable by an administrative fine established by the Parking Rates and Permit Fee Resolution adopted by the METRO Board. METRO also reserves the rights to refer the case to local law enforcement.
- b. No person shall copy, produce or create facsimile or counterfeit a parking permit, nor shall any person use or display a counterfeited parking permit.
- c. Permit holders shall report to METRO a lost, stolen or missing permit within five days of loss, at which time that permit shall be canceled and a new permit issued for the full face value of the parking permit. No pro-ration or refund requests will be accepted.
- d. No person shall misuse a permit or display a stolen permit.
- e. No person who has been issued a parking permit for a specific designated area, lot or facility shall use the permit in another area, lot or facility.
- f. No person shall alter, deface, or intentionally conceal an expiration date on the face of a parking permit which is displayed in a Vehicle parked on a METRO Facility.
- g. Violation of this sub-Chapter may be subject to parking privileges and permit to be immediately revoked.

8-05-320 Expired Meter or Pay Station

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

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

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

8-05-340 Electric Vehicle Parking Spaces

METRO has established Electric Vehicle (EV) Charging Station Spaces in Parking Facilities for use by electric Vehicles. No person shall park or leave standing vehicles in EV spaces except as follows:

- a. EV spaces must be signed or marked for EV charging purposes only.
- b. Electric Vehicles must be actively charging when parking in EV Charging Station Spaces.
- c. Non-Electric Vehicles shall not park in EV Charging Station Spaces at any time.
- d. Electric Vehicles may only use designated EV Charging Station Spaces for charging vehicles. No other source of vehicle charging will be allowed at METRO facilities.

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

8-05-350 Parking on Sidewalk/ Parkway

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

8-05-360 Areas Adjacent to Schools

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

8-05-370 Peak Hour Traffic Zones

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

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

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

8-05-390 Interim Parking Regulations

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

8-05-400 Car Share or Vanpool Authorization Required

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

8-05-410 Speed Limit

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

8-05-420 Motor Vehicle Access

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

8-05-430 Penalty for Non-Compliance

Unless exempted by the provisions of this part, no Vehicle shall be parked in violation of any parking restrictions established pursuant to this section. Except as provided in Chapter 8-05-100 paragraph (b), a violation of this section may result in the revocation of the parking permit and rights at any METRO parking facilities, which is also punishable by METRO's administrative fine schedule for parking violations. METRO may also refer the case to the local law enforcement. Any Vehicle with more than three (3) outstanding parking citations will be towed away at the registered owner's expense. All administrative fines and penalties must be paid and obtain applicable law enforcement agency clearance prior to release of the towed Vehicle in addition to two fees.

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

Parking in accessible spaces designated for vehicle operators with disability is restricted to those individuals who have secured an authorized disabled license plate or disabled placard

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

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

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

Chapter 8-07

Vehicles Other Than Automobiles

8-07-010 Authority to Create Vehicle Regulations

The METRO Board of Directors is authorized pursuant to section 21113 of the CVC to set forth conditions and regulations pertaining to the operation and parking of Vehicles, bicycles and pedestrian conveyance devices upon METRO property.

All rules and regulations of the CVC shall apply to Vehicles, bicycles and pedestrian conveyance devices operated on METRO Facilities. All Vehicles and bicycles must meet the equipment requirements of the CVC, including brakes, lights and reflectors.

8-07-020 Enforcement

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

8-07-030 Parking Bicycles at METRO Facilities

1. Parking Bicycles

- a. Bicycles may be left, parked or stored on METRO Facilities only in areas designed for bicycle parking. These areas are: bike racks, bike lockers, or enclosed rooms with controlled access, or where signage designates the space as a bicycle parking area. However, METRO shall not be liable for any loss, theft, fire or damage of a bicycle or any personal property attached thereto for any bicycle left, parked or stored on METRO Facilities, regardless of whether the bicycle was in an area designated for bicycle parking.
- b. Bicycles parked in designated parking areas may not extend into the landscape. Bicycles may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.

2. Removal of Bicycles

- a. METRO may cause bicycles to be removed under any of the following circumstances:
 - Is secured to any item other than a bicycle rack designed for parking bicycles.
 - Prevents use of available Vehicle parking spaces.
 - Poses a hazard or impedes pedestrian access.

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- Has been reported stolen and verified by the Agency.
 - Appears to be abandoned. A bicycle is considered abandoned if it remains in the same position for more than 72 hours and shows signs of intentional neglect. Signs included, but not limited to, deflated tires, missing wheels, and other parts.
- b. If a locking device must be detached to remove a bicycle, METRO may remove the securing mechanism, using whatever reasonable means are necessary. METRO is not responsible for any damage to the locking device or for its replacement.
 - c. METRO or METRO authorized enforcement agencies' personnel may attach on to an abandoned bicycle a notice identifying the condition of the bicycle and the removal date.
 - d. Removed bicycles may be recovered with proof of ownership after required fees are paid within 30 days; before they are released.
 - e. Removed bicycles are held for a minimum of 30 days, after which time the bicycle owner is presumed to have relinquished legal title; these bicycles are disposed of in accordance with METRO policy.

8-07-040 Parking of Motorized Bicycles, Motorcycles and Mopeds

1. Motorized bicycles, motorcycles and mopeds must obtain permission, display a valid parking permit when parking on METRO Facilities to the same extent as a vehicle would be required.
2. Motorized bicycles, motorcycles and mopeds shall be parked only in designated area of parking facilities.
3. Motorized bicycles, motorcycles and mopeds shall not be operated on bicycle pathways or sidewalk.

Motorized bicycles, motorcycles and mopeds may be cited or towed for the same reasons as automobiles in violation of any regulations stated in this ordinance.

Chapter 8-09

Parking Citations

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

8-09-010 Authority to Contract with Outside Agencies

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

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

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

8-09-020 Appeal Review Process

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

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

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

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

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

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

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

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

8-09-030 Procedures of Parking Citations Issuance

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

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

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

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

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

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

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

8-09-040 Parking Administrative Penalties

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

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

If the parking penalty is received by the Agency and there is not contest by the date fixed on the parking citation, all proceedings as to the parking citation shall terminate.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8-09-110 Collection of Unpaid Parking Penalties

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

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

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

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

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

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

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

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

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

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

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

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

8-09-130 Deposit of Parking Penalties with METRO

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

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

8-09-140 Bailment Schedule

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

Chapter 8-11

Removal of Vehicles

8-11-010 Towing and Impounding Vehicles

METRO may remove, tow or impound Vehicles in accordance with CVC section 22650 et seq., including but not limited to Vehicles that:

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

8-11-020 Post-storage Hearing

- a. Whenever METRO directs removal of a Vehicle pursuant to this Chapter, the Vehicle's registered and legal owners of record, or their agents, will be provided an opportunity for a post storage hearing to determine the validity of the storage.
- b. METRO will mail or personally deliver a notice of the storage to the registered and legal owners within 48 hours, excluding weekends and holidays, and shall include all of the following information:
 1. The name, address, and telephone number of the agency providing the notice.
 2. The location of the place of storage and description of the vehicle, which shall include, if available, the name or make, the manufacturer, the license plate number, and the mileage.
 3. The authority and purpose for the removal of the vehicle.
 4. A statement that, in order to receive their post storage hearing, the owners, or their agents, shall request the hearing in person, writing, or by telephone within 10 days of the date appearing on the notice.

ATTACHMENT D

- c. The post storage hearing shall be conducted within 48 hours of the request, excluding weekends and holidays. METRO may authorize its own officer or employee to conduct the hearing if the hearing officer is not the same person who directed the storage of the vehicle.
- d. Failure of either the registered or legal owner, or his or her agent, to request or to attend a scheduled hearing shall satisfy the post storage hearing requirement.

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

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro Blue Line Stations at: Florence, Willowbrook, Artesia, Del Amo Willow and Wardlow Stations. Metro Gold Line Stations at: Atlantic, Indiana, Heritage, Lincoln Heights, Lake, Sierra Madre, Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa Downtown and APU/Citrus. Metro Red Line Stations at: Universal, North Hollywood and MacArthur Park. Metro Expo Line Stations at Expo/Crenshaw, La Cienega/Jefferson and Culver City, Expo/Sepulveda, Expo/Bundy and 17th Street/SMC. Metro Orange Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro Silver Line Stations at: Slauson, Manchester, Rosecrans, Harbor Freeway, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

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

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

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

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

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

SECTION 1. The parking rates established in this Resolution are effective as of September 24, 2015 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily” means a consecutive 24-hour period commencing upon 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 off-street parking facility for the specified times, and rates unless a special event is scheduled that is anticipated to increase traffic and parking demands. If an event is scheduled, the rate may be determined by Metro with approval of Parking Management staff, which approval may be granted based on Metro’s best interests. The maximum rate may be set as either a flat rate per entry or an increased incremental rate based upon time of entry and duration of parking.

SECTION 4. The following fees are established at the Metro Florence Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 5. The following fees are established at the Metro Willowbrook Blue Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 6. The following fees are established at the Metro Artesia Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.

- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 7. The following fees are established at the Metro Del Amo Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 8. The following fees are established at the Metro Wardlow Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 9. The following fees are established at the Metro Willow Blue Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten

- (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.
- g. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

SECTION 10. The following fees are established at the Metro Norwalk Green Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the

billing date, \$55.00 of administration fee will be added to the outstanding parking fee.

- i. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

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

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
- i. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 12. The following fees are established at the Metro Long Beach Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 13. The following fees are established at the Metro Avalon Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 14. The following fees are established at the Metro Harbor Freeway Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 15. The following fees are established at the Metro Vermont Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 16. The following fees are established at the Metro Crenshaw Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 18. The following fees are established at the Metro Aviation Green Line Station:

Parking rates shall be as follows:

- a. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.

- b. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- c. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- d. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- e. Parking is available on a first come first serve basis.
- f. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
- g. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 19. The following fees are established at the Metro El Segundo Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 20. The following fees are established at the Metro Redondo Beach Green Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

SECTION 21. The following fees are established at the Metro MacArthur Park Red Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 22. The following fees are established at the Metro Universal Red Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$55.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$3.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$45.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
- i. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 23. The following fees are established at the Metro North Hollywood Red Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$59.00 flat rate at designated preferred parking spaces on a monthly basis. User must

- maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
 - c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$3.00 flat rate per 24 hours.
 - ~~d. Transient parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$10.00 rate per 3 hour period, with a 3 hour time limit.~~
 - e. Carpool permit parking will require a \$45.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
 - f. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
 - g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
 - h. Parking is available on a first come first serve basis.
 - i. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
 - j. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 24. The following fees are established at the Metro Atlantic Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per

- application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
 - d. Transient parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$3.00 rate per 3 hour period, with a 3 hour time limit.
 - e. Carpool permit parking will require a \$20.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
 - f. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
 - g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
 - h. Parking is available on a first come first serve basis.
 - i. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.
 - j. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
 - k. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 25. The following fees are established at the Metro Indiana Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per

application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.

- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 26. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 27. The following fees are established at the Metro Heritage Square Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$20.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 28. The following fees are established at the Metro Fillmore Gold Line Station:

Parking rates shall be as follows:

- a. Parking will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Parking is only available Monday through Friday.
- d. Parking is available on a first come first serve basis.

SECTION 29. The following fees are established at the Metro Sierra Madre Villa Gold Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$20.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 31. The following fees are established at the Metro Monrovia Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Parking is available on a first come first serve basis.

SECTION 32. The following fees are established at the Metro Duarte/City of Hope Gold Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$3.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.

- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
- i. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 34. The following fees are established at the Metro Azusa Downtown Gold Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. The exemption will only grant if legit reason provided.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

SECTION 35. The following fees are established at the Metro APU/Citrus College Gold Line Station:

Parking rates shall be as follows:

- a. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- b. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If

- more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- c. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
 - d. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
 - e. Parking is available on a first come first serve basis.
 - f. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
 - g. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 36. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge.
- b. Parking is only available from Monday at 2 am through Sunday at 2am.
- c. Parking is available on a first come first serve basis.

SECTION 37. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$59.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$3.00 flat rate per 24 hours.
- d. Transient parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$5.00 rate per 3 hour period, with a 3 hour time limit.

- e. Carpool permit parking will require a \$45.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- f. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
- j. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 38. The following fees are established at the Metro Culver City Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate

- adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
 - g. Parking is available on a first come first serve basis.
 - h. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
 - i. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 39. The following fees are established at the Metro Expo/Sepulveda, Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- d. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$5.00 flat rate per 3 hour period.
- e. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- f. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.

- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
- j. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 40. The following fees are established at the Expo/Bundy Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$49.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- d. Transient parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$5.00 rate per 3 hour period, with a 3 hour time limit.
- e. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- f. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.

- i. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
- j. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 41. The following fees are established at the 17th St/SMC Expo Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$59.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$3.00 flat rate per 24 hours.
- d. Transient parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$5.00 rate per 3 hour period, with a 3 hour time limit.
- e. Carpool permit parking will require a \$45.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- f. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- g. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- h. Parking is available on a first come first serve basis.
- i. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee.

Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.

- j. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 42. The following fees are established at the Metro Van Nuys Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

SECTION 44. The following fees are established at the Metro Balboa Orange Line Station:

Parking rates shall be as follows:

- a. Parking prior to 11am will require a \$20.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.
- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. The exemption will only grant if legit reason provided.
- c. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- d. After 11am all parking spaces become available to all transit patrons.
- e. Parking on weekends is free to all transit users.
- f. Parking is available on a first come first serve basis.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

SECTION 48. The following fees are established at the Metro Sherman Way Orange Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

SECTION 50. The following fees are established at the Metro El Monte Silver Line Station:

Parking rates shall be as follows:

- a. Permit parking at designated preferred parking spaces will require a \$39.00 flat rate at designated preferred parking spaces on a monthly basis. User must maintain a minimum of ten (10) daily ridership transactions using their TAP card, per month, in order to renew their permit for the following month.

- b. Patrons did not maintain ten (10) daily ridership transactions are allowed to file an appeal for exemption. The application administration fee is \$5.00 per application. All applications will be reviewed on a case by case basis and will only be granted if eligible. The review process may take up to 20 working days.
- c. Daily parking rates for transit users with verified use of TAP Card within 96 hours of parking their vehicle will require \$2.00 flat rate per 24 hours.
- d. Carpool permit parking will require a \$25.00 flat on a monthly basis. A minimum of three (3) TAP card users is required with registered vehicles/ license plates. Only one (1) vehicle will be allowed to be parked at a time. If more than one vehicle is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.
- e. Metro staff shall review and authorize to adjust the parking rates pursuant to the paid parking program and the targeted occupancy levels. Parking rate adjustment only allow not to exceed a maximum daily parking fee of \$5.00 per day, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments less frequent than every two months.
- f. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.
- g. Parking is available on a first come first serve basis.
- h. Any vehicle that exit the parking facility without complete the payment transaction. An outstanding parking transaction notice will be generated and bill for the parking fee based on the vehicle's DMV record. The administration fee of the billing is \$25.00 plus the outstanding parking fee. Any outstanding parking transactions delinquent more than 30 days after the billing date, \$55.00 of administration fee will be added to the outstanding parking fee.
- i. Any patrons request a monthly statement to be mailed for Preferred Permit Parking monthly transaction or mobile payment transaction, the mailed statement fee is \$2.00.

SECTION 51. The following fees are established at the Metro Slauson Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

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

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

SECTION 54. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:

Parking rates shall be as follows:

- a. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.
- c. Any vehicle parked over 72 hours, requires an Extended Parking Permit. Extended Parking Permit Administration Fee is \$10.00.

SECTION 55. The following fees are established at Los Angeles Union Station Gateway:

Parking rates shall be as follows:

- a. Each 15 minutes is \$2.00.
- b. Daily Maximum shall be \$8.00 per entry per every 24 hour stay.
- c. Monthly fees for the general public are \$110.00
- d. Event parking fees can be established based on market rate conditions.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
- f. Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.
- g. Parking is available on a first come first serve basis.
- h. All rates apply seven days a week.

SECTION 56. The following fees are established at Los Angeles Union Station West:

Parking rates shall be as follows:

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

SECTION 57. All parking fees and rate structures, including hourly, daily, weekly, and monthly parking shall be approved and established by resolution of the METRO Board. METRO Staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

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

SECTION 58. The following fees shall be established for all preferred parking zones:

1. Initiation fee shall be \$7.00.
2. Replacement of a lost or stolen preferred parking permit shall be \$7.00.

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

SECTION 60. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION 61. Parking passes or permits that are issued via access cards shall require payment of an initial non-refundable fee of \$25.00.

SECTION 62. All parking rates set forth in this Resolution include city's parking tax if applicable.

SECTION 63. The following fees are established for each type of violation:

ATTACHMENT E

Chapter	Title	Citation Fee
8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking Space Markings	\$63.00
8-05-040	Failure to Obey Signs	\$63.00
8-05-050	Exceeding Posted Time Limit	\$53.00
8-05-060	Temporary No Parking	\$53.00
8-05-070	Restricted Parking	\$53.00
8-05-080	Parking Within Marked Bicycle Lane	\$63.00
8-05-090	Illegal Parking in Loading Zone	\$53.00
8-05-100	Vehicle Exceeds Load Size Limit	\$53.00
8-05-110	Disconnected Trailer	\$53.00
8-05-120	Bus Loading Zones	\$263.00
8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	\$53.00
8-05-140	No Parking – Alley	\$53.00
8-05-150	Illegal Parking in Red Zones	\$53.00
8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	\$53.00
8-05-170	Inproperly Parked on Parking Grades	\$63.00
8-05-180	Improperly Parked in Angled Parking	\$63.00
8-05-190	Double Parking	\$53.00
8-05-200	No Parking Anytime/Posted Hours	\$53.00
8-05-210	Wrong Side Two Way Traffic or Roadway	\$53.00
8-05-220	Blocking Street or Access	\$53.00
8-05-230	Parking Special Hazard	\$53.00
8-05-240	Illegal Parking at Fire Hydrant	\$68.00
8-05-250	Illegal Parking at Assigned / Reserved Spaces	\$53.00
8-05-260	Illegal Parking at Taxicab Stands	\$53.00
8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	\$53.00
8-05-280a	Failure to Properly Register Vehicle Licence Plate Information	\$53.00
8-05-280b	Parking in a Permit Parking Spaces Without a Permit	\$53.00
8-05-280c	Display and Altered, Counterfeit, or Expired Permit	\$53.00
8-05-280d	Display a Permit Registered to Another Vehicle	\$53.00
8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	\$53.00
8-05-310	Permit Penalty Provisions	\$53.00
8-05-320	Expired Meter or Pay Station	\$53.00
8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	\$53.00
8-05-340	Electric Vehicle Parking Spaces	\$53.00
8-05-350	Parking on Sidewalk/ Parkway	\$53.00
8-05-370	Peak Hour Traffic Zones	\$53.00
8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	\$53.00
8-05-400	Car Share or Vanpool Authorization Required	\$53.00
8-05-410	Speed Limit	\$53.00
8-05-420	Motor Vehicle Access	\$63.00
8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	\$338.00
8-07-030a	Improperly Parked Bicycles outside of Designated Bicycle Parking Areas	\$38.00
8-07-030b	Bicycle parked in Landscaped Areas Violation	\$38.00
8-07-040b	Improperly Parked Bicycles Outside of Designated Area Violation	\$38.00
8-07-040c	Operation of Motorcycle, Bicycle and Mopeds on Bicycle Pathways or Sidewalks	\$38.00

SECTION 64. The Parking Fee Resolution adopted by the Metro Board of Directors on, September 24, 2015, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 65. 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 66. 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.



Board Report

File #: 2016-0589, **File Type:** Program

Agenda Number: 15.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2016**

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE ADOPTION OF UPDATED PROJECT LIST

RECOMMENDATION

CONSIDER:

- A. APPROVING the updated **project list and changes in the funding levels for the Measure R Highway Subregional Program in Arroyo Verdugo, Las Virgenes Malibu, South Bay, North County, and Gateway Cities Subregions** as shown in Attachment A;
- B. AUTHORIZING the Chief Executive Officer (CEO) or his designee as shown in Attachment B:
 - 1. Allow the City of Lancaster to use programmed Measure R funds outlined in executed agreement (MR330.05) in earlier years to expedite project development phases and deliver the project sooner than originally scheduled.
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects;
- D. ADOPTING the resolution in Attachment D, authorizing the CEO or his designee to execute all Grant Agreements and any amendments thereto with the California Department of Transportation; and
- E. APPROVING time extension for 6 projects as shown in Attachment E:
 - 1. Caltrans - ITS on I-405, I-110, I-105 and SR-91 Freeway Ramp/Arterial Signalization (MR312.11)
 - 2. City of Hermosa Beach - PCH Improvements between Anita St. and Artesia Boulevard (MR312.05)
 - 3. City of Redondo Beach - PCH Arterial Improvements from Anita St to Palos Verdes Boulevard. (MR312.06)

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4. City of Redondo Beach - Aviation Boulevard at Artesia Boulevard Intersection Improvements (MR312.20)
 5. City of Inglewood - Inglewood Phase four ITS projects (MR312.12)
 6. City of Lawndale- Inglewood Ave from 156th to I-405 Southbound On-Ramp Improvements. (MR312.15)
 7. City of Agoura Hills - Palo Camado Interchange (MR311.03)

ISSUE

The Measure R Highway Subregional Program update allows the Highway Program and each subregion or lead agency to revise the order and budgets of the proposed Measure R Highway Program implementation and delivery plan subregional projects. The updated attached project lists include projects which have already received prior Board approval, as well as proposed changes related to schedule, scope, funding allocation and the addition or removal of projects. The Board's approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

DISCUSSION

The Measure R Expenditure Plan included the following Highway Capital Project Subfunds:

- Highway Operational Improvements in Arroyo Verdugo subregion
- Highway Operational Improvements in Las Virgenes Malibu subregion
- I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)
- State Route 138 Capacity Enhancements in North County
- I-605 Corridor "Hot Spots" Interchanges in Gateway Cities
- I-710 South and/or Early Action Projects in Gateway Cities

These Highway Capital Projects are not fully defined in the Measure R Expenditure Plan. Project definition, development, and implementation of specific projects with independent utility are done through collaborative efforts by Metro's Highway Program staff, the subregional authorities/Councils of Government for the subfund, the project sponsor, and Caltrans for projects on their facilities.

At the June 2016 Board meeting, revised project lists and funding allocations for the Highway Capital Subfunds were approved. This update revises and recommends changes requested by each subregion.

Highway Program staff is working closely with each subregion and lead agency to identify and deliver Highway Operational Improvements Projects. The changes included in this update are an additional \$13 million in programming to support 5 projects - new or existing - as detailed in Attachment A.

A nexus determination has been completed for each new project added to the list. All of the projects on the attached project list provide highway operational benefits and meet the highway operational

and ramp/interchange improvements definition approved by the Board.

Highway Operational Improvements in Arroyo Verdugo Subregion

The updated list includes funding adjustments for current projects recommended by the Arroyo Verdugo Subregion. Through Measure R, the subregion has completed 10 projects and expended \$20 million. Additionally, the subregion currently has 12 active projects in various phases of project development.

City of Glendale

- **MR310.12** - *Glendale Freeway Ramps/Space 134*

The City of Glendale is not pursuing the project with Measure R Highway Operational funds (the project did not start and no funds were spent on the Project).

Deobligate \$93,000 in prior years and \$200,000 in FY 2015-16. The revised project budget is \$0. The project list will be revised and this project will be deleted.

- **MR310.30** - *North Brand Boulevard Rehabilitation (SR-134 to Mountain Street)*

The City of Glendale is not pursuing the project with Measure R Highway Operational funds (the project did not start and no funds were spent on the project).

Deobligate \$1,000,000 in FY17-18. The revised project budget is \$0. The project list will be revised and this project will be deleted.

- **MR310.27** - *Verdugo Wash: Cycle Track*

The City of Glendale is not pursuing the project with Measure R Highway Operational funds (the project did not start and no funds were spent on the Project).

Deobligate \$50,000 in prior years, \$300,000 in FY 2015-16 and \$58,000 in FY 2016-17. The revised project budget is \$0. The project list will be revised and this project will be deleted.

- **MR310.37** - *Verdugo Boulevard (Verdugo Road to E'ly City Boundary)*

This an approved Measure R project, however the City of Glendale has down scoped their original project to only two intersection improvements 1) Verdugo at Valihi Way and, 2) Verdugo Blvd at SR-2 on/off ramps.

Deobligate \$400,000 in prior years. The revised project budget is \$600,000.

- **MR310.02** - *Glendale Traffic Signal Installations and Modifications*

Program \$1,200,000 in FY 2017-18. The total project budget is \$1,200,000.

This project will install new traffic signals at the intersection of Pacific Ave and Glenwood, and the intersection of San Fernando Rd at Goodwin Ave-Los Angeles Street and will modify the existing signals at Chevy Chase Drive at Central Ave and Honolulu Ave at La Crescenta Ave. This project will improve traffic progression and enhance safety of these intersections. Existing obsolete equipment will be replaced including signal and pedestrian indications, safety lighting, signal and safety lighting poles and mast arms, vehicle and bicycle detectors, signal controllers and fiber optic communication and equipment that enable signal timing coordination.

Measure R Nexus to Highway Operational Definition

The project is an eligible project in the traffic signal upgrade category of the Highway Operational Improvements.

- MR310.26 - Traffic Signal Modifications at I-210 on/off ramps at Pennsylvania Ave.

Program \$400,000 in FY 2016-17. The total project budget for the project is \$400,000.

This project will be constructed as a part of a street rehabilitation project that includes new roadway overlay, median, curb and gutter and driveway improvements in which the traffic signal components are being separated in the Engineer's Estimate. The street rehabilitation components are being funded with non-Measure R funds. This project will modify existing traffic signals at I-210 and Pennsylvania Ave on/off-ramps. Existing equipment will be replaced including signal and pedestrian indications, safety lighting, signal and safety lighting poles and mast arms, vehicle and bicycle detectors, signal controllers and fiber optic communication and equipment that enable signal timing coordination.

Measure R Nexus to Highway Operational Definition

The project is an eligible Highway Operational Improvements on/off ramp improvement project with traffic signal upgrades.

- MR310.28- Construction of Class II and III bike lanes and facilities, Phase 2

Program \$165,000 in FY 2016-17. The total project budget is \$165,000.

This project will be constructed as a part of a street maintenance contract. The bike lane components have been itemized and an engineer's estimate has been provided. The bike lane components will consist of: installation of new striping and signing for bike lanes and bike routes (including wayfinding signs). The project will help improve bicycle safety and increase bike awareness on Harvey Dr., Adams St., California Ave., Lexington Dr., Geneva St., Stocker St., and Ethel St.

Measure R Nexus to Highway Operational Definition

The project is an eligible project in the bike lanes category of the Highway Operational Improvements.

The subregion's project list, detailed in Attachment A, totaling \$61.174 million, does not exceed the \$64 million forecast to be available for the subregion over FY11-20.

Highway Operational Improvements in the Las Virgenes/Malibu Subregion

The updated project list includes funding adjustments for current projects recommended and approved by the Las Virgenes-Malibu Subregion. To date, through Measure R, the subregion has completed 6 projects and expended \$72.3 million. Additionally, the subregion currently has 14 active projects in various phases of project development.

The subregion is recommending the updated project list detailed in Attachment A, totalling \$141,851.

City of Aguora Hills

- **MR311.05** - *Aguora Road Widening Project*

Program an additional \$1,500,000 in FY16-17. The revised total project budget is \$33,500,000.

Due to unforeseen and newly required environmental mitigation costs, longer than expected right-of-way acquisition time for 22 parcels, utility undergrounding/relocation costs and the installation of fiber optic, the engineers construction cost estimate has increased. This project is currently in Construction and is scheduled to be completed in Fall of 2016.

Provide time extension to one Measure R project. The project currently has lapsed funds. Schedule delay justification is detailed in Attachment E.

MR311.03 - *Palo Comado Interchange*

City of Malibu/County of Los Angeles

- **MR311.11** - *Pacific Coast Highway (PCH) Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd.*

Program an additional \$10 million in various fiscal years, \$2,500,000 in FY16-17, \$3,000,000 in FY17-18, and \$4,500,000 in FY18-19. The revised project budget is \$13.7 million.

This is an existing Measure R Project. The County of Los Angeles, in collaboration with the City of Malibu, is contributing a portion of Los Angeles County's proportional share of the Measure R Highway Operational Improvement funds in the Las Virgenes/Malibu subregion to the project. This project will upgrade 12 signalized intersections on PCH over approximately 8 miles and install changeable message signs, fiber optic communication lines, signal phasing, close circuit television cameras and adaptive traffic control systems.

- **MR311.29** - *Pacific Coast Highway Regional Traffic Message System (CMS)*

Program an additional \$2 million in various fiscal years, \$500,000 in FY16-17 and \$1,000,000 in FY17-18 and \$500,000 in FY18-19. The revised project budget is \$2.5 million.

This is an existing Measure R Project. The County of Los Angeles, in collaboration with the City of Malibu, is contributing a portion of Los Angeles County's proportional share of the Measure R Highway Operational Improvement funds in the Las Virgenes/Malibu subregion to the project. This project will install additional CMS signs along Kanan Dune Road, Las Virgenes Road and SR-1 (PCH). The CMS signs would provide advanced notice of roadway/traffic conditions and detours to inform motorist and mitigate incident delay providing alternate routes and improving operational efficiency along PCH and the arterials.

The Las Virgenes Malibu Subregion has been aggressive in programming Measure R funds. To date the subregion has spent \$72 million, or 56 percent of their programmed Highway Operational Improvements in the Las Virgenes/Malibu Subregion.

The subregion's project list, detailed in Attachment A, has programmed \$141.851 million

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

The proposed revised project list includes funding adjustments for current projects recommended by the South Bay Council of Governments. To date, through Measure R, the subregion has completed 13 projects and expended \$52 million. The subregion currently has 29 active projects in various phases of project development.

Hawthorne

- **MR312.61** - Hawthorne Blvd Arterial Improvements, from 120th Street to 111th Street.

Amend the existing project limits of Hawthorne Blvd from 120th St. to 111th St. to, Hawthorne Blvd. from 126th St. to 111th St. The revised project limits include two additional signalized intersections on Hawthorn Blvd; at West Broadway, and at 120th St.

Provide time extensions to 6 measure R projects listed below. Each project currently have lapsed funds. Schedule delay justifications are detailed in Attachment E.

- **MR312.11** - ITS on I-405, I-110, I-105 and SR-91 Freeway Ramp/Arterial Signalization.
- **MR312.05** - PCH Improvements between Anita St. and Artesia Blvd.
- **MR312.06** - PCH Arterial Improvements from Anita St to Palos Verdes Blvd.
- **MR312.20** - Aviation Boulevard at Artesia Boulevard Intersection Improvements
- **MR312.12** - Inglewood Phase 4 ITS projects
- **MR312.15** - Inglewood Ave. from 156th St. to I-405 Southbound On-Ramp Improvements.

The subregion's project list, detailed in Attachment A, totals \$233.024 million.

State Route 138 Capacity Enhancements

The project list for State Route 138 Capacity Enhancements includes funding adjustments and the addition of one new project. To date, through Measure R, the subregion has completed 2 projects and invested \$19 million in local improvements and has 11 active projects.

Metro

- **MR330.01** - SR-138 Northwest PA/ED (I-5 to SR-14)

Deobligate \$2,600,000 from FY16-17 and \$3,000,000 from FY17-18.

The draft environmental document for this project was released on 8/5/16. The Final EIR/EIS will be completed by Spring 2017. Funds have been committed to complete the environmental phase of this project. Measure R funds not required to complete the final EIR/EIS will be deobligated and reprogrammed into a near shovel ready SR-138 (Segment 6) project.

- **MR330.12** - SR-138 Segment 6 - 87th St. to 96th St.

Program \$5.6 million in FY18-19 for construction capital of the SR-138 Segment 6 project.

Due to a shortfall in available Statewide transportation funds in May 2016, the CTC took an action to delete RIP funds previously programmed for Segment 6 construction capital. To complete a continuous 4 lane highway from 77th St to 190th St. on SR-138, Caltrans and Metro are reprioritizing available funding for this project. This project will widen SR-138 from two to 4 lanes. Environmental and Final design are completed and the project is currently in right of way acquisition. Funds for this project will be used for construction capital with a scheduled completion date of Fall 2018. Caltrans requested funding for this project as shown in Attachment C.

Measure R Nexus to Highway Operational Definition

This is State Highway widening project, which will improve operations, traffic flow, and safety on SR-138.

The subregion's project list, detailed in Attachment A, totals \$200 million.

I-605 Corridor "Hot Spots" Interchanges

The proposed revised project list includes adjustments in funding for one current project. To date, through Measure R, the subregion has invested \$25 million in local improvements and has 21 active projects.

The I-605/SR-91/I-405 Technical Advisory Committee (TAC) is recommending the revised project list detailed in Attachment A totaling \$191 million.

The project list adjustments are as follows:

County of Los Angeles

- MR315.23 Carmenita - Telegraph Road Intersection Improvement Project

Program an additional \$600,000 in FY16-17. The revised project budget is \$1,400,000.

Revised intersection and median design, concrete pavement extensions and the need for asphalt paving to repair damaged pavement resulted in a cost escalation. The County is requesting additional funds to complete the project.

The subregion's project list, as detailed in Attachment A, totals \$191.650 million.

I-710 South and/or Early Action Projects

The proposed revised project list includes adjustments in schedules and funding for current projects and the addition of one new project within the Gateway Cities. To date through Measure R, the subregion has invested \$66 million in local improvements and has 21 active projects.

The I-710 South Technical Advisory Committee and the I-710 South Project Committee are recommending the revised project list, as detailed in Attachment A.

City of Bell

- MR306.37 - Eastern Ave at Bandini Rickenbacker Project

Reprogram \$155,000 from FY20-21 to FY16-17. The total project budget is \$155,000.

The City of Bell was awarded a Goods Movement Improvements grant in the 2015 Call For Projects cycle. Measure R funds are being used as the local match to 2015 Call For Projects award. To align the Measure R funds with Call For Project funds - which are available in FY17 - we are reprogramming the funds to an earlier fiscal year.

Metro

- MR306.38 - Sustainable Transportation Planning Grant/ I-710 Livability Initiative

Program \$64,780 in FY16-17 as match to a \$500,000 Sustainable Transportation Planning Grant awarded to Metro by Caltrans to perform an evaluation of potential complete street improvements along the arterial highway network that supports the I-710 corridor. This evaluation will target parallel and intersecting arterials (within one mile of the I-710). The Caltrans Grant agreement requires a Board resolution before the funds are claimed. The resolution is included in Attachment D.

Measure R Nexus to Highway Operational Definition

This is a supplemental analysis that will augment the I-710 Early Action Program. Proposed potential improvements may complement or could be implemented in advance of the I-710 Corridor Improvements.

The subregion's project list, as detailed in Attachment A, totals \$142.176 million.

DETERMINATION OF SAFETY IMPACT

The recertification of the project lists and funding allocations will have no adverse impact on the safety of Metro's patrons and employees and the users of the referenced transportation facilities.

FINANCIAL IMPACT

Funding for the Highway projects is from the Measure R 20% Highway Capital Subfund earmarked for the subregions. Funds are available for Arroyo Verdugo (Project No. 460310), Las Virgenes/Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in the FY17 budget. These three programs are under Cost Center 0442 in Account 54001 (Subsidies to Others).

Funding for the SR-138 Project Approval and Environmental Document (September 2012 Board Action) is included in the FY17 budget under project No. 461330, Cost Center 4720 in Account 50316. The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the Cities of Palmdale and Lancaster under Cost Center 0442 in (Project No. 460330), Account 54001 (Subsidies to Others).

Funding for Projects in the I-605 Corridor "Hot Spots" (Project No. 460314) and I-710 Early Action Projects (Project No. 460316) are included in the FY17 budget.

Moreover, programmed funds are based on estimated revenues. Since each MRSHP is a multi-year program with various projects, the cost center managers and the Senior Executive Officer of the Highway Program will be responsible for budgeting the costs in current and future years. Adjustments in programmed funds, as necessary, will be made for future years if required.

Impact to Budget

The source of funds for these projects is Measure R 20% Highway. This fund source is not eligible for Bus and Rail Operations or Capital expenses and will have no impact to the FY17 Budget.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will be inconsistent with Board direction given at the time of the 2009 L RTP adoption and may delay the development and delivery of projects.

NEXT STEPS

Metro Highway Program staff will continue to work with the subregions to identify new and deliver existing projects. As work progresses, updates will be provided to the Board on a semi-annual basis and as necessary.

ATTACHMENTS

Attachment A - Measure R Highway Subregional Project List

Attachment B - City of Lancaster Request

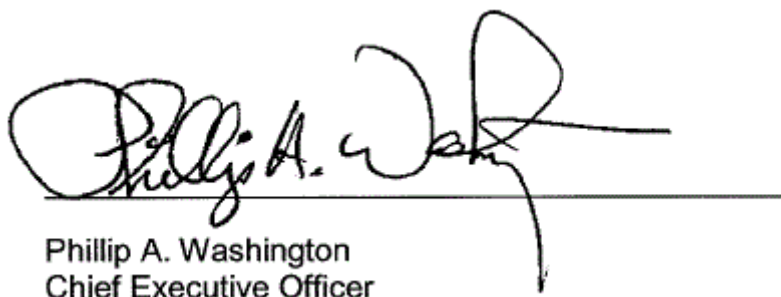
Attachment C - SR-138 Segment 6 Request Caltrans

Attachment D - Resolution Sustainable Transportation Grant

Attachment E - Measure R Extension List

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Project List
 Arroyo Verdugo Subregion Measure R Highway Operational Improvements Project List

(Programmed Dollars in Thousands)

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
			Arroyo Verdugo Operational Improvements (38 projects - 3 New)	61,174	40,066	2,970	8,109	7,964	0	0
	Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection	2,325	2,325					
	Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements	2,600	2,600					
	Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements	2,975	2,975					
	Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane, standard lanes, shoulders	3,967	250			3,717		
	Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement	1,600	1,600					
	Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane, standard width lanes, shoulders	3,897	250			3,647		
	Burbank	MR310.23	Chandler Bikeway Extension (Call for Projects Local Match)	600	0			600		
			TOTAL BURBANK	17,964	10,000	0	0	7,964	0	0
D	Glendale	MR310.12	Glendale FWY Ramps/Space 134	0						
	Glendale	MR310.22	Glendale Narrows Riverwalk Bridge	600	600					
	Glendale	MR310.24	Construction of Bicycle Facilities	300	300					
	Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)	1658.7	1,659					
	Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)	1,850	1,850					
	Glendale	MR310.13	Glendale Narrows Bikeway Culvert	876.5	877					
	Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification	1,585	1,585					
	Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)	557	557					
	Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)	1,250	1,250					
	Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)	400	400					
	Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)	3,250	3,250					
	Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)	2,700	2,700					
	Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)	350	350					
C	Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2	600		600				
	Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly	600	0	100	500			
	Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain	1,200	0	150	1,050			
	Glendale	MR310.25	210 Soundwalls Project	4,520	0	1,520	3,000			
	Glendale	MR310.35	Signal Installations at Various Locations	1,500	1,500					
D	Glendale	MR310.30	North Brand Boulevard Rehabilitation (Freeway 134 to Mountain Street)	0	0					
	Glendale	MR310.32	Regional Arterial Performance Measures	100	0		100			
	Glendale	MR310.34	Regional Bike Stations (Call Match)	315	0		315			
	Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements	3,315	3,315					
	Glendale	MR310.41	Doran St. (From Brand Blvd. To Adams St.)	1,200	1,200					
	Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)	900	900					
	Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)	585	585					
D	Glendale	MR310.27	Verdugo Wash: Cycle Track	0						
	Glendale	MR310.17	Ocean Blvd. Project -- from Verdugo Rd. to N'ly City Boundaries	1,000	1,000					
A	Glendale	MR310.02	Glendale Traffic Signal Installation and Traffic Signal Modificaitons	1,200			1,200			

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(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
A	Glendale	MR310.26	Class II and III Bikelines on	165		165				
A	Glendale	MR310.28	I-210 at Pennsylvania on/off Ramp Signal Improvements	400		400				
			TOTAL GLENDALE	32,978	23,878	2,370	4,965	0	0	0
	La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)	4,588	4,588					
	La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)	1,800	600	600	600			
			TOTAL LA CANADA FLINTRIDGE	6,388	5,188	600	600	0	0	0
	LA County	MR310.44	Soudwalls on Interstate I-210 in LA Crescenta-Montrose	3,044	1,000		2,044			
			TOTAL LA COUNTY	3,044	1,000	0	2,044	0	0	0
	Metro	MR310.29	NBSSR Soundwalls on I-210 Glendale/La Crescenta-Montrose	800	0	300	500			
			METRO	800	0	300	500	0	0	0
			TOTAL ARROYO VERDUGO	61,174	40,066	3,270	8,109	7,964	0	0

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Measure R Highway Operational Improvements Project List
Las Virgenes/Malibu Operational Improvements

(Programmed Dollars in Thousands)

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
			Las Virgenes/Malibu Operational Improvements	141,851	108,701	17,750	10,400			
	Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design	343.745	343.745					
	Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design)	243.650	243.650					
	Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction	3,661	3,661.000					
	Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction	8,969	8,969.000					
	Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Construction)	4,983.605	4,983.605					
			TOTAL WESTLAKE VILLAGE	18,201.000	18,201.00	0	0	0	0	0
	Agoura Hills	MR311.03	Palo Comando Interchange	7,350	7,350.000					
	Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements	1,000	1,000.000					
C	Agoura Hills	MR311.05	Agoura Road Widening	33,500	32,000.000	1,500				
	Agoura Hills	MR311.14	Kanan Road Overpass Expansion -- PSR, PR, PS&E	150	150.000					
	Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center	100	0.000	100				
			TOTAL AGOURA HILLS	42,100	40,500	1,600	0	0	0	0
	Calabasas	MR311.06	Lost Hills Overpass and Interchange	33,000	26,000.000	7,000				
	Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion	4,389.8	4,389.800					
	Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening	5,746.2	5,746.200					
	Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp	214	214.000					
	Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road	500	500.000					
	Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101)	3,700	3,700.000					
			TOTAL CALABASAS	47,550	40,550	7,000	0	0	0	0
	Malibu	MR311.24	Malibu/Civic Center Way Widening	3,000	2,250.000	750				
	Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road	6,950	3,050.000	900	3,000			
	Malibu	MR311.27	PCH Intersections Improvements	1,000	0.000	1,000				
	Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH (Construction)	900	900.000					
C	Malibu	MR311.29	PCH Regional Traffic Message System (CMS)	2,500	500.000	500	1,000	500		
	Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits	500	500.000					
	Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvement	950	950.000					
	Malibu	MR311.35	Pacific Coast Highway Shoulder Improvements (Various Locations)	3,500	500.000	1,500	1,500			
C	Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd	13,700	300.000	4,000	4,900	4,500		
			TOTAL MALIBU	33,000	8,950	8,650	10,400	5,000	0	0
	Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	1,000	500.000	500				
			TOTAL HIDDEN HILLS	1,000	500	500	0	0	0	0
			TOTAL LAS VIRGENES/MALIBU	141,851	108,701	17,750	10,400	5,000	0	0

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Measure R Highway Operational Improvements Project List
 Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (SOUTH BAY)

(Programmed Dollars in Thousands)

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
INTERSTATE 405, I-110, I-105, and SR-91 RAMP and INTERCHANGE IMPROVEMENTS (SOUTH BAY)				233,024	141,762	24,549	32,438	23,738	10,537	0
	SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration <i>(Project Development Budget Included)</i>	13,375	9,764	1,900	500	594	617	
TOTAL SBCCOG				13,375	9,764	1,900	500	594	617	0
	Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections	5,000	5,000					
	Metro/ Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector	20,000	3,450	5,900	5,900	4,750	0	
	Metro/ Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements	20,000	2,000	2,000	5,900	5,900	4,200	
	Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110	9,000	9,000					
	Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405	1,000	0			1,000		
TOTAL CALTRANS				55,000	19,450	7,900	11,800	11,650	4,200	0
	Carson	MR312.37	Sepulveda Blvd widening from Alameda Street to ICTF Driveway	1,158	1,158					
	Carson	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.	150	0	65	85			
	Carson	MR312.41	Traffic Signal Upgrades at 10 Intersections	1,400	0	500	900			
TOTAL CARSON				2,708	1,158	565	985	0	0	0
	El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)	2,500	2,500					
	El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard	400	400					
	El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project	350	350					
TOTAL EL SEGUNDO				3,250	3,250	0	0	0	0	0
	Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)	5,140	5,140					
	Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)	675	675					
	Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)	2,350	2,350					
	Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.	1,500		40	1,460			
	Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave	2,523		80	180	2,263		
TOTAL GARDENA				12,188	8,165	120	1,640	2,263	0	0
	Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)	2,100	2,100					
	Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane)	3,600	3,600					
	Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)	7,551	7,551					
	Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.	1,237	0	200	418	619		

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(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northop; and on 120th St. from Prairie Ave to Felton Ave	2,000	0	1,000	1,000			
C	Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St.	4,400	0	600	1,000	2,800		
			TOTAL HAWTHORNE	20,888	13,251	1,800	2,418	3,419	0	0
	Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard	304	304					
	Hermosa Beach	MR312.38	Pacific Coast Highway at Aviation Blvd Intersection Improvements (Southbound left turn lanes)	872	872					
	Hermosa Beach	MR312.63	PA/ED on PCH from Aviation Blvd to Prospect Ave	1,800	0	400	1,400			
			TOTAL HERMOSA BEACH	2,976	1,176	400	1,400	0	0	0
	Inglewood	MR312.12	Intelligent Transportation System (ITS): City of Inglewood Citywide ITS Master Plan	3,500	3,500					
	Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection	384			192	192		
			TOTAL INGLEWOOD	3,884	3,500	0	192	192	0	0
	LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight	100	100					
	LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207	1,100	149	133.89	817.07			
			TOTAL LA CITY	1,200	249	134	817	0	0	0
	LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave	26,820	6,900	5,000	5,000	5,000	4,920	
	LA County	MR312.52	ITS: Improvements on South Bay Arterials	1,021	0		401	620		
			TOTAL LA COUNTY	27,841	6,900	5,000	5,401	5,620	4,920	0
	Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp	500	500					
	Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements	1,500	1,500					
	Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101	1,600	0		800		800	
	Lawndale	MR312.53	Bike Lanes on Hawthorne Blvd. frm Rosecrans Ave to Manchester Beach Blvd	47	12		35			
			TOTAL LAWDALE	3,647	2,012	0	835	0	800	0
	Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut	900	900					
			TOTAL LOMITA	900	900	0	0	0	0	0
	Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)	365	365					
	Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave	9,100	9,100					
	Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)	1,500	1,500					
	Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)	980	980					
	Manhattan Beach	MR312.62	Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St, Cedar Ave, 14th St and 2nd St.	900	0	50	850			
			TOTAL MANHATTAN BEACH	12,845	11,945	50	850	0	0	0
	Metro/ Caltran	MR312.30	Feasibility Study for I-405 from I-110 to I-105 and I-105 from I-405 to I-110	700		300	400			

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(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Metro/ Caltran	MR312.48	Western Ave. (SR-213) from Palos Verdes Drive North to Gardena – PSR	170		70	100			
	Metro/ Caltran	MR312.32	SR-1 from Eastern Boundary of Carson to Eastern Boundary of Torrance – PSR	170		70	100			
	Metro	PS4010-2540	South Bay Arterial Baseline Conditions Analysis (Completed)	250	250					
	Metro	MR312.31	Inglewood Transit Center at Florence/La Brea	1,500	260	1,240				
			TOTAL METRO	2,790	510	1,680	600	0	0	0
	Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street – PSR	90		30	60			
			TOTAL RANCHO PALOS VERDES	90		30	60			
	Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd	1,400	1,400					
	Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane)	586	586					
	Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane)	320	320					
	Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)	22	22					
	Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)	30	30					
	Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	847	847					
	Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)	5,175	5,175					
			TOTAL REDONDO BEACH	8,380	8,380	0	0	0	0	0
	Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements	19,600	19,600					
	Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)	600	600					
	Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd	18,100	18,100					
	Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements	15,300	5,300	5,000	5,000			
	Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements	2,900	2,900					
	Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements	852	852					
	Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing	500	500					
	Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center	3,300	3,300					
			TOTAL TORRANCE	61,152	51,152	5,000	5,000	0	0	0
			TOTAL SOUTH BAY	233,024	141,762	24,549	32,438	23,738	10,537	0

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Measure R Highway Operational Improvements Project List

SR-138 Capacity Enhancements

(Programmed Dollars in Thousands)

(C)hange (A)dd (D)efete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
SR-138 Capacity Enhancements				200,000	72,900	33,800	20,100	28,000	45,200	
10 Year Forecasted Funds In Long Range Plan (cumulative)				200,000						
C	Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)	19,400	18,000	1,400				
A	Caltrans	MR330.12	SR 138 Segment 6 Construction	5,600				5,600		
TOTAL METRO				25,000	18,000	1,400	0	5,600	0	0
	Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	15,000	5,000	10,000				
	Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange	15,000	3,100				11,900	
	Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange	10,000	2,300	1,000			6,700	
	Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange	5,000	200	100	900		3,800	
	Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange	20,000	3,900	500		15,600		
TOTAL LANCASTER				65,000	14,500	11,800	900	15,600	22,400	
	Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East	25,000	25,000					
	Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps	25,000	4,100	2,500		6,800	11,600	
	Palmdale	MR330.09	SR-138 10th St. West Interchange	15,000	3,900	7,000	4,100			
	Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd	25,000	6,600	8,800	9,600			
	Palmdale	MR330.11	SR-138 Avenue N Overcrossing	20,000	800	2,500	5,500		11,200	
TOTAL PALMDALE				110,000	40,400	20,800	19,200	6,800	22,800	
TOTAL SR-138 CAPACITY ENHANCEMENTS				200,000	72,900	33,800	20,100	28,000	45,200	

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**Measure R Highway Operational Improvements Project List
I-605/SR-91/I-405 Corridors "Hot Spots"**

(Programmed Dollars in Thousands)

(C)hange (A)dd (D)efete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
INTERSTATE 605/STATE ROUTE 91/INTERSTATE 405 CORRIDOR "HOT SPOTS"				191,650	88,074	55,039	18,360	18,877	8,800	2,500
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	300	300					
	GCCOG	MR315.29	Gateway Cities Third Party Support	100	100					
			TOTAL GCCOG	400	400					
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	200					
	Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements	680	680					
	Metro	PS4720-3250	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements	573	573					
	Metro	PS4720-3251	Arterial Hot Spots in the Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements	561	561					
	Metro	AE25081	Arterial Hot Spots in the Cities of Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Intersection Improvements	100	100					
	Metro	AE25083	Arterial Hot Spots in the Cities of La Mirada and Santa Fe Springs: PS&E for Valley View/Rosecrans and Valley View/Alondra Intersection Improvements	100	100					
	Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)	6,170	6,170					
	Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)	3,121	3,121					
	Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS	3,040	3,040					
	Metro	AE2259	Professional Services for 605/60 PA/ED	34,000	3,000	7,000	8,000	8,000	8,000	
	Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan	10,430	9,339	1,091				
	Metro	AE3334100113 75	Professional Services for the I-605/I-5 PA/ED	20,698	3,000	5,000	5,000	7,698		
	Metro	AE4761100123 34	Professional Services for the I-605/SR-91 PA/ED	8,026	263	3,200	3,100	1,463		
	Metro	AE3229400113 72	Professional Services for 710/91 PSR/PDS	2,340	1,590	750				
	Metro	MR315.49	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, LA County)	300	300					
	Metro	MR315.50	Freeway Early Action Projects (PA/ED & PS&E)	24,000		24,000				
			TOTAL METRO	114,338	32,036	41,041	16,100	17,161	8,000	0

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(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Caltrans	MR315.28	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS	260	260					
	Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED	3,650	400	850	800	800	800	
	Caltrans	MR315.24	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED	2,070	300	500	500	770		
	Caltrans	MR315.08	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED	803	26	320	310	146		
	Caltrans	MR315.48	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements	60	60					
	Caltrans	MR315.13	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS	234	159	75				
			TOTAL CALTRANS	7,076	1,205	1,745	1,610	1,716	800	0
	Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project	7,310	6,210	1,100				
	Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction	644	644					
			TOTAL BELLFLOWER	7,954	6,854	1,100	0	0	0	0
	Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction	292	292					
	Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction	1,756	1,756					
			TOTAL CERRITOS	2,048	2,048	0	0	0	0	0
	Downey	MR315.03	Lakewood - Telegraph Intersection Improvements	2,120	2,120					
	Downey	MR315.14	Lakewood - Imperial Intersection Improvements	2,760	2,760					
	Downey	MR315.27	Lakewood - Florence Intersection Improvements	1,310	1,310					
	Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements	2,740	2,740					
			TOTAL DOWNEY	8,930	8,930	0	0	0	0	0
	LA County	MR315.07	Painter - Mulberry Intersection Improvements	2,410	760	1,650				
	LA County	MR315.11	Valley View - Imperial Intersection Improvements	1,640	1,640					
	LA County	MR315.15	Norwalk-Whittier Intersection Improvements	2,830	1,050	1,780				
C	LA County	MR315.23	Carmenita - Telegraph Intersection Improvements	1,400	800	600				
	LA County	MR315.22	Norwalk-Washington Intersection Improvements	550	550					
	LA County	F9511	South Whittier Bikeway Access Improvements (Call Match)	800						800
			TOTAL LA COUNTY	9,630	4,800	4,030	0	0	0	800
	Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement	3,600	1,000	2,600				
	Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements	5,504	5,504					
			TOTAL LAKEWOOD	9,104	6,504	2,600	0	0	0	0

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	Long Beach	F9130	2015 CFP - Artesia Complete Blvd (Call Match)	900						900
	Long Beach	F9532	2015 CFP - Atherton Bridge & Campus Connection (Call Match)	800						800
	Long Beach	F9808	Park or Ride (Call Match)	150		150				
	Long Beach	MR315.60	Soundwall on I-605 near Spring Street, PAED and PSE	250	50	100	100			
	Long Beach	MR315.61	Lakewood - Spring Intersction Improvements, PSE and Construction	454	454					
	Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction	493	493					
			TOTAL LONG BEACH	3,047	997	250	100	0	0	1,700
	Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements	1,670	1,670					
	Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements	920	920					
	Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements	1,509	1,509					
	Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements	480	480					
	Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)	3,380	3,380					
			TOTAL NORWALK	7,959	7,959	0	0	0	0	0
	Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements	8,474	4,251	4,223				
	Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements	1,388	1,388					
	Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements	40	40					
	Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements	2,195	2,195					
			TOTAL PICO RIVERA	12,097	7,874	4,223	0	0	0	0
	Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction	524	524					
	Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction	2,967	2,967					
	Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)	600	0	50	550			
			TOTAL SANTA FE SPRINGS	4,091	3,491	50	550	0	0	0
	Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction	1,568	1,568					
	Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,760	1,760					
	Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction	1,646	1,646					
			TOTAL WHITTIER	4,974	4,974	0	0	0	0	0
			TOTAL I-605/SR-91/I-405 CORRIDORS "HOT SPOTS"	191,650	88,074	55,039	18,360	18,877	8,800	2,500

ATTACHMENT A

Measure R Highway Operational Improvements Project List
I-710 South and/or Early Action Project List

(Programmed Dollars in Thousands)

(C)hange (A)dd (D)ele	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
			INTERSTATE 710 SOUTH EARLY ACTION PROJECT	142,176	97,786	44,118	0	0	0	258
	GCCOG	MOU.306.03	GCCOG Engineering Support Services	1,600	1,600					
			TOTAL GCCOG	1,700	1,600	100				
	Metro	PS4720-3334	Program/Project Management Support of Measure R Funds	200	200					
	Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development	600	600					
	Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)	25,046	16,237	8,809				
	Metro	PS4340-1939	Professional Services contract for I-710 Corridor Project EIR/EIS	32,521	18,750	13,771				
	Metro	PS4710-2744	Professional Services contract for I-710 Soundwall Project Development	10,878	8,678	2,200				
	Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report	150	150					
C	Metro		I-710 ITS/Air Quality Early Action (Grant Match)	11,760		11,760				
C	Metro	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)	240		240				
A	Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)	64.78		64.78				
			TOTAL METRO	81,460	44,615	36,845				
	Metro	USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)	100	100					
			TOTAL USACE	100	100					
	Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)	1,623	1,223	400				
	Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance	75	0	75				
			TOTAL SCE	1,698	1,223	475				
	Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway	1,450	1,450					
	Caltrans	MR306.27	Third Pary Support for I-710 Corridor Project EIR/EIS Enhanced IQA	3,500	2,500	1,000				
	Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only	100	100					

ATTACHMENT A

(C)hange (A)dd (D)elete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
			TOTAL CALTRANS	5,050	4,050	1,000				
	LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS	98	98					
			TOTAL LA COUNTY	98	98					
C	Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match)	155		155				
	Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS	150	150					
			TOTAL BELL	150	150					
	Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS	154	154					
	Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match)	258	0					258
	Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening	348	0	348				
			TOTAL BELL GARDENS	760	154	348				258
	Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project	13,500	10,500	3,000				
	Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS	75	75					
			TOTAL COMMERCE	13,575	10,575	3,000				
	Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS	35	35					
			TOTAL COMPTON	35	35					
	Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130					
	Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements	3,390	3,390					
	Downey	MR306.31	Lakewood Blvd Improvement Project	5,000	5,000					
			TOTAL DOWNEY	8,520	8,520					
	Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS	15	15					
			TOTAL HUNTINGTON PARK	15						
	Long Beach	MR306.19	Shoemaker Bridge Replacement Project	5,500	4,000	1,500				
	Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200					
	Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements	300	300					
			TOTAL LONG BEACH	6,000	4,500	1,500				0
	Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS	65	65					
			TOTAL MAYWOOD	65	65					
	Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS	130	130					
	Paramount	MR306.32	Garfield Ave Improvements	2,075	2,075					
			TOTAL PARAMOUNT	2,205	2,205					

ATTACHMENT A

(C)change (A)add (D)delete	Lead Agency	Funding Agreement (FA) No.	PROJECT/LOCATION	Total Allocation	Prior Years	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
	South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS	200	200					
	South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)	12,400	12,400					
	South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project	6,000	6,000					
			TOTAL SOUTH GATE	18,600	18,600					
	Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS	75	75					
	Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation	2,070	1,220	850				
			TOTAL VERNON	2,145	1,295	850				
			TOTAL I-710 SOUTH AND EARLY ACTION PROJECTS	142,176	97,786	44,118	0			258



R. Rex Parris Mayor
Marvin E. Crist Vice Mayor
Ken Mann Council Member
Angela E. Underwood-Jacobs Council Member
Raj Malhi Council Member
Mark V. Bozigian City Manager

October 10, 2016

Ayokunle Ogunrinde, P.E.
Senior Manager, Transportation Planning
Program Management – Highway Programs
METRO
One Gateway Plaza, MS 99-22-09
Los Angeles, California 90012

RE: Measure R SR-138 Capacity Enhancements Program
City of Lancaster - Funding Agreement Modification Request – Avenue L (MR330.05)

The City of Lancaster requests that the Avenue L Funding Agreement be modified to better match the project requirements.

- 1) The original allocation of funds did not provide for an adequate amount of funding to complete the project planning and environmental documentation in the years that are currently anticipated.
- 2) The City is interested in initiating the PA&ED phase prior to the current allocation schedule. This allocation change will allow the City to continue to expedite project delivery including PA&ED and Design.
- 3) The original funding FY allocation provides for a total of \$300,000 in FY's 15-16 and 16-17. In order to continue with the project development and initiate the Environmental Document (PA&ED), the City is requesting that the funding allocation be revised to allow additional funds earlier, which will allow the City to continue with project development without delay. We understand that this amendment requires Board Action.
- 4) The \$5,000,000 total allocation is sufficient to complete all phases of the project.
- 5) The \$3,000,000 revised allocation in FY 19-20 is sufficient to construct the project.

With this revised allocation, the City will be able to proceed with the project development without waiting for additional funding in FY17-18 per the original schedule approved by the Board (see enclosed Attachment B).

Description	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total Allocation
Original SR-138(SR-14) Ave L I/C	\$200,000	\$100,000	\$900,000	\$0	\$3,800,000	\$5,000,000
Proposed SR-138(SR-14) Ave L I/C	\$200,000	\$600,000	\$900,000	\$0	\$3,300,000	\$5,000,000

The City appreciates that Metro wants to expedite project delivery and this change will help the City move forward with these very important project improvements in an expedited fashion.

Please let me know if you have any questions regarding this request or if you need any additional information.

Sincerely,



Marissa Diaz, P.E.
Capital Program Manager

- cc: Mark Bozigian, City Manager
- Jason Caudle, Deputy City Manager
- Jeff Hogan, Development Services Director
- Robert Blume, Kimley-Horn & Associates

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, SUITE 100

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*Serious Drought.
Serious drought.
Help save water!*

September 29, 2016

Mr. Abdollah Ansari
Managing Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Ansari:

This letter is in reference to the construction capital and support components budget of Segment 6, EA286201 and Segment 13, EA286301 of the State Route 138 Corridor Widening Project.

In October 2012, Metro and Caltrans executed a funding agreement that allocated \$51.6 million for the construction capital and support components of the two projects in Regional Improvement Program (RIP) funding. The agreement also allocated \$24.30 million in Federal Regional Surface Transportation Program (RSTP) funding for various components of the two projects.

The CTC has deleted the previously programmed RIP construction related funding for both Segments in its May 2016 meeting, so Metro and Caltrans staff met to discuss the corridor funding priorities. It was agreed to attempt to fully fund Segment 6 construction capital and support components utilizing unspent RSTP funding balance realized after halting all Segment 13 RSTP funded components. Of the \$18.10 million in RSTP allocated to Segment 13, Caltrans identified a total of \$11.10 million that can be transferred to Segment 6 construction capital and support components.

Caltrans also identified \$3.0 million of savings in the RIP right of way (R/W) capital component of Segment 13 that can be transferred to backfill the RSTP funding gap in the R/W support component of the same Segment via a STIP amendment subject to CTC action. With this transfer of funding between the capital and support components of Segment 13, the R/W acquisition phase activities will be fully funded.

Attached is a funding chart that shows the prior and proposed funding plan with the changes mentioned above for your use. According to this chart, \$5.6 million of additional funding will be needed to fully fund the construction capital and support components of Segment 6.

Since most of the R/W parcels that are needed for Segment 6 are being acquired through the condemnation process, it is important to fully fund the construction phase as soon as possible. Upon executing the necessary funding agreement amendment to transfer the funds as agreed and also identifying the shortfall funding source, Caltrans will be able to set a begin construction date for Segment 6 and the R/W acquisition activities will continue as planned for Segment 13.

Please contact Osama Megalla, Project Manager at 213-897-0520 if you have any question(s) or need additional information regarding this letter.

Sincerely,



Robert So
Deputy District Director
Division of Program and Project Management

CC: Wil Ridder, LA Metro
Toye Oyewole, LA Metro
Ayokunle Ogunrinde
Osama Megalla, Caltrans
Jimmy Shih, Caltrans
Leah Shepard, Caltrans

10/12/2012 Agreement

8/16/2016

(Proposed)

28630 Seg 6		28630 Seg 13	
55.2/56.2		LA138-66.0/70.0, LA18-0.0/1.0	
RTL 1/19/16 FY16	Proposed Program	RTL 10/15/15 FY16	Proposed Program
PA&ED	0	PA&ED	0
PS&E	3,500	PS&E	6,000
R/W Support	1,600	R/W Support	6,500
Cons. Support	3,000	Cons. Support	6,500
R/W Capital	13,100	R/W Capital	7,000
Const. Capital	10,700	Const. Capital	36,000
TOTAL	31,900	TOTAL	62,000

29350 Seg 9		29350 Seg 9	
58.5/60.2 comb w/ seg 8		58.5/60.2 comb w/ seg 8	
RTL 01/05/15 FY15	Proposed Program	RTL 01/05/15 FY15	Proposed Program
PA&ED	0	PA&ED	0
PS&E	2,100	PS&E	2,100
R/W Support	3,000	R/W Support	3,000
Cons. Support	1,900	Cons. Support	1,900
R/W Capital	7,800	R/W Capital	7,800
Const. Capital	5,400	Const. Capital	5,400
TOTAL	20,200	TOTAL	20,200

28620 Seg 6		28620 Seg 6	
55.2/56.2		55.2/56.2	
RTL 1/19/16 FY16	Proposed Program	RTL 1/19/16 FY16	Proposed Program
PA&ED	0	PA&ED	0
PS&E	3,500	PS&E	3,500
R/W Support	1,600	R/W Support	1,600
Cons. Support	3,000	Cons. Support	3,000
R/W Capital	13,100	R/W Capital	13,100
Const. Capital	10,700	Const. Capital	10,700
TOTAL	31,900	TOTAL	31,900

28630 Seg 13		28630 Seg 13	
LA138-66.0/70.0, LA18-0.0/1.0		LA138-66.0/70.0, LA18-0.0/1.0	
RTL 10/15/15 FY16	Proposed Program	RTL 10/15/15 FY16	Proposed Program
PA&ED	0	PA&ED	0
PS&E	7,000	PS&E	7,000
R/W Support	6,000	R/W Support	6,000
Cons. Support	7,500	Cons. Support	7,500
R/W Capital	6,500	R/W Capital	6,500
Const. Capital	51,759	Const. Capital	51,759
TOTAL	78,759	TOTAL	78,759

29350 Seg 9		29350 Seg 9	
58.5/60.2 comb w/ seg 8		58.5/60.2 comb w/ seg 8	
RTL 01/05/15 FY15	Proposed Program	RTL 01/05/15 FY15	Proposed Program
PA&ED	0	PA&ED	0
PS&E	2,100	PS&E	2,100
R/W Support	3,000	R/W Support	3,000
Cons. Support	2,185	Cons. Support	2,185
R/W Capital	7,700	R/W Capital	7,700
Const. Capital	9,018	Const. Capital	9,018
TOTAL	24,003	TOTAL	24,003

28620 Seg 6		28620 Seg 6	
55.2/56.2		55.2/56.2	
RTL 1/19/16 FY16	Proposed Program	RTL 1/19/16 FY16	Proposed Program
PA&ED	0	PA&ED	0
PS&E	3,500	PS&E	3,500
R/W Support	1,600	R/W Support	1,600
Cons. Support	3,700	Cons. Support	3,700
R/W Capital	5,600	R/W Capital	5,600
Const. Capital	13,000	Const. Capital	13,000
TOTAL	27,400	TOTAL	27,400

RIP - State Cash (ST-CASH, NH, Augmentation)		RIP - State Cash (ST-CASH, NH, Augmentation)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	3,000	Cons. Support	1,900
R/W Capital	12,000	R/W Capital	2,900
Const. Capital	10,700	Const. Capital	7,800
TOTAL	25,700	TOTAL	12,600

RSTP		RSTP	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	2,100
R/W Capital	3,500	R/W Capital	3,000
Const. Capital	1,600	Const. Capital	2,500
TOTAL	6,200	TOTAL	7,600

RIP - State Cash (ST-CASH, NH, Augmentation)		RIP - State Cash (ST-CASH, NH, Augmentation)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	3,000	Cons. Support	3,000
R/W Capital	12,000	R/W Capital	12,000
Const. Capital	10,700	Const. Capital	10,700
TOTAL	25,700	TOTAL	25,700

RIP - State Cash (ST-CASH, NH, Augmentation)		RIP - State Cash (ST-CASH, NH, Augmentation)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	3,000	Cons. Support	3,000
R/W Capital	6,500	R/W Capital	6,500
Const. Capital	9,500	Const. Capital	9,500
TOTAL	19,500	TOTAL	19,500

RIP - State Cash (ST-CASH, NH, Augmentation)		RIP - State Cash (ST-CASH, NH, Augmentation)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	2,185	Cons. Support	2,185
R/W Capital	5,200	R/W Capital	5,200
Const. Capital	9,018	Const. Capital	9,018
TOTAL	16,403	TOTAL	16,403

RIP - State Cash (ST-CASH, NH, Augmentation)		RIP - State Cash (ST-CASH, NH, Augmentation)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	4,500	Cons. Support	4,500
R/W Capital	4,500	R/W Capital	4,500
Const. Capital	4,500	Const. Capital	4,500
TOTAL	13,500	TOTAL	13,500

Metro Local Funds		Metro Local Funds	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	6,000	R/W Capital	6,000
Const. Capital	6,500	Const. Capital	6,500
TOTAL	12,500	TOTAL	12,500

Metro Local Funds		Metro Local Funds	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	1,100	R/W Capital	1,100
Const. Capital	6,200	Const. Capital	6,200
TOTAL	7,300	TOTAL	7,300

Metro Local Funds		Metro Local Funds	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	3,500	R/W Capital	3,500
Const. Capital	1,600	Const. Capital	1,600
TOTAL	5,100	TOTAL	5,100

Metro Local Funds		Metro Local Funds	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	4,000	R/W Capital	4,000
Const. Capital	3,000	Const. Capital	3,000
TOTAL	7,000	TOTAL	7,000

Metro Local Funds		Metro Local Funds	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	2,500	R/W Capital	2,500
Const. Capital	7,600	Const. Capital	7,600
TOTAL	10,100	TOTAL	10,100

Metro Local Funds		Metro Local Funds	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	1,100	R/W Capital	1,100
Const. Capital	10,600	Const. Capital	10,600
TOTAL	11,700	TOTAL	11,700

To be Funded (Estimate base on current cost 8/11/11)		To be Funded (Estimate base on current cost 8/11/11)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	0	R/W Capital	0
Const. Capital	0	Const. Capital	0
TOTAL	0	TOTAL	0

To be Funded (Estimate base on current cost 8/11/11)		To be Funded (Estimate base on current cost 8/11/11)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	0	R/W Capital	0
Const. Capital	0	Const. Capital	0
TOTAL	0	TOTAL	0

To be Funded (Estimate base on current cost 8/11/11)		To be Funded (Estimate base on current cost 8/11/11)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	0	R/W Capital	0
Const. Capital	0	Const. Capital	0
TOTAL	0	TOTAL	0

To be Funded (Estimate base on current cost 8/11/11)		To be Funded (Estimate base on current cost 8/11/11)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	3,000	Cons. Support	3,000
R/W Capital	7,500	R/W Capital	7,500
Const. Capital	51,759	Const. Capital	51,759
TOTAL	62,259	TOTAL	62,259

To be Funded (Estimate base on current cost 8/11/11)		To be Funded (Estimate base on current cost 8/11/11)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	3,200	Cons. Support	3,200
R/W Capital	2,400	R/W Capital	2,400
Const. Capital	5,600	Const. Capital	5,600
TOTAL	11,200	TOTAL	11,200

To be Funded (Estimate base on current cost 8/11/11)		To be Funded (Estimate base on current cost 8/11/11)	
PA&ED	Proposed Program	PA&ED	Proposed Program
PS&E		PS&E	
R/W Support		R/W Support	
Cons. Support	0	Cons. Support	0
R/W Capital	0	R/W Capital	0
Const. Capital	0	Const. Capital	0
TOTAL	0	TOTAL	0

Los Angeles County Metropolitan Transportation Authority

Board Resolution

WHEREAS, the Sustainable Transportation Planning Grant Program was created by the California Department of Transportation (Caltrans) to ensure consideration of sustainability, preservation, mobility, safety, innovation, economy, health, and equity in transportation planning; and

WHEREAS, Metro is eligible to receive State funding through the Sustainable Transportation Planning Grant Program; and

WHEREAS, Metro was awarded a \$500,000 Sustainable Transportation Planning Grant in FY 2016-2017 from Caltrans for the 710 Livability Initiative for Complete Streets and Active Transportation Sustainability Effort; and

WHEREAS, the Metro Board has approved \$64,780 in local funds to be programmed as match for the Grant funds in FY 17'; and

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs; and

WHEREAS, Metro wishes to delegate authorization to execute this agreement and any amendments thereto necessary to receive any funds under the Transportation Planning Grant Programs to the Chief Executive Officer or his designee.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Chief Executive Officer (CEO) or his designee is authorized to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held December 8, 2016.

MICHELLE JACKSON
Metro Board Secretary

DATED: _____

MEASURE R EXTENSION LIST AS OF JUNE 30, 2016
(\$000)

PROJECT NUMBER	LEAD AGENCY	PROJECT	LAPSING FUNDS	LAPSING PROG YR	TOTAL PROG \$ TO BE LAPSED	TOTAL EXPEN \$ TO DATE	AMOUNT SUBJECT TO LAPSE	REC'D EXT YR(S)	REASON FOR EXT	NEW REVISED LAPSED DATE
MR312.11	Caltrans	Intelligent Transportation System(ITS) on Interstate I-405, I-110, I-105, and SR-91 Freeway Ramp/Arterial Signalized Intersections	Mea. R	2016	5,000	2,185	2,814	1	2	6/30/2017
MR312.05	Hermosa Beach	PCH (SR1) Improvements btwn Anita St and Artesia Ave	Mea. R	2016	304	91	213	1	1	6/30/2017
MR312.06	Redondo Beach	PCH Arterial Impr frm Anita St. to Palos Verdes Blvd	Mea. R	2016	1,400	20	1380	1	1	6/30/2017
MR312.20	Redondo Beach	Aviaton Blvd at Artesia Blvd Intersection Improvements	Mea. R	2016	847	80	767	1	1	6/30/2017
MR312.12	Inglewood	Inglewood Intelligent Transportation System Phase IV	Mea. R	2016	300	27	273	1	1	6/30/2017
MR312.15	Lawndale	Inglewood Ave frm 156th St. to I-405 Southbound On-Ramp improvements	Mea. R	2016	100	38	62	1	3	6/30/2017
MR311.03	Aguora Hills	Palo Comado Interchange	Mea. R	2016	2,000	1,600	400	1	1	6/30/2017
Total					\$9,951	\$4,041	\$5,909			

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| <p>1. Project delay due to unforeseen and extraordinary circumstances beyond the control of the project sponsor (federal or state delay, legal challenges, third party coordination issues, act of God, etc);</p> <p>2. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only);</p> <p>3. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed.</p> |
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