

Metro

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



Metro

Agenda - Final Revised

Wednesday, March 16, 2016

2:00 PM

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

Planning and Programming Committee

Mike Bonin, Chair

Sheila Kuehl, Vice Chair

James Butts

Jacquelyn Dupont-Walker

Hilda Solis

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

CALL TO ORDER

ROLL CALL

6. APPROVE Consent Calendar items: 7, 8, 9, 10, 11 and 12.

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

CONSENT CALENDAR

7. CONSIDER: [2016-0016](#)
- A. AWARDING \$243,731 in **Wayfinding Signage Grants** to the five jurisdictions shown in Attachment A; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute Grant Agreements for the funds.
- Attachments: [Attachment A - Wayfinding Signage Grant Pilot Program Funding Recommendation](#)
[Attachment B - November 2014 Board Directive](#)
8. AUTHORIZE Chief Executive Officer (CEO) to execute an Exclusive Negotiating Agreement (ENA) with **East Los Angeles Community Corporation (ELACC) and Bridge Housing for properties at 1st and Soto**, for 18 months, with an option to extend up to 30 months. [2016-0074](#)
- Attachments: [Attachment A - 1st and Soto Development Site](#)
[Attachment B - Peabody-Werden House Relocation Site Plan.pdf](#)
9. AUTHORIZE the **Metro Open Streets Grant Program Cycle 2 Application and Guidelines** [2016-0084](#)
- Attachments: [Attachment A - Open Streets Cycle 2 Application Package & Guidelines.pdf](#)
[Attachment B - June 27, 2013 Board Motion #72.pdf](#)
[Attachment C - June 18 2014 Planning and Programming Committee Item #15; Presentation.pdf](#)

10. AUTHORIZE the initiation and implementation of the following **Metro Countywide Bike Share equity initiatives:** [2016-0085](#)

- A. WAIVE the \$40 annual sign-up fee for Flex passes to make a single Metro Bike Share ride cost the same as a ride on Metro transit (\$1.75) for the following groups:
1. Metro Rider Relief customers for the summer 2016 launch;
 2. Reduced Fare TAP card-holders (Senior 62+/Disabled/Medicare, College/Vocational student, Student 9-12 grade) as part of Interoperability Step 3 approved in November 2015 (Attachment A); and
- B. AUTHORIZE the CEO to commit a 10% required hard local match of \$10,000 and a 15% required in-kind match of \$15,000 to develop a competitive Better Bike Share Partnership Grant (BBSP) application.
- C. AUTHORIZE the CEO to enter into a partnership with the City of Los Angeles for a Mobility Hubs FTA JARC grant.

Attachments: [Attachment A - Metro Bike Share Fare Structure Metro Board Report November](#)
[Attachment B - NACTO Report on Bike Share Equity](#)
[Presentation.pdf](#)

11. AUTHORIZE the Chief Executive Officer (CEO) to execute a Memorandum of Understanding (MOU) with the **City of West Hollywood for a joint visioning process for Division 7.** [2016-0121](#)

Attachments: [Attachment A - Area Site Maps.pdf](#)
[Attachment B - Memorandum of Understanding](#)

12. CONSIDER:

[2016-0141](#)

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute an **agreement (Master Agreement) with EQR-4th & Hill LP (EQR)** in which the Los Angeles County Metropolitan Transportation Authority (METRO) agrees to grant to EQR, and take all necessary steps to record, certain "Real Estate Interests" in the METRO owned property located at the northeast corner of 4th and Hill, subject to all conditions as set forth in the Master Agreement. On the terms set forth in the Master Agreement and ancillary agreements, EQR will (1) pay an agreed upon fair market value of the easements, (2) regrade and install, **operate and maintain "Enhanced Plaza Improvements" on the Metro Plaza (at the northeast 4th/Hill portal)** pursuant to a design approved by METRO, and (3) pay for changes required to mitigate impacts to Metro-Clark Contract C1073 due to EQR Project; and
- B. DELEGATING to the CEO the authority to approve the fair market value of the various temporary and permanent easements and lease agreement up to the amount of \$1,000,000.

Attachments:

[Attachment A – Site Map of Portal Property and EQR Property](#)

[Attachment B – Portal Property with Current Improvements](#)

[Attachment C – Depiction of Proposed EQR Project \(with Building Overhang ov](#)

NON-CONSENT

14. AUTHORIZE the Chief Executive Officer (CEO) to execute:

[2016-0002](#)

- A. Modification No. 3 to Contract No. PS2415-3172 for **Southern California Regional Interconnector Project (SCRIP) with HDR, Engineering, Inc. to provide environmental and preliminary engineering services for the expansion of SCRIP to include the Los Angeles Union Station Master Plan passenger concourse and accommodate high speed rail (HSR)**, increasing the total contract value by \$17,641,953, from \$30,637,404 to a not to exceed amount of \$48,279,357; and
- B. an **Agreement with the California State High Speed Rail Authority (CHSRA) up to a maximum amount of \$15 million for SCRIP** for the accommodation of HSR.

Attachments:

[Attachment A Procurement Summary](#)

[Attachment B - Contract Modification Change Log.pdf](#)

[Attachment C - DEOD Summary.pdf](#)

[Attachment D - CHSRA Letter & Board Resolution](#)

15. AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. AE455510019565 with **Wagner Engineering and Survey Inc. (WES) for the Lone Hill to White Double Track Environmental and Preliminary Engineering Project** (Project) in the amount of \$1,967,376, for a two-year term. [2016-0139](#)

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

16. AUTHORIZE the Chief Executive Officer (CEO) to submit project applications for grant funds from **California's Cap-and-Trade Transit and Intercity Rail Capital program**. [2016-0154](#)

Attachments: [Attachment A - February 2016 Board Report Item #19.pdf](#)
 [Attachment B - Proposed Metro TIRCP Projects Decision Matrix.pdf](#)

17. CONSIDER: [2016-0061](#)

- A. AUTHORIZING implementation of the first phase of the **Parking Management Pilot Program at three (3) Metro Parking Facilities along the Expo II extension**, pursuant to the Operating Plan (Attachment D) for one (1) year;
- B. AMENDING Metro's Parking Rates and Fee Resolution (Attachment E) to allow for the fee structure proposed in the Parking Management Pilot Program; and
- C. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 1 to Contract No. PS4313200 for Permit Parking Management Program with iNet, Inc., doing business as (dba) iParq, increasing the total contract value by \$353,350 from \$432,220 to \$785,570 to allow for implementation of the first phase of the Parking Management Pilot Program as a revenue generating contract where the contractor will be compensated the total value of the contract from the parking revenue collected by the contractor and Metro will receive the net revenue amount collected.

Attachments: [Attachment D - Parking Management Pilot Program - Phase I Operating Plan](#)
 [Attachment A - Procurement Summary](#)
 [Attachment B - Modification/Change Order Log](#)
 [Attachment C - DEOD Summary](#)
 [Attachment E - Metro Parking Rates and Permit Fee Resolution](#)

39. APPROVE Motion by Directors Solis, Najarian, Krekorian, Antonovich and DuBois that the Board directs the CEO, the Countywide Planning and Development Department and the Regional Rail Unit to return in 60 days with a review of the following: [2016-228](#)
- A. The feasibility, general cost estimate, funding sources (including Measure R 3%) and potential cost-sharing structure for creating a new station on the Metrolink Riverside Line at the base of Rio Hondo College;
 - B. The potential for consolidating and streamlining multiple transit related projects and services in the Greater Whittier Narrows area by establishing a multimodal transit hub; and
 - C. An evaluation of opportunities, benefits and/or impacts related to increasing transit ridership and reducing vehicular traffic on local streets, arterials, and highways;

FURTHER MOVE that the MTA Board direct the CEO to establish a working group of stakeholders in the Greater Whittier Narrows Area to help advance this concept. The working group shall consist of, but not be limited to the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and the unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. The group shall also include other relevant stakeholders such as Rio Hondo College, transit service providers, government agencies, local businesses and community groups.

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 #: 2016-0016, File Type: Program

Agenda Number: 7

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2016

SUBJECT: WAYFINDING SIGNAGE GRANT PILOT PROGRAM

ACTION: APPROVE FUNDING RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. AWARDING \$243,731 in **Wayfinding Signage Grants** to the five jurisdictions shown in Attachment A; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute Grant Agreements for the funds.

ISSUE

At the November 2014 meeting, with the adoption of the First/Last Mile Strategic Plan, the Board directed the CEO to create a two year pilot Wayfinding Signage Grant Program (Attachment B). In June 2015, the Board adopted the program guidelines that were developed in consultation with Metro's Technical Advisory Committee (TAC) and its Subcommittees. On August 26, 2015, the Wayfinding Signage Grant Application was released to all eligible applicants and posted on the Metro website with applications due on November 13, 2015. Staff received seven applications totaling \$339,731. All applications have been evaluated and staff recommends funding six projects totaling \$243,731. Staff requests Board approval of the funding recommendation and authorization for the CEO to execute Grant Agreements with successful grantees.

DISCUSSION

The Pilot program provides \$500,000 over Fiscal Years (FY) 2016 and 2017 to assist eligible agencies in designing and implementing static wayfinding signage on non-Metro properties to improve usability of the Metro system. Funding for both years is being awarded through this application cycle. The adopted Program Guidelines required that proposed projects be located within one mile to and from Metro fixed guideway transit line/stations that would be opened by the end of FY 2017.

A Grant workshop was held at Metro Headquarters on September 9, 2015. Additional subregional workshops were held at the request of the subregions which included the South Bay Cities Council of Governments (COG), San Gabriel Valley COG and the Gateway Cities COG on September 16th, 21st and 23rd, respectively.

Metro received seven applications from six jurisdictions by the November 13th due date. All applications were evaluated based on the Board adopted program guidelines' evaluation criteria: 1) Demonstration of Need; 2) Integration with Other First/Last Mile Strategies; 3) Project Readiness and Cost Effectiveness; and 4) Local Match. The City of Baldwin Park, applied for wayfinding signage to its Metrolink station. Based on the Board adopted guidelines, eligible projects need to be located within one mile to and from Metro fixed guideway transit line/stations. As this application is for a Metrolink station and not a Metro fixed guideway station, it does not meet the eligibility criteria adopted by the Board. The Staff recommendation was presented to Metro's TAC at their March 2, 2016 meeting.

DETERMINATION OF SAFETY IMPACT

The Wayfinding Signage Pilot Grant Program will not have any adverse safety impacts on Metro's employees and patrons.

FINANCIAL IMPACT

The FY 2015-16 budget includes \$150,000 in the Subsidies to Others Budget in Cost Center 0441, Project 420008 (Wayfinding Signage Grants). Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this recommendation is Proposition C Discretionary 40% which is eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may choose not to approve \$243,731 in funding awards, award a smaller amount than that recommended or defer the funding recommendations. These Alternatives are not recommended as the creation of the pilot program was previously directed by the Board and the recommended grant awards further Metro's objectives with regard to First/Last Mile Implementation Plan strategies.

NEXT STEPS

With Board approval, staff will execute Grant Agreements with the awardees. As projects move towards completion, staff will evaluate the program and work with TAC and the subregions to determine whether a new grant cycle should be considered with the remaining funds in FY 2018.


ATTACHMENTS

Attachment A - Wayfinding Signage Grant Pilot Program Funding Recommendations

Attachment B - November 2014 Board Directive

Prepared by: Terri Slimmer, Transportation Planning Manager, (213) 922-6929
Fanny Pan, Director, (213) 922-3070
Renee Berlin, Managing Executive Officer, (213) 922-3035

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

WAYFINDING SIGNAGE GRANT PILOT PROGRAM FUNDING RECOMMENDATION

APPLICANT	AMOUNT REQUESTED	PROJECT DESCRIPTION	AVERAGE SCORE	RECOMMENDED FUNDING	
				FY 2016	FY 2017
Compton	\$76,750	Fabricate and install 37 static wayfinding signs within a one-mile radius of the Compton Blue Line Station and 18 static wayfinding signs within a one-mile radius of the Artesia Blue Line Station.	91.2	\$8,000	\$68,750
Los Angeles County	\$51,615	Fabricate and install 11 vertical and 27 horizontal wayfinding signs in the Florence-Firestone community, within a one-mile radius of the Slauson, Florence, and Firestone Blue Line Stations.	89		\$51,615
South Pasadena	\$13,305	Fabricate and install 15 wayfinding signs within a one-mile radius of the South Pasadena Gold Line Station.	88.5		\$13,305
Culver City	\$23,000	Fabricate and install 20 wayfinding signs within a one-mile radius of the Culver City Exposition Line Station.	88		\$23,000
Los Angeles County	\$34,461	Fabricate and install nine vertical and 10 horizontal wayfinding signs within a one-mile radius of the Hollywood/Highland Red Line Station.	86		\$34,461
Glendora and Irwindale	\$44,600	Fabricate and install 18 wayfinding signs within a one-mile radius of the new APU/Citrus College, Irwindale, and Duarte/City of Hope Gold Line Stations.	85.5		\$44,600
SUBTOTAL	\$243,731			\$8,000	\$235,731
Baldwin Park	\$96,000	Fabricate and install wayfinding signage within a one-mile radius of the Baldwin Park METROLINK Station. ¹	0		0
GRAND TOTAL	\$339,731			\$8,000	\$235,731

¹The project is ineligible based on the Board adopted guidelines which precluded Metrolink stations as eligible for funding.

MOTION BY:

**MAYOR ERIC GARCETTI, SUPERVISOR MARK RIDLEY-THOMAS,
& DIRECTOR PAM O'CONNOR**

Planning & Programming Committee Meeting

November 5, 2014

Item 57: First/Last Mile Wayfinding Signage Grant Pilot Program

MTA's First/Last Mile Strategic Plan identifies the six most significant transit access barriers. One barrier is lack of simple and straightforward wayfinding signage. While all six barriers are significant, MTA has an immediate opportunity to improve signage and wayfinding strategies both at and around stations. It is incumbent upon MTA to foster the proliferation of first/last mile wayfinding signage throughout Los Angeles County.

While MTA may not have authority to require that specific signage be installed within local jurisdictions, the availability of a uniform wayfinding signage template will likely be attractive to cities which would like to reduce costs by minimizing the need for new design plans for each project. Additionally, MTA can take the lead by developing a signage and wayfinding template that can be required when local jurisdictions are awarded MTA grant funds.

In April 2014, the Board approved a signage-related program directed at MTA stations that included instruction to staff to develop wayfinding signage guidelines that can be applied as part of the implementation of the First/Last Mile Strategic Plan. To this end, MTA has developed a set of guidelines and recommendations to assist cities entitled *Station Trailblazing Guidelines for Non-Metro Property*.

We propose that MTA create a pilot wayfinding signage grant program to assist cities and jurisdictions in designing and implementing first/last mile non-MTA signage wayfinding systems. Such a relatively modest but consistent investment in quality signage will have a meaningful impact on improving the usability of our system throughout Los Angeles County.

CONTINUED

WE, THEREFORE, MOVE that the Board instruct the CEO and MTA staff to

1. Create a two-year pilot Wayfinding Signage Grant Program in the amount of \$500,000 beginning in Fiscal Year 2015-2016;
2. Make local jurisdictions eligible to apply for signage design and cost reimbursement when using the *Station Trailblazing Guidelines for Non-Metro Property*, and
3. Include updates on this program in their quarterly First/Last Mile Way Finding report as instructed in the April 2014 Board action.

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**Board Report**

File #: 2016-0074, **File Type:** Agreement**Agenda Number:** 8

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016****SUBJECT: 1ST AND SOTO JOINT DEVELOPMENT PROJECT****ACTION: AUTHORIZE EXECUTION OF EXCLUSIVE NEGOTIATING AGREEMENT****RECOMMENDATION**

AUTHORIZE Chief Executive Officer (CEO) to execute an Exclusive Negotiating Agreement (ENA) with **East Los Angeles Community Corporation (ELACC) and Bridge Housing for properties at 1st and Soto**, for 18 months, with an option to extend up to 30 months.

ISSUE

At the November 2015 board meeting of the Planning and Programming Committee, the joint development team was authorized to extend for six months the "Short Term" Exclusive Negotiating Agreement ("Short Term ENA") with Bridge/ELACC for property at 1st and Soto (the "Site") in order to continue the community outreach process for a proposed mixed-use affordable housing project on the Site. Since November, the community outreach process has been comprehensive and successful. On December 3, 2015, the Boyle Heights Neighborhood Council (BHNC) approved having the project move forward and enter into an ENA with Metro.

DISCUSSION**Background**

In December 2013 the Joint Development team issued separate Requests for Proposals ("RFPs") for three Metro-owned sites in Boyle Heights. The 1st and Soto site was one of the three, and the Board authorized a "Short Term" ENA with the Bridge/ELACC team in March 2015. Since that time, and in cooperation with Abode communities (Developer for a nearby Metro-owned site), BRIDGE/ELACC and Metro Joint Development staff have conducted extensive outreach through a series of community meetings, workshops and focus groups. They have also met with individual stakeholder groups. Below is an outline of activities:

1. An Affordable Housing Workshop 101 was held on May 7, 2015 at Casa del Mexicano in Boyle Heights. Over 200 members of the community attended the workshop;
2. A series of focus group meetings were held between June 16 and June 23, 2015:

- Tenant Focus Group - June 16, Boyle Heights City Hall
- Community Organizations - June 16, Boyle Hotel, Boyle Heights
- Small Business Owners and Street Vendors - June 17, Sol y Luna Apartments, Boyle Heights
- Arts/Culture/History Groups - June 17, Sol y Luna Apartments, Boyle Heights
- Youth and Education Groups - June 23, Sol y Luna Apartments, Boyle Heights
- Home Owners and Commercial Property Owners - June 23, Sol y Luna Apartments, Boyle Heights

3. An interactive community workshop was held on August 13, 2015 at PUENTE Learning Center in Boyle Heights. The purpose of the workshop was to present findings from the community-based focus groups and to provide additional input.

Each of the developers has been meeting with individual stakeholders in the community and has been fine-tuning their projects to better reflect stakeholder feedback. On December 3, 2015, the BHNC approved having the Bridge/ELACC project move forward and enter into an ENA with Metro.

The Development Site

The Site includes two Metro-owned parcels (Attachment A) with a total of 1.38 acres. Parcel 1 is situated next to the Metro Gold Line Soto station on the southwest corner of 1st and Soto streets. The vacant portion of Parcel 1 totals 0.63 acres, is generally flat and rectangular in shape. The Soto station is part of Parcel 1 and includes a large plaza providing access to the portal. The plaza and portal encumber approximately 0.64 acres. Parcel 2 is located across the street to the east, on the southeast corner of 1st and Soto streets and totals 0.29 acres.

The proposal from ELACC and Bridge includes a mixed-use housing development, Los Lirios, on Parcel 1 and is comprised of 65 affordable housing units - a mix of studios, 1, 2 and 3 bedroom units- and ground floor retail. This project will serve families with incomes between \$13,050 and \$51,500 with rents between \$435-\$1079, or between 30% and 60% of area median income. Additionally, the developer has been working with Metro operations staff to evaluate the feasibility of utilizing some of the plaza area closest to the proposed project for outdoor space/ landscaping so long as it does not present a conflict to the operation of the station.

On Parcel 2, ELACC has proposed relocating the historic Peabody/Werden house currently located across the street at 2407 1st Street. The current location of the house is property also owned by ELACC, and is part of a larger site entitled and financed for developed of 50 affordable housing units - the Cielito Lindo development. Construction will begin in the immediate future. The Peabody/Werden house is a 3,593 sq.ft two-story residence originally constructed in 1894. It is a unique blend of the Queen Anne and Colonial revival styles and recorded in the California State Historic Resources Inventory. Preserving this structure is important to the community which is home to many historical structures from this time period. Metro is in the process of granting a one-year license to ELACC to permit the temporary relocation of the house to Parcel 2. The ultimate objective would be to restore the house as a community space which would have programs geared toward the needs of the residents of the Los Lirios project. Also being explored is inclusion of a community garden/plaza with public art display project. The feasibility of the restoration and adaptive reuse of the structure would be determined during the ENA phase.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's operations staff will continue to review and comment on the proposed development to ensure that the proposals have no adverse impact on the station, portal and public areas on Metro's property.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA, and the proposed project, is included in the FY16 budget in Cost Center 2210 (New Business Development), under Project 610011 (Economic Development). In addition, the ENA will require a non-refundable fee of \$50,000 as well as a \$50,000 deposit to cover third party expenses during the negotiation.

Impact to Budget

Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from the Developers, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses. Execution of the ENA will not impact ongoing bus and rail operating and capital budget, Proposition A and C and TDA administration budget or Measure R administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with BRIDGE/ELACC, (b) not proceed with the proposed project, or (c) not proceed with the proposed project and seek new development options via a new competitive process.

Staff does not recommend proceeding with these alternatives because the recommended action moves forward the project at 1st and Soto which has been the subject of 12 months of focused community outreach, and has support from the community to enter into the next phase of negotiations.

NEXT STEPS

Upon approval of the recommended action, Metro will execute the ENA with Bridge/ELACC. The ELACC team, together with the joint development staff, will continue the outreach and community engagement process on the design of the project, ground floor uses and the potential for restoration of the Peabody/Werden house and pursue negotiation of terms for a Joint Development Agreement (JDA) and Ground Lease. If successful, staff will return to the Board with the recommended terms for a JDA and Ground Lease.


Attachments:

Attachment A - 1st and Soto Development Site

Attachment B - Peabody/Werden House Relocation Site Plan

Prepared by: Vivian Rescalvo, Director, (213) 922-2563
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437



Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



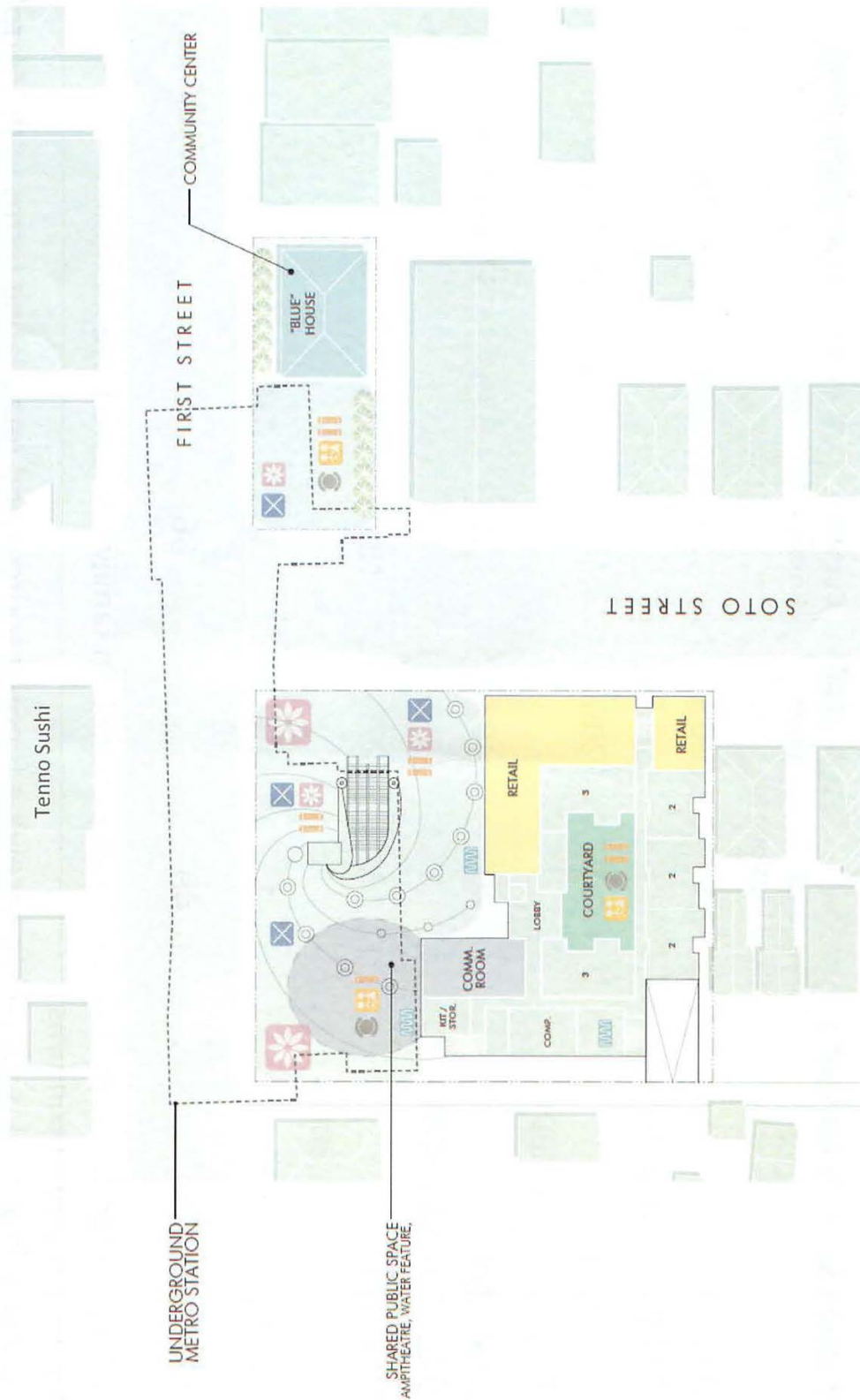
Phillip A. Washington
Chief Executive Officer

Development Site Map
1st and Soto



-  Development site
-  Metro Soto Station

Peabody/Werden Relocation



**Board Report**

File #: 2016-0084, **File Type:** Application

Agenda Number: 9

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

SUBJECT: OPEN STREETS GRANT PROGRAM CYCLE 2

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the **Metro Open Streets Grant Program Cycle 2 Application and Guidelines**.

AMENDMENT by SOLIS that bonus points be given to disadvantaged communities and have multi-jurisdictional/regional events using the CalEnviroScreen assistance for first time applicants. Also asked staff to seek opportunities to work with the Councils of Governments.

ISSUE

In June 2013 the Board adopted Motion 72 (Attachment B), directing staff to award up to \$2 million annually to support Open Street events. Cycle 2 guidelines and application (Attachment A) build on the Cycle 1 framework to support a competitive process. Board authorization of the Open Streets Cycle 2 competitive grant program, application package and guidelines are needed in order to proceed.

DISCUSSION

Open Street events are temporary one-day events that close streets to automotive traffic and open them to people to walk, bike or roll. Cycle 1 of the Open Streets Grant Program was successful in encouraging participants to ride transit and walk and ride a bike on urban streets, possibly for the first time. The Open Streets Grant program provides opportunities for economic development and the improvement of public health, since they get people out onto the street patronizing local businesses - all while exercising and interacting with their community. The Metro Outreach Booth at Open Streets events provides a platform for public input on Metro active transportation corridor projects such as the LA River and Rail to River and other programs, including the Countywide Bike Share Program. During Cycle 2 events the booth will continue to provide a location in the community to promote Metro programs.

Cycle 1 Implementation

In response to Motion 72 (Attachment B) staff developed a comprehensive framework and competitive grant process to solicit and evaluate applications for open street events throughout Los Angeles County. At the June 18, 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions (Attachment C). To date, 5 of the 12 events awarded funding in Cycle 1 have been staged totaling nearly 32 miles of streets closed to cars and opened to pedestrians, bicyclists and other non-motorized forms of transportation. The remaining events to be held in spring 2016 will add an additional 52 miles of Open Streets. The events have allowed participants to experience the region in a car-free and or car-light manner and ride transit possibly for the first time.

To support cities in executing Open Street events, staff held a half day workshop that highlighted the objectives of the program; the process for planning, implementation and reimbursement; and showcased examples of previous successful regional events.

Cycle 1 Evaluation

Per Board Motion 72, staff has begun to conduct an evaluation of Cycle 1 utilizing grantee's post implementation reports, transit TAP data and other sources. The initial event data shows:

- Boarding on the Metro Expo Line increased 26% during the December 7, 2014 CicLAvia: South LA;
- Metro Gold Line Boarding increased by 32% during the May 31, 2015 CicLAvia: Pasadena;
- 86% of responding businesses along the Long Beach: Beach Streets route responded that they would like to see another Open Streets event in their community
- Overall sales of Day Passes to the Metro system increased an average of 17% systemwide on the day of events and;
- Sales of 30 Day Passes increased 12% on the day of events.

A Request for Proposals (RFP) package is expected to be released in the spring of 2016 seeking the professional services of a contractor to conduct an in depth evaluation study of the twelve events included in Cycle 1. The evaluation study will be completed upon receipt of all Cycle 1 post event evaluation reports.

Cycle 2 initiation

The success of the Open Streets Grant Program funded events to date has been the result of the strong partnership among Metro, the grantee cities, and nonprofits such as CicLAvia, Bikeable Communities, BikeSGV and others. Staff will encourage similar partnerships with the Cycle 2 Open Street Program solicitation process. The proposed application and guidelines for Cycle 2 are informed by feedback from applicants, grantees and participants of Cycle 1. In response to feedback and in order to ensure that the Cycle 2 program continues to serve to increase multi-modal access, advance active transportation at local levels and encourage transit usage, the following modifications have been made to the application and guidelines:

- Proposed route length should be based on national and regional best practices;
- Event should be regional in nature, having the ability to attract participants from surrounding and countywide jurisdictions
- Applicants will be required to include a detailed transit agency coordination plan with Metro

- and any other agencies operating service adjacent to the event route
- A maximum funding ceiling was implemented based on population share for large cities and \$149,000 for smaller cities not partnering with other jurisdictions. The amount of \$149,000 is utilized since it is a sufficient amount of funds to create a community-scaled open streets event based on cost observed in Cycle 1 and it is the maximum amount the FHWA allows for a simple procurement process.
 - Counts of bicyclists exiting at all rail transit stations directly adjacent to the event route will be required as part of the post event reporting requirements.
 - Day of event surveys of participants arriving to Open Street events on rail to determine frequency of Metro Rail ridership will be required as part of the post event reporting requirements.
 - Metro's selected Cycle 1 evaluation study contractor will provide support to Cycle 2 grantees to assist with data collection of participation counts, surveys and other information.

DETERMINATION OF SAFETY IMPACT

Approval of this program will have no impact on safety on our employees or patrons.

FINANCIAL IMPACT

There is no impact to the FY 16 budget. Up to \$4 million for Cycle 2 will be requested during the FY 2017 and FY 2018 budget process. As this is a multi-year program it will be the responsibility of the cost center manager and the Chief Planning Officer to budget funds in future years.

Impact to Budget

There is no impact to the FY16 budget. Staff will work with Regional Programming, Budget and Local Programs and the Office of Financial Services to identify a funding source and will request funds through the FY17 budget process.

ALTERNATIVES CONSIDERED

The Board has the option to not approve the Cycle 2 initiation. This alternative is not recommended as it is not in line with previous Board direction.

NEXT STEPS

Upon Board approval, staff will release the application package for the Open Streets program. An easy to fill-out web-based application will be utilized and an informational workshop will be held for applicants. It is anticipated that the application will be released in early spring 2016 with staff returning for Board approval of the Cycle 2 Open Street Grant Program in fall 2016.


ATTACHMENTS

Attachment A - Open Streets Cycle 2 Application Package & Guidelines
Attachment B - June 27, 2013 Board Motion #72

Attachment C - June 18, 2014 Planning and Programming Committee Item #15

Prepared by: Brett Thomas, Transportation Planner I, (213) 922-7535
Avital Shavit, Transportation Planning Manager V, (213) 922-7518
Laura Cornejo, Deputy Executive Officer Countywide Planning, (213) 922-2885
Diego Cardoso, Executive Officer Countywide Planning, (213) 922-3076

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Open Streets Cycle 2 Program Guidelines and Application

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of city's multi-modal policies.

Eligibility

Applicants must be a city/county within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$4 million available for grants for the Open Streets Grant Cycle 2. Each city/jurisdiction can apply for the greater of a. \$149,000 OR b. population share (see chart). If an event is in multiple cities jurisdictions may combine population shares. Funds will be available starting in fall 2016, pending Metro Board approval and events must be staged by December 31, 2018. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

See Chart A for maximum eligibility

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 30 points

<u>Event readiness (Funds will be required to be expended by December 31, 2018)</u>	<u>10</u>
<u>Agency/Partnership expertise*</u>	<u>5</u>
<u>Matching funds committed</u>	<u>5</u>
<u>Community support</u>	<u>5</u>
<u>Agency's existing active transportation programs and policies</u>	<u>5</u>

* Partners may include but are not limited to COGs, community groups, event producers and non-profits

~~Project Feasibility — 45 points~~

- ~~• Ability to attract participants from surrounding and countywide jurisdictions~~

- ~~Event readiness (Funds will be required to be expended within 2 years of award)~~
- ~~Agency/Partnership expertise~~
- ~~Matching funds committed~~
- ~~Community support~~
- ~~Support from neighboring cities/jurisdictions~~
- ~~Agency's existing active transportation programs and policies~~
- ~~Transit accessibility~~
- ~~Transit agency coordination plan~~

Route Setting – 30 points

<u>Route is along existing bicycle infrastructure*</u>	<u>3</u>
<u>Topography - The grantee should select a route that minimizes hills**</u>	<u>3</u>
<u>Connections to cultural, architectural, and/or historical destinations</u>	<u>3</u>
<u>Activities for pedestrians (dance classes, yoga, concessions, information booths)</u>	<u>3</u>
<u>Cost Effectiveness (cost/per mile and the value of connections & destinations)</u>	<u>3</u>
<u>Proximity and access to commercial and retail corridors</u>	<u>3</u>
<u>Event cost per mile</u>	<u>4</u>
<u>Route includes disadvantaged communities***</u>	<u>4</u>
<u>Route length (industry standards recommend a minimum of 4 miles in length)</u>	<u>4</u>

*Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (through the Call For Projects or by Measure R)?

** As an example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

***Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

Route Setting – 45 points

- ~~Event cost per mile~~
- ~~Connections between multiple cities and/or central business districts~~
- ~~Route is along existing bicycle infrastructure – Will the route be on or intersect any existing bicycle infrastructure? Has any of the infrastructure been funded by Metro (through the Call For Projects or by Measure R)?~~
- ~~Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle)~~
- ~~Connections to cultural, architectural, and/or historical destinations~~
- ~~Connecting neighborhoods and cities that have active transportation and/or transit facility gaps~~
- ~~Activities for pedestrians (dance classes, yoga, concessions, information booths)~~
- ~~Cost Effectiveness (cost/per mile and the value of connections & destinations)~~
- ~~Proximity and access to commercial corridors.~~
- ~~Proximity and access to transit~~
- ~~Route length (industry standards recommend a minimum of 4 miles in length)~~

Transit and Community Connectivity - 30 points

Ability to attract participants from surrounding and countywide jurisdictions	5
Support from neighboring cities/jurisdictions	5
Transit accessibility	5
Connections between multiple cities and/or central business districts	5

Connecting neighborhoods that have active transportation or transit facility gaps	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding alcohol. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

Grantee's shall collaborate with Metro's selected Cycle 1 Evaluation study contractor to assist in providing a post implementation report including counts identifying the number of bikes alighting at transit stations directly connected to the route, and pedestrian and bicycle counts entered online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians, Cyclists along the route using at least one of the following count methods:

- Use temporary automated electronic counters – Preferred Method
- Conduct an “incomplete count” (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram.
 - An incomplete count involves counting part of a population and then extrapolating to the entire population. A geographic area or screenline may be established as the sample area and an attempt made to count all the individuals in the set area or passing through the screenline. In the case of an open street event several geographic areas or screenlines should be established and sample counting should take place at regular intervals at the same time at all locations.

2. Transportation use data

- Counts of bicyclists exiting at all rail transit stations directly adjacent to the route
- Survey of at least 500 individuals exiting the train asking the following questions:
 - Are you attending today's open street event?
 - Is this your first time riding Metro Rail?
 - If “NO” how often do you ride metro rail
 - Less than once a month
 - 1-3 times per a month
 - 4-7 times per a month
 - 8 or more times a month

3. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or

community. The grantee shall engage in a dialogue with the community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- Participants & Volunteers
 - How has the open street event improved your neighborhood/community?
 - Has the open street event encouraged you to use active transportation or transit modes more often?
- Business owners
 - Has the open street event brought new or more patrons to you?
 - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

3. Bike-Trains & Bike Bus Shuttles Ridership If bike-trains or special bike shuttles were used to transport participants to the event, then report the ridership of these services on the day of the event. If municipal bus services were employed, report on ridership on the day of the event and provide a monthly average for the same day of the week since the event took place.

4. Local Economic Benefit

- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk. Surveys, interviews or sales tax data may be used to collect information on sales performance at selected participating businesses.

General and Administrative Conditions Lapsing Policy

Open streets cycle 2 events must be staged by December 31, 2018 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. An amount equal to 10% of each invoice will be retained until final completion of the event and audits. In addition, final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits

All grant programs may be audited for conformance to their original application. Event Schedule and Date Metro shall review the final date of the event to ensure regional and

scheduling distribution. At Metro's Program Manager request events may be rescheduled to avoid overlapping events.

Chart A

**Los Angeles County Metropolitan Transportation Authority
Open Streets Grant Funding Eligibility**

Forecasted shares are based on population percentage as of 1/1/14.

Subregion	Jurisdiction	Population 1/1/14 per State Dept of Finance	% of County	Pop Share Funding	Max eligible
	FY17 & FY18			\$4,000,000	
AV	Burbank	105,543	1.051%	\$42,041	\$149,000
AV	Glendale	195,799	1.950%	\$77,994	\$149,000
AV	La Canada Flintridge	20,535	0.204%	\$8,180	\$149,000
Central	Los Angeles	3,904,657	38.884%	\$1,555,362	\$1,555,362
Gateway	Artesia	16,776	0.167%	\$6,682	\$149,000
Gateway	Avalon	3,820	0.038%	\$1,522	\$149,000
Gateway	Bell	35,972	0.358%	\$14,329	\$149,000
Gateway	Bell Gardens	42,667	0.425%	\$16,996	\$149,000
Gateway	Bellflower	77,741	0.774%	\$30,967	\$149,000
Gateway	Cerritos	49,741	0.495%	\$19,814	\$149,000
Gateway	Commerce	13,003	0.129%	\$5,180	\$149,000
Gateway	Compton	98,082	0.977%	\$39,070	\$149,000
Gateway	Cudahy	24,142	0.240%	\$9,617	\$149,000
Gateway	Downey	113,363	1.129%	\$45,156	\$149,000
Gateway	Hawaiian Gardens	14,456	0.144%	\$5,758	\$149,000
Gateway	Huntington Park	59,033	0.588%	\$23,515	\$149,000
Gateway	La Habra Heights	5,420	0.054%	\$2,159	\$149,000
Gateway	La Mirada	49,178	0.490%	\$19,589	\$149,000
Gateway	Lakewood	81,224	0.809%	\$32,354	\$149,000
Gateway	Long Beach	470,292	4.683%	\$187,334	\$187,334
Gateway	Lynwood	70,980	0.707%	\$28,274	\$149,000
Gateway	Maywood	27,758	0.276%	\$11,057	\$149,000
Gateway	Montebello	63,527	0.633%	\$25,305	\$149,000
Gateway	Norwalk	106,630	1.062%	\$42,474	\$149,000
Gateway	Paramount	55,051	0.548%	\$21,929	\$149,000
Gateway	Pico Rivera	63,873	0.636%	\$25,443	\$149,000
Gateway	Santa Fe Springs	17,349	0.173%	\$6,911	\$149,000
Gateway	Signal Hill	11,411	0.114%	\$4,545	\$149,000
Gateway	South Gate	96,057	0.957%	\$38,263	\$149,000
Gateway	Vernon	122	0.001%	\$49	\$149,000
Gateway	Whittier	86,538	0.862%	\$34,471	\$149,000
LV/M	Agoura Hills	20,625	0.205%	\$8,216	\$149,000
LV/M	Calabasas	23,943	0.238%	\$9,537	\$149,000

LV/M	Hidden Hills	1,901	0.019%	\$757	\$149,000
LV/M	Malibu	12,865	0.128%	\$5,125	\$149,000
LV/M	Westlake Village	8,386	0.084%	\$3,340	\$149,000
North	Lancaster	159,878	1.592%	\$63,685	\$149,000
North	Palmdale	155,657	1.550%	\$62,004	\$149,000
North	Santa Clarita	209,130	2.083%	\$83,304	\$149,000
SFV	San Fernando	24,222	0.241%	\$9,648	\$149,000
SGV	Alhambra	84,697	0.843%	\$33,738	\$149,000
SGV	Arcadia	57,500	0.573%	\$22,904	\$149,000
SGV	Azusa	48,385	0.482%	\$19,273	\$149,000
SGV	Baldwin Park	76,715	0.764%	\$30,558	\$149,000
SGV	Bradbury	1,082	0.011%	\$431	\$149,000
SGV	Claremont	35,920	0.358%	\$14,308	\$149,000
SGV	Covina	48,619	0.484%	\$19,367	\$149,000
SGV	Diamond Bar	56,400	0.562%	\$22,466	\$149,000
SGV	Duarte	21,668	0.216%	\$8,631	\$149,000
SGV	El Monte	115,064	1.146%	\$45,834	\$149,000
SGV	Glendora	51,290	0.511%	\$20,431	\$149,000
SGV	Industry	438	0.004%	\$174	\$149,000
SGV	Irwindale	1,466	0.015%	\$584	\$149,000
SGV	La Puente	40,478	0.403%	\$16,124	\$149,000
SGV	La Verne	32,228	0.321%	\$12,838	\$149,000
SGV	Monrovia	37,162	0.370%	\$14,803	\$149,000
SGV	Monterey Park	61,777	0.615%	\$24,608	\$149,000
SGV	Pasadena	140,879	1.403%	\$56,117	\$149,000
SGV	Pomona	151,713	1.511%	\$60,433	\$149,000
SGV	Rosemead	54,762	0.545%	\$21,814	\$149,000
SGV	San Dimas	34,072	0.339%	\$13,572	\$149,000
SGV	San Gabriel	40,313	0.401%	\$16,058	\$149,000
SGV	San Marino	13,341	0.133%	\$5,314	\$149,000
SGV	Sierra Madre	11,094	0.110%	\$4,419	\$149,000
SGV	South El Monte	20,426	0.203%	\$8,136	\$149,000
SGV	South Pasadena	26,011	0.259%	\$10,361	\$149,000
SGV	Temple City	36,134	0.360%	\$14,393	\$149,000
SGV	Walnut	30,112	0.300%	\$11,995	\$149,000
SGV	West Covina	107,828	1.074%	\$42,952	\$149,000
South Bay	Carson	92,636	0.923%	\$36,900	\$149,000
South Bay	El Segundo	16,897	0.168%	\$6,731	\$149,000
South Bay	Gardena	60,082	0.598%	\$23,933	\$149,000
South Bay	Hawthorne	86,644	0.863%	\$34,513	\$149,000
South Bay	Hermosa Beach	19,750	0.197%	\$7,867	\$149,000
South Bay	Inglewood	111,795	1.113%	\$44,532	\$149,000
South Bay	Lawndale	33,228	0.331%	\$13,236	\$149,000
South Bay	Lomita	20,630	0.205%	\$8,218	\$149,000
South Bay	Manhattan Beach	35,619	0.355%	\$14,188	\$149,000
South Bay	Palos Verdes Estates	13,665	0.136%	\$5,443	\$149,000

South Bay	Rancho Palos Verdes	42,358	0.422%	\$16,873	\$149,000
South Bay	Redondo Beach	67,717	0.674%	\$26,974	\$149,000
South Bay	Rolling Hills	1,895	0.019%	\$755	\$149,000
South Bay	Rolling Hills Estates	8,184	0.081%	\$3,260	\$149,000
South Bay	Torrance	147,706	1.471%	\$58,836	\$149,000
Westside	Beverly Hills	34,677	0.345%	\$13,813	\$149,000
Westside	Culver City	39,579	0.394%	\$15,766	\$149,000
Westside	Santa Monica	92,185	0.918%	\$36,721	\$149,000
Westside	West Hollywood	35,072	0.349%	\$13,970	\$149,000
Unincorporated	County unincorporated	1,046,557	10.422%	\$416,880	\$416,880
	TOTAL	10,041,797	100.000%	\$4,000,000	NA

Application

General Information

1. City/Government Agency Name:
2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information – 10 points

9. Open Street Event Name
 (Example: Sunnyside Sunday Parkways Open Street Event.)
Maximum Allowed: 150 characters.

10. Event Description
 (Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets. Street Vendors from local businesses, a health fair, yoga in the street, and an art show will be included in the route.)
Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):

Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:

Maximum Allowed: 3 digits

13. Estimated Route Beginning Location:

(Example – Downtown Sunnyside @ Sunny Street & Main Street)

Maximum Allowed: 150 characters.

14. Estimated Route Ending Location:

(Example – Mid-Town Sunnyside @ Sunny Street & Happy Street)

Maximum Allowed: 150 characters.

15. Attach a map of the proposed route. A digital map made in Google maps or ArcGIS is preferred

16. Does the event include rail grade crossings? (Y/N)

If “YES” for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

Project Feasibility – 45 30 points

17 Estimated Month & Year of Event (Funds will be available starting in fall 2016, pending Metro Board approval. Event must be staged by December 31, 2018)

Maximum Allowed: 6 digits

18. Does your City’s General Plan or other planning program support open street event and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, Adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

19. Would your jurisdiction be amenable to reduced scope or route length? Y/N

Partnerships

20. Will your city partner with any other city or agency (including non-profits and other community partners)? Y/N

If “YES” for question 20

20a. List your partners and their role in the event planning and production:

Maximum Allowed: 600 Characters

If “YES” for question 20

20b. Do any of the partners (including the applicant) have previous experience organizing large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health such as athletic races or streets fairs)? List and describe.

Maximum Allowed: 800 Characters

If "NO" for question 20

20c. What is your city doing in lieu of partnerships with cities or agency (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

Event Budget

21. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

22. What is the requested grant amount? *Maximum Allowed: 10 characters*

23. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

24. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

25. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

26. What are the estimated day of event staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 10 characters.

27. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind
2. Local Fund Match

28. What is the amount (or value) of the local match? (Answer to #21 x 0.2).

29. What is the event cost per mile (Answer to #11 / Answer #21)?

30. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Marketing and Outreach

~~30. Will the event draw participation from a regional audience? Y/N~~

If "YES" for question 30

~~30a. Briefly describe the marketing strategy you will employ to insure event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*~~

31. Will the event organizers perform outreach to local businesses along the event route? Y/N

If "YES" to question 31

31a. What strategies will you employ to encourage increased participation of businesses located along the event route? *Maximum allowed 150 characters*

32. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N

33. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

Route Setting – 45 30 points

~~32. Will the route connect multiple cities? Y/N~~

~~If "YES" to question 32~~

~~32a. How will the route connect multiple cities? How will you insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?~~

~~*Maximum Allowed: 1000 characters.*~~

~~3334. Will the route be along or connect to commercial corridors? Y/N Explain.~~

~~*Maximum Allowed: 1000 characters.*~~

~~3435. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.~~

~~*Maximum Allowed: 1000 characters.*~~

~~3536. List and describe the pedestrian and bicycle infrastructure along or adjacent to the route. Specify which infrastructure (if any) was funded by Metro.~~

~~*Maximum Allowed: 1000 characters.*~~

~~36. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.~~

~~*Maximum Allowed: 1000 characters.*~~

37. What are the average elevation gain/loss and the highest and lowest elevations in proposed route? (Tip: you can use a free website like www.mapmyride.com to calculate this information).

38. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1000 characters.

39. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

~~39. Will the event route connect directly to a Metro Rail or Metrolink Station? Y/N~~

~~If "NO" to question 39~~

~~39a. How will you transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event.~~

~~Maximum Allowed: 1000 characters~~

~~40. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.~~

~~Maximum Allowed: 1000 characters~~

~~41. Does the open street event require coordination with Metro and/or municipal transit service operators to provide access to the event? Y/N~~

~~42. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).~~

~~43. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.~~

~~44. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>~~

Regional Significance – 30 Points

40. Will the event draw participation from a regional audience? Y/N

If "YES" for question 40

40a. Briefly describe the marketing strategy you will employ to insure event participation from nearby jurisdictions and throughout the county. Maximum allowed: 150 characters

41. Will the route connect multiple cities? Y/N

If "YES" to question 41

41a. How will the route connect multiple cities? How will you insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

42. Will the project connect neighborhoods or cities that have active transportation and/or transit facility gaps? Y/N Explain.

Maximum Allowed: 1000 characters.

43. Will the event route connect directly to a Metro Rail or Metrolink Station? Y/N

If "NO" to question 43

43a. How will you transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event.

Maximum Allowed: 1000 characters

44. List all the transit stations within ½ mile radius of the proposed event and describe how you will coordinate with the stations transit operators.

Maximum Allowed: 1000 characters

45. Has the applicant jurisdiction been host to an Open Street event in the past? Y/N

If "YES" to question 45

45a. What was the name of the previous Open Street event hosted in the jurisdictions?

Maximum Allowed: 100 characters

46. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovias*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

ATTACHMENT C 22

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 18, 2014**

SUBJECT: 2014 OPEN STREETS GRANT PROGRAM

ACTION: APPROVE 2014 OPEN STREETS GRANT PROGRAM - CYCLE 1

RECOMMENDATION

Award and program cycle one (1) of the biennial Open Streets Grant Program including fiscal years 14/15 and 15/16. Award \$3.7 million to 12 Open Street events and set aside \$300,000 to conduct a comprehensive evaluation of these events and evaluate the costs and benefits per the June 2013 Motion 72 (Attachment A).

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following;

- An annual allocation up to \$2 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

We are recommending a biannual grant cycle based on the high interest we received, the administrative advantages for both grantor and grantees of having a biannual versus an annual grant cycle, and on the precedent of other Metro grant programs. This first cycle includes funding for 12 events totaling \$3.7 million and a \$300,000 set aside to conduct a comprehensive evaluation of these events and evaluate the costs and benefits per the June 2013 Motion 72, for a total of \$4 million over two fiscal years. This funding recommendation mirrors the approved framework of an annual allocation of up to \$2 million. Board approval is necessary to program the funds to these 12 events and to a comprehensive technical evaluation.

DISCUSSION

Open Street events are temporary one-day events that close the streets to automotive traffic and open them to people to walk or bike. The goals of the Open Streets Grant Program is to provide opportunities for 1) riding transit, walking and riding a bike, possibly for the first time, to encourage future mode shift, and for 2) civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Outreach

Following and proceeding the Board approval of the Open Streets Grant Program in September 2013, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), the Technical Advisory Committee (TAC) and The Streets and Freeways Subcommittee. We released the Open Streets Grant Application online in late January and subsequently hosted an Open Streets Program Workshop on January 29, 2014. The workshop featured speakers from San Francisco and Los Angeles, who have implemented open street events, sharing guidance on how to plan and implement an event and Metro staff providing instructions on how to apply for grant funding. Over 80 people attended the event representing the cities and agencies across the Los Angeles Region.

Scoring and Evaluation

A total of 21 project applications were received on March 14, 2014 that included a total of \$5.2 million of funding requests. The event applications were diverse in scope ranging from 0.5 to 18 miles in length and are representative of the region. The application evaluation was conducted by an internal technical team with experience in multi-modal transportation. The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure (Attachment B). Out of the 21 applications submitted, 20 received passing scores for a total of \$5.17 million of passing funding requests.

Open Streets Cycle 1 – FY 14/15 & FY 15/16

Following the the Board direction to fund up to \$2 million annually for Open Street Events, this first cycle includes two years (14/15 and 15/16) and thus, this first cycle will include \$4 million of grant awards. The biannual timeline will allow for the staging of events within the July 2016 deadline and provides time to study and evaluate these events as a group. Funded events are regionally diverse, connected to transit stations, regional bikeways and major activity centers (Attachment C).

In terms of funding requests that can be fulfilled for the next two fiscal years, based on score ranking and prioritizing one application per jurisdiction (before funding multiple applications from the same city), 12 open street events from 12 different jurisdictions can be funded for a total of \$3.7 million (Attachment D). An additional \$300,000 for a technical evaluation study of these events is included. Out of the 12 events, 10 will receive 100% of their funding request and the last two funded applications, that received the same score, will receive 80% of their respective request.

Evaluation Study

We are requesting a \$300,000 set-aside for an evaluation study of the 12 recommended open street events. Metro will solicit a research firm/university to assist Metro to collect data and to utilize it in a comprehensive analysis of the program. Local cities are required to report back on participation numbers, and the participants and businesses response to the event. The consultant will unify these reports by providing a standardized methodology to count participation and collect responses from participants and businesses. The outcome of the study will be a comprehensive analysis of all 12 events and a tool kit that Metro can adopt as methodology for future awardees to use to conduct evaluations. By selecting one group to lead an evaluation, versus having each city evaluate themselves, we will be using consistent methodologies across all the events and thus produce a more cohesive, valid and uniform evaluation of these events.

DETERMINATION OF SAFETY IMPACT

The 2014 Open Streets Grant Program Cycle 1 will not have any adverse safety impacts on our employees and patrons. The principals of the Open Streets Grant Program include promoting multi-modalism and active transportation that can improve the mobility and wellness of patrons.

FINANCIAL IMPACT

The funding of \$2 Million for the first year of the program is included in the FY15 budget in cost center number 4320, Transit Corridors, under project number 410077, Open Street Grant Program. Since this is a multi-year program, the cost center manager and Chief Planning Officer of Countywide Planning will be accountable for budgeting the costs in future years. We are recommending a local funding source for open street events in order for cities to most efficiently utilize the funds and stage the events in the next two years.

Impact to Budget

The source of funds for these Open Street Events is Congestion Mitigation Air Quality (CMAQ). Metro will serve as a pass-through agency for the CMAQ funds with local cities invoicing Metro directly. These funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones.

These funds are eligible for transit capital projects and improved transit services, limited to operational assistance for new or expanded service for up to 3 years. Should other eligible funding sources become available, they may be used in place of the identified funds

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of cycle 1 of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June Board Motion 72 establishing an Open Streets Program. The Board could also choose to fund only one fiscal year of the program, for a total of \$2 million. This is not recommended since that amount would only fund 7 events (6 fully, 1 partial funded) and include a set-aside of \$300,000 for an evaluation study. This scenario would prevent many qualified Open Street events from moving forward, only 39% of qualified events would be funded compared to the recommended scenario which funds 77% of qualified events.

NEXT STEPS

Upon approval, we will notify project sponsors of the final funding award and proceed to initiate memorandum of understanding. We plan to return to the Board in late 2015 to request authorization to initiate cycle two of the Open Streets Program.

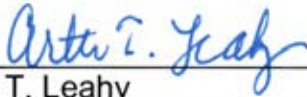
ATTACHMENTS

- A. June 2013 Metro Board Motion 72
- B. Open Streets Program Guidelines
- C. Recommended Open Street Events Map
- D. 2014 Open Streets Event Grants Cycle 1: Summary of Funding and Recommendations

Prepared by: Avital Shavit, Transportation Planning Manager IV, (213) 922-7518
Laura Cornejo, Director Countywide Planning (213) 922- 2885
Diego Cardoso, Executive Director Countywide Planning (213) 922- 3076
Cal Hollis, Managing Executive Officer, (213) 922-7319



Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

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CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

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3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

Open Street Application Guidelines

Application Questions/Requirements

- Provide the following grantee general information: grantee agency name, project manager contact name, phone #, e-mail, and address.
- Provide a description of the open street event, route and schedule.
- Provide the intersection for the start and end points and the route length.
- Provide a map of the proposed route. Include any alternate route being considered on the map using a different color or symbol to differentiate it from the main route (a digital map made in Google or ArcGIS is preferred).
- Are there any Metro funded pedestrian or bicycle projects along the route? List and describe.
- Coordinate with Metro and/or applicable municipal transit service operators to provide access to the event under one of these conditions:
 - Is the route within ½ mile Metro Rail or Metrolink station? List all the stations within a ½ mile radius. (Proximity to a transit station is a critical element of the open streets event success and the organizer should encourage and assist participants to take transit, walk or bike to the event)
 - If the route is not within ½ of a mile of a Metro Rail or Metrolink station, explain and specifically identify how you will transport people to the event from the nearest transit station using a combination or “bike trains” (groups of people who travel by bike together – www.labiket trains.com) and/or a special bike shuttle that carry a minimum of 10 bikes each (see Mammoth Bike Shuttle for an example of a shuttle service that accommodates 20-30 bikes).
- List and describe supportive activities (dancing, pedestrian zones, games and educational programs) that will be offered the day of the event.
- List and identify all community partners and provide letter(s) of support/commitment from each one.
- Describe the partners experience producing large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or public health. Include the number of people who where in attendance and any demographic information regarding the attendance.
- Provide an estimated budget (include matching funds or in-kind donation)
- Describe how your cities general plan and/or other existing planning programs/projects are supportive of an Open Streets event. Include in your description programs and projects that support and encourage the use of walking and biking for transportation purposes.
- Provide a minimum 20% local match. Match may be in-kind services.
- Provide a letter of support from the COG/sub-region

Application Evaluation will be based on the following criteria:

1. Project Feasibility

- Event readiness
- Transit accessibility
- Agency/Partnership expertise
- Matching funds committed
- Community support
- Agency's existing active transportation programs

2. Route Setting

- Proximity and access to transit
- Topography. The grantee should select a route that minimizes hills (for example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle)
- Route is along existing bicycle infrastructure – lanes & paths funded through Metro's Call For Projects, TDA Article 3, Propositions A, C, or Measure R Local Return
- Connections between multiple cities and/or central business districts
- Connections to cultural, architectural, and/or historical destinations and events
- Connecting neighborhoods and cities that have active transportation and/or transit facility gaps
- Activities for pedestrians (dance classes, yoga, concessions, information booths)
- Cost Effectiveness (cost/per mile and the value of connections & destinations)

Grantee's Post Implementation Reporting Requirements

Grantee's are required to provide a post implementation report and enter participation counts online in Metro's Bike Count Clearinghouse at www.bikecounts.luskin.ucla.edu/ no later than three months after the event including the following:

1. Participation Counts of Pedestrians and Cyclists

Using at least one of the following count methods

- Install temporary electronic loop detection counters
- Conduct an "incomplete count" (a methodology from ecological studies) using visual or pictorial counts using crowdsourcing via Facebook, Twitter or Instagram

2. Personal Anecdotes

Provide personal stories from participants, business owners along the route or event volunteers describing how the open street event has positively affected their lives or community. The grantee shall engage in a dialogue with the

community in person, via e-mail or through a social media platform like Facebook, Twitter or Instagram using (at least) one of the following questions:

- **Participants & Volunteers**
 - How has the open street event improved your neighborhood/community?
 - Has the open street event encouraged you to use active transportation or transit modes more often?
- **Business owners**
 - Has the open street event brought new or more patrons to you?
 - In light of the open street event, do you think that active transportation (pedestrian and bicycle) infrastructure improvements would improve your business opportunities?

3. Bike-Trains & Bike Bus Shuttles Ridership

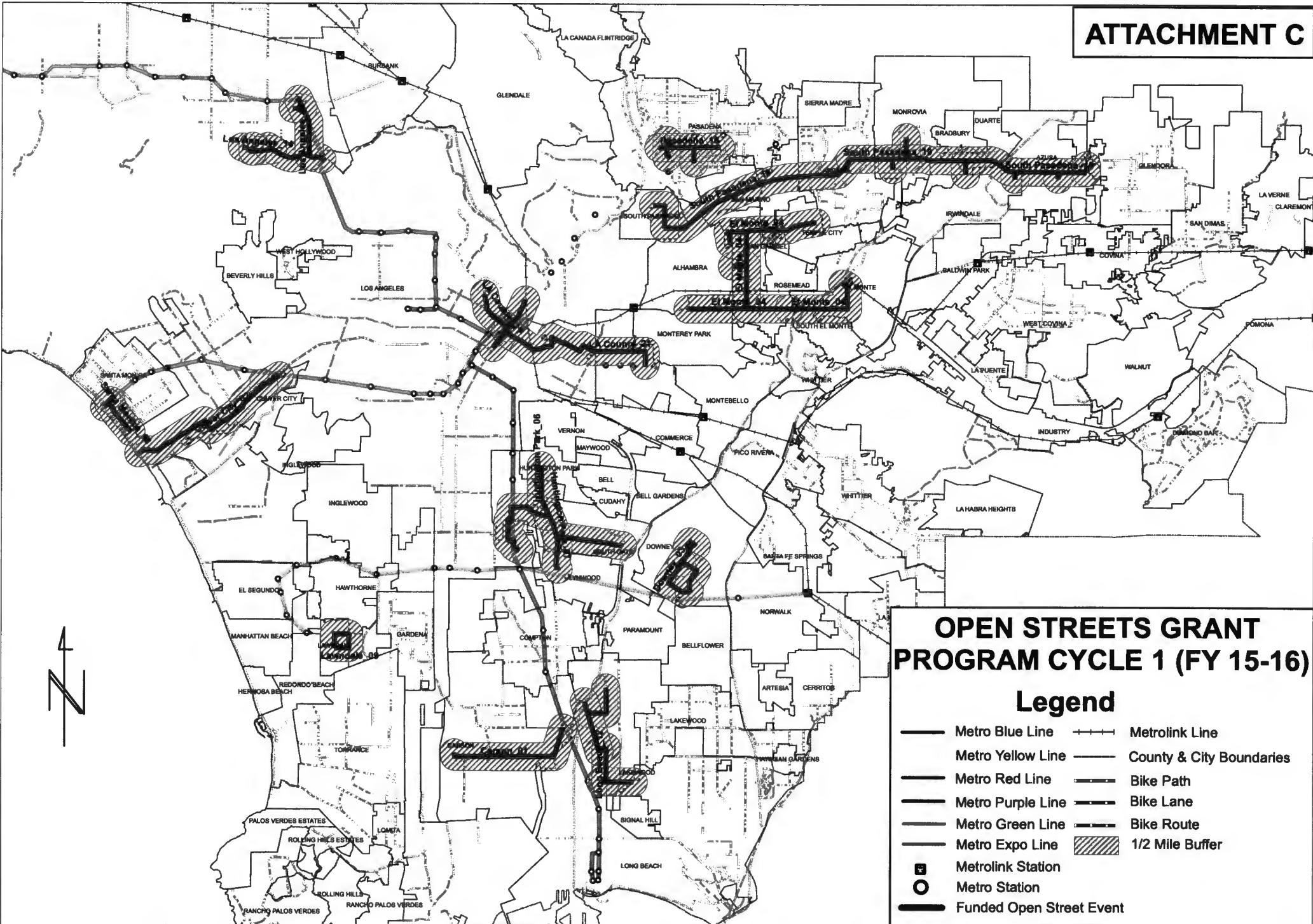
If bike-trains or special bike shuttles were used to transport participants to the event, then report the ridership of these services.

4. Local Economic Benefit

Provide at least one of the following:

- Report the sales tax receipts revenue for all businesses along the route and/or within $\frac{1}{4}$ mile of the route for the day of the open street event and a monthly average for that same day of the week for comparison.
- Report how the event affected sales at selected participating businesses along the route (a minimum of one business for every mile of the event). These businesses may have participated by providing discounts to pedestrians and cyclists or by having a sales display or dining tables on the sidewalk.

ATTACHMENT C



OPEN STREETS GRANT PROGRAM CYCLE 1 (FY 15-16)

Legend

- Metro Blue Line
- Metro Yellow Line
- Metro Red Line
- Metro Purple Line
- Metro Green Line
- Metro Expo Line
- Metrolink Station
- Metro Station
- County & City Boundaries
- Bike Path
- Bike Lane
- Bike Route
- 1/2 Mile Buffer
- Funded Open Street Event

2014 Open Streets Events Grants Cycle 1
 Summary and Funding
 Recommendation

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
12	City of Long Beach	Beach Streets: Bixby Knolls & North Long Beach	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit.	Metro Blue Line Wardlow Station, LA River Regional Bicycle/Pedestrian Path	Spring 2015	93	\$ 260,800	\$ 260,800
4	City of El Monte	SGV Earth Day Festival	South El Monte, Rosemead, Temple City, San Gabriel and Monterey Park, BikeSGV, Day One, APIOPA.	El Monte Metrolink Station, Upper Rio Hondo Regional Pedestrian/Bicycle Trail	Spring 2015	90	\$ 291,520	\$ 291,520
16	City of Pasadena	CicLAvia Pasadena	CicLAvia	Gold Line Stations: Del Mar, Memorial Park, Lake, and Allen	Spring 2015	90	\$ 424,000	\$ 424,000
11	City of Long Beach	Beach Streets: Downtown Long Beach	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit,	Metro Blue Line stops at Pacific Avenue, Downtown Long Beach, 1st Street, and 5th Street.	Fall 2015	90	\$ 156,000	\$ -
21	County of Los Angeles	CicLAvia: Heart of LA	CicLAvia	Union Station Red/Purple Line: Pershing Square, 7th Street/Metro Center and Civic Center Gold Line: Chinatown, Little Tokyo/Arts District, Mariachi Plaza, Soto Station, Indiana Station, Maravilla Station and East LA Civic Center Station.	Fall 2014	89	\$ 508,000	\$ 508,000

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
1	City of Carson	Car-Free Carson		The Metro Blue Line Del Amo Station	Spring 2016	88	\$ 100,000	\$ 100,000
3	City of Downey	Downey Ride & Stride Open Street Event	Downey Bicycle Coalition, YMCA and Kaiser Permanente	Metro Green Line Station (0.4 mile from the route)	Spring 2016	88	\$ 62,655	\$ 62,655
19	City of South Pasadena	SGV Golden Streets	San Marino, East Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, BikeSGV, AQMD	Existing & Future Metro Gold Line Stations : South Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Alameda in Azusa, Citrus. San Gabriel River Regional Pedestrian/Bicycle Trail	Spring 2016	86	\$ 393,600	\$ 393,600
2	City of Culver City	CicLAvia Culver City	CicLAvia, City of LA	Culver City Expo Line Station, Ballona Creak Regional Pedestrian/Bicycle Trail	Spring 2015	85	\$ 453,600	\$ 453,600
9	City of Lawndale	Lawndale Community Bicycle Ride and Open Street Event	Lot to Spot (FLTS), L.A. County Recreation Department, The South Bay Bicycle Coalition,		Spring 2015	85	\$ 40,536	\$ 40,536
18	City of Santa Monica	Expo Opens Santa Monica	Main Street Merchants Association, the SOULstice to the Expo Opens Santa Monica event. Santa Monica Pier, Santa Monica Spoke	Future Santa Monica Expo Light Rail Station	Spring/ Summer 2016	85	\$ 200,000	\$ 200,000

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
14	City of Los Angeles	CicLAvia: The Valley	CicLAvia	North Hollywood Red Line, North Hollywood Orange Line Station, Universal City Red Line Station	Spring 2015	82	\$ 462,000	\$ 366,773
7	City of Huntington Park	CicLAvia: Southeast Cities	CicLAvia, Huntington Park, South Gate, Lynwood, City of Los Angeles (Council District 15), County of Los Angeles, South Gate, Lynwood, City of Los Angeles (First Supervisorial District)	Blue Line Slauson Station and 103rd St / Watts Towers Station, Green Line Long Beach Blvd Station	Spring 2015	82	\$ 753,910	\$ 598,515
10	City of Long Beach	Beach Streets: Grand Prix Open Course Pre-Ride	BIKEable Communities, Retro Row Business Association, LACBC, Women on Bikes, Safe Moves, Noble Pursuit,	Metro Blue Line stops at the Downtown Long Beach Station, 1st Street Station, and Pacific Avenue Station.	Spring 2015	81	\$ 40,000	\$ -
13	City of Los Angeles	CicLAvia: South LA	CicLAvia	Expo Line - Expo/Western Station - Expo/Vermont Station - Expo Park / USC Station Blue Line - San Pedro Station	Winter 2014	80	\$ 419,200	\$ -
17	City of Pico Rivera	Walking the Gold Line Open Street Event	The Cities of Pico Rivera, Santa Fe Springs, and Whittier.	San Gabriel River Regional Pedestrian/Bicycle Trail	Summer 2015	79	\$ 160,000	
5	City of Hawthorne	Taste of Hawthorne	Moneta Gardens Improvement, Hawthorne/LAX/Lennox Rotary Club		Spring 2015	77	\$ 30,000	

ID #	Applicant	Open Street Event Name	Co-Applicants/ Major Partners	Rail Stations & Regional Pedestrian/Bicycle Paths	Estimated Date of Event	Score	Total Request	Awarded
20	City of Walnut	Walnut Family Festival Open Street Faire	LA County Sheriff Department Walnut/Diamond Bar Lion's Club, Walnut Valley Chamber of Commerce, Calamba Sister City Filipino Organization		Fall 2014	77	\$ 40,000	
15	City of Montebello	Montebello Walk and Roll: Pedal, Walk and Stroll for Wellness	Montebello Bicycle Coalition: Montebello YMCA:	Montebello Metrolink Station (1/2 mile from route)	Spring 2015	75	\$ 96,000	
8	City of Inglewood	Inglewood Open Streets/Open Studios	Social Justice Learning Institute (SJLI)		Fall 2015	73	\$ 280,000	
6	City of Huntington Park	HP Gran Prix	Wolfpack Hustle (WH)		Fall 2014	60	\$45,000	\$ -
Total							\$ 5,216,821	
Total (with Passing Score)							\$ 5,171,821	\$ 3,700,000
% qualified requests funded								77%
Evaluation Study								\$ 300,000
Grand Total								\$ 4,000,000
1.Guidelines prioritized funding one event per city before funding multiple events.								

Open Streets Cycle 2

Recommendation

Authorize the Metro Open Streets Grant Program Cycle 2 Application and Guidelines

Cycle 2 Guidelines and Application

- In June 2013 the Board introduced Motion 72 (Attachment A), directing staff to award up to \$2 million annually to support Open Street events.
- **Cycle 2 guidelines and application**
 - Build on the Cycle 1 framework to support a competitive process.
 - Board authorization of the Open Streets Cycle 2 competitive grant program, application package and guidelines are needed in order to proceed.



Cycle 1 Open Street Implementation

- Board awarded \$3.7 million to 12 events in 12 jurisdictions in September 2014 and set aside \$300,000 for an evaluation study.
 - 5 of the 12 events have been staged totaling nearly 32 miles
 - The remaining events to be held in April – June 2016 for 52 miles of Open Streets
- Board directed Cycle 1 evaluation study ridership analysis conducted for first 5 events. Further study pending
 - + 10% ridership increase along route corridor on the day of the events
 - + Sales of Day Passes increased 17% systemwide on the day of events.



Metro

Updates to Cycle 2 Application

Max Funding Ceiling

- Based on population share for large cities and \$149,000 for smaller cities not partnering with other jurisdictions.

Transit Coordination Plan

- Applicants will be required to provide a transit agency coordination plan with Metro and any other agencies operating service adjacent to the event route

Post Reporting Data

- Cycle 1 evaluation study contractor will support grantees with data collection.
- Counts of bicyclists utilizing rail transit stations



Metro

Cycle 2 Next Steps

Pending Board Approval:

- **Release the online application – April 2016**
- **Hold an informational workshop**
- **Outreach to COG's, the Metro TAC and TAC subcommittees**
- **Returning to Board for Award Cycle 2 - September 2016**



Board Report

File #: 2016-0085, **File Type:** Program

Agenda Number: 10

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

SUBJECT: METRO COUNTYWIDE BIKESHARE EQUITY INITIATIVES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the initiation and implementation of the following **Metro Countywide Bike Share equity initiatives**:

- A. WAIVE the \$40 annual sign-up fee for Flex passes to make a single Metro Bike Share ride cost the same as a ride on Metro transit (\$1.75) for the following groups:
 - 1. Metro Rider Relief customers for the summer 2016 launch;
 - 2. Reduced Fare TAP card-holders (Senior 62+/Disabled/Medicare, College/Vocational student, Student 9-12 grade) as part of Interoperability Step 3 approved in November 2015 (Attachment A); and
- B. AUTHORIZE the CEO to commit a 10% required hard local match of \$10,000 and a 15% required in-kind match of \$15,000 to develop a competitive Better Bike Share Partnership Grant (BBSP) application.
- C. AUTHORIZE the CEO to enter into a partnership with the City of Los Angeles for a Mobility Hubs FTA JARC grant.

ISSUE

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in greater downtown Los Angeles (DTLA Pilot). At the November 2015 meeting, the Metro Board approved a fare structure for the Metro Bike Share system (Attachment A) that is flexible and streamlined to meet the diverse needs of communities. The equity initiatives proposed in this report are expected to bolster the fare structure by increasing options to disadvantaged communities and potentially increasing ridership by discounting passes to those who otherwise may not participate due to financial constraints. Board approval and authorization are needed to proceed with the proposed

Metro Countywide Bike Share equity initiatives.

DISCUSSION

Bike share systems all across the US have struggled to be inclusive to disadvantaged communities, especially low-income communities of color and women. However, based on the research from existing bike share systems in North America, options for monthly passes, fare relief and outreach are the best approaches to ensuring the system is accessible to all (Attachment B). The proposed equity initiatives are expected to increase ridership by enrolling those who wouldn't otherwise participate due to financial constraints and ensuring long-term diversity of the user base.

\$0 Fee Annual Flex Pass - Rider Relief & Reduced Fare TAP Card-Holders

At the November 2015 meeting, the Metro Board approved a fare structure for the Metro Bike Share system (Attachment A). The fare structure's three proposed pass options (\$20 Monthly, \$40 Annual Flex/\$1.75 per 30 minute ride and \$3.50 Walk-Up/per 30 minute ride) are flexible and streamlined to meet the needs of frequent, occasional and casual users. The fare structure includes a "Flex" pass for a \$40 annual fee that allows for a \$1.75 charge per 30 min trip. The proposed initiative would waive the \$40 annual sign-up fee for Flex passes to make a single Metro Bike Share ride to cost the same as a ride on Metro Transit (\$1.75). The following groups would be eligible:

1. Metro Rider Relief participants for the summer 2016 launch.
 - i. Rider Relief participants are eligible for reduced rate transit passes based on a qualifying set of income criteria. The participants are screened and recertified annually through Metro Rider Relief participating social service providers that meet selection criteria.
 - ii. Participants would receive a bike share coupon code in their June 2016 recertification process.
 - iii. The coupon code can be used to register for a bike share pass at metro.net/bikeshare. Bicycle Transit Systems will recognize the bike share coupon code and waive the \$40 Flex pass fee. A credit card will be required for registration.
2. Reduced Fare TAP card-holders (Senior 62+/Disabled/Medicare, College/Vocational student, Student 9-12 grade) as part of the development of Step 3 Interoperability (Seamless User Interoperability). Step 3 Interoperability was approved by the board in November 2015 as the last step in a phased Regional Bike Share Interoperability Strategy (Attachment A).
 - i. The \$40 Flex pass fee will be automatically waived with an eligible TAP card number upon registration at metro.net/bikeshare. When registering online for a bike share pass a user will be prompted to enter the TAP number and a fee reduction will automatically be issued when the system recognizes it as a Reduced Fare TAP number. A credit card will be required for registration.
 - ii. This option will utilize software infrastructure developed in order to facilitate the

exchange of information between Metro and BTS.

- iii. Reduced Fare Students K-8 TAP card-holders will not be eligible for the discount since bike share users must be 16 to ride the bikes and requires a guardian's permission.

Bike share programs typically require that users provide a credit card to be kept on file. The credit card allows the contractor to charge a bike share participant for usage of the system. Keeping a credit card on file also serves as insurance against theft of the bicycle, in essence serving as a deterrent. While this is an important business feature of the bike share industry, we also recognize that this creates a barrier to participating in the bike share program, particularly for the unbanked population. Staff is exploring opportunities to implement cash payment options, similar to Philadelphia Indego's Pay Near Me program. We will return to the Board once the policy and administrative details are developed, as well as funding has been identified.

JARC Partnership

The city of Los Angeles was awarded a grant for \$7,950,000 (capital and operating) in 2010 from the Federal Transit Administration (FTA) Jobs Access and Reverse Commute Program (JARC) to implement an Integrated Mobility Hubs Project. The project is 100% federally funded (i.e. no local match required). The Project's Scope of Work includes secure bicycle parking, bicycle sharing, and demand responsive service in DTLA, Hollywood and other cities in Los Angeles County. Metro and the city of Los Angeles have been working to integrate the Metro Countywide Bike Share Program into the Project due to the similarities in scope and schedule. The City of Los Angeles has requested Metro become a partner in order to utilize some of the JARC grant for eligible capital and operating costs in DTLA and Hollywood. In order to move forward with a partnership, and as required by the FTA, Metro must be listed as a partner agency and funding recipient on the grant. The Board's approval of the staff recommendation would support the implementation of Metro's Regional Bike Share Program in DTLA and in future proposed expansion phases.

Better Bike Share Partnership Grant

Metro, the City of Los Angeles, the Los Angeles County Bicycle Coalition (LACBC) and the Multicultural Communities for Mobility (MCM) have been invited to jointly apply for the Better Bike Share Partnership (BBSP) grant. The BBSP is a collaboration funded by The JPB Foundation to build equitable and replicable bike share systems. The BBSP partners include The City of Philadelphia <<http://www.phila.gov/Pages/default.aspx>>, Bicycle Coalition of Greater Philadelphia <<http://bicyclecoalition.org/>>, the National Association of City Transportation Officials <<http://nacto.org/>> (NACTO) and the People For Bikes Foundation <<http://www.peopleforbikes.org/>>. The grant will serve to build upon Metro's efforts to establish an equitable program and will help fund Metro Bike Share outreach efforts to disadvantaged communities in and around the DTLA pilot service area. Staff is requesting the Board allocate a 10% required hard local match of \$10,000 and a 15% in-kind match of \$15,000 for a potential \$75,000 grant from the BBSP for the total programmatic cost of \$100,000.

DETERMINATION OF SAFETY IMPACT

Implementing a Metro Countywide Bike Share Equity Initiatives will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

Twenty percent of the proposed grant match (\$2,000 of hard match and \$3,000 in-kind match) is expected to be needed in FY16 if the grant is awarded, which will be absorbed by the FY16 bikeshare project budget of \$7.78M. The remaining local match (\$8,000 of hard match and \$12,000 in-kind match) will be requested by the Project Manager during the FY17 budget development process.

The \$0 annual sign-up fee offer is expected to have a positive financial impact to user revenue since it will bring in new users that would otherwise not participate.

Impact to Budget

The source of funds for the hard local match is General Funds or other eligible and available local funds, which is eligible for bus/rail operating or capital expense.

ALTERNATIVES CONSIDERED

The Board may choose not to approve a Metro Countywide Bike Share Equity Initiatives. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

Contingent upon Metro Board approval, the FTA JARC grant will be amended to include the Metro and City of Los Angeles and City of Long Beach partnership. Staff will return to the Board in May 2016 with an update on TAP Interoperability Step 3.

ATTACHMENTS

Attachment A - Metro Bike Share Fare Structure Metro Board Report November 2015

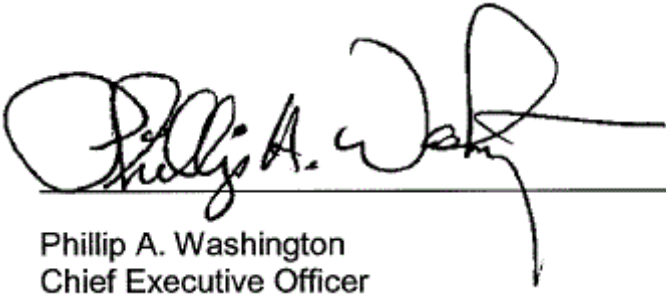
Attachment B - NACTO Report on Bike Share Equity

Prepared by: Avital Shavit, Transportation Planning Manager, (213) 922-7518

Laura Cornejo, Deputy Executive Officer, (213) 922-2885

Diego Cardoso, Executive Officer, (213) 922-3076

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer



Metro

Board Report

ATTACHMENT A

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

File #:2015-1436, File Type:Program

Agenda Number:10.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015**

SUBJECT: METRO COUNTYWIDE BIKE SHARE PROGRAM

ACTION: APPROVE A BIKE SHARE FARE STRUCTURE AND AUTHORIZE INITIATION AND IMPLEMENTATION OF A PHASED REGIONAL BIKE SHARE INTEROPERABILITY STRATEGY.

RECOMMENDATION

CONSIDER:

- A. APPROVING a fare structure for the **Metro Countywide Bike Share Program** as proposed (Attachment A); and
- B. AUTHORIZING the initiation and **implementation of a phased Regional Bike Share Interoperability Strategy** including the following:
 - 1. Implement Step 1 - Bike Share-enabled TAP card as Bike Share ID and Step 2 - Existing TAP card as Bike Share ID in 2016; and
 - 2. Continue to collaborate with TAP on an interoperability strategy for Step 3 - Seamless User Interoperability and report back in Spring 2016.

ISSUE

At the June 2015 meeting, the Board awarded a two-year contract to Bicycle Transit Systems (BTS) for provision of the equipment, installation and operations of the Metro Countywide Bike Share Phase 1 Pilot in downtown Los Angeles (DTLA Pilot). At the July 23, 2015 meeting, the Board approved Motion 22.1 (Attachment B), providing staff with direction on next steps for implementing the Countywide Bike Share Program. Included within Motion 22.1 was direction to enable a “seamless user experience.” Staff has pursued TAP integration as one of the elements to creating a seamless experience between Metro Bike Share, transit and potentially, other municipal bike share systems. Board approval and authorization are needed to proceed with the proposed Countywide Bike Share Fare Structure and interoperability strategy.

DISCUSSION

Fare Structure Development

Staff continues to meet with the bike share-ready cities identified in the Metro Countywide Implementation Plan - including the cities of Los Angeles, Pasadena, Huntington Park, Culver City and the County of Los Angeles - on a regular basis, either as a group or one-on-one in order to advance the launch and expansion of the Countywide Bike Share system. We have worked with these bike share-ready cities to develop a fare structure that positions bike share as a Metro service (one that extends the reach of transit) and addresses a variety of regional needs. In developing the proposed fare structure, we reviewed an array of fare structures from other systems nationwide (Attachment C). Santa Monica's adopted fare structure for Breeze bike share was considered as part of this survey; however, it did not meet all of our fare structure objectives as described below. Staff from Santa Monica has stated they are not prepared to modify their rate structure until they have a period of operating the system and evaluate the local results.

Fare Structure Objectives

In developing the Countywide Bike Share Fare Structure, staff set forth several objectives that would influence and frame the proposed structure. In addition to developing a fare structure that would contribute to the financial sustainability of the system, we also sought a fare structure that would work for a regional system - that is, a fare structure that would be successful in the various communities throughout Los Angeles County with their unique socio-economic and demographic characteristics.

As part of that effort, we developed a fare structure that is modeled after a transit fare structure. By drawing on the existing transit fare model, Metro has the opportunity - as the leader of the Countywide Bike share program - to fully position bike share as a thoughtfully integrated element of transit over time. We sought a fare structure that intrinsically addresses equity. Recent studies (Attachment D) show that lowering the barrier to entry can in and of itself draw persons of lower income into trying bike share. While staff will continue to explore other opportunities to further address equity and the un-banked, establishing a low entry point to use bike share was identified as a key objective. Lastly, we sought a fare structure that was clear, easy to understand and customer friendly.

Fare Structure

The proposed fare structure includes 3 simple pass options: 1. a "Monthly" pass for \$20 that includes unlimited 30 min trips, 2. a "Flex" pass for a \$40 annual fee that includes a \$1.75 charge per 30 min trip, and 3. a "Walk-Up" for \$3.50 per 30 min trip. The "Monthly" pass will have an auto-renew option upon sign-up. The first two passes can only be purchased online (on a computer or mobile device) however; the walk-up can be purchased with a credit/debit card at the payment kiosk available at each bike share station. Each of these passes caters to the various types of bike share users - frequent user, occasional user and casual user. The fare recovery ratio for the Metro Countywide Bike Share Program with the proposed fare is estimated to range between 60% and 80% depending on the typology of the city. The fare recovery ratios are based on the proposed pass pricing and applied to other comparable systems (Attachment E). In addition to being financially sustainable, the proposed fare structure had broad support among the bike share ready cities and fulfills the bike share objectives as described below:

Bike Share as a Metro Service

-
- Fare pricing is based on a 30-minute trip equivalent to approximately a 3 mile ride which is the FTA bike-shed for transit.
 - Fares look similar to transit or are based on a multiplier of existing transit fares.
 - For walk-up users, the price is 2x the price of a Metro bus/rail ride. This rate is low enough to encourage first-time users to try the system while remaining sustainable enough to foster an appropriate revenue stream. Based on the dynamics of other similar bike share systems, we expect a large percentage of walk-up users to be DTLA visitors or tourists who are not price-sensitive.
 - For Monthly Pass holders, all rides within the 30-minute period are free. Overage charges are equivalent to a Metro bus/rail trip at \$1.75 per every additional trip within 30 minutes.
 - Flex Pass fares are equal to a Metro bus/rail trip (\$1.75).
 - Similar to transit fares, the proposed fare structure is built on payment per ride or per month.

Equity

- The three proposed pass options are flexible and streamlined to meet the diverse needs of communities that may need to serve user bases composed of local residents, tourists, or both. For instance, the overage charge rate does not escalate and thus supports users who may be traveling from greater distances to access a transit station or a final destination. (We may observe this in more suburban areas like South LA, East LA, San Gabriel Valley and San Fernando Valley cities and other areas of Los Angeles County.)
- We priced the walk-up rate to accommodate all users, including low-income riders. (Attachment A)
- The flex pass option is the most affordable option for occasional users. This pass will provide transit dependent users who are the most price-sensitive a low annual entry fee at \$40. In the future, the \$40 Flex pass fee could be subsidized to allow rides on bike share to cost the same as trips on Metro Transit (\$1.75).

Customer Friendly/Easy to Understand

- The proposed fare structure includes three simple pass options. We limited the menu of options to improve customer understanding and make signing up easy.
- The overage charges are non-escalating to keep the structure user friendly.

Bike Share Interoperability Strategy

The Metro Board provided direction through Motion 22.1 to create a “seamless user experience.” Staff has pursued TAP integration as one of element of creating a seamless experience between the Metro Countywide Bike Share Program, transit, and other bike share systems. With two different bike share vendors in the County, physical interoperability between the two proprietary bike share systems can best be addressed through the co-location of stations. Software interoperability for step

3 may be addressed through web and mobile applications, and/or the TAP system. TAP in partnership with Countywide Planning, has worked with BTS's technical team, and CycleHop and its contracted cities' staff to develop interoperability strategies for step 3. Based on the work conducted thus far, staff proposes to implement the following phased approach to achieve countywide bike share interoperability.

Step 1 - Bike Share-enabled TAP card as Bike Share ID

A uniquely branded TAP card will function as a Countywide Bike Share ID to unlock bicycles at each station. Only Countywide Bike Share TAP cards issued by BTS to pass holders will be recognized by the bike share system. Bike share fares are associated with the bike share user's account and not with the TAP card itself. The TAP cards will also be usable on the TAP bus and rail system. Customers using the bikeshare station for the first time and that do not have this special TAP card can still use a valid credit/debit card to check out a bike.

Estimated Implementation Schedule: DTLA launch next summer.

Step 2 - Existing TAP card as Bike share ID

All TAP cards will function as bike share passes to unlock a bicycle at a station. The TAP card number will need to be entered, either by the user or an app, at the time of purchase of a Bike share pass and validated by BTS for the Metro system. This step requires sharing of limited data between TAP and bike share vendor(s). Planning staff is working with TAP and Metro Information Technology Services staff to develop a data exchange tool for this task. Bike share fares are associated with the bike share user's account and not with the TAP card itself. Customers using the bikeshare station for the first time and that do not have a TAP card can still use a valid credit/debit card to check out a bike.

Estimated Implementation Schedule: By the end of calendar year 2016.

Step 3 - Seamless User Interoperability

Create a seamless user experience where the account registration and/or payment for Metro transit services and multiple bike share vendors is linked. Staff anticipates that the development of a regional back-office and clearinghouse and/or the procurement of a third-party intermediary service provider will be required. Staff will continue to work collaboratively between departments to further refine the functions of this service and develop rough order of magnitude costs to inform a recommendation. However, it is anticipated that this clearinghouse and/or third-part intermediary should perform, at a minimum, the following functions and accommodate expansion of functions:

- Exchange of data for purse and account information.
- Enable transfers between Metro transit and bicycle services.
- Enable interoperability with other Countywide bicycle services such as Metro Bike Hubs.
- Enable interoperability between bike share vendors.

Estimated implementation Schedule: Metro Bike share Phase 2 Expansion

DETERMINATION OF SAFETY IMPACT

Implementing a Metro Countywide Bike Share fare structure and initiation and implementation of a phased bike share interoperability strategy will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The FY16 budget includes \$7.78M for this project in cost center 4320, Project 405301 - 05.01 (Bike Share Program).

Since this is a multi-year project, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years, including any phase(s) the Board authorized to be exercised.

Impact to Budget

The sources of funds are toll revenue grant and other eligible and available local funds or general funds.

ALTERNATIVES CONSIDERED

The Board may choose not to approve a Metro Countywide Bike share fare structure or authorize the initiation and implementation of a multi-step bike share interoperability strategy. This alternative is not recommended, as it is not in line with previous Board direction.

NEXT STEPS

Staff will return to the Board in Spring 2016 with an update on the following items:

Title Sponsor

We are working with our bike share contractor, BTS to solicit a title sponsor. As was reported to the Board in September 2015, we are on schedule to launch the DTLA Pilot and are proceeding with a black bicycle that will provide flexibility to add sponsor placement with decals on the body, skirt guard, and basket at a later time.

Cash Payments and Subsidized Reduced Fares

We are exploring options for in-person and/or cash payment for the “Monthly” and/or “Flex” passes. We also continue to explore opportunities for providing subsidies to Metro Rider Relief and Reduced Fare Office participants, potentially utilizing JARC funds for the DTLA Pilot to “buy-down” subsidies as is done for transit.

Step 3: Seamless User Interoperability

We continue to evaluate options for Step 3 seamless user interoperability. We will return to the Board to request direction on the development of a clearinghouse and/ or the procurement of a third-party

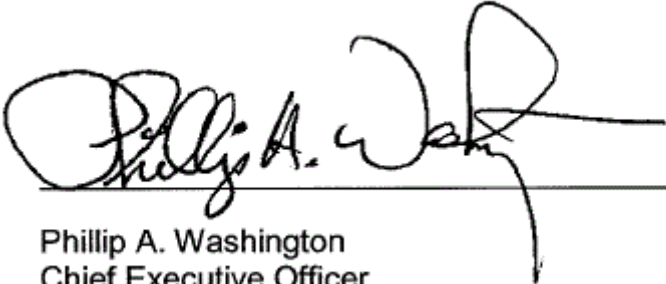
intermediary.

ATTACHMENTS

- Attachment A - Metro Bike Share Fare Structure
- Attachment B - Metro Board Motion 22.1, July 2015
- Attachment C - Bike Share Fare Structure in Other Cities
- Attachment D - Data Supporting Monthly Pass
- Attachment E - Fare Recovery Estimates Comparison Chart

Prepared by: Avital Shavit, Transportation Planning Manager, (213) 922-7518
Laura Cornejo, Deputy Executive Officer, (213) 922-2885
Diego Cardoso, Executive Officer, (213) 922-3076
Cal Hollis, Managing Executive Officer, (213) 922-7319

Reviewed by: Martha Welborne, FAIA, Chief Planning Officer, (213) 922-7267



Phillip A. Washington
Chief Executive Officer

Metro Bike Share Fare Structure

Monthly Pass

30 days, unlimited half-hour trips

30-Day Pass:

\$20

Unlimited **FREE**

trips up to
30 minutes each

+

\$1.75

per extra half hour

Flex Pass

Pay per trip

Annual fee:

\$40

\$1.75

per trip up to
30 minutes each

+

\$1.75

per extra half hour

WalkUp

Pay per trip

Pass Charge:

None

\$3.50

per trip up to
30 minutes each

+

\$3.50

per extra half hour

Metro

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



Board Report

File #:2015-1093, File Type:Motion / Motion
Response

Agenda Number:22.1

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015

Motion by:

Supervisor Ridley-Thomas

July 15, 2015

22.1, Relating to File ID 2015-0995
Next Steps for Implementing the Countywide Bikeshare Program

The Metro Board of Directors (Board) has expressed a strong commitment to deploy a Countywide Bikeshare Program as a first and last mile solution and as a practical option for inter-jurisdictional travel. A regionally-coordinated bikeshare program will reduce vehicle miles travelled, improve the accessibility of our transit system and enhance the overall livability of the region.

At the June 2015 Metro Board meeting, the Board awarded a bikeshare contract to Bicycle Transit Systems and instructed staff to move forward with the pilot phase of implementation in downtown Los Angeles. Metro should serve as the regional facilitator of a financially sustainable system and seamless user experience and work with communities throughout the region as they are prepared to join a Countywide Bikeshare Program. Some cities have already initiated efforts to establish bikeshare programs.

Metro should work with those jurisdictions to optimize opportunities for interoperability.

APPROVE **Ridley-Thomas Motion** that the Metro Board of Directors instruct the Chief Executive Officer to proceed as follows:

- A. Continue to work with the cities of Santa Monica and Long Beach, which have executed a contract and plan to move forward with an alternate bikeshare provider to achieve the Interoperability Objectives as presented at the June 2015 Board meeting, including title sponsorship, branding and marketing, membership reciprocity, reciprocal docks, a unified fare structure and data sharing;
- B. Consistent with the Interoperability Objectives, require that any city with an existing bikeshare vendor contract as of June 25, 2015, using a bikeshare system other than Metro's selected system, shall be eligible for up to 35% of operating and maintenance funding support from Metro on condition that the city or cities agree to fully participate in a Metro Countywide Bikeshare Title Sponsorship by reserving on bike title placement and associated branding for

Metro's Sponsor (including branding, color, and ad space on baskets, skirt guards and bike frame) and agree to meeting the other Interoperability Objectives, consistent with the agreement developed between Metro and the City of Los Angeles for the pilot phase of Metro's Countywide Bikeshare Program. Such cities shall also agree to participate in and provide data for the evaluation study described in Directive 8 below;

- C. Proceed with awarding Call for Projects funding to the Cities of Beverly Hills, Pasadena and West Hollywood, consistent with the staff recommendations for the 2015 Call for Projects, for the capital costs associated with their proposed bikeshare programs.
- D. Include in the 2015 Call for Projects bikeshare funding contracts, that if any of the cities select a bikeshare system other than Metro's, operations and maintenance funding will not be provided unless each city agrees to the Interoperability Objectives outlined above. All costs associated with providing duplicative dock or other systems within adjacent jurisdictions to enhance interoperability shall be borne by such cities and shall not be funded with Metro funds.
- E. Specify in future Call for Projects applications that any city requesting bikeshare funding for either capital and operations and maintenances expenses must commit to using Metro's selected vendor and Title Sponsorship, and other Interoperability Objectives;
- F. Engage Bicycle Transit Systems in accelerating the roll out of all identified project phases so that implementation can be accomplished no later than 2017. Staff shall work with each city to secure local funding commitments and report to the Board for specific approval of any expansion beyond the downtown Los Angeles Pilot, together with a proposed funding plan;
- G. Conduct additional feasibility studies and preliminary station placement assessments to incorporate the communities of Boyle Heights (centering around the Mariachi Plaza Gold Line Station), El Monte (centering around the Bus Station) and the Westside of Los Angeles (along the Exposition Line as well as Venice), as part of the Bikeshare Program; and
- H. Conduct an evaluation of the bike share systems operating within Los Angeles County after 12 months from the downtown Los Angeles Pilot launch date. Evaluation of the systems shall, at a minimum, address operations and user experience, including the following:

- 1. Timeliness and success of roll-out;
- 2. Experience of the respective agencies in working with their respective vendors;

3. Ability of bikeshare providers to meet performance criteria including bicycle distribution, removal and replacement of inoperable bicycles and cleanliness of bikeshare facilities;
 4. Customer satisfaction as measured by a survey;
 5. Fare structure;
 6. Equity/effectiveness serving disadvantaged community; and
 7. Bicycle use/behavioral change; and
- I. Once the independent evaluation of both systems is complete, the Board should consider funding for future bikeshare systems that opt to not use Metro's selected vendor on a case-by-case basis subject to the respective city fulfilling Metro's interoperability objectives.

Other System Fares

City	Name	Vendor	Pass*	Pass Cost			Bikes	Membership	Riders/ Trips per year
				Annual	Monthly	Daily			
Phoenix	Grid	CycleHop	Yes	\$ 79	\$ 30	\$5/ hr	500	NA	NA
Santa Monica	Breeze	CycleHop	Yes	\$ 119	\$ 20	\$6/ hr	40	NA	NA
Philadelphia	Indego	B-cycle	Yes+	Flex Pass - \$10 + \$4/hr	\$ 30	\$4/ .5 hr	600		
Denver	None	B-cycle	Yes+	\$ 90	\$ 15	\$ 9	700	2,659	40,600
Minneapolis	Nice Ride	PBSC	Yes	\$ 65	\$ 30	\$ 5	1,300	3,521	37,103
Miami**	citibike	DecoBike	Yes	None	\$ 15	\$ 24	800	2,500	338,828
Chicago	Divvy	Motivate	Yes	\$ 75	None	\$ 9.95			
NYC	citiBike	Motivate	Yes	\$ 149	None	\$ 9.95	5,480	13,528	6,900,000
DC	Capital	Motivate	Yes	\$ 75	\$ 25	\$ 7	1,200	19,200	105,644
Boston	Hubway	Motivate	Yes	\$ 85	None	\$ 5	600	3,600	30,000
Bay Area	None	Motivate	Yes	\$ 88	None	\$ 9	700	5,900 annual	300,000
London	Santander	Cycles Devinci	Yes	£ 90.00	None	£ 2.00	11,500	163,205	5,747,362
Mexico City	EcoBici			\$ 25	None	\$ 6	6,000	180,000	4,798,870
Berlin****	Call-a-Bike	Deutsche Bahn	Yes+	€ 49.00	€ 9.00	€ 12.00	1,450	66,000	177,000*****
Taipei	YouBike	Giant	Yes	None	None	\$0.32 - 1.28 / hr	5,300	NA	12,000,000*****

* Conventional membership plan: unlimited number of 30 min trips and increasing additional fees after 30 to 45 mins per trip OR 60 mins total per day under Cyclehop. Commonly

** In units of stations per square mile in service area

*** Miami has a hybrid rental/ bikeshare program to address tourism market. Also has large protected environment for carefree bicycling.

**** Has the option of using Best Fare pricing. BahnCard bridges multiple modes and systems

Data Supporting Monthly Pass

Philadelphia Low-Income Focus Group:

- Sticker price is more important than total cost
- People will pay more overall if they can pay by the month (92% indicated prices above \$20)

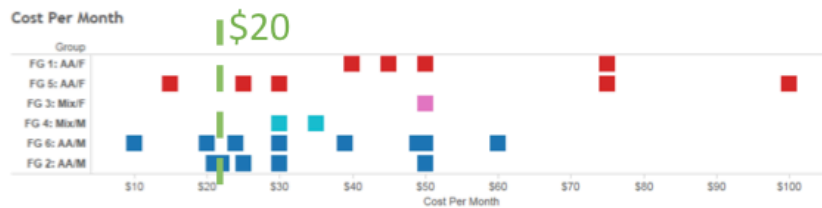
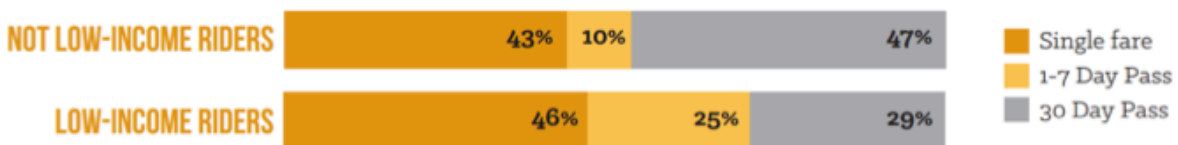


Figure 5. Cost Suggestions by Focus Group
 Source: NACTO. "Can Monthly Passes Improve Bike Share Equity?"
 Institute for Survey Research - Temple University. (2014).
 Bike Sharing in Low-Income Communities: An Analysis of Focus
 Group Findings. Philadelphia, PA: Hoe, N.D. & Kaloustian, T.K.

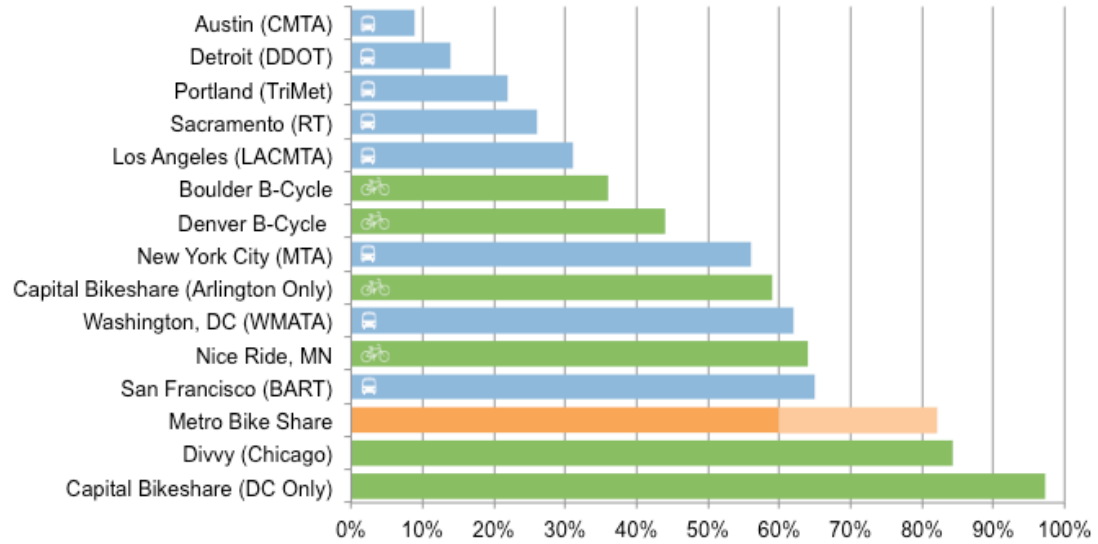
Low-income transit riders opt for more membership plan flexibility:



NACTO analysis of CTA, NYC MTA, and MBTA pass sales.

Fare Recovery Estimate

(Excluding Sponsorship & Advertising)



Source: National Transit Database (2012); Fehr & Peers via bike share operators; <http://www.chicagobusiness.com/article/20140529/NEWS02/140529774/divvy-peddled-to-loss-in-13>; <http://www.usnews.com/news/articles/2012/04/17/bike-sharing-systems-arent-trying-to-peddle-for-profit>



National Association of
City Transportation Officials

NACTO BIKE SHARE
EQUITY PRACTITIONERS' PAPER #2
SEPTEMBER 2015

CAN MONTHLY PASSES IMPROVE BIKE SHARE EQUITY?

At pennies per day, bike share in the U.S. is the cheapest form of transit other than walking.¹ However, low-income people are less likely to purchase annual memberships than people in higher income brackets. While a variety of factors impact ridership, including station density and the presence or absence of high-comfort bike lanes, data and marketing psychology suggests that the traditional bike share annual membership pricing may discourage membership among low-income would-be riders. In addition to convenient station spacing, successful, equitable bike share systems require pricing options that are user-friendly for people of all income levels.

Over the past year, a number of cities have taken advantage of backend technology updates to consider how payment structures impact enrollment.² Some systems like Philadelphia's Indego have focused extensively on payment options, eliminating the classic annual membership and offering in its place monthly

passes, cash payments and pay-per-trip options.³ These monthly passes are intended to make bike share more convenient and attractive by making the pricing more flexible and highlighting bike share's inherent affordability. The majority of U.S. bike share programs now offer monthly or installment membership options.

While most monthly options are still too new to fully determine their impact, research suggests that monthly options may increase overall enrollment and make bike share more attractive to lower-income riders. This paper uses behavioral pricing research in comparable industries, customer behavior data from rail transit, findings from focus groups and reports from outreach ambassadors to assess potential ridership impacts. In addition, this paper explores the three major aspects of pricing – cost, membership duration, and payment method (credit/debit card vs. cash) and identifies a variety of pricing policy decisions that impact ridership, especially among low-income riders.

Technology, Price or Information?

In the U.S., the conversation around pricing and equity has largely focused along two lines: how much low-income people can pay for a bike share membership, and whether payment technologies (credit and debit cards) limit access to bike share for low-income populations.⁴ These discussions have spurred the creation of programs to reach the unbanked and steep discounts (reducing prices to as little as \$5/year) for low-income people in systems around the country.⁵

In most cities, however, sales of discounted annual membership have been extremely low, even when reduced to \$5/year.⁶ In focus group data and anecdotal reports from bike share outreach teams, absolute cost is rarely highlighted as a major barrier. Despite discount programs in most cities, Boston is the only place where subsidized members make up a significant portion (18%) of the overall ridership, a fact largely attributable to Boston's extensive outreach efforts.⁷ For most cities, providing steep discounts has not significantly increased the number of low-income riders and may use resources that could be used for other equity interventions.

The role of credit cards as a barrier may also be overstated in many cities. To date, programs that provide ways to sign up for bike share other than with

"THE SENSE WE GET IS THAT MONEY IS NOT REALLY THE ISSUE, ONCE PEOPLE UNDERSTAND THE PRICING. I'M HEARING PEOPLE SAY: IF I CAN AFFORD CABLE AND MY PHONE THEN I CAN FIND THE \$15 FOR BIKE SHARE."

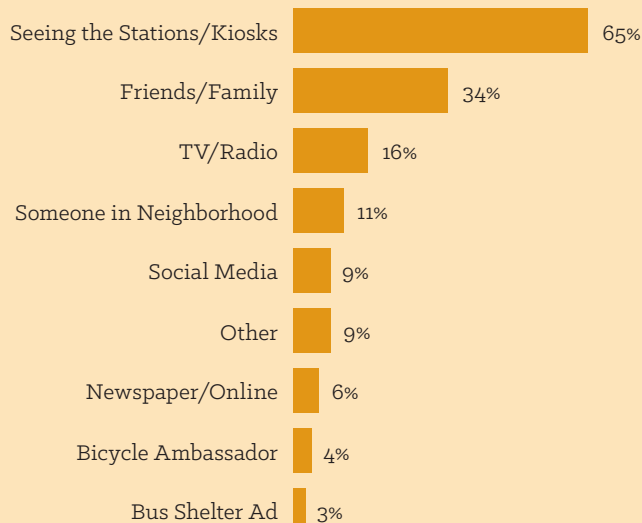
YVONNE, BIKE SHARE AMBASSADOR, GREATER PHILADELPHIA BIKE COALITION

a credit/debit card have produced mixed results. The overwhelming majority of Americans have a checking or savings account (92.3%)⁸ or a credit card (72.1%).⁹ In Boston, a snapshot of Hubway membership sales from 2014 found that 92% of subsidized memberships were purchased with a personal credit card.¹⁰ However, the impact that the credit/debit card requirement may have on access varies greatly by region. The need for alternatives to credit cards may be greater in Southern and Rust-Belt cities which tend to have higher rates of unbanked households than the country at large.¹¹ In general, unbanked Americans tend to be poorer, less well educated and are less likely to be white.¹² In Chicago, for example, 2009 data shows that the rate of unbanked households ranges from less than 4% in the wealthier north Chicago neighborhoods to as high as 24% in some census tracts on the South Side.¹³

Preliminary results from Philadelphia show that the Indego30CASH membership, designed primarily for



I learned about Indego via...



low-income and unbanked Philadelphians, is reaching its target audience: people who buy the Indego30CASH plan tend to have lower incomes than the membership at large. However, even in Philadelphia, which ranks as the 9th most unbanked large city in the United States, about 30% of people who purchased cash memberships renewed with a credit card.¹⁴ Such data suggests that many low-income people both have access to credit cards and prefer their convenience once they have decided that bike share works for them. Cash payment plans may serve two distinct purposes: to provide access to the unbanked and also to get people in the door.

Further compounding the issue, all operators report challenges with accurately conveying pricing information, making it hard to determine if the dollar amount is in fact too high, or if people are wary of joining bike share programs because they are uncertain about the cost. A 2012 focus group of Emerson University students found that “the cost of Hubway is not the factor that limits students from using the service, but rather the confusion and inefficient method of making the payments.”¹⁵ A Temple University study of Philadelphia’s Indego system and its perception among low-income Philadelphians found that about half the people who said they knew how the pricing worked or how to become a member actually had incorrect information.¹⁶

Stations are the primary communication platform about price, especially for low-income people. The Temple University study also found that 65% of people learned about Indego by seeing the stations. These findings suggest that clearly articulating pricing information on the kiosks is key, even for membership types that cannot (yet) be purchased at the kiosk.¹⁷ In New York, planners recognize that they missed an opportunity to inform low-income New Yorkers about the \$60 membership option by failing to highlight that information on the kiosk, especially in the weeks between station installation and launch.¹⁸ Anecdotes suggest that some low-income New Yorkers thought that the \$9.95 day pass, advertised extensively on the kiosk and largely designed for tourists, was the only option for membership. Overall, improving the information presented on the kiosk – both content and graphic layout – is an important and low-cost way to increase ridership.



BOSTON BIKES: SIMPLICITY EQUALS SUCCESS

Boston Bikes, the City of Boston department that oversees bike share in Boston, runs one of the most successful subsidy programs. As of 2014, approximately 18% of Hubway members who live in Boston have purchased \$5/year subsidized memberships.¹⁹ Use statistics suggest that many of these low-income Bostonians rely on Hubway for their basic transportation needs. On average, male subsidized users take more trips per year (78 trips/year) than male unsubsidized users (60 trips/year).²⁰

The success of Hubway’s subsidy programs in Boston is largely due to the extensive resource commitment by the City of Boston. Boston Bikes employs a designated Program Manager who spends 30% of their time on growing Hubway’s subsidized membership program. Their efforts are widespread. Rather than focus on a single partnership, the Program Manager works closely with multiple community organizations and reaches out via neighborhood groups. Boston Bikes’ efforts are supported by extensive marketing in multiple languages.

Hubway’s high percentage of subsidized members can also be attributed to the ease with which memberships can be purchased. While subsidized memberships are restricted by income and place of residence, Hubway assesses eligibility via the honor system.²¹ To sign up, people applying for subsidized membership make a phone call, receive a code and proceed to the general online purchase site. The City feels confident that the honor system is working well with minimal if any problems.²² Demographic data on Boston’s subsidized members suggests that these efforts are reaching the target audience: 64% of subsidized members are on public assistance.

Monthly membership plans can increase ridership

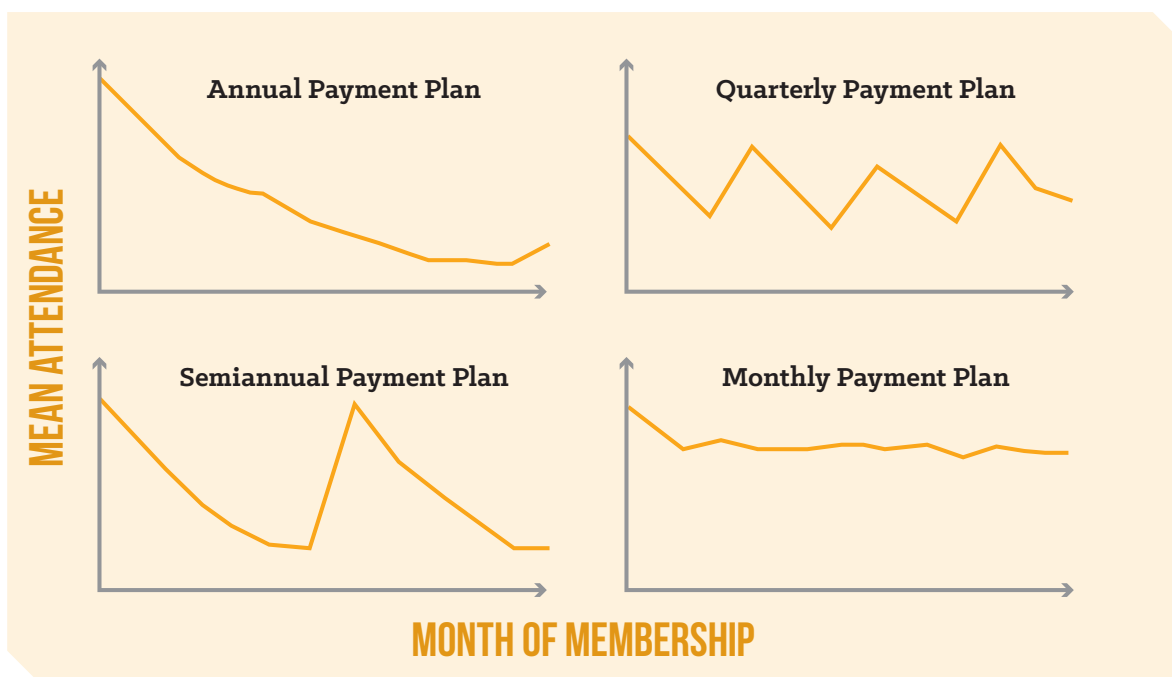
Data from a variety of comparable, user-based services such as cell phones, gyms, and transit suggest that monthly installment options can increase enrollment and use. A 2002 report in the Harvard Business Review found that members who were billed monthly, as opposed to annually, went to the gym more consistently, suggesting that frequent, regularly scheduled payments encouraged them to try to “get their money’s worth.”²⁴

The same report found that more consistent use was associated with higher annual renewal rates; gym members who paid in monthly installments were more likely to renew their membership after a year than those who paid the lump sum. Another study from UC Berkeley found that gym members who chose monthly versus annual contracts were 17% more likely to remain enrolled for longer than one year.²⁵ Applying these findings to bike share membership may be a way to increase membership and revenue for cities/operators and get more people on bikes.

Low-income users may especially benefit from monthly options

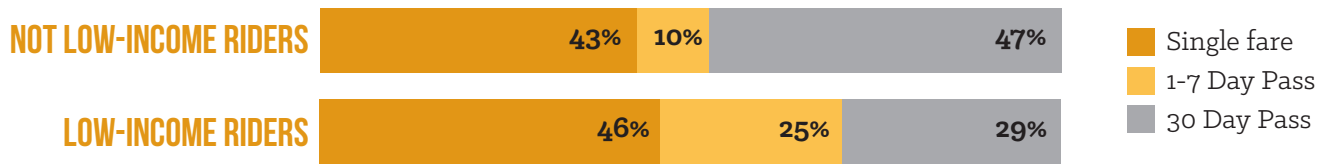
Monthly memberships may also make bike share pricing more attractive to low-income users. Research around travel behavior and transportation expenditures has shown that low-income people prefer to make smaller, more frequent payments, which allow them to make more nuanced budgeting decisions.²⁶ In bike share focus groups in Boston, paying for an annual membership all at once was cited as a barrier and respondents stated that they would be more likely to use bike share if they could pay smaller amounts more frequently.²⁷

In Philadelphia, focus groups explicitly designed to reach lower-income Philadelphians found that people would pay more overall (around \$20/month) if they could pay by the month.²⁸ For some low-income would-be riders, the monthly membership option reduced fears of being locked into a financial commitment they could not keep and made them more willing to try bike share in the first place.



Comparison of program attendance for different types of payment plans.²³

Low-income transit riders opt for more membership plan flexibility



NACTO analysis of CTA, NYC MTA, and MBTA pass sales.

An analysis of data from transit systems also supports offering monthly payment options.²⁹ In a review of transit pass purchases by income level in Chicago, New York, and Boston, NACTO found that, while rates of purchase of single ride passes remained the same across income levels, low-income people were more likely than higher-income people (25% vs. 10%) to buy short-term transit passes. While some of the variance may be attributable to the fact that low-income people often have less fixed work schedules, this finding corroborates research that suggests that for many low-income people, financial decisions about transportation are highly calibrated to exact need; low-income people in particular do not want to pay for a week they won't use.³⁰

Importantly, data from London, Boston, and Philadelphia suggests that when bike share is convenient for low-income people, they rely on it heavily to get around. In London, research on Santander Cycle Hire found that people who purchased annual memberships and lived in low-income neighborhoods took more bike share trips than average.³¹ In Boston, 2014 ridership data reveals that men with subsidized memberships took 78 trips per year as opposed to 60 trips per year made by men without subsidized memberships.³² In Philadelphia, people who purchase memberships in cash represent less than 1% of all members but have taken over 4% of total trips.³³

Lastly, bike share focus group results suggests that monthly installments may also be good for the bottom line of cities and operators because the monthly payment lowers the sticker shock and encourages more people to try bike share. In the Philadelphia focus groups, when participants were asked what the monthly price should be, they consistently suggested prices that were 50 – 100% higher than current prices. Only 8% of suggestions were below \$20/month. The resulting Indego30 pass is \$15. In Denver, a University of Colorado Denver study also found that low-income people would be willing to pay around \$15 a month for a bike share membership.³⁴

In terms of impact on ridership and equity, the difference between monthly installments and monthly memberships is hard to determine. A monthly membership, with no further financial obligations,

“ALL THEY’RE (PEOPLE) GOING TO SEE IS ‘LESS THAN \$20’. PEOPLE BUY ANYTHING FOR LESS THAN \$20. EVEN IF YOU DON’T RIDE A BIKE.”

PHILADELPHIA “LOW INCOME FOCUS GROUPS” PARTICIPANT³⁵



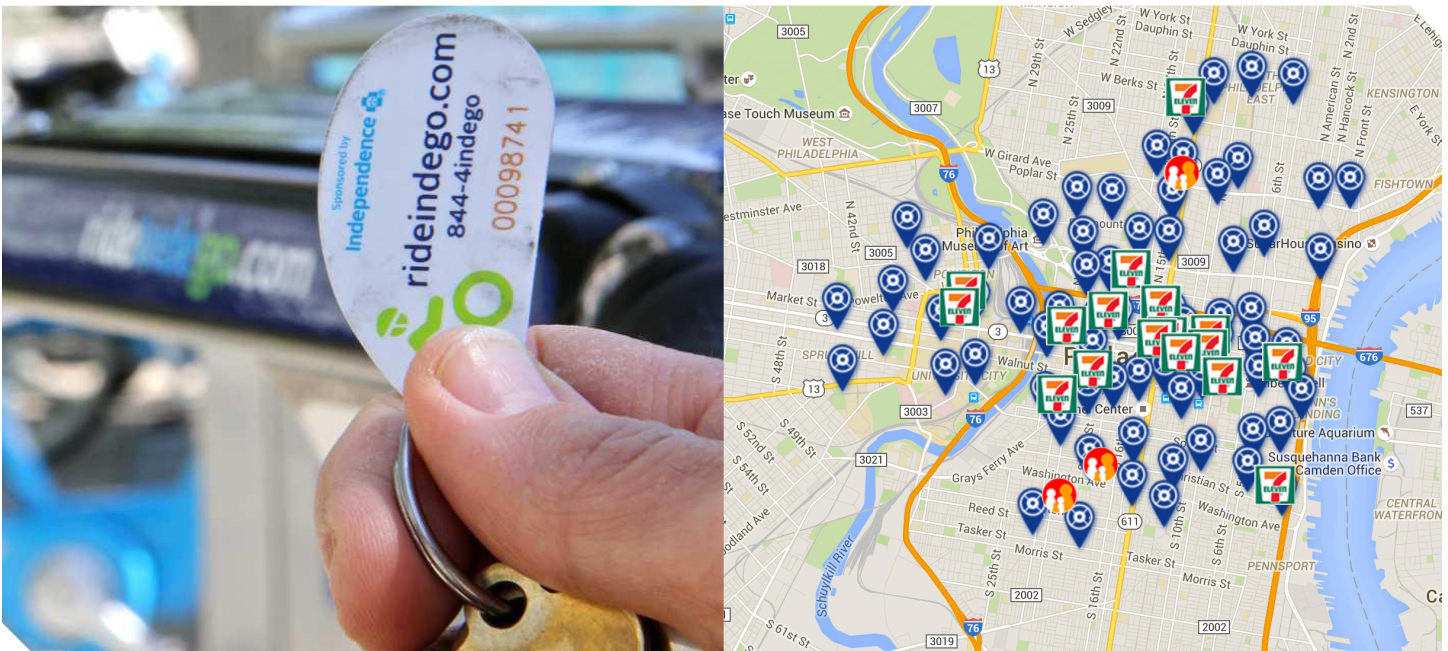
may decrease trepidation about trying bike share and increase sign-ups. Operators, however, may find the financial uncertainty of a month-to-month system hard to manage. Monthly memberships can be made more convenient by offering auto-renewal options. Boston and Minneapolis make auto-renewal particularly attractive to people on tight budgets by connecting auto-renewal to use – membership begins, or renews, when a member swipes their key at any station. Alternatively, monthly installments offer valuable financial predictability for operators and users alike. Promoting the low “sticker price” for the installment payment rather than the total annual cost (e.g. \$8/month vs. \$96/year) may help encourage use.

Convenience is key

As with all aspects of bike share, convenience is crucial to success. While most monthly payment options are still too young to evaluate, city-specific features, such as issuing keys for monthly membership, options for immediate long-term access, auto-renewal timing, and early cancellation fees may affect sign-up rates, especially among low-income people.

Creating ways for people to get long-term memberships immediately, as opposed to waiting for a key to arrive in the mail, can encourage enrollment. Unlike rail transit, most systems do not allow potential riders to purchase long-term access at the kiosk when they are already thinking about bike share. In Seattle, the Pronto kiosk can dispense physical keys for 1 or 3-day passes, technology that could be extended to long-term access. Ensuring ease of access should also be applied to programs designed for low-income or unbanked populations. Indego’s partnership with PayNearMe makes paying with cash particularly easy - members who chose the Indego30CASH plan can go to any of over 25 locations (7-11s and Family Dollar stores) to physically purchase their memberships.

Providing physical bike share keys, regardless of membership duration, may also encourage ridership. The key serves as a physical reminder that bike share is available and shortens time spent getting a bike. In Philadelphia and Austin, users sign up for an automatically renewing 30-day membership online and receive a key for use at any dock. In contrast, in Nashville, users sign up online for 30-day membership but must swipe their credit card at the kiosk each time to access a bike.



PayNearMe locations and Indego stations in Philadelphia.



LESSONS FROM THE CITIES

» Allow people to spread out costs.

Membership plans that allow for installment payments tend to see higher use and better annual retention rates than lump-sum annual memberships. Data from bike share, transit, and other sources suggests that, especially for low-income people, making monthly membership available can decrease trepidation about trying bike share and increase sign-ups.

» Sticker price is more important than cost.

Deep discounts on annual memberships rarely attract significant numbers of low-income people and may tie up money that can be used for other equity initiatives. In focus groups, most low-income people express willingness to pay \$10-20 per month for bike share, provided that the payments can be spaced out over the course of the year and that the bike share system meets their mobility needs. Expressing prices in monthly installments may help reduce sticker shock.

» Keep equity initiatives simple.

Adding hoops – multiple steps, complicated verifications, the need to enroll at a limited number of specific locations – will reduce enrollment. Boston has the highest rate of discount membership sales of all U.S. systems, partially because Hubway’s administrators keep the subsidized membership process as simple as possible – a phone call with honor-system reporting on income or status.

» Make it easy to join.

In order to increase ridership, especially among low-income populations, make it easy to sign up for bike share. Taking a cue from transit, cities and operators should look toward technology that facilitates spontaneous enrollment, such as being able to buy monthly or annual access at the kiosk, when potential members are thinking about bike share in the first place. Apps that allow for on-the-spot sign up and access should also be explored.

» Measure your impact.

Gather before/after data to make sure programs are having the right impact. Key metrics to consider include: average number of rides per user by membership type, rides per bike per day, and rides from stations in low-income areas. Data from NYC suggests that billing ZIP code is a decent proxy for income if demographic data is unavailable.³⁶

» The kiosk is an opportunity.

Especially for potential low-income riders, the physical bike share infrastructure – kiosk and bikes – is the best platform for conveying information about bike share. To bring in low-income riders, make sure that discount programs are listed clearly on the kiosk and that pricing information is clear and simple.

» Pricing alone is not enough.

People use bike share when it is convenient and makes their lives easier. Operators looking to increase ridership, especially among low-income populations, should ensure that low-income areas have a sufficient number of stations, densely placed, to make bike share a good value proposition for would-be riders.

- 1 Annual membership prices range from \$199 in San Diego to \$50 in Nashville and Chattanooga (as of summer 2015).
- 2 Until recently in the U.S., requested modifications to the standard pricing structure – annual membership/casual pass with initial free period and overage fees – were limited by the backend technology. In most systems, options other than the standard annual memberships or non-renewing short term passes required extensive, cost-prohibitive, time-consuming, manual work-arounds.
- 3 The membership options in U.S. bike share programs were initially modeled on European programs but without the massive European system subsidies that have kept annual prices extraordinarily low.
- 4 Credit cards were initially seen as essential to bike share security as they linked each trip to a specific rider and allowed operators to assess user and damage/loss fees as necessary. The very low theft rate in U.S. bike share to date has allowed system operators to reconsider this stance.
- 5 Examples of these programs include Bank on DC in Washington DC, the community development credit union membership discount in New York, cash payment options in the new Indego system in Philadelphia and the Divvy for Everyone program in Chicago.
- 6 Goddin, Paul, "The Good and the Bad of the Capital Bikeshare Member Survey," Urban-ish Blog, June 11, 2015. <http://paulgoddin.com/2015/06/11/the-good-and-the-bad-of-the-capital-bikeshare-member-survey/> (accessed 8/24/15)
- 7 Data provided by Boston Bikes. In Chicago, heavy promotion of the Divvy For Everyone program has resulted in the sale of over 800 discount \$5 memberships in the first two months, but this represents a fraction of the overall Divvy membership.
- 8 2013 FDIC "Nation Survey of Unbanked and Underbanked Households," October 2014 (<https://www.economicinclusion.gov/surveys/2013household/banking-status-findings/>)
- 9 Schuh, Scott & Joanna Stavins, "The 2011 and 2012 Surveys of Consumer Payment Choice," Federal Reserve Bank of Boston: Research Data Reports #14-1, September 29, 2014
- 10 Data provided by Boston Bikes.
- 11 CFED, "The Most Unbanked Places in America," http://cfed.org/assets/pdfs/Most_Unbanked_Places_in_America.pdf (accessed 8/24/15)
- 12 Carney, Michael, "Bike Sharing and the Unbanked: A study of the unbanked population in Chicago and best practices for their inclusion in bike sharing." University of Illinois at Chicago, 7/24/2012, pp. 8-16
- 13 Carney, Michael, "Bike Sharing and the Unbanked: A study of the unbanked population in Chicago and best practices for their inclusion in bike sharing." University of Illinois at Chicago, 7/24/2012, p.25
- 14 Interview with Claudia Setubal, Access Manager, Bicycle Transit Systems/Indego, 7/20/15 & CFED, "The Most Unbanked Places in America," http://cfed.org/assets/pdfs/Most_Unbanked_Places_in_America.pdf (accessed 8/24/15)
- 15 Hussain, Anum, "Hubway Research Presentation 2012," Emerson University, <http://www.slideshare.net/anumthussain/hubway-research-2012> (accessed 8/24/15)
- 16 Institute for Survey Research - Temple University. (2014). Bike Sharing in Low-Income Communities: An Analysis of Focus Group Findings. Philadelphia, PA: Hoe, N.D. & Kaloustian, T.K.
- 17 Institute for Survey Research - Temple University. (2014). Bike Sharing in Low-Income Communities: An Analysis of Focus Group Findings. Philadelphia, PA: Hoe, N.D. & Kaloustian, T.K.
- 18 Interview with Kate Fillin-Yeh, former Bike Share Program Director, NYCDOT, 8/24/15
- 19 Data provided by Boston Bikes.
- 20 Interview with Kim Foltz, Program Manager, Boston Bikes, 6/22/15. Women take about the same number of trips (~36 trips/year) regardless of subsidy. Subsidized members renew their memberships at roughly the same rate as non-subsidized members.
- 21 Applicants must be on public assistance or meet income guidelines based on household size; must live in the City of Boston and cannot be full-time students.
- 22 Email communication with Nicole Freedman, former Director of Boston Bikes, 8/14/15
- 23 Reprinted with permission from "Pricing and the Psychology of Consumption" by John T. Gourville and Dilip Soman. Harvard Business Review, September 2002. Copyright 2002 by Harvard Business Publishing; all rights reserved. See: <https://hbr.org/2002/09/pricing-and-the-psychology-of-consumption>
- 24 Gourville, John T. & Dilip Soman. "Pricing and the Psychology of Consumption" Harvard Business Review, September 2002, p. 90-96
- 25 Della Vigna, Stefano & Ulrike Malmendier, "Paying Not to Go to the Gym," The American Economic Review, June 2006, vol. 96, p.694-719 (<http://eml.berkeley.edu/~sdellavi/wp/gymempAER.pdf>)
- 26 Agrawal, Asha Weinstein, et al. "Getting around when you're just getting by: the travel behavior and expenditures of low-income adults" Minnetta Transportation Institute, January 2011, MTI 10-2, p.2
- 27 Murphy, Brian, Assistant City Manager for Community Development. "Re: Council Order #10 dated October 20, 2014 regarding Hubway membership." <http://rwinters.com/council/HubwaySubsidiesfinal.pdf> (accessed 8/24/15)
- 28 Institute for Survey Research - Temple University. (2014). Bike Sharing in Low-Income Communities: An Analysis of Focus Group Findings. Philadelphia, PA: Hoe, N.D. & Kaloustian, T.K.
- 29 While transit passes are typically offered on a monthly basis, as opposed to annual like bike share, the cost of the average monthly transit pass is on par with the average annual bike share pass, allowing for comparison across different time scales.
- 30 Agrawal, Asha Weinstein, et al. "Getting around when you're just getting by: the travel behavior and expenditures of low-income adults" Minnetta Transportation Institute, January 2011, MTI 10-2
- 31 Ogilvie, F. & A. Goodman. "Inequalities in usage of a public bicycle sharing scheme: Socio-demographic predictors of uptake and usage in London (UK) cycle hire scheme," Preventative Medicine, 14 May, 2012, p. 43
- 32 Interview with Kim Foltz, Program Manager, Boston Bikes, 6/22/15
- 33 Interview with Claudia Setubal, Access Manager, Bicycle Transit Systems/Indego, 7/20/15
- 34 Duvall, Andrew. "Denver B-Cycle: Evaluation of Users, Health Impacts, and Low-Income Neighborhoods" Kaiser Permanente Community Benefits, February 2015
- 35 Institute for Survey Research - Temple University. (2014). Bike Sharing in Low-Income Communities: An Analysis of Focus Group Findings. Philadelphia, PA: Hoe, N.D. & Kaloustian, T.K.
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This paper is made possible by a grant from The JPB Foundation to further the conversation around equity in bike share.



LEARN MORE ABOUT NACTO'S BIKE SHARE PROGRAM AT NACTO.ORG

Metro Countywide Bike Share Equity Initiatives



Metro

Recommendation

Authorize the initiation and implementation of the following Metro Countywide Bike Share equity initiatives:

A. Waive \$40 Flex pass fee

- 1. Apply to Metro Rider Relief customers for 2016 launch**
- 2. Apply to Reduced Fare TAP card-holders as part of Step 3 TAP interoperability**

B. Commit a 10% hard local match of \$10,000 and a 15% in-kind match of \$15,000 to go towards the Better Bike Share Partnership Grant (BBSP) application

C. Authorize the CEO to enter into a partnership with the City of Los Angeles for a Mobility Hubs FTA JARC grant

\$0 Annual Flex Pass

- Waive the \$40 annual Flex Pass amount to make a single Bike Share ride cost \$1.75 for eligible participants
- Apply to Metro Rider Relief participants for 2016 launch
 - Current Metro Rider Relief participants would receive a coupon code in their June 2016 recertification packet
 - The code could be used to register for the reduced Flex Pass. A credit card will be required for registration
- Apply to Reduced Fare TAP card-holders as part of Step 3 TAP interoperability
 - At registration, TAP card holders will be prompted to enter TAP number. Participation in Reduced Fare program will be recognized and reduced pass amount will be applied
 - A credit card will be required for registration
- Staff is working on a cash payment option to address access for the unbanked community



Metro

Better Bike Share Partnership Grant

- **Metro, City of Los Angeles, LACBC and MCM have been invited to jointly apply for the BBSP grant**
- **Grant will help fund Metro Bike Share outreach efforts to disadvantaged communities in and around the DTLA service area**
- **A 10% hard local match in the amount of \$10,000 and a 15% in kind local match in the amount of \$15,000 is requested**



Metro

JARC Partnership

- **The City of Los Angeles was awarded JARC funding to implement an Integrated Mobility Hubs Project**
 - **Metro's Countywide Bike Share will be integrated as a component of the Project**
- **The City of Los Angeles has requested Metro become a partner in order to use JARC funding towards eligible capital and operating costs for the DTLA pilot and future Hollywood expansion**



Metro



Board Report

File #: 2016-0121, **File Type:** Agreement

Agenda Number: 11

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2016

SUBJECT: MEMORANDUM OF UNDERSTANDING WITH CITY OF WEST HOLLYWOOD FOR DIVISION 7

ACTION: AUTHORIZE EXECUTION OF MEMORANDUM OF UNDERSTANDING

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a Memorandum of Understanding (MOU) with the **City of West Hollywood for a joint visioning process for Division 7.**

ISSUE

In 2015, the Metro Board directed staff to work with the City of West Hollywood (City) to pursue an MOU to establish a collaborative process and general framework for the planning of any improvements and potential development at Division 7, a Metro maintenance facility with a fleet of 230 buses. Through initial collaboration and study, staff has identified portions of Division 7 that have potential for development that maintains the facility's current operations and meets the City's objective to extend the current retail/commercial frontage along Santa Monica Boulevard, improve neighborhood compatibility and create a more dynamic pedestrian oriented environment for the community.

DISCUSSION

Metro received an unsolicited joint development project proposal for Division 7 in October 2011, from Cohen Brothers Realty Corporation of California (CBRCC). The proposal contemplated using the Division 7 property for a commercial/residential development and rebuilding Metro's bus operations and maintenance facility as an underground facility. A two-year Exclusive Negotiating Agreement (ENA) was entered into between Metro and CBRCC in April, 2013. With the ENA set to expire on April 17, 2015, the West Hollywood City Council took action on February 17, 2015, requesting that Metro allow the ENA to expire due to lack of support for the proposed project from the residents, community and City staff. The City Council also affirmed the need for an MOU with Metro (Attachment B) to establish a collaborative visioning process to explore the potential for development of the site.

Upon expiration of the CBRCC ENA, Metro staff began meeting with City staff to develop the MOU for the Division 7 site. Through this process, Metro staff identified two areas with near and medium term opportunities for development which can both maintain the facility's current operations, and meet many of the City's objective of extending the current retail/commercial frontage along Santa Monica Boulevard. These areas include: a) a narrow strip of landscaped area (approx. 20 feet) between the existing Division 7 building and the sidewalk - Parcel A; and b) the surface parking lot (approx. 20 spaces) located on the eastern portion of the Metro property - Parcel B. (See Attachment A, Exhibits 1, 2, 3).

The MOU includes an outline of the process for working collaboratively to create a joint vision for the site, as well as the respective obligations of each entity and potential future public-benefit opportunities. The parties agree to work together in good faith to:

- a. Identify shared values and interests.
- b. Identify opportunities for consensus building and collaboration.
- c. Establish protocols for ongoing community engagement and interagency communication.
- d. Establish a collaborative visioning process for those parcels that:
 - i. Advances the parties' objectives.
 - ii. Results in formulation of Outreach, Preliminary Concept Development and Feasibility Studies.
 - iii. Identifies responsibilities for each party (i.e., facilitation of outreach efforts, rezoning, identification of capital projects and funding, potential RFP for joint development).

Furthermore, the MOU states that:

- a. Operational and occupancy cost neutrality must be maintained for Metro in any and all scenarios.
- b. No project shall create degradation of service or impact to operations.

Public outreach will be led by the City of West Hollywood with the participation of Metro. Any private/public partnership on Metro land may require an RFP and/or RFQ process for selection of a developer. Additionally, Metro will update its Master Plan for Division 7 as necessary to reflect the outcome of the visioning process. While this MOU is proposed only between Metro and the City, an amendment could be executed in the future to include the County of Los Angeles as a third party. The County may wish to participate in the process since the Sheriff's Station site is located adjacent to the Division 7 site along San Vicente Blvd.

The West Hollywood City Council is set to act on this item in March. City staff has recommended approval.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Metro's Facilities' Management staff has participated in the most recent process of identifying portions of property on Division 7 that have the potential for development. Safety, as well as full and continuous operation of Metro's facility, has been established as a priority. Metro's operations staff will continue to review and comment on the proposed development to ensure that any proposal has no adverse impact on the on Metro's operations.

FINANCIAL IMPACT

This project will be managed with existing staff and budget from the Joint Development (cost center 2210) and Strategic Initiatives (cost center 4530) departments in FY16. Financial resources for reviewing any financial analyses, negotiations support and conceptual design review have been requested in the FY2017 budget in the Joint Development cost center, 2210.

As noted above, the MOU requires operational and occupancy cost neutrality for Metro in any new development scenario.

Impact to Budget

The FY16 adopted budget includes funding for this project - 401013 - in cost center 2210 to cover staff costs.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an MOU with the City of West Hollywood; or (b) seek different development options for the site. Staff does not recommend proceeding with these alternatives because the recommended action moves forward the directive by the Board to have an MOU where we can work collaboratively with the City of West Hollywood and engage in a mutually beneficial visioning process.

NEXT STEPS


Upon approval of these recommendations, the MOU will be executed and Metro staff will work with City staff on a schedule of key milestones. The initial steps will include preparing a community outreach plan with the City and creation of conceptual site plans and development alternatives/scenarios by the City's consultant.

ATTACHMENTS

Attachment A - Area Site Maps
Attachment B - Memorandum of Understanding

Prepared by: Vivian Rescalvo, Director, (213) 922-2563
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

Reviewed by: Cal Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - AREA SITE MAPS
EXHIBIT 1 - DIVISION 7 MAP

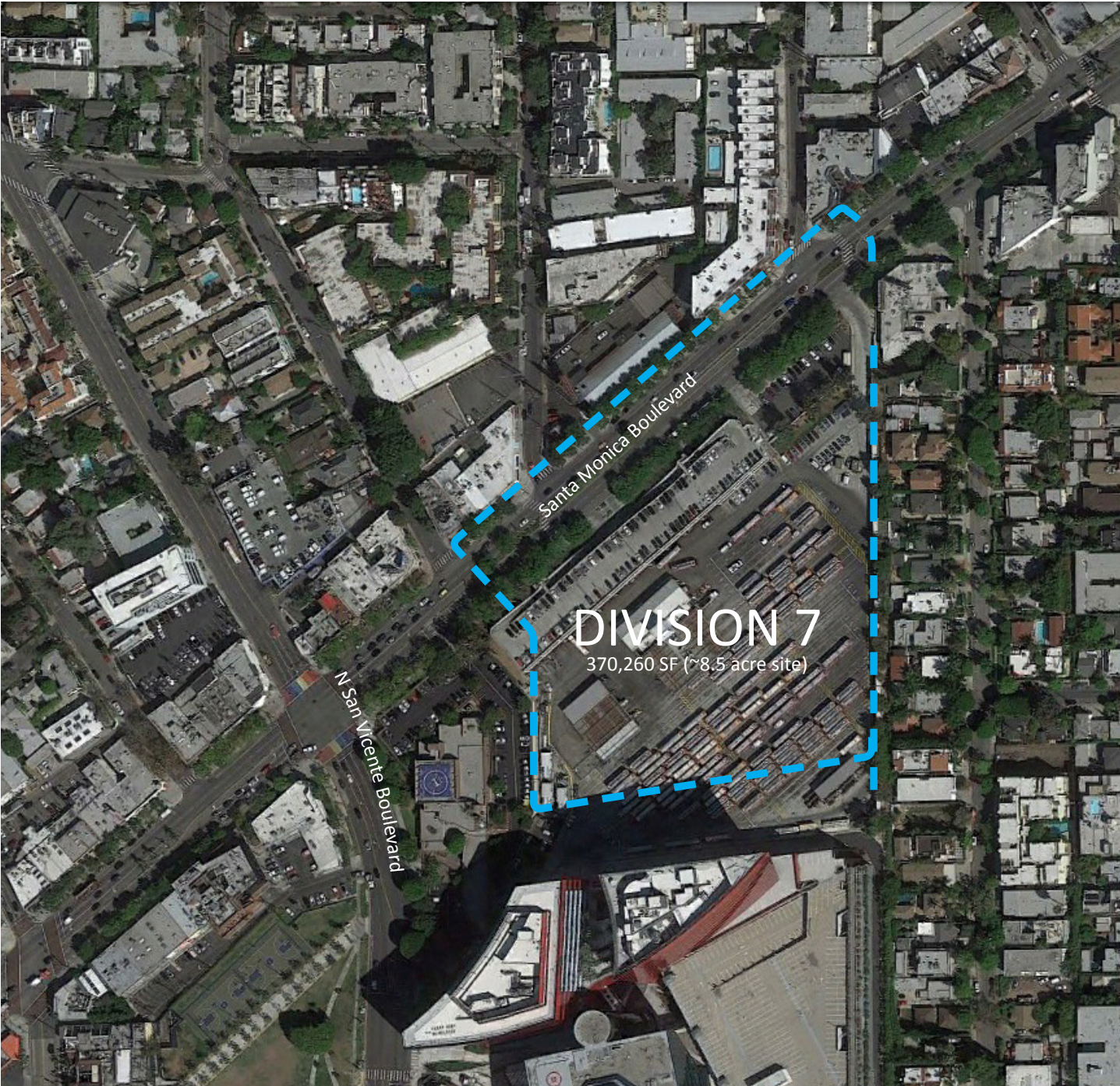
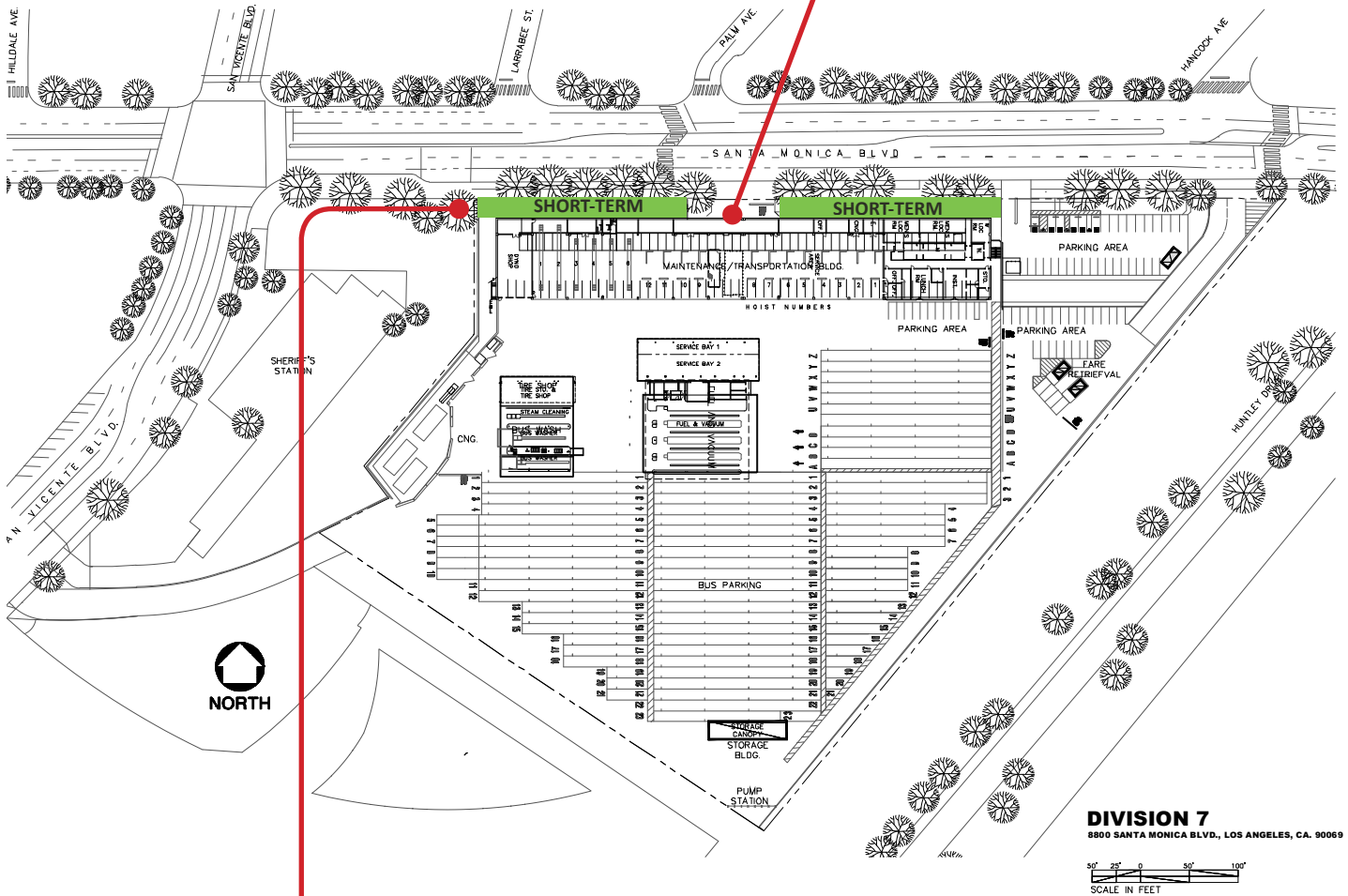


EXHIBIT 2 - PARCEL A

EXISTING DIVISION 7 BUILDING

- 24' tall at Santa Monica Boulevard
- 36' tall at bus yard
- ±80' long and ±500' wide
- Built in 1976

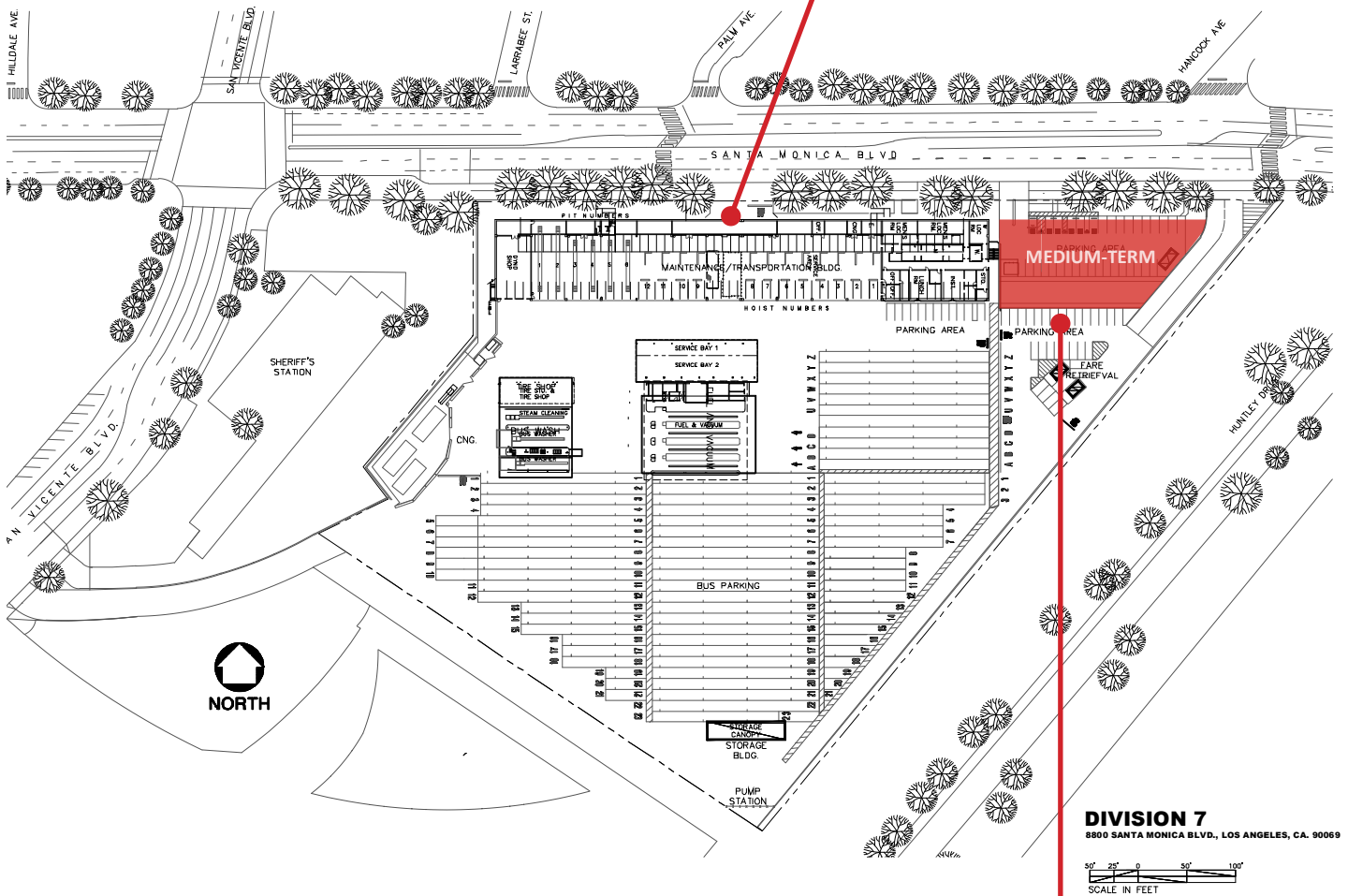


SHORT-TERM OPPORTUNITY
 Activate the 20' setback from the back of the sidewalk to the (e) building edge.

EXHIBIT 3 - PARCEL B

EXISTING DIVISION 7 BUILDING

- 24' tall at Santa Monica Boulevard
- 36' tall at bus yard
- ±80' long and ±500' wide
- Built in 1976



DIVISION 7
8800 SANTA MONICA BLVD., LOS ANGELES, CA. 90069

0 50' 100'
SCALE IN FEET

MEDIUM-TERM OPPORTUNITY
Activate the parking lot at the eastern edge of the site.

ATTACHMENT B

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (“MOU”) is entered into as of _____ 2016, by and between the Los Angeles County Metropolitan Transportation Authority, a _____ (“Metro”) and the City of West Hollywood (“City”), a California municipal corporation (hereinafter together occasionally referred to as “the parties”).

RECITALS

- A. Metro’s Division 7 transit facility (the “facility”), a map of which is attached hereto as Exhibit A, located at the intersection of Santa Monica and San Vicente Boulevards within the territorial boundaries of the City West Hollywood is a critical component of Metro’s countywide bus service operations, with 230 buses and serving the western region of Los Angeles County.
- B. The facility occupies an 8.5 acre property (the “property”) in a strategic location within one of the City’s pedestrian friendly and vibrant commercial shopping districts.
- C. The parties have mutual interests in identifying opportunities for development on Metro’s property that would both maintain the facility’s current operation, and extend the current retail/commercial frontage along Santa Monica Boulevard in order to create a more dynamic and pedestrian oriented environment for the community, and improve neighborhood compatibility.
- D. Metro has identified two areas within the property which may possibly accommodate pedestrian orientation improvements along Santa Monica Boulevard, a near term development option along the narrow strip of land between the existing building and sidewalk along Santa Monica Boulevard, Parcel A (Exhibit B), as well as a potential mid/long term development option within the surface parking lot along Santa Monica Boulevard, Parcel B (Exhibit C).
- E. As the government entity with land use jurisdiction over the property, the City seeks to play a role in planning for any future improvements and potential development to assure neighborhood compatibility, pedestrian orientation, mitigation of impacts, optimal activation of the streetscape, and enhanced transit connectivity.
NOW, THEREFORE, in consideration of the foregoing, the parties hereto agree as follows:

1. Purpose of the MOU

The purpose of this MOU is to establish a collaborative process and general framework for the planning of improvements and future potential development of Parcels A and B.

The parties intend for this MOU to provide an understanding as to their respective obligations and potential future public-benefit opportunities regarding the collaborative process. The parties agree to work together in good faith to:

- a. Identify shared values and interests.
- b. Identify opportunities for consensus building and collaboration.
- c. Establish protocols for ongoing community engagement and interagency communication.
- d. Establish a collaborative visioning process for these parcels that:
 - i. Advances the parties' objectives.
 - ii. Results in formulation of Outreach, Preliminary Concept Development and Feasibility Studies.
 - iii. Identifies responsibilities for each party (i.e., facilitation of outreach efforts, rezoning, identification of capital projects and funding, potential RFP for joint development).

2. Priorities and Requirements for the Property

- a. City priorities:
 - i. Identify project(s) of mutual interagency benefit and interest.
 - ii. Activate street frontage along Santa Monica and San Vicente within Parcel A.
 - iii. Respect the unique contributions of the site(s) and Santa Monica/San Vicente intersection to the community and City history.
 - iv. Retain but screen the existing Division 7 bus facility with active uses appropriate to scale/uses in the area.
 - v. Consider potential near and long term development scenarios for Parcel B that are appropriate regarding existing scale, uses, traffic congestion, and established community priorities; Santa Monica is a vibrant pedestrian-oriented mixed use corridor that would benefit from expanded transit service.
- b. Metro requirements for any potential project:
 - i. Operational and occupancy cost neutrality must be maintained for Metro in any and all scenarios.
 - ii. No project shall create degradation of service or impact to operations.

3. Protocols of Visioning Process

- a. Public outreach will be led by the City of West Hollywood with participation from Metro (and the County of Los Angeles if the Sheriff Station site is included in the plan).

- b. Any Private/Public Partnership on Metro land will require an RFP and/or RFQ process for selection of a developer.
- c. Third party exclusive development negotiating rights shall not be granted during the term of the MOU.
- d. Short, Middle and Long Term Scenarios for improvements and potential development will be studied in relation to Priorities and Requirements for the Property (Item 2 above). Studies could include:
 - i. Conceptual Site Plans, Elevations and Renderings of Potential Development Alternatives/Scenarios on Parcels A and B, including land uses, heights and densities.
 - ii. Financial Feasibility Proformas, including funding sources assumptions, for potential improvements and development alternatives.
 - iii. Traffic and Site Circulation Studies.
 - iv. Long Term Scenarios could be further studied in future master plan updates, capital improvement plans, and specific plans, for example.
 - v. Other studies that would support joint pursuit of funding opportunities such as federal and state grants, or would support an RFP or RFQ process for selection of a developer if a joint development is pursued.
- e. For long term visioning, an Interagency Team of City staff and Metro staff will collaborate between Transit Corridors/System Planning (David Mieger's Team), Real Estate/Joint Development (Vivian Rescalvo's Team) and Facilities/Capital Projects (Tim Lindholm's Team).

4. CITY'S Responsibilities

- a. City's consultant will create a Base Map of the Metro Site and Buildings and draw short/mid/long term concepts for discussion and brainstorming for Parcels A and B.
- b. City staff will collaborate with Metro on the Metro site and on light rail transit feasibility studies.
- c. City staff will arrange bi-monthly meetings, or as needed, with the Interagency Team.
- d. City staff, in coordination with Metro staff, will adhere to the schedule (Attachment B) proposed for activities identified in the MOU and will, in coordination with Metro, periodically update the schedule based on progress and key milestones.

- e. City staff will initiate a General Plan amendment and specific plan for the site to reflect the outcome of the visioning process, in as much as the outcome is consistent with the Priorities and Requirements for the Property (Item 2 above).
- f. The City will coordinate with Metro on a Metro RFP or RFQ for improvements and/or future development of Parcels A and B.
- g. The City will consider the outcome of the visioning process in future Capital Improvement Plan Budgeting and Funding Identification regarding potential joint improvement and/or development opportunities on the Metro site – Parcel A and B.

5. METRO'S Responsibilities

- a. Metro will update Metro Master Plan for Division 7 as necessary to reflect the outcome of the visioning process, in as much as the outcome is consistent with the Priorities and Requirements for the Property (Item 2 above).
- b. In coordination with the City, Metro may, subject to Metro Board approval, develop and issue an RFQ or RFP for improvements and/or future development of the property, consistent with the outcome of the visioning process and the Priorities and Requirements for the Property (Item 2 above).
- c. Metro will consider the outcome of the visioning process in future Capital Improvement Plan Budgeting / Funding Identification regarding potential improvement and/or development opportunities on the Metro site, and may be recommended as part of Metro's "Transit Oriented Communities" program.
- d. Metro staff will attend bi-monthly meetings, or as needed, with the Interagency Team.

Metro staff, and City staff, will adhere to the schedule (Attachment B) proposed for activities identified in the MOU.

6. Term

This MOU shall commence on _____, 2016 and remain in effect until the actions contemplated herein have been fully consummated or unless earlier terminated by either party with thirty (30) days' written notice of termination.

7. Binding Effect

This MOU is binding on the parties in accordance with its terms. The parties signing below represent and warrant that they have the legal authority to bind the party for whom they are signing but subject to any discretionary action of the West Hollywood City Council and Metro's Board of Directors.

8. Indemnity

Each party agrees to indemnify, defend, and hold harmless the other party, its officers, agents and employees from any and all liabilities, claims, or losses of any nature, including reasonable attorneys' fees and costs of suit, to the extent caused by, arising out of, or in connection with, the indemnifying party's negligent or wrongful acts or omissions arising from its respective activities pursuant to this MOU.

9. Governing Law

This MOU shall be governed by the laws of the State of California.

10. Notices.

All notices permitted or required under this MOU shall be in writing, and shall be deemed made when delivered to the applicable party at the following addresses either by first class mail postage prepaid, facsimile, electronic mail or personal delivery:

If to City:

City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069
Attention: City Manager

If to Metro:

Metro
One Gateway Plaza
Los Angeles, CA 90012-2952
Attention: _____

11. Relationship of the Parties.

Nothing contained in this MOU shall be deemed or construed to create a partnership, agency, tenancy in common, joint tenancy, joint employer liability, joint venture or co-ownership by or between City and Metro.

12. Entire Agreement.

This MOU and all exhibits, if any, thereto contain all of the agreements of the parties with respect to the transaction contemplated hereby, and no prior agreements or understandings pertaining any such transaction shall be effective for any purpose and all preliminary negotiations and agreements of whatsoever kind or nature are merged herein. No oral agreement or implied covenant shall be held to

vary the provisions herein. This MOU may be amended only by a written instrument signed by the parties. In the event that the County of Los Angeles seeks to participate in this MOU as regards to the Sheriff station site located adjacent to the property, this may be accomplished by an amendment to this MOU executed by the parties and the County.

13. Counterparts.

This MOU may be executed in any number of counterparts, each of which, when executed and delivered, shall be deemed to be an original, and all of which, taken together, shall be deemed to be one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the date and year first written above.

Dated: _____, 2016

CITY OF WEST HOLLYWOOD,

By: _____
Paul Arevalo
City Manager

ATTEST:

City Clerk

METRO,

By: _____
Calvin E. Hollis
Interim Chief Planning Officer

ATTEST:

County Counsel

ATTACHMENT A - AREA SITE MAPS
EXHIBIT 1 - DIVISION 7 MAP

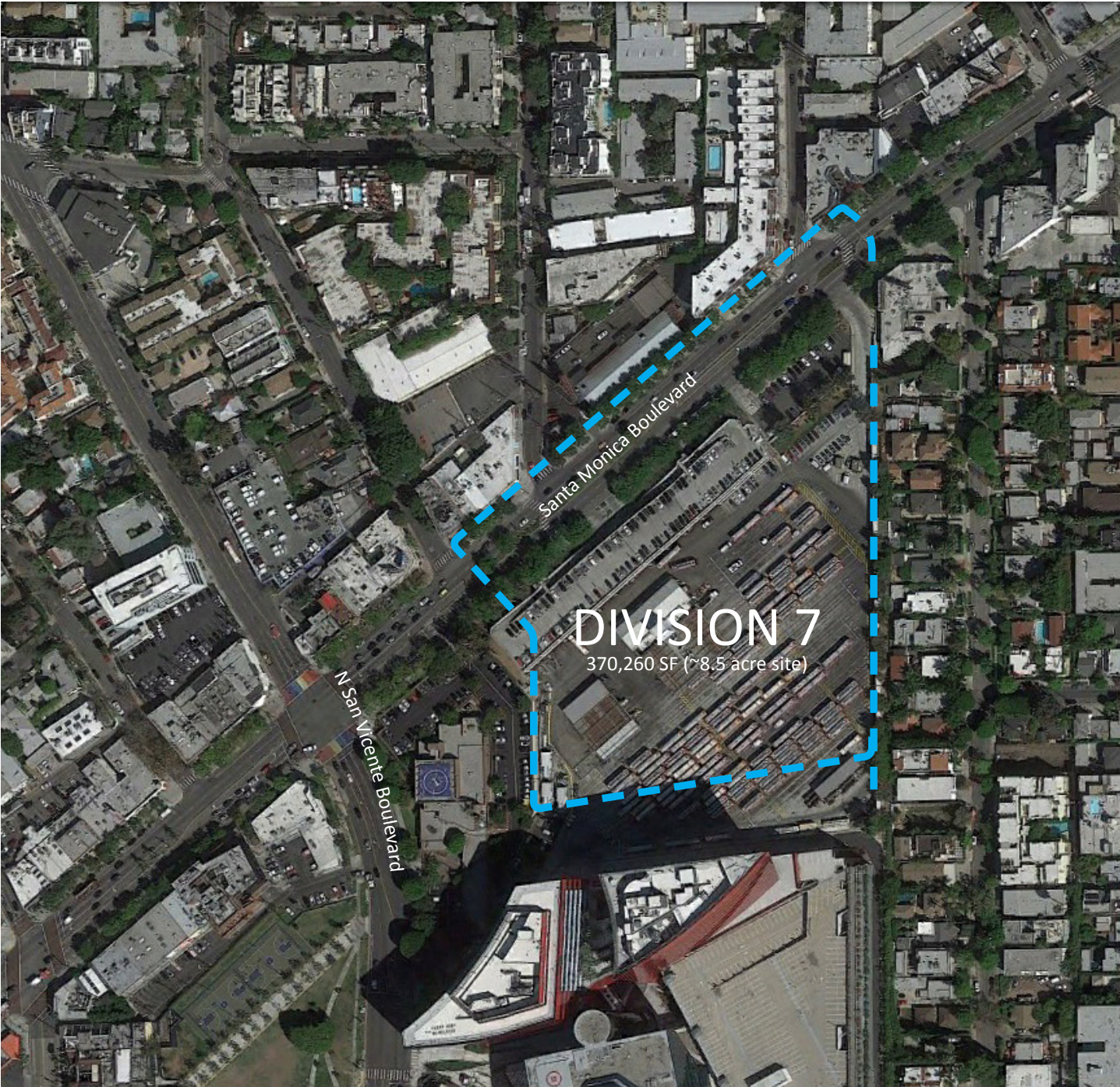
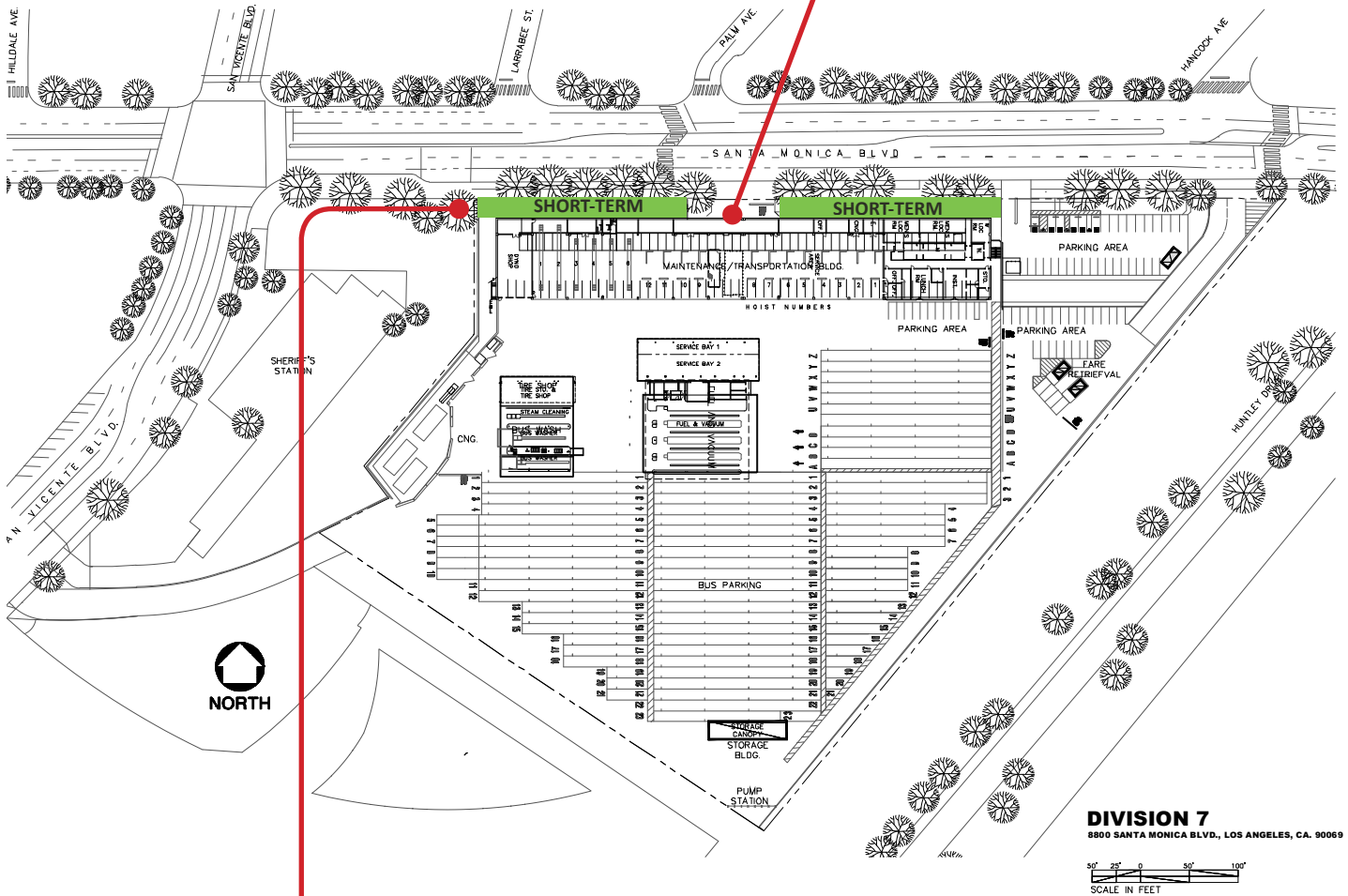


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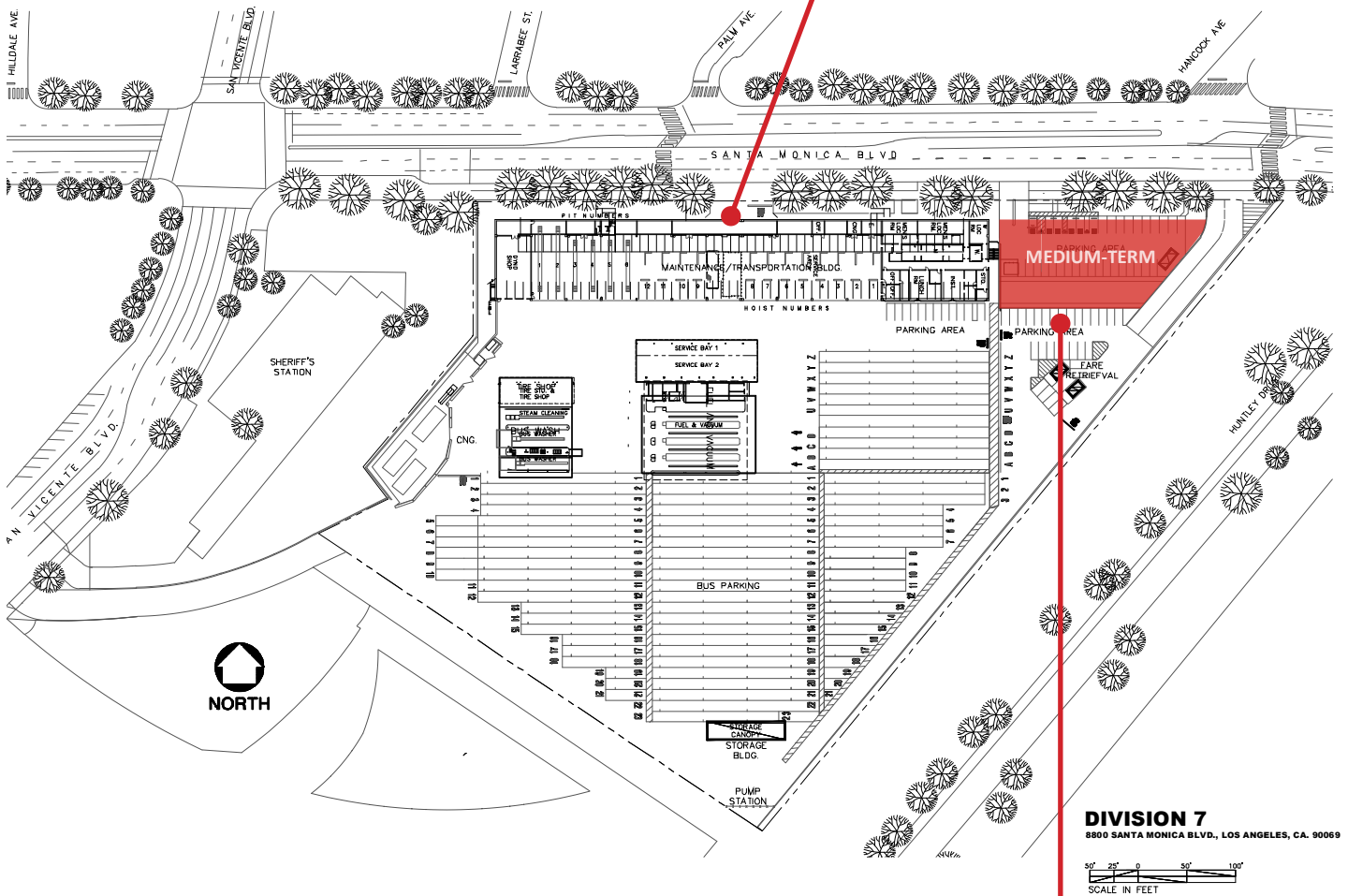


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DIVISION 7
8800 SANTA MONICA BLVD., LOS ANGELES, CA. 90069

30' 25' 0' 50' 100'
SCALE IN FEET

MEDIUM-TERM OPPORTUNITY
Activate the parking lot at the eastern edge of the site.



Board Report

File #: 2016-0141, File Type: Policy

Agenda Number: 12

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

SUBJECT: REAL ESTATE AGREEMENT WITH EQR-4TH & HILL, LP FOR JOINT USE OF TRANSIT PLAZA AT 4TH & HILL METRO RED LINE STATION AND CHANGES TO METRO-CLARK CONTRACT C1073

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute an **agreement (Master Agreement) with EQR-4th & Hill LP (EQR)** in which the Los Angeles County Metropolitan Transportation Authority (METRO) agrees to grant to EQR, and take all necessary steps to record, certain “Real Estate Interests” in the METRO owned property located at the northeast corner of 4th and Hill, subject to all conditions as set forth in the Master Agreement. On the terms set forth in the Master Agreement and ancillary agreements, EQR will (1) pay an agreed upon fair market value of the easements, (2) regrade and install, **operate and maintain “Enhanced Plaza Improvements” on the Metro Plaza (at the northeast 4th/Hill portal)** pursuant to a design approved by METRO, and (3) pay for changes required to mitigate impacts to Metro-Clark Contract C1073 due to EQR Project; and
- B. DELEGATING to the CEO the authority to approve the fair market value of the various temporary and permanent easements and lease agreement up to the amount of \$1,000,000.

BACKGROUND AND DESCRIPTION OF PROJECT

The former Southern California Rapid Transit District (“SCR TD”) acquired certain property interests at the northeast corner of 4th and Hill (“Portal Property”) in April 1987 from System Parking Investment, Inc. et.al. (“System”), as necessary to construct and operate the Metro Red Line 4th and Hill Street northeast station and portal. The Portal Property is comprised of a fee simple interest to approximately 8,645 square feet of subsurface, surface and airspace up to an upper limit of 298.0 feet above mean sea level (i.e. approximately 20 feet above current grade). METRO has previously constructed, and continues to operate the following improvements at the Portal Property: (a) an underground passenger loading and unloading station including a tunnel and pedestrian portal beneath and adjacent to the Portal Property, (b) a blast relief shaft and vent shaft on the Portal Property, (c) emergency exit, and (d) various above and below grade improvements on the Portal Property to provide access to the Station, including: (i) a pedestrian plaza at the current grade (“Metro Plaza”) and (ii) an escalator and staircase from the Metro Plaza to the Station. A picture of

the Portal Property as currently improved is attached as Attachment “A”.

At the time of SCRTD’s acquisition of the Portal Property from System, System was also the owner of approximately 32,467 square feet of land located adjacent to the Portal Property, north along Hill Street (which, along with the airspace above the Portal Property retained by System, may be referred to in this report as the “EQR Property”). During negotiations between SCRTD and System for acquisition of the surface and air rights, SCRTD agreed to the future grant of column easements on the Portal Property as needed to support a future development that may be constructed on the EQR Property. However, at the time of the SCRTD acquisition, the easements were not transferred, and the exact location of the column easements and their value were not determined. The site of the Portal Property and EQR Property are depicted on Attachment “B”.

The EQR Property was recently purchased by EQR’s parent company, Equity Residential. Equity Residential is a member of the S&P 500, a publicly traded real estate investment trust based in Chicago, Illinois. EQR is currently seeking entitlements from the City of Los Angeles (“City”) to construct and operate a new development on the EQR Property (“EQR Project”), including construction in the airspace lying above the uppermost limit of the Portal Property (the “Airspace Area”). The EQR Project includes mixed use residential/retail uses in a building containing 33 floors consisting of approximately 428 residential units, 10,900 square feet of residential amenities, 2,900 leasable square feet of retail space and 410 parking spaces along with an outdoor plaza (“Building Improvements”). The EQR Project as proposed will create a permanent overhang (“Building Overhang”) above portions of the Metro Plaza and requires a number of permanent and temporary easements in order to construct and operate. A depiction of the proposed EQR Project, including the Building Overhang over the Portal Property, is attached as Attachment “C”.

Impact on Metro Plaza

METRO previously entered into that certain METRO Red Line Pershing Square Canopy Addition and Escalator Replacement Contract No. C1073 (“Metro-Clark Contract”) with Clark Construction Group-California, LP, by its general partner, Clark Construction Group-California, Inc. (“Metro Contractor”) which includes the design and the replacement of all five escalators located between the mezzanine level and the plaza level of three portals at the Metro Red Line Pershing Square Station (“Station”). At the subject Portal Property, the Contract C1073 work includes design and replacement of the existing escalator with a new escalator (“New Escalator”) and construction over the New Escalator of a permanent canopy (“Permanent Canopy”). As discussed in this section, certain aspects of the EQR Project impact the Contract C1073 work. METRO and EQR (the “Parties”) have agreed to work together to coordinate the performance and timely completion of the Contract C1073 work on the Portal Property with EQR’s performance of work on and over the Portal Property as needed for the EQR Project.

The construction of the Building Overhang by EQR for the EQR Project would have required that EQR remove the Permanent Canopy should METRO proceed with the construction of the Permanent Canopy in accordance with the Metro-Clark Contract. As a result of negotiations between METRO and EQR (the “Parties”), METRO agreed to have EQR construct and use the Building Overhang to function as a permanent cover for the New Escalator in lieu of the Permanent Canopy. METRO agreed to modify the Metro-Clark Contract to delete the Permanent Canopy, thereby precluding the need to have the Metro Contractor build the Permanent Canopy, only to have EQR remove such

canopy in order to construct the Building Overhang. The Parties have agreed that EQR will complete construction of an overhead protection structure (“Overhead Protection Structure”) in accordance with METRO’s requirements and prior to public operation of the New Escalator, in order to protect transit patrons from falling construction debris during the construction of the Building Improvements, and allow for opening of the Station portal prior to EQR’s completion of the Building Overhang.

As part of the column touchdown and foundation work that EQR will be performing for its project, and in connection with the construction of the Building Improvements, EQR will be required to remove and replace portions of the Metro Plaza and therefore, to comply with the Americans with Disabilities Act (“ADA”) requirements in the restoration of the Metro Plaza. Compliance with ADA requirements will require lowering the grade of the Metro Plaza by approximately one foot and establishing new grade elevation and control points for the Metro Plaza and EQR Property. As a result of negotiations between the Parties, EQR will carry out the grading work and METRO agreed to modify the Metro-Clark Contract to revise the design and construction of the New Escalator to match the proposed new grades. Increase costs, if any, to the Metro-Clark Contract resulting from such EQR Project-related changes are borne by EQR.

METRO is planning for an estimated 9 month closure of the Portal Property (“Portal Property Closure Period”), during which time the Contract C1073 work would be completed, as well as certain components of the EQR Project occurring on the Portal Property. During such closure period, there are two other portals/station entrances that will remain open to serve the Station. Any EQR Project construction work necessitating use of the Portal Property that is not completed during the Portal Property Closure Period will be performed pursuant to a right-of-entry permit to be granted to EQR, subject to METRO’s terms and conditions.

The above agreements will be set forth in the Master Agreement.

Description of Permanent and Temporary Easements to be Granted to EQR

As a result of negotiations between the Parties, EQR is seeking, in exchange for value to be paid by EQR to METRO, the following Real Estate Interests (as will be set forth in the Master Agreement):

1. **Right of Entry and Construction Permit (“ROE Permit”)**. A Right of Entry and Construction Permit (“ROE”) to be issued to EQR to cover the time periods that are required to perform the Metro Plaza grading work, remove and replace the Metro Plaza with the Enhanced Plaza Improvements, construct the columns and foundation that will support the Building Improvements and Building Overhang in the Airspace Area over the Portal Property, construct the Overhead Protection Structure, the Building Overhang, and such Building Improvements work for which access to the Portal Property is necessary. The ROE(s) will be granted in coordination with EQR’s proposed work schedule, and will be subject to METRO’s terms and conditions.
2. **Foundation Touchdown and Maintenance Easement**. An easement in, or, across and through the Portal Property for construction and maintenance of foundations, columns soldier piles and underground foundation structures (“Foundation Improvements”) for support of the Building Improvements on the Metro Plaza and in the Airspace Area and for maintenance of the Building Overhang and other Building Improvements in the Airspace Area.

3. **Non-Exclusive Access and Maintenance Easement.** A non-exclusive easement for (i) pedestrian ingress/egress to and from the EQR Project and (ii) EQR's continued maintenance, repair and replacement of the landscaping and hardscaping upon the surface of the Metro Plaza, including the Enhanced Plaza Improvements with a reservation of rights for uninterrupted access to the Metro Plaza by (x) transit patrons for use of the Station and (y) METRO for Station operations or other METRO activities at the Portal Property. The "Enhanced Plaza Improvements" are comprised of: enhanced paving materials, new lighting, signage, landscaping, and other improvements in and on the Metro Plaza, in locations and in accordance with plans and specifications to be agreed between the Parties.
4. **A No-Build Covenant.** A no-build covenant recorded against the Portal Property with respect to an area that varies within 9 to 13.5 feet of the face of the Building Improvements. City fire, life and safety standards require that such area remain open and unobstructed. By recording such a covenant, METRO is agreeing not to build in the designated area.
5. **Lease for Outdoor Seating Area.** The Parties will enter into a long term lease covering a specified area for outdoor restaurant seating in the Metro Plaza. The fair market rental of the space will be determined by appraisal of the Portal Property. Other terms of the lease will be negotiated and included in the lease document.

FINANCIAL IMPACT

METRO is in the process of obtaining an appraisal of the Portal Property to establish the value of the various easements and lease area described above. Upon completion and review of the appraisal, the amount recommended as the value of the easements will be submitted to the Chief Executive Officer or the METRO Board of Directors for approval pursuant to the level of approval authority required.

METRO and EQR have previously entered into a Funds Disbursement Agreement ("FDA") dated September 15, 2015, which sets forth a process for the issuance of one or more change orders to the Metro-Clark Contract due to the EQR Project. After METRO and EQR review and approve such change work and costs, EQR will be responsible for the funding of the approved change order. The Parties are currently negotiating an amendment and restatement of the FDA in order to account for contingencies that may occur in the forthcoming months with respect to the continued coordination of the Parties' respective projects. There are no negative financial impacts to Metro-Clark Contract as EQR has agreed to fund the changes caused by the EQR Project. In order to provide METRO with additional security, the Parties are also negotiating an agreement by which EQR will deliver to METRO an irrevocable standby letter of credit to secure costs and expenses that METRO may incur in the event EQR defaults on its obligations under the FDA or EQR abandons the EQR Project.

ALTERNATIVES CONSIDERED

The Board could direct that in lieu of the comprehensive solution proposed and the granting of easements required to implement this solution that the staff negotiate a more limited agreement that

would provide the minimum rights contemplated in the original acquisition of the station property by METRO. Staff does not recommend this limited solution. At the time of the acquisition of the Portal Property in 1986, the former SCRTD committed to permit the owners of the EQR Property to exercise the right to install column touchdown points. EQR, as the current owner of the EQR Property, has demonstrated a willingness and commitment to work with METRO in preserving the public nature of the Metro Plaza with Enhanced Plaza Improvements and to assume financial responsibility for maintaining the plaza in a first class condition. Transfer of this responsibility to EQR will ultimately result in an overall savings to METRO's maintenance costs and should result in an overall improvement in the transit experience of our passengers. The location of the transit plaza adjacent to a transit oriented development meets METRO's development goals without the necessity of the capital investment by METRO. EQR has committed to provide a permanent cover to the Station escalator, meet ADA requirements, maintain the Metro Plaza, and provide fair compensation for the real estate interest they are required to obtain to fulfill their entitlements from the City of Los Angeles.

NEXT STEPS

Once EQR has obtained its entitlement and permits to construct the EQR Project, the appraisal of the various easements to be granted by METRO to EQR is completed, and subject to the authority delegated to the CEO as recommended in No. 2 above, the instruments conveying Items 2, 3, 4 and 5 of the Real Estate Interests will be finalized, executed, and (where applicable) recorded. As discussed above, the ROE(s) described in Item 1 of the Real Estate Interests will be granted in coordination with EQR's construction schedule.

ATTACHMENTS

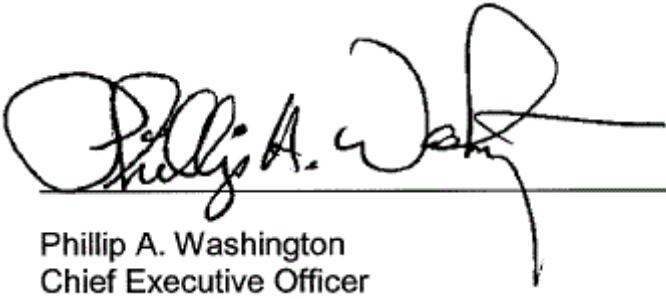
Attachment A - Site Map of Portal Property and EQR Property

Attachment B - Portal Property with Current Improvements

Attachment C - Depiction of Proposed EQR Project (with Building Overhang over Metro's Portal Property)

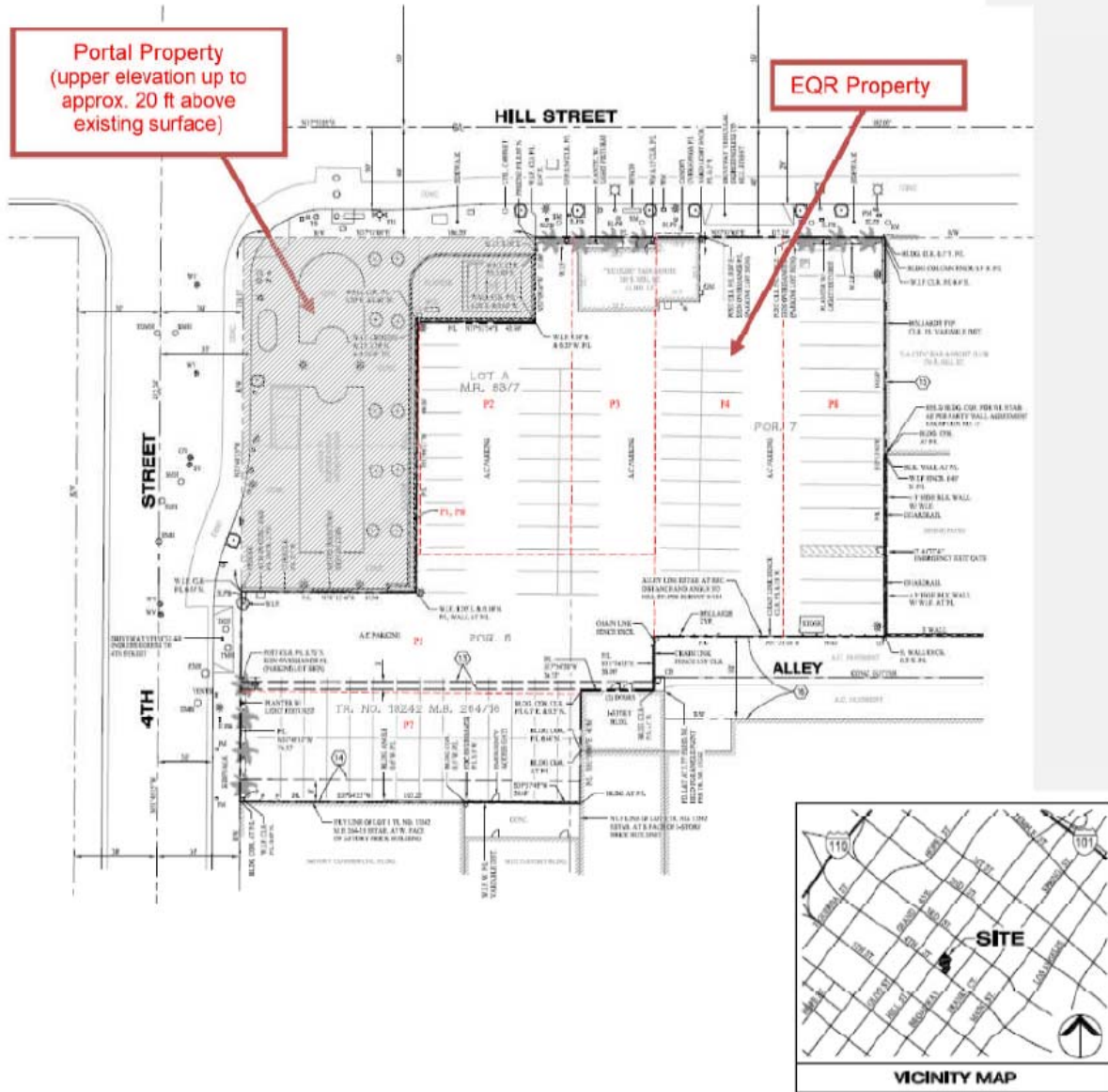
Prepared by: Velma C. Marshall, Deputy Executive Officer-Real Estate
(213) 922-2415
Hitesh Patel, Deputy Executive Officer- Project Management
(213) 922-7212

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

Site Map of Portal Property and EQR Property



Portal Property with Current Improvements



Depiction of Proposed EQR Project
(with Building Overhang over Metro's Portal Property)



**Board Report**

File #: 2016-0002, **File Type:** Contract

Agenda Number: 14

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

SUBJECT: SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute:

- A. Modification No. 3 to Contract No. PS2415-3172 for **Southern California Regional Interconnector Project (SCRIP) with HDR, Engineering, Inc. to provide environmental and preliminary engineering services for the expansion of SCRIP to include the Los Angeles Union Station Master Plan passenger concourse and accommodate high speed rail (HSR)**, increasing the total contract value by \$17,641,953, from \$30,637,404 to a not to exceed amount of \$48,279,357; and
- B. an **Agreement with the California State High Speed Rail Authority (CHSRA) up to a maximum amount of \$15 million for SCRIP** for the accommodation of HSR.

ISSUE

In October 2015, the Board approved the expansion of SCRIP to include the Los Angeles Union Station (LAUS) Master Plan passenger concourse and accommodate a HSR system in LAUS provided that a written financial agreement or a master cooperative agreement was received by the CHSRA. On February 16, 2016, the CHSRA Board approved a motion to execute a contract with the Los Angeles County Metropolitan Transportation Authority (Metro) to share project development cost for SCRIP up to a maximum of \$15 million (Refer to Attachment D).

DISCUSSION

Contract Modification No. 3 is required in order to expand SCRIP to include the passenger concourse and accommodate HSR. As staff advised the Board in October 2015, by integrating the passenger concourse and accommodating HSR, it will provide a cost savings of up to \$300 million by minimizing throw-away costs if SCRIP and the passenger concourse projects were to be built separately, reducing construction schedule and impacts, and enhancing passenger connectivity to all transportation services.

In April 2014, the Board authorized staff to negotiate and execute Contract No. PS2415-3172 to HDR Engineering, Inc. for SCRIP's engineering services. In August 2014, Contract No. PS2415-3172 was fully executed for a contract price of \$29,805,884. The original scope of work included run-through tracks for regional rail with a supplemental environmental impact report (EIR) and environmental impact statement (EIS) based on the original environmental work for the LAUS Run-Through Tracks in 2006. Since April 2014 through March 2016, staff is anticipated to expend up to \$8,448,334 under the existing contract. Under this Board action, Contract Modification No. 3 will expand the existing scope of services to include the passenger concourse and accommodate the HSR which will be effective April 1, 2016.

On February 16, 2016, the CHSRA Board approved a motion to execute a contract with Metro to share project development cost for SCRIP (specifically related to Contract Modification No. 3) up to a maximum of \$15 million as a first installment towards a full funding agreement by CHSRA. This Board action will allow the CEO to execute this agreement with the CHSRA. Staff is currently negotiating the terms of the agreement with CHSRA. CHSRA has committed to a full funding agreement for SCRIP by June 2017 and intends to contribute to the project development costs (including ROW preservation/acquisition) incrementally between now and then for the accommodation of HSR at LAUS. On a separate but parallel front, staff is continuing to work with CHSRA on an Option Agreement that will provide CHSRA with right-of-way preservation of up to two platforms and four tracks at LAUS based upon an agreed fair market value appraisal process. Staff will return to the Board for approval once the Option Agreement has been finalized.

Findings

None.

Considerations

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink and Metro standards, federal requirements, and state requirements and will be compliant with the Americans with Disabilities Act. There are no pedestrian crossings of the proposed tracks so no safety impacts are expected.

FINANCIAL IMPACT

The required amount of \$15 million for FY 16 is included in the budget for cost center 2415 Regional Rail under SCRIP 460089. Additionally, CHSRA will be responsible to pay up to \$15 million for project development work related to Contract Modification No. 3. Since this is a multi-year project, the Executive Director, Program Management and Executive Officer for Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The source of funds for environmental and preliminary engineering work is in Measure R 3% Metrolink Commuter Rail Capital Improvements. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

An alternative could be not to execute Contract Modification No. 3 and not advance the Project. However, this will not increase the commuter and intercity rail capacity at LAUS causing significant delays and operational challenges.

The Board could elect to allow SCRIP without the passenger concourse and preclusion of HSR. This will likely cause a significant reduction in the available funding for the project as well as increase the throw-away costs by not incorporating the passenger concourse with SCRIP. In addition, this would not provide for seamless transportation connections at Union Station and would likely preclude HSR from LAUS.

The CHSRA could incorporate and environmentally clear SCRIP as part of the HSR corridor program (from Burbank to Anaheim). However, SCRIP will be at risk if anything was to happen to the HSR corridor program (from Burbank to Anaheim). Metro owns LAUS and should continue to take the lead role in development of the station that will affect future transit ridership, transportation modes within the station, and the overall operations of LAUS.

NEXT STEPS


Upon approval by the Board, staff will execute Modification No. 3 to Contract No. PS2415-3172 with HDR Engineering, Inc. for the expansion of SCRIP and execute the Agreement with CHSRA for SCRIP for the accommodation of HSR. Staff will return to the Board for approval once the Option Agreement has been finalized with CHSRA for the right-of-way preservation of up to two platforms and four tracks at LAUS. Staff anticipates returning to the Board by June 30, 2017 once a funding agreement for SCRIP by CHSRA has been finalized.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - CHSRA Letter and Board Resolution

Prepared by: Jeanet Owens, Executive Officer, Program Management,
(213) 922-6877
Bryan Pennington, Deputy Executive Director, Program Management, (213) 922-7449

Reviewed by: Richard Clark, Executive Director, Program Management,
(213) 922--7557
Ivan Page, Interim Executive Director, Vendor Contract Management, (213) 922-
6383
Nalini Ahuja, Executive Director, Finance & Budget
(213) 922-3088



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT (SCRIP)/
PS2415-3172

1.	Contract Number: PS2415-3172		
2.	Contractor: HDR Engineering, Inc.		
3.	Mod. Work Description: Modification No. 3 expands SCRIP in Phase 1 of the contract to accommodate High Speed Rail and deletes Phases 2 & 3.		
4.	Contract Work Description: Professional engineering services for SCRIP		
5.	The following data is current as of: 02/08/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	08/21/14	Contract Award Amount: \$29,805,884
	Notice to Proceed (NTP):	04/25/14 (Limited NTP) 08/21/14 (Full NTP)	Total of Modifications Approved: \$831,520
	Original Complete Date:	08/21/20	Pending Modifications (including this action) \$38,959,503 Adjustments to Phase 1 and deletion of Phases 2 and 3 (\$21,317,550) Net Increase \$17,641,953
	Current Est. Complete Date:	08/21/18	Current Contract Value (with this action): \$48,279,357
7.	Contract Administrator: Ben Calmes		Telephone Number: (213) 922-7341
8.	Project Manager: Jeanet Owens		Telephone Number: (213) 922-6877

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 generated as a result of a directive from the Metro Board on October 22, 2015, (Agenda Item 61) for the expansion of SCRIP. Modification No. 3 adjusts existing requirements of Phase 1 on the contract and adds to Phase 1 planning and engineering services of the Los Angeles Union Station (LAUS) Master Plan concourse and integration of future High Speed Rail (HSR). Modification No. 3 also deletes Phases 2 and 3 from the contract:

Phase 1: Environmental Recertification
Phase 2: Plans, Specifications, and Estimates
Phase 3: Bid and Construction Support

This Contract Modification was processed in accordance with Metro’s Acquisition Policy. This is a cost plus fixed fee type contract. All other terms and conditions remain unchanged.

On April 24, 2014, the Board authorized staff to negotiate and execute a four-year contract, with two one-year options, Contract No. PS2415-3172 with HDR Engineering, Inc. for SCRIP engineering services. In August 2014, Contract No. PS2415-3172 was fully executed for a contract price of \$29,805,884.

A total of two modifications have been issued to date. Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended not-to-exceed amount has been determined to be fair and reasonable based upon an MASD audit, an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations. The addition of advanced preliminary engineering structural design studies addressing the structural integrity of the existing station and redline tunnel, the proposed new rail yard, new passenger concourse, and advanced preliminary engineering utility studies , and intrusive testing are the primary factors for the difference between the ICE and NTE amount.

Proposal Amount	Metro ICE	Not-To-Exceed Amount
\$38,959,503	\$35,360,000	\$38,959,503*

*In addition to including the LAUS Master Plan passenger concourse and accommodating HSR, the existing scope of work for Phase 1 is adjusted and revised based on work HDR has already completed; and the deletion of Phases 2 and 3. To execute the revised scope of work effective April 2016, HDR submitted a proposal for \$38,959,503. The adjustments and revisions to the existing scope resulted in a reduction of \$21,317,550 from the current contract value, which calculates to a net increase of \$17,641,953 in contract value.

CONTRACT MODIFICATION/CHANGE ORDER LOG

SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT
(SCRIP)/PS2415-3172

Mod. No.	Description	Date	Amount
1	No cost administrative changes.	09/04/14	\$0
2	Additional requirement to include the Los Angeles Union Station (LAUS) Master Plan concourse engineering study	09/18/14	\$831,520
3	Authorize the revised Scope of Work to include LAUS Master Plan passenger concourse and accommodate HSR Adjustments to Phase 1; and deletion of Phases 2 and 3 Net Increase	PENDING	\$38,959,503 (\$21,317,550) \$17,641,953
	Original Contract:	08/21/2014	\$29,805,884
	Total:		\$48,279,357

DEOD SUMMARY

**SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT
(SCRIP)/PS2415-3172**

A. Small Business Participation

In accordance with Federal Railroad Administration (FRA), American Recovery and Reinvestment Act (ARRA) funds, through the California High Speed Rail Authority (CHSRA), Metro incorporated CHSRA's Small Business (SB) Program into this contract.

HDR, Inc. made an overall SB goal commitment of 28.61%, which is inclusive of a 14.92% DBE, 3.04% DVBE, 9.45% SBE, and a 1.20% SB Microbusiness. HDR confirmed that the project is 7% complete. Current overall SB participation is 22.47%, which is inclusive of an 18.27% DBE, 0.10% DVBE, 3.15% SBE, and 0.95% SB Microbusiness, representing a shortfall of 6.14% in the DVBE, SBE, and SB Microbusiness commitments.

HDR provided two primary reasons for their shortfall: 1) Significant SBE participation was scoped in the 35% design phase of the project which was not initiated by Metro due to project redefinition activities, 2) The expanded technical studies associated with accommodating LAUS Passenger Concourse and High Speed Rail (HSR) services at Los Angeles Union Station required a significant amount of additional work to be performed on an expedited timeframe to meet Metro's time constraint. HDR explained that the technical studies required highly specialized skill sets not available with currently contracted SBEs.

For this pending Contract Modification, HDR committed to include fifteen additional firms, inclusive of a 12.13% DBE, 3.68% DVBE, 15.06% SBE, and 1.15% Micro Business. HDR confirmed that, including the Modification, its overall projected SB commitment is 28.67%.

SMALL BUSINESS COMMITMENT	28.61%	SMALL BUSINESS PARTICIPATION	22.47%
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	DBE/DVBE/SBE/SB (Micro) Subcontractors	% Commitment	% Participation
1.	Atwell Consulting Group (DBE)	0.33%	0.03%
2.	BA Inc. (DBE)	0.79%	0.59%
3.	Earth Mechanics (DBE)	1.74%	0.44%
4.	MBI Media (DBE)	1.14%	3.02%
5.	Pacific Railway Enterprises (DBE)	4.91%	0.27%

6.	PacRim Engineering (DBE)	0.48%	0.01%
7.	Rail Surveyors & Engineers (DBE)	4.88%	13.91%
8.	V & A Inc. (DBE)	0.65%	0.00%
	Sub Total DBE*	14.92%	18.27%
9.	Abacus/Rubicon Engineering (DVBE)	0.33%	0.00%
10.	Cal Vada Surveying (DVBE)	0.34%	0.02%
11.	The REM Engineering (DVBE)	1.76%	0.02%
12.	Schwab Engineering (DVBE)	0.24%	0.01%
13.	Value Management Institute (DVBE)	0.25%	0.04%
14.	Aurora Industrial Hygiene (DVBE)	0.12%	0.01%
	Sub Total DVBE*	3.04%	0.10%
15.	WKE, Inc. (SBE)	8.01%	1.46%
16.	FPL & Associates (SBE)	1.13%	1.09%
17.	Blair, Church & Flynn (SBE)	0.31%	0.60%
	Sub Total SBE*	9.45%	3.15%
18.	AirX Utility Surveyors (SB Micro)	0.13%	0.02%
19.	Jacobus & Yuang, Inc. (SB Micro)	0.30%	0.72%
20.	Morcos Group (SB Micro)	0.48%	0.04%
21.	Acoustic Strategies Inc.	0.29%	0.17%
	Sub Total SB Micro*	1.20%	0.95%
	TOTAL	28.61%	22.47%

* Defined as Small Business under the CHSRA SB Program

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

February 23, 2016

BOARD MEMBERS

Dan Richard
CHAIR

Thomas Richards
VICE CHAIR

Lou Correa

Daniel Curtin

Bonnie Lowenthal

Lorraine Paskett

Michael Rossi

Lynn Schenk

Jeff Morales
CHIEF EXECUTIVE OFFICER

Mr. Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: California High-Speed Rail Authority Commitment to Los Angeles Union Station

Dear Mr. Washington,

In October 2015, the Los Angeles County Metropolitan Transportation Authority (Metro) Board approved accommodating high-speed rail in Los Angeles Union Station (LAUS) as part of the implementation of the LAUS Master Plan. This important step forward was conditioned on a written commitment from the California High-Speed Rail Authority (Authority) to participate financially in the planning, development and enhancement of LAUS. This letter affirms CHSRA's commitment to being part of LAUS, and to working with Metro to advance the Master Plan, the Southern California Regional Interconnector Project (SCRIP), and related programs.

On February 16, 2016, the Authority Board unanimously approved the commitment of up to \$15 million as our proportional share of the preliminary planning, design and environmental clearance needed to modernize the LAUS facility so it can accommodate High-Speed Rail on top of projected increases in regional rail and transit services.

In parallel, as part of the process of bringing HSR service to LAUS, we will advance our work with Metro to enter into an option agreement for the right to purchase an easement to use up to two platforms and four tracks at LAUS and to run trains through the area leading into the yard from the mainline along the Los Angeles River. It is anticipated that additional rights will also be required and CHSRA will continue to work with Metro to advance the appropriate discussions, agreements, payments, and ROW preservation activities required to secure HSR operating rights at LAUS using up to \$32 million identified in our ARRA grant with the goal committing these funds by their deadline in 2017. Our mutually agreed-upon target for completion of the option agreement is June 30, 2016.

Integrating high-speed rail into LAUS is a priority. The Authority worked to secure Proposition 1A connectivity funds for the Regional Connector and other projects to enhance the ties between regional and interregional services and this effort further improves these connections and lays the foundation for fully integrated transit, local and regional rail, and HSR services. We are committed to working collaboratively with Metro, Metrolink, Amtrak, LOSSAN, SCAG and other partners to advance additional key improvements in the region and greatly appreciate the partnership with Metro.

EDMUND G. BROWN JR.
GOVERNOR



The Authority looks forward to working with Metro to plan, fund, and construct this fully integrated, sustainable, multimodal station facility.

Sincerely,

A handwritten signature in blue ink that reads "Jeff Morales". The signature is written in a cursive, flowing style.

Jeff Morales
Chief Executive Officer



Resolution #HSRA 16-03

Direct Staff to Negotiate and Execute a Contract with the Los Angeles County Metropolitan Transportation Authority (Metro) to Share Project Development Costs for the Integration of High-Speed Rail at Los Angeles Union Station

Whereas, the California High-Speed Rail Authority (Authority) is responsible for the development and implementation of intercity high-speed rail service pursuant California Public Utilities Code §185030 *et seq.*;

Whereas, the Authority may enter into contracts with private and public entities for the design, construction and operation of high-speed rail trains, including all tasks and segments thereof pursuant to California Public Utilities Code §185036;

Whereas, the California Legislature and the people of California declared in the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, Proposition 1 A, that "It is the intent of the Legislature ... and the people of California ... to initiate construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." (Cal. Sts. & High. Code §2704.04(a));

Whereas, Metro acquired the historic Los Angeles Union Station (LAUS) property and rights of way in 2011, and is now prepared to implement improvements to LAUS through the Southern California Regional Interconnector Project (SCRIP) and the LAUS Master Plan that will preserve rights of way at LAUS for high-speed rail use;

Whereas, the original SCRIP project incorporated new run-through tracks on the LAUS site to serve existing local, regional, and intercity rail and is the consensus #1 project on the Southern California MOU list;

Whereas, Metro is updating and integrating the SCRIP and LAUS Master Plan project plans to accommodate high-speed rail service at LAUS and a new passenger concourse; and,

Whereas, the Authority agrees to pay for its fair share of project development costs Metro will incur to update existing and in progress plans to accommodate high-speed rail at LAUS.

Therefore, it is resolved:

The Chief Executive Officer (CEO), or a qualified designee of the CEO, is hereby authorized to undertake all that is necessary to negotiate and execute a contract with Metro to share project development costs for the integration of high-speed rail at Los Angeles Union Station. Under the contract the Authority will pay a proportional share of project development costs up to a maximum of \$15,000,000.00.

**Board Report**

File #: 2016-0139, **File Type:** Contract**Agenda Number:** 15

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016****SUBJECT: LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND
PRELIMINARY ENGINEERING****ACTION: AWARD PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. AE455510019565 with **Wagner Engineering and Survey Inc. (WES) for the Lone Hill to White Double Track Environmental and Preliminary Engineering Project** (Project) in the amount of \$1,967,376, for a two-year term.

ISSUE

The San Bernardino Line (SBL) is the busiest line on the Metrolink commuter rail system, averaging 11,000 boardings per weekday. Currently, there are 38 weekday trips, including two express trips. Approximately 70% of the SBL is single track. Due to the mostly single track operation, there is no additional track capacity to add additional peak hour service, or to run additional express service on the SBL. In addition, the single track severely inhibits existing operations. The single track operation hinders dispatchers' ability to move trains past one another. On time performance and the ability to recover from delay suffers. Therefore, additional track capacity on the SBL is needed to meet the current and future needs of the line.

In September 2014, Metro, in conjunction with San Bernardino Associated Governments (SANBAG), completed the Metrolink San Bernardino Line Infrastructure Improvement Strategic Study (SBLIISS). The SBLIISS identified candidate projects in Los Angeles County for double tracking to add capacity and improve operational efficiency on the Metrolink San Bernardino Line. The SBLIISS specifically identified the Lone Hill to White single track corridor as a prime candidate for double tracking. This recommendation is based on the available right of way in this segment of the corridor and operational modeling.

It is the intent of Metro Regional Rail to award an Architectural and Engineering (A&E) contract to provide environmental clearance and preliminary engineering for the Project.

DISCUSSION

The proposed Project is located between MP 26.5 and MP 30.4 on the Metro-owned San Gabriel subdivision, located in the cities of La Verne and San Dimas. This phase of the Project consists of environmental clearance and 30% preliminary engineering for a double track project. When constructed, ten at-grade crossings would also be upgraded, drainage, fencing, and signal improvements made, and utilities relocated as needed.

Approximately 1.5 miles of this project is in a residential area. These residences are mostly on the south side of the right of way. The conceptual layout of the second track shows it to be constructed north of the existing track. This design will be confirmed during the process of the study. At the commencement of this work, Metro will finalize an extensive communication campaign. During the environmental process outreach will be conducted with the residences and the businesses in the area that will include public outreach meetings. The engineering team will receive feedback at these meetings that will inform the project decision making process.

The Project will also assess the feasibility of and make recommendations regarding a possible second platform at the current temporary Pomona Fairgrounds Station. Once this preliminary engineering and environmental work is completed, the Project will be able to compete better for funding for final design and construction.

The Request for Proposals was issued under the Small Business Prime Set Aside Program and has approximately 64% SBE commitment. Due to the planning nature of the project, this project will not be led by Metrolink. Staff will be working closely with Metrolink in the initial development of this project and will review with Metrolink the practicability of Metrolink completing the detailed design and construction for the project. In addition, this project is closely related to a similar double track project that will be developed concurrently by SANBAG.

DETERMINATION OF SAFETY IMPACT

At this phase, the Project has no direct impacts to safety; however, the Project will be designed to be in accordance with Metrolink's latest design and safety standards, which includes four miles of double track plus enhancements at ten at-grade crossings.

FINANCIAL IMPACT

In October 2013, the Metro Board programmed \$3 million in Measure R 3% funds to begin environmental and preliminary engineering work for a four mile double track project on the Metrolink San Bernardino Line in Los Angeles County. The total required funding from Measure R 3% for the Project is \$1,967,376, of which, \$400,000 is included in the FY16 budget in department 2415, Regional Rail, Project No. 460068. Since this is a multi-year contract, the cost center manager will be accountable and responsible for budgeting the cost of future fiscal year requirements.

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract and decide not to advance the Lone Hill to White Double Track Project. This alternative is not recommended since the SBL is mostly single track and additional track capacity is needed in for existing operations and to operate additional peak hour service on the SBL. This SBLIISS recommended that the Project advance to the environmental and preliminary engineering phase. Additionally, once completed, the Project will better compete for additional grant funding for final design and/or construction.

NEXT STEPS

Upon approval by the Board, staff will execute the contract with Wagner Engineering and Survey, Inc., and begin the environmental clearance and preliminary engineering work for the Lone Hill to White Double Track Project.

ATTACHMENTS

Attachment A - Procurement Summary

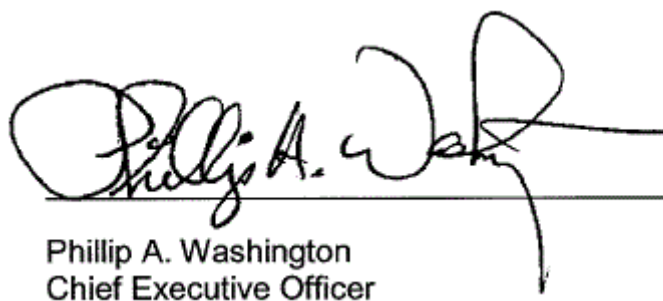
Attachment B - DEOD Summary

Prepared by: Don Sepulveda, Executive Officer, (213) 922-7491

Reviewed by:

Ivan Page, Interim Executive Director, Vendor/Contract Mgmt,
(213) 922-6383

Richard Clarke, Executive Director, Program Management (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND
PRELIMINARY ENGINEERING/ AE455510019565

1.	Contract Number: AE455510019565 (RFP No. AE19565)	
2.	Recommended Vendor: Wagner Engineering & Survey, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 09/25/15	
	B. Advertised/Publicized: 09/25/15	
	C. Pre-proposal/Pre-Bid Conference: 10/01/15	
	D. Proposals/Bids Due: 10/30/15	
	E. Pre-Qualification Completed: 03/01/16	
	F. Conflict of Interest Form Submitted to Ethics: 01/21/16	
	G. Protest Period End Date: 03/22/16	
5.	Solicitations Picked up/Downloaded: 53	Bids/Proposals Received: 5
6.	Contract Administrator: Ben Calmes	Telephone Number: (213) 922-7341
7.	Project Manager: Jay Fuhrman	Telephone Number: (213) 922-2810

A. Procurement Background

This Board Action is to approve Contract No. AE455510019565 (RFP No. AE19565) issued in support of the Lone Hill to White Double Track Environmental Review and Preliminary Engineering Project for professional Architectural and Engineering (A&E) services.

This is an A&E qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

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

- Amendment No. 1, issued on October 5, 2015, provided responses to questions/requests for clarifications, pre-proposal attendee sign-in sheets, business cards, and pre-proposal Powerpoint presentation and the planholders list;
- Amendment No. 2, issued on October 9, 2015, provided responses to additional questions/requests for clarifications; and
- Amendment No. 3, issued on October 16, 2015, extended the proposal due date.

A pre-proposal conference was held on October 1, 2015, and attended by 29 participants representing 19 companies. Fifteen questions were asked and answers and were released prior to the proposal due date.

A total of 53 firms downloaded the RFP and were included in the planholders' list. A total of five proposals were received on October 30, 2015.

B. Evaluation of Proposals/Bids

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

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

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

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E design services. Several factors were considered when developing these weights, giving the greatest importance to the project understanding and skill and experience of the team. The PET evaluated the proposals according to the evaluation criteria established in the RFP.

This is an A&E qualifications based procurement. Price cannot be and was not used as an evaluation factor pursuant to state and federal law.

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

1. BA, Inc.
2. Rail Surveyors & Engineers, Inc.
3. Wagner Engineering & Survey, Inc.

Two firms were determined to be outside the competitive range and were not included for further consideration because the PET did not believe the firms' proposal demonstrated superior qualifications and understanding of the work specific to the RFP.

From November 2 through 18, 2015, the PET met and interviewed the firms. The firms' proposed project managers and key personnel had an opportunity to present their team's qualifications and respond to the PET's questions.

In general, each team’s presentation addressed the requirements of the RFP, experience with complex engineering specific to similar railways in shared passenger and freight corridors, and proposed solutions. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm’s qualifications and understanding of the project.

Qualifications Summary of Recommended Firm:

Wagner Engineering & Survey, Inc. (WES) was scored as the highest and determined to be the most qualified firm. WES’s experience with rail engineering in similar railway corridors and understanding of the stakeholders was superior. The PET considered the Project Management Plan and Project Understanding proposed as the most comprehensive, detailed, and realistic.

WES has over 25 years’ experience successfully delivering similar rail engineering services for Metro and Metrolink and other transportation authorities. Relevant projects that WES has worked on include Metro’s Crenshaw/LAX extension, Regional Connector, Raymer to Bernson Double Track Project, Brighton to Roxford Double Track Project; task orders under Metrolink’s One-Call Engineering Contract, Hasson Siding (Ventura Subdivision); and grade separations for the Alameda Corridor East Construction Authority. Their performance on Metro’s projects has been satisfactory.

WES’s project manager has over 35 years of professional experience in civil engineering as principal-in-charge for WES and as a licensed land surveyor and registered Civil Engineer. The project manager has been involved in 95 Metro projects since 1993.

Following is a summary of the PET scores:

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
1	Wagner Engineering & Survey, Inc.				
2	Skill and Experience of the Team	88.75	35.00%	31.06	
3	Project Management Plan	82.50	25.00%	20.63	
4	Project Understanding	87.50	40.00%	35.00	
5	Total		100.00%	86.69	1

	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
6	BA, Inc.				
7	Skill and Experience of the Team	82.50	35.00%	28.88	
8	Project Management Plan	77.50	25.00%	19.38	
9	Project Understanding	87.50	40.00%	35.00	
10	Total		100.00%	83.26	2
11	Rail Surveyors & Engineers, Inc.				
12	Skill and Experience of the Team	82.50	35.00%	28.88	
13	Project Management Plan	75.00	25.00%	18.75	
14	Project Understanding	82.50	40.00%	33.00	
15	Total		100.00%	80.63	3

C. Cost Analysis

The recommended price of \$1,967,376 has been determined fair and reasonable based upon cost analysis, technical analysis, fact-finding, clarifications, and negotiations. The Metro ICE underestimated the hours required for drainage, track alignment, grade crossings, structures and culverts engineering in the corridor. Metro staff successfully negotiated a cost savings of \$95,998 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Wagner Engineering & Survey, Inc.	\$2,063,374.30	\$1,844,100	\$1,967,376

D. Background on Recommended Contractor

The recommended firm, Wagner Engineering & Survey, with headquarters in Los Angeles, California, is a Metro certified Small Business Enterprise founded in 1990 that provides rail and land surveying, right-of-way engineering, civil engineering, utility investigations, aerial mapping, land use and site planning, feasibility studies, and other professional engineering services throughout southern California. WES specializes in large transportation corridor surveying including boundary surveys, American Land Title Association surveys, and topographic surveys for private developers and public agencies.

DEOD SUMMARY

**LONE HILL TO WHITE DOUBLE TRACK ENVIRONMENTAL REVIEW AND
PRELIMINARY ENGINEERING/
AE455510019565**

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Prime/Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Wagner Engineering & Survey, Inc., an SBE prime, is performing 31.41% of the work with its own workforce and made a total SBE commitment of 63.99%. The prime listed seven SBE subcontractors, and two major firms, Jacobs and ICF Jones & Stokes, Inc., as subcontractors on this project.

	SBE Firm Name	SBE % Committed
1.	Wagner Engineering & Survey, Inc. (Prime)	31.41%
2.	Arellano Associates	5.62%
3.	Pacific Railway Enterprises	5.40%
4.	NSI Engineering, Inc.	2.96%
5.	IDC Consulting Engineers	4.80%
6.	Lenax Construction Services	4.79%
7.	Diaz Yourman & Associates	6.90%
8.	Lin Consulting	2.11%
	Total Commitment	63.99%

B. Living Wage Service Contract Worker Policy

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2016-0154, **File Type:** Program**Agenda Number:** 16

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016****SUBJECT: CAP-AND-TRADE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM****ACTION: APPROVE PROJECT APPLICATION PRIORITIZATION AND SUBMITTAL****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to submit project applications for grant funds from **California's Cap-and-Trade Transit and Intercity Rail Capital program**.

ISSUE

Applications for grant funds from California's Cap-and-Trade Transit and Intercity Rail Capital Program (TIRCP) are due to Caltrans' Office of Mass Transit Programs by the deadline of April 5, 2016. Metro will develop applications for up to four projects that were identified as potential candidates as a result of preliminary staff-level screenings (in alphabetical order):

- Airport Metro Connector;
- Division 20 Portal Expansion/Turnback Facility;
- Gold Line Foothill Extension Phase 2B; and
- Orange Line Electric Bus Purchase.

Following is a discussion of the evaluation process used to select the final grant fund candidates and the criteria used to prioritize the projects as required by TIRCP Guidelines.

DISCUSSION

At the February 2016 Board meeting, approval was granted to develop applications for candidate projects to Caltrans for potential receipt of Cap-and-Trade TIRCP grant funds. Board Report Item #19 (Attachment A) discussed the Program's eligibility criteria and identified potential Metro projects. Attachment A to Item #19 was a matrix of the criteria and of several candidate projects considered as the most competitive for the first cycle of the program at that time. The Board report also identified that staff would return to the Board in March to approve final application submittals.

As indicated in Attachment A, primary goals for TIRCP are greenhouse gas emissions (GHGe) reduction and maximization of benefits to disadvantaged communities. These goals can be met by improving accessibility to economic opportunities, integrating transit operations, creating a new or increasing the capacity of an existing transit system, and/or increasing transit ridership. One of the primary quantifications required by the Guidelines is the GHGe reduction stated as a ratio of metric emissions reductions to dollar of TIRCP grant request.

In this Cycle 2, the TIRCP guidelines impose no limit on the number of applications submitted by any one applicant, nor on the amount of funds requested for any or all of the projects. Current FY 2015-16 estimate for revenue generated from the auction of emissions credits to be continuously appropriated to the TIRCP program is \$200 million. Funds from Cycle 1 auction revenues that were not awarded will be added to this Cycle 2 amount, and the Governor's budget proposes additional funding sources; however the total amount is indeterminate at this time in the State's budget process. At this time we anticipate requesting funding in the range of \$50 million to \$300 million for each of the projects, depending upon each project's financial plan requirements and the relative value of the project.

Priority Setting Process and Recommendations

The guidelines continue to require applicants to prioritize projects if more than one application is submitted. We will prioritize the applications based on their competitiveness in the TIRCP criteria, but the GHGe screenings and comprehensive cost benefit analyses will not be completed prior to the due date of this board report. Therefore, the projects identified herein are stated in alphabetical order:

Airport Metro Connector

The Metro Airport Connector environmental clearance is anticipated for early 2017 and preliminary design work needs to proceed steadily to coincide with improvements planned for the Los Angeles International Airport, which are being undertaken by Los Angeles World Airports.

Division 20 Portal Expansion/Turnback Facility

Constructing the Division 20 improvements will enable Metro to attain needed headway improvements once the Section 2 project is completed. Faster headways will vastly improve passenger capacity and travel times on both the Metro Red and Purple Lines.

Gold Line Foothill Extension Phase 2B Project

This project is an extension of the Gold Line Foothill Light Rail System from Azusa to Claremont. The Gold Line Foothill Construction Authority will be ready to issue design/build construction contracts for this extension in 2017, if the potential ballot measure prioritizes this project and is successful. Applications for TIRCP funds for this project will be submitted subject to anticipated local funding availability.

Orange Line Electric Bus Purchase Project

Metro is proposing to install electrification capabilities on the Metro Orange Line and operate electric buses on this dedicated bus rapid transit (BRT) roadway. If successful, the Orange

Line would be the first all-electric bus BRT in the nation. This project is suitable for several greenhouse gas emissions reduction programs and staff have already prepared applications for other state and federal funds that are directed to promoting the use of zero emission vehicles. A successful TIRCP application will enable Metro to operate this line exclusively with zero emission buses.

In coordination with Metro's Regional Rail department, we have determined that no joint Metrolink projects are ready for consideration at this time. We will continue to explore this opportunity in future funding cycles. Attachment B to this report is an updated version of the February 2016 matrix, populated with results of the preliminary staff-level screenings undertaken for selection of the projects.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Funding required for preparation of project applications was included in cost center 4420 budget for FY 2016.

Impact to Budget

Preparation of project applications will have no impact on the FY2016 budget.

ALTERNATIVES CONSIDERED

The Board could choose not to approve selection candidate projects as set forth herein and instead identify different candidates for application. Staff does not recommended this alternative as the listed projects have the potential to meet the criteria set forth in the Guidelines and should represent the strongest applications on behalf of Metro.

NEXT STEPS

Upon approval, staff will submit the project applications and prioritization, due to Caltrans by April 5, 2016. CalSTA will publish the list of approved projects by August 1, 2016 and the list will be presented to the California Transportation Commission on August 17, 2016. We anticipate funds will be available for allocation by September 1, 2016.

Multi-Year Cap-and-Trade Strategy

Pursuant to Director Butts' Amendment to Item No. 28 on October 22, 2015, Attachment C to Board Report Item #19 (Attachment A), that requested a comprehensive Cap-and-Trade strategy and action plan (Plan), staff has been developing an overall approach for identifying potentially competitive candidate capital transit expansion projects that are in the adopted 2009 Long Range Transportation Plan and that realize a nexus with the Cap-and-Trade Program priorities. The Cycle 2 nominated

projects have been identified as a result of our efforts to develop the requested Plan. Inasmuch as the Plan should also consider the draft expenditure plan for the potential ballot measure currently in development, we will respond to Director Butts' Motion at the April 2016 Board meeting to ensure that all priorities are considered and measured against the Program criteria.

As the GGRF grows and the Cap-and-Trade Program matures to a five-year cycle in FY 2018, we will likely see significant possibilities to strategically apply for funds using a multi-year strategy to compliment the funding profiles of our larger transit projects.

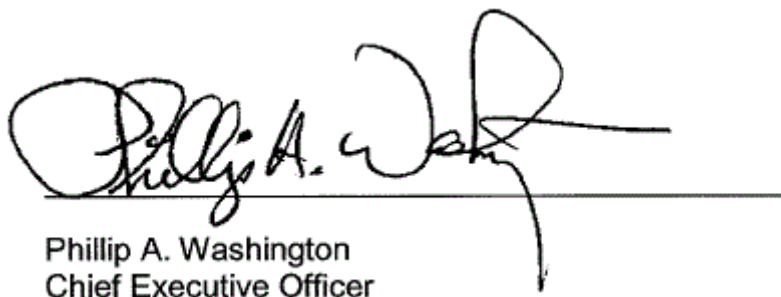
ATTACHMENTS

Attachment A - February 2016 Board Report Item #19

Attachment B - Proposed Metro TIRCP Projects Decision Matrix

Prepared by: Kathleen Sanchez, Regional Programming Manager, (213) 922-2421
Wil Ridder, Executive Officer, (213) 922-2887

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer



File #:2015-1712, **File Type:**Program

Agenda Number:19.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016**

SUBJECT: CAP-AND-TRADE PROGRAM

ACTION: APPROVE CANDIDATE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to approve the development of project applications for grant funds from California’s Cap-and-Trade Program’s Greenhouse Gas Reduction Fund (GGRF) through the Transit and Intercity Rail Capital Program (TIRCP).

ISSUE

The second cycle of GGRF programming for the Cap-and-Trade’s TIRCP is underway; the State’s call for projects occurred on February 5, 2016, and grant applications will be due to Caltrans by April 5, 2015. In order to meet this timeline, staff seeks Board approval to develop grant applications for identified candidate projects considered as the most competitive for this program. Staff will return to the Board in March for action on the submission of final project applications and prioritization.

The California State Transportation Agency (CalSTA), the administrator of TIRCP, intends to adopt a two-year program of projects, which in this Cycle 2 will be FY 2016-17 and 2017-18. Attachment A identifies the major capital project candidates nominated by various Metro departments to be evaluated in accordance with the rigorous evaluation criteria provided in the draft TIRCP Guidelines, illustrating graphically which projects evolved as the most viable for an award of grant funds. As with the last cycle, project readiness continues to be a major consideration, as allocations must be requested in the fiscal year of project programming. The projects that staff are considering as potentially competitive candidates for this cycle, in no order of priority, are the Airport Metro Connector; Division 20 Portal Expansion/Turnback Facility for the Red/Purple Line; Gold Line Foothill Extension Phase 2B; potential joint Metrolink projects; Orange Line Electric Bus Purchase; and the Westside Purple Line Extension Section 2.

DISCUSSION

The TIRCP was created by California State Legislature to provide grants to fund capital improvements and operational investments specifically designed to reduce greenhouse gas

emissions by reducing vehicle miles traveled throughout California. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill (AB) 32. Auction proceeds are then reinvested in various projects to further reduce emissions. No fund estimate has yet been determined for Cycle 2, however the Governor's draft FY 2016-17 budget recommends that approximately \$600 million be invested in the TIRCP program.

Unlike the first cycle, where applicants were limited to an award of approximately \$40 million for any one major capital project per applicant agency, Cycle 2 draft Guidelines are silent on both award limits and the number of applications that can be submitted by any one agency. However, as could be expected, the selection process promises to be rigorous.

Cycles 1 and 2 have been two-year programs; starting in FY 2018 CalSTA will move to five-year program cycles with the first year being FY 2018-19. Additional five year programs will be approved by April 1st of each even-numbered year thereafter, adopting a program for the allocation and expenditure of moneys during those five fiscal years.

TIRCP Goals and Objectives

The goals of the TIRCP are to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus, ferry, and rail transit systems to achieve all of the following objectives:

- Reduce greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the State's various rail operations, including integration with the high-speed rail system;
- Improve safety; and
- Provide a benefit to disadvantaged communities, and address a community need.

Project Eligibility Criteria

CalSTA intends to fund a small number of transformative projects that will significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by creating a new transit system, increasing the capacity of an existing transit system, or otherwise significantly increasing the ridership of a transit system, linking key destinations and improving accessibility to economic opportunities.

Project application evaluations will focus on the above objectives, as well as secondary evaluation criteria that consider the co-benefits of support for sustainable communities strategies, collaboration between rail operators, geographic equity, consistency with an adopted Sustainable Communities Strategy, leveraged supplemental funding (including from other GGRF programs), integration across other transportation modes and, if applicable, a financial plan that evidences support for service expansion. Those projects that score highly on multiple secondary evaluation criteria, with clear documentation of claimed benefits, demonstration of a high degree of project readiness, with few risks related to completion and achievement of the proposed benefits, will be highly rated by CalSTA.

Maximizing benefits to disadvantaged communities (DAC) continues to be a legislatively-mandated goal of Cap-and-Trade Program. Attachment B uses California Environmental Protection Agency's (CalEPA) environmental health screening tool information as a background to Metro's existing and planned transportation projects and illustrates that the DACs, as defined, are disproportionately located in Los Angeles County and served by Metro's transit system.

CalSTA continues to give priority to applications which fund construction or implementation and expresses a preference for projects with clear phases or scalability. Multiple applications from the same agency must be prioritized. Consideration will be given to proposals to fund only preconstruction components for a project, but a full funding plan must be provided to assure construction of a useable segment. In all scenarios, a project or project elements will be considered only if fully funded. While a local funding match is not required, a highly rated project will clearly indicate the acceleration of project delivery made possible due to the inclusion of TIRCP funds to complete the funding package.

Potential Metro Projects

Because the TIRCP application deadline is April 5 and applicants have only 60 days to prepare and submit funding applications, it is necessary to consider potential candidates for Cycle 2 funding in advance of completion of a draft expenditure plan for the potential ballot measure and an updated Long Range Transportation Plan (LRTP). Based on the draft Guidelines criteria and Metro's current project development schedules, staff has preliminarily identified the six above-referenced projects as having the potential to meet the Guidelines criteria. Staff developed the matrix shown in Attachment A and recommends further analysis be undertaken with the goal of submitting one or several applications to CalSTA.

To ensure competitiveness of Metro's applications, initial additional analysis to focus our field of candidates will include a preliminary screening of potential greenhouse gas emissions reductions that a project could provide, as well as a refining of project schedules to ensure award of construction contracts could be accomplished within the time frame provided by CalSTA, which is within six months of a request for allocation of the awarded funds from the California Transportation Commission, but no later than the Commission's June 2018 meeting.

The Board will be requested to approve final application submittals and project prioritization at the March Board meeting, prior to the April 5 application deadline.

Multi-Year Cap-and-Trade Strategy

Pursuant to Director Butts' Amendment to Item No. 28 on October 22, 2015 (Attachment C) that requested a comprehensive Cap-and-Trade strategy and action plan (Plan), staff has been developing an overall approach for identifying potentially competitive candidate capital transit expansion projects that are in the adopted 2009 Long Range Transportation Plan and that realize a nexus with the Cap-and-Trade Program priorities. The Cycle 2 nominated projects have been identified as a result of our efforts to develop the requested Plan. Inasmuch as the Plan should also consider the draft expenditure plan for the potential ballot measure currently in development, we will respond to Director Butts' Motion at the April 2016 Board meeting to ensure that all priorities are

considered and measured against the Program criteria.

As the GGRF grows and the Cap-and-Trade Program matures to a five-year cycle in FY 2018, we will likely see significant possibilities to strategically apply for funds using a multi-year strategy to compliment the funding profiles of our larger transit projects.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Funding required for preparation of project applications has been included in cost center 4420 budget for FY 2016.

Impact to Budget

Preparation of project applications will have no impact on the FY2016 budget.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the candidate projects contained in Attachment A and instead select one or more other projects considered for application. Staff does not recommended this alternative as the listed projects have the potential to meet the criteria set forth in the Guidelines and should represent at least one competitive application on behalf of Metro.

NEXT STEPS

Upon approval, staff will prepare the project applications, due to Caltrans by April 5, 2016. The Board will be requested to approve final application submittals and project prioritization at the March Board meeting. CalSTA will publish the list of approved projects by August 1, 2016 and the list will be presented to the California Transportation Commission on August 17, 2016. We anticipate funds will be available for allocation between September 1, 2016 and June 30, 2018.

Staff will present the projects for which TIRCP applications are being submitted, and recommended priorities, at the March 2016 Board meeting and will provide the requested Plan at the April 2016 meeting.

ATTACHMENTS

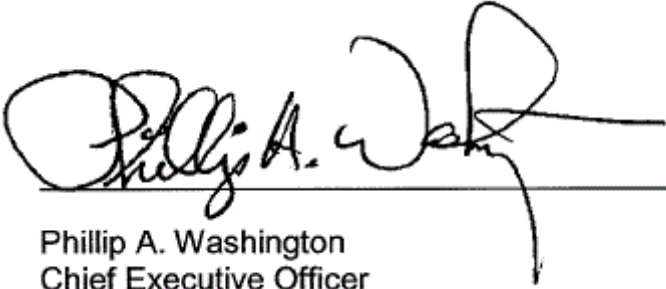
Attachment A - Proposed Metro TIRCP Projects Decision Matrix

Attachment B - Disadvantaged Communities Map

Attachment C - Amendment to Item No. 28 by Director Butts, dated October 22, 2015

Prepared by: Kathleen Sanchez, Regional Programming Manager, (213) 922-2421
Wil Ridder, Executive Officer, (213) 922-2887

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Greenhouse Gas Reduction Fund

Evaluation Criteria

	Metro Priority Criteria				Cal STA Primary Criteria				Cal STA Secondary Criteria					
	Project readiness (allocation by June 2018)	Construction or implementation	Leverage other funds	Scope, cost, and schedule available	Reduce greenhouse gas emissions	Increase ridership	Integrate service	Improve safety	Support Sustainable Communities Strategies (SCS)	Benefit disadvantaged communities	Support collaborative priorities	Geographic equity	Consistent with related SCS plans	Integration across transport modes
PROPOSED SECOND CYCLE PROJECTS														
Airport Metro Connector	Yes	X	X	X	X	X	X	X	X	X	X	X	X	X
Division 20 Portal Expansion/Turnback Facility for Red/Purple Line	Yes	X	X	X	X	X		X		X	X	X		
Gold Line Foothill Extension Phase 2B	Yes	X	X	X	X	X			X	X		X		X
Joint Metrolink Projects	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Orange Line Electric Bus Purchase	Yes	X	X	X	X	X			X	X				
Westside Purple Line Section 2	Yes	X	X	X	X	X		X		x	X		X	X

Note: Proposed projects are listed in alphabetical, not priority, order.

Amendment to Item No. 28 by Director Butts**October 22, 2015**

Consistent with the state statute AB 32, the Air Resources Board (ARB) established a Cap and Trade (C&T) program. In 2012 SB 535 was enacted and requires that 25 percent of C&T auction revenue be used to **benefit** disadvantaged communities and 10 percent of auction revenue **be invested** in disadvantaged communities.

Starting in 2015-16 and beyond, the Legislature and Governor agreed to a continuous appropriation of 60 percent of cap-and-trade revenues for specific programs; including: high-speed rail, affordable housing and sustainable communities, transit and intercity rail capital, and low-carbon transit operations. **The remaining 40 percent of unspent revenue—estimated to be about \$1.5 billion by the end of 2015–16—is available to be allocated in near future legislation.**

Availability of the Cap and Trade auction revenues presents an unprecedented funding opportunity for Metro to aggressively pursue a “fair-share” of revenues, from both the 60 percent continuous appropriation supported programs, as well as the 40 percent—\$1.5 billion—of funds yet to be appropriated by the Legislature. These funds should be a Metro priority to benefit the large number of “Disadvantaged Communities” in Los Angeles County. But outside of using the 2009 LRTP as a template, Metro lacks a comprehensive strategy, including numerical revenue targets, serving as framework for the Metro Board to join with key non-profit stakeholders, sub regional COGs, SCAG, labor, and private sector partners in securing our fair-share of Cap and Trade revenues. In order for Metro to be competitive and demonstrate strong leadership in securing a substantial amount of future Cap and Trade revenues, we need a plan of action.

I, Therefore, Move that the Board direct the CEO to develop a comprehensive Cap and Trade strategy and action plan, including annual numerical revenue targets, for consideration by the Board for the January 2016 Planning and Programming Committee.

I further Move that the strategy should:

1. Identify the potential role of the Cap and Trade funds as part of the proposed Expenditure Plan being developed for consideration as part of sales tax development process; and
2. include a legislative component identifying specific policy and programmatic recommendations on the projected \$1.5 billion of un-appropriated auction revenues to be considered by the Legislature during the 2016 session.

Additionally, the strategy and action plan should focus on all of the transportation related categories of Cap and Trade funding and be developed in direct consultation with sub regional COGs.

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Greenhouse Gas Reduction Fund

Evaluation Criteria

	Metro Priority Criteria				Cal STA Primary Criteria				Cal STA Secondary Criteria					
	Project readiness (allocation by June 2018)	Construction or implementation	Leverage other funds	Scope, cost, and schedule available	Reduce greenhouse gas emissions	Increase ridership	Integrate service	Improve safety	Support Sustainable Communities Strategies (SCS)	Benefit disadvantaged communities	Support collaborative priorities	Geographic equity	Consistent with related SCS plans	Integration across transport modes
PROPOSED SECOND CYCLE PROJECTS														
Airport Metro Connector	Yes	X	X		X	X	X		X		X	X		X
Division 20 Portal Expansion/Turnback Facility and Westside Purple Line Section 2	Yes	X	X	X	X	X		X	X	x	X	X	X	X
Gold Line Foothill Extension Phase 2B	Yes	X	X	X	X	X			X	X		X		X
Orange Line Electric Bus Purchase	Yes	X	X	X	X	X			X	X		X	X	X

Note: Proposed projects are listed in alphabetical, not priority, order.



Board Report

File #: 2016-0061, File Type: Contract

Agenda Number: 17

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**
SUBJECT: PARKING MANAGEMENT PILOT PROGRAM - PHASE I**ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING implementation of the first phase of the **Parking Management Pilot Program at three (3) Metro Parking Facilities along the Expo II extension**, pursuant to the Operating Plan (Attachment D) for one (1) year;
- B. AMENDING Metro's Parking Rates and Fee Resolution (Attachment E) to allow for the fee structure proposed in the Parking Management Pilot Program; and
- C. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 1 to Contract No. PS4313200 for Permit Parking Management Program with iNet, Inc., doing business as (dba) iParq, increasing the total contract value by \$353,350 from \$432,220 to \$785,570 to allow for implementation of the first phase of the Parking Management Pilot Program as a revenue generating contract where the contractor will be compensated the total value of the contract from the parking revenue collected by the contractor and Metro will receive the net revenue amount collected.

AMENDMENT by BONIN to allow no parking by non-transit users during Phase 1.**ISSUE**

At the February 2016 Planning and Programming Committee, staff introduced the Parking Management Pilot Program ("Pilot Program") to the Board. Staff is proposing to implement the Pilot Program for two years, in two phases, and is seeking authorization to implement the first phase of the Pilot Program at the three (3) parking facilities along the Expo II extension opening in May 2016. The recommendations in this report support implementation of the Pilot Program, and include: authorization to amend Metro's Parking Rates and Permit Fee Resolution (Attachment E) to reflect the parking rates at the pilot locations; and a modification to the contract with iParq, the current permit parking processor, to absorb from parking revenues the set-up and on-going operating cost for implementation of Phase I. Parking Management staff will work with Vendor/Contract Management staff to procure a revenue contract with the parking operator. The new contract will cover additional

equipment, set up and on-going operating costs for all nine (9) locations during the two (2) years of the Pilot Program. If the Pilot Program is approved, Phase I will begin in May 2016 and staff will update the Board every three months regarding results.

DISCUSSION

Staff introduced the Pilot Program through a Receive and File report at the February 2016 meeting of the Planning and Programming Committee. The Pilot Program identified nine (9) locations, along with a pricing schedule, as described below:

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	Non-Transit Rider Daily Rate	# of Parking Spaces
Expo/Bundy	Expo II	\$2	\$39	\$25	\$20	250
Expo/Sepulveda	Expo II	\$2	\$39	\$25	\$15	260
17th St/SMC	Expo II	\$2	\$39	\$25	\$20	67
La Cienega/Jefferson	Expo I	\$2	\$39	\$25	\$17	485
Culver City	Expo I	\$2	\$39	\$25	\$17	586
Sierra Madre Villa	Gold	\$2	\$29	\$20	\$17	965
Atlantic	Gold	\$2	\$29	\$20	\$15	284
Universal	Red	\$3	\$55	\$45	\$25	546
North Hollywood	Red	\$3	\$59	\$45	\$25	1,310
Total						4,753

Since February staff has presented the Pilot Program to Metro's Technical Advisory Committee, Regional Service Councils and other stakeholder groups and met with County Counsel and Vendor/Contract Management regarding implementation. This resulted in the development of a two-phased approach to implementation. Phase I is described in more detail in the Operating Plan (Attachment D). Details for Phase II will be brought to the Board in Fall 2016, with the recommendation for award of a parking operator contract to take over the operation of the entire Pilot Program.

Phase I Pilot Program

Phase I is proposed to be implemented at the three transit parking locations along the Expo II extension opening in May 2016: Expo/Bundy, Expo/Sepulveda and 17th Street/Santa Monica College. This will include 577 spaces.

The Pilot Program will offer a discounted daily parking rate to parkers that can verify use of the Metro system as well as related municipal providers within a 96-hour period. Verification will be provided by linking the automobile to a valid TAP card. Non-transit riders will pay a much higher daily parking rate, set to be higher than any surrounding parking lots to discourage non-transit use.

The costs associated with Phase I implementation include labor (parking attendants), equipment,

supplies, parking tax (if applicable), and credit card transaction costs. For Phase I, the equipment investment is primarily handheld devices to be used for TAP verification. The budget for Phase I Implementation is below:

Labor Cost	Equipment & Supplies	Parking Tax	Credit Card & Transaction Processing	Total
\$192,570	\$27,520	\$42,260	\$91,000	\$353,350

Phase II Preparation

Concurrent with implementation of Phase I, staff is recommending procuring a new parking operator contract to implement Phase II and manage the entire Pilot Program. This will be a revenue contract that includes more sophisticated parking equipment (multi-space pay machines), additional labor, parking tax (if applicable), credit card and transaction processing as well as supervision. It is anticipated that the Phase I locations will transition into this new contract once executed. The contract shall allow reduction or expansion in the number of locations to accommodate flexibility of the Pilot Program. An operating expense budget summary for Phase II of the Pilot Program, assuming the nine (9) locations, is as follows:

	Labor Cost	Equipment & Supplies	Parking Tax	Credit Card and Transaction Processing	Total Operating Cost
Year 1	\$1,879,740	\$457,475	\$257,430	\$88,724	\$2,683,369
Year 2	1,788,300	70,372	264,237	85,532	2,208,441
Total	\$3,668,040	\$527,847	\$521,667	\$174,256	\$4,891,810

Staff anticipates completing the Phase II procurement and bringing a contract to the Board for consideration in Fall 2016. At that time, staff will also provide an Operating Plan for Phase II and recommend implementation in Winter 2016.

Pricing Schedule

The initial pricing schedule was described in the table above. Daily parking rates will be available at all Pilot Program locations, and spaces will be available on a first come, first served basis. Of the 250 on-street parking spaces at Expo/Bundy, 75 spaces will be available on a daily basis and 150 will require a monthly parking permit. Non-transit riders will pay a much higher daily parking rate, set to be higher than any surrounding parking lots. The intent is to discourage parking by non-transit riders in order to preserve parking spaces for transit riders that depend on it for first/last mile connections.

Monthly parking permits will be available for patrons that maintain a minimum of ten (10) daily ridership transactions per month, using their TAP card. The monthly parking permit differs from the Preferred Parking Permit in that there are no reserved spaces. Monthly parking permits customers that have six (6) or less daily ridership transactions at the fifteenth (15th) of the month will be notified via email reminder that they must maintain the minimum of ten (10) daily transactions to purchase the

monthly parking permit for the following month. Customers can complete the minimum transactions requirement through the last day of each month. If the minimum ridership transaction requirement is not met, the parking permit will be invalid the following month.

The goal of the Pilot Program is to operate the parking facilities at 85% to 90% occupancy levels. These occupancy levels are cited by parking management experts and academics as the level that maximizes utilization while allowing for customers to be able to find parking at any given time.

Staff will assess the results of the program every two (2) months and adjust the parking rates pursuant to the Operating Plan and the targeted occupancy levels. The Pilot Program Operating Plan provides a maximum daily parking fee of \$5.00 daily, requires 30 days' notice for pricing changes (increase or decrease), and only allows for price adjustments every two months. Transit rider parking rates will also apply to non-Metro public transit agencies that accept Metro's TAP Card as a fare payment.

Implementation of the Pilot Program requires an amendment to the Parking Rates and Permit Fee Resolutions to reflect the new rates proposed at participating locations (Attachment E). The amendment to the fee resolution includes all nine (9) locations in Phase I and Phase II. However, the resolution is enabling language for charging the rates; the Pilot Program rates will only apply to the three (3) Phase I locations beginning May 2016. Fees at the six (6) Phase II locations would not go into effect until further Board action adopting Phase II of the Pilot Program.

Civil Rights Considerations

There is no Disparate Impact and no Disproportionate Burden for minority and poverty riders associated with the proposed Parking Management Pilot Program. Based on data collected through Metro's Spring 2015 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 90% for Bus Park and Ride users. The minority share for Rail System Wide users is 87% and the minority share for Rail Park and Ride users is 71%.
- The poverty share for System Wide Bus users is 63% and poverty share for Park and Ride users is 22%. The Poverty Share for Rail System Wide users is 48% and the Poverty Share for Rail Park and Ride Users is 9%.

Permit Parking Program

Stations that currently offer reserved parking through monthly paid permit parking will continue to offer that program and the rates will remain the same. These stations include North Hollywood, Universal, Atlantic and Sierra Madre. Monthly permit holders will continue to utilize the designated reserved parking areas during the restricted hours at no additional cost.

Carpool Monthly Rate

The Pilot Program includes introduction of a monthly carpool parking program. Participants in the carpool program will pay a discount, as listed in the pricing schedule above, at the selected locations. The program will require registration of a minimum of three (3) TAP card users with vehicles/ license plates and will only allow for one vehicle to be parked at a time. If more than one vehicle of the three

(3) registered vehicles is identified to be parked at the same time, the regular daily transit rider rate will be applied to their monthly parking charges.

Operation Plan - Summary

Phase I of the Pilot Program will operate as a pay upon entry model where the customer pays for parking when entering the parking facility. Parking attendants will be scheduled during peak hours, generally from 5am to 2pm on weekdays to identify transit users and process parking payment. They will also be available to answer general customer service questions and help patrons. Parking attendants will also inventory the parking facilities at the beginning and the end of their shift to ensure all parked vehicles have paid and are billed properly. All parking rates and permit fees are applied 24 hours a day, 7 days a week. Transit rider verification will be based on use of the system within the 96 hours prior to or after entering the parking facilities. If the transit rider enters prior to purchasing a TAP card, the system will issue an "exception transaction" ticket and can provide the transit rate once the rider can verify purchase of transit fare or use their TAP card. Customers can pay through their phone, online or upon exiting the station with the parking attendant. Monthly parking permit and mobile payment will be the only options for the on-street parking spaces at the Bundy Station.

Parking Management staff has been working collaboratively with TAP staff to develop the card reader and data requirements to allow the parking system to verify proof of fare payment and determine if the parker utilized transit.

Parking access control systems and multi-space pay machines which are able to accept cash, credit cards and mobile payments will be installed as part of Phase II of the Pilot Program. Once the parking access control system and pay machines are in operation, payments can be made on site 24 hours per day, per 7 days a week. Devices capable of reading TAP Cards will be installed on the multi-space pay machines and will verify ridership by determining use of the TAP card within 96 hours of parking the vehicle. Customers can opt to pay for their parking when they return to pick up their vehicles or upon entry to the parking facilities.

No changes to any existing shared use agreements are recommended at this time.

Labor Relations

Staff has met with Labor Relations to discuss any potential labor issues associated with implementation of the Pilot Program through the iParq contract and has drafted a protocol letter for the Pilot Program. The protocol letter states that, for the duration of the Pilot Program (minimum 2 years), Parking Management staff and iParq and/or the newly procured parking operator will handle all aspects of implementation, including installation and maintenance of the equipment and providing parking attendants. Labor Relations staff has determined there is no conflict with this approach since Metro does not have ATU parking attendants.

Outreach Program

The Operation Plan includes an outreach and communication strategy. Upon approval of the Pilot Program, staff will launch a stakeholder and transit user outreach program in conjunction with the Community Relations and Communications Departments and in concurrence with communication regarding the opening of the Expo II extension. Outreach efforts will include:

- Signage at Parking Management Pilot Program Stations.
- Direct email blast notifications.
- Information messages at Metro.net website.
- Social Media
- Windshield Flyers

Once the Pilot Program is implemented and in case there is a price adjustment on monthly and daily rates, staff will utilize email, distribute windshield flyers, signage and social media to inform patrons. Patrons in the monthly permit program will be given 30-day notice prior to adjustment. Patrons in the daily program will receive a fourteen (14) day notice.

DETERMINATION OF SAFETY IMPACT

Piloting the Parking Management Pilot Program will not create any safety impacts because it will operate within the existing infrastructure. The implementation of this program will only require the purchase and installation of equipment, including multi-space meters, and signage. The presence of parking attendants at Metro's parking facilities will provide additional assistance to transit patrons during operating hours. Attendants will be able to report incidents and crime at each of the locations.

FINANCIAL IMPACT

Implementation of the Parking Management Pilot Program will not have an impact on Metro's budget. Staff anticipates the Pilot Program will generate \$3.2 million in gross revenue and \$2.6 million in operating costs in the first year after all nine (9) locations are in operation. These first year operating costs are primarily equipment and labor, and will allow for anticipated net revenue of \$400,000. Staff anticipates the Pilot Program Phases I and II will generate \$3.3 million in gross revenue and \$2.3 million in operating costs in year two (2). Contract No. PS4313200 with iParq is a net revenue generating contract. Metro will not pay out any funds for this contract. The contractor will cover all operating costs and be compensated through the parking revenues collected for Metro. Metro will only receive the net revenues collected from the contractor. There will be no impact to any local, state or federal to pay out any expenses.

Impact to Budget

Staff anticipates generating approximately \$400,000 in net revenue to be deposited in Account 40707 for Parking Revenue in FY17 and \$1 million in FY18 which includes 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 I of the Pilot Program and related implementation activities. This is not recommended as it is a large component of the Supportive Transit Parking Program (STPP) Master Plan and the examination of a longer-term strategy for managing parking demand and creating a self-sustaining parking program. Implementation of the Pilot Parking Program will support the final STPP Master Plan, to be presented

to the Board in winter 2016. 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 all parking spaces 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.

NEXT STEPS

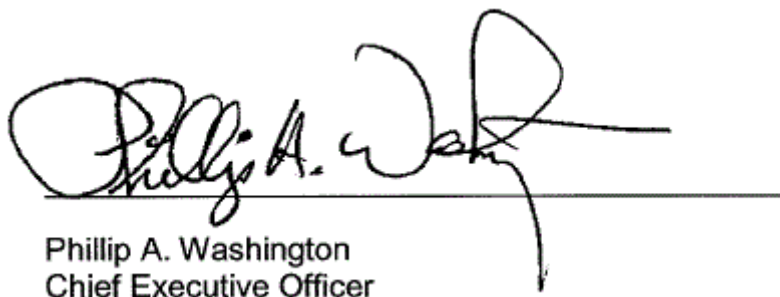
Upon approval of Phase I of the Pilot Program, staff will begin the public outreach process immediately and implement Phase I at the three Metro parking facilities along Expo II extension in May 2016. Concurrently, staff will procure a parking operator for Phase II and bring to the Board a contract and Phase II Operational Plan in Fall 2016. Implementation at all nine (9) proposed locations is expected by the fourth (4th) quarter of 2016. Staff will monitor and evaluate the Pilot Program every three months. The first update will be provided to the Board in September 2016, focusing on the Expo II Station results.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Parking Management Pilot Program - Phase I Operating Plan
Attachment E - Metro Parking Rates and Permit Fee Resolution

Prepared by: Adela Felix, Transportation Planning Manager, (213) 922-4333
Frank Ching, Director, Parking Management, (213) 922-3033
Jenna Hornstock, Deputy Executive Officer, (213) 922-7437

Reviewed by: Calvin E. Hollis, Interim Chief Planning Officer, (213) 922-7319
Ivan Page, Interim Executive Director, Vendor Contract Management, (213) 922-6383



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PARKING MANAGEMENT PILOT PROGRAM / PS4313200

1.	Contract Number: PS4313200		
2.	Contractor: iNet, Inc., doing business as (dba) iParq		
3.	Mod. Work Description: Modification No. 1 implements the first phase of the Parking Management Pilot Program at the three parking facilities along the Expo II extension opening on May 20, 2016.		
4.	Contract Work Description: Permit Parking Management Program		
5.	The following data is current as of: 03/09/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	02/08/16	Contract Award Amount: \$432,220
	Notice to Proceed (NTP):	02/08/16	Total of Modifications Approved: \$0
	Original Complete Date:	02/08/19	Pending Modifications (including this action): \$353,350
	Current Est. Complete Date:	02/08/19	Current Contract Value (with this action): \$785,570
7.	Contract Administrator: Jesse Zepeda		Telephone Number: (213) 922-4156
8.	Project Manager: Frank Ching		Telephone Number: (213) 922-3033

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 to implement Phase 1 of the Parking Management Pilot Program (Pilot Program) at three parking facilities along the Expo II extension for the grand opening on May 20, 2016. The additional locations are Expo/Bundy, Expo/Sepulveda and 17th Street/Santa Monica College for a total of 577 parking spaces. This modification is the result of staff introducing the Pilot Program to the Board at the February 2016 Planning and Programming Committee meeting.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

Contract No. PS4313200 with iNet, Inc. dba iParq, was issued on February 8, 2016 to manage Metro's Permit Parking Management Program. The period of performance is for three years. This Modification is for Phase I of the Pilot Program which will operate as a pay upon entry model where the customer pays for parking when entering the parking facility.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis and cost analysis. iParq's unit rates remain unchanged from the basic contract PS4313200 awarded on February 8, 2016. The cost of labor for parking attendants, equipment, supplies, applicable parking taxes and credit card transactions are the same as the basic contract. Therefore, in order not to duplicated costs, it is more cost effective and beneficial to modify this contract in support of the Phase 1 Pilot Program.

Proposal Amount	Metro ICE	Negotiated Amount
\$353,350	\$363,350	\$353,350

CONTRACT MODIFICATION/CHANGE ORDER LOG
PARKING MANAGEMENT PILOT PROGRAM/PS4313200

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Implementation of the Phase I of the Parking Management Pilot Program	PENDING	PENDING	\$353,350
	Modification Total:	PENDING	PENDING	\$353,350
	Original Contract:	APPROVED	02/08/2016	\$432,220
	Total:			\$785,570

DEOD SUMMARY

PERMIT PARKING MANAGEMENT PROGRAM/PS4313200

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a goal for this procurement. This is a revenue generating procurement and does not utilize local, state, and/or federal funding.

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 Modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$16.04 per hour (\$11.17 base + \$4.87 health benefits), including yearly increases. 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 is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT D

METRO PARKING MANAGEMENT PILOT PROGRAM PHASE I 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 first phase of the Pilot Program will focus on three locations along the Expo II extension and test approaches to a fee structure, fee collection, facilities management and enforcement. The locations are Expo/Sepulveda, Expo/Bundy and 17th St/SMC. This program will consist of daily and monthly fee based parking for 577 parking spaces. The first phase of the Pilot Program will be in place until the second phase of the Pilot Program is ready for implementation, anticipated within one year of implementation. The maximum time for Phase I is two years.

2.0 PARKING PAYMENT PROCESS

2.0.1 Overview

The Pilot Program will offer a discounted 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 to a valid TAP card. Non-transit riders will pay a much higher daily parking rate. Daily and monthly parking fees will be available as well as a Carpool Program. The Pilot Program will not replace the existing Preferred Permit Parking program, which provides reserved spaces for a daily or monthly fee. A summary fee table for initial implementation of the Pilot Program is below; the fee options are described in more detail below and fees may be adjusted pursuant to the process described in Section 2.0.5.

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	Non-Transit Rider Daily Rate	Attended or Permit Facility	# of Parking Spaces
Expo/Bundy	Expo II	\$2	\$39	\$25	\$20	Permit	250
Expo/Sepulveda	Expo II	\$2	\$39	\$25	\$15	Attended	260
17 th St / SMC	Expo II	\$2	\$39	\$25	\$20	Attended	67
Total							577

2.0.2 Payment Processing Equipment

Payment processing devices, TAP Card/ridership verification and revenue processing handheld devices will be purchased to implement the first phase of the Pilot Program. This equipment will have the capability of reading TAP cards and accepting cash, credit card and mobile payments. Parking attendants will use the devices in order to process payments and notate customer information, including linking TAP cards to users for future verification purposes.

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 parking attendant to verify transit versus non-transit riders. TAP card readers will be installed on the parking attendant's handheld devices.

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 discounted transit patron parking rate. Transit patrons without a TAP card or without a transaction in the prior 96 hours can still qualify for the discounted transit patron parking fee. The parking attendant will issue an "exception transaction" ticket for the patron. The patron must use the transit system within 1 hour of parking their vehicle. After using the transit system, the patron can verify ridership and secure the discounted transit parking fee by linking their TAP card to their license plate notated on the exception ticket. This process can occur either online, through mobile payment, or with the on-duty parking attendant within the next 96 hours.

Any un-identifiable parking customers or unpaid transactions will be submitted to DMV through Metro's Parking Permit Processor (iParq). The registered owner of the vehicle will be billed for collection of the non-transit user parking rate.

2.0.4 Parking Payment Process

There are 3 options for parking payment: Daily Parking, Monthly Permit Parking and Carpool

Daily Parking Transactions

Parking attendants will be scheduled at each entrance to the parking facility. The attendants will be equipped with handheld devices to verify transit ridership and process payments. Vehicles will pay the appropriate parking fee upon entry to the parking facility. The parking fee will be determined by the Transit User Identification Process described above. Once the parking rate is determined, the patron's license plate will be notated and their payment (cash or credit card) will be processed. The patron will then park their vehicle. Their license plate will be entered into the system and serve as proof of payment. A receipt will be given but is not required to be displayed as proof of payment.

Any intended transit users without a TAP card or prior ridership transaction within 96 hours will be issue an exception ticket and their license plate will be notated upon

ATTACHMENT D

entering the parking facility. The patron can settle the parking fee payment after completing the ridership transaction. (See section 2.0.3)

Monthly Permit Parking Transactions

The patron will arrive at the parking facility and show their permit to the parking attendant. The parking attendant will verify that the parking permit is valid. Once verified, the patron may park their vehicle without accruing any additional parking fees.

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 three (3) pilot locations. 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. 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

ATTACHMENT D

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 Attended Parking Facility or a Permit Only Parking Facility. Attended parking facilities will have parking attendants available to process transactions during operating hours, generally from 5:00am to 2:00pm. Permit Only Parking Facility will be depend on permit enforcement operation.

Attended Parking Facilities

The Expo/Sepulveda and 17th St/SMC facilities will be attended parking facilities during the first phase of the Pilot Program. Parking attendants will be available during operating hours, between 5:00am to 2:00pm to identify transit users and process parking payment. They will also be available to answer general customer service questions and help patrons.

Parking attendants will also inventory the parking facilities at the beginning and the end of their shift to ensure all parked vehicles have paid and are billed properly. Please refer to section 2.0.3 for the process of handling un-identifiable parking customers and the unpaid transaction process.

Permit Only Parking

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. 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 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 Budget

The costs associated with Phase I implementation include labor (parking attendants), equipment, supplies, parking tax (if applicable), and credit card transaction costs. For Phase I, the equipment investment is primarily handheld devices to be used for TAP verification. The budget for Phase I Implementation is below:

ATTACHMENT D

Labor Cost	Equipment & Supplies	Parking Tax	Credit Card & Transaction Processing	Total
\$192,570	27,520	\$42,260	\$91,000	\$353,350

In order to implement Phase I of the Pilot Program simultaneous with the opening of the Expo II, staff will use the existing contract with iParq, Metro's new permit processing operator. Implementation costs will be paid from the gross revenue generated during the first year of the program, thus requiring no cash outlay from Metro. Anticipated net revenues for the first year of implementation are \$400,000.

4.0 OUTREACH & COMMUNICATION

Internal and external stakeholder outreach is critical to the success of the Parking Management 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 Parking Management 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 that may arise. These meetings will be visited again after implementation of the Pilot Program to address any follow up questions or issues.

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 will be created in early April 2016, including instructions for parking and a Frequently Asked Questions document, with a full launch to the public after Board adoption of the Pilot Program.

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 Parking Management 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 also offer training sessions for any department that requests training.

ATTACHMENT D

5.0 REPORTING AND PHASE II

5.0.1 Reporting

Parking Management staff will provide updates on the Pilot Program to the Board every 3 months, with the first report in September 2016.

5.0.2 Phase II

A Phase II Operations Plan will be presented to the Board for consideration in Fall 2016, and will include 6 additional stations. A new parking operator will be procured for implementation of Phase II as well as to purchase additional equipment. A key component to Phase II will be implementation of multi-space parking machines to simplify and facilitate the payment process. A list of parking facilities for Phase II and a preliminary pricing table are provided below.

Station	Rail Line	Transit User Daily Rate	Transit User Monthly Rate	Carpool Monthly Rate	Non-Transit Rider Daily Rate	# of Parking Spaces
Expo/Bundy	Expo II	\$2	\$39	\$25	\$20	250
Expo/Sepulveda	Expo II	\$2	\$39	\$25	\$15	260
17th St/SMC	Expo II	\$2	\$39	\$25	\$20	67
La Cienega/Jefferson	Expo I	\$2	\$39	\$25	\$17	485
Culver City	Expo I	\$2	\$39	\$25	\$17	586
Sierra Madre Villa	Gold	\$2	\$29	\$20	\$17	965
Atlantic	Gold	\$2	\$29	\$20	\$15	284
Universal	Red	\$3	\$55	\$45	\$25	546
North Hollywood	Red	\$3	\$59	\$45	\$25	1,310
Total						4,753

ATTACHMENT E

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 and Sierra Madre and Metro Red Line Stations at: Universal, North Hollywood and MacArthur Park. Metro Expo Line Stations at Expo/Crenshaw, La Cienega/Jefferson and Culver City. 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.

ATTACHMENT E

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.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

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.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

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.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.

ATTACHMENT E

- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 8. The following fees are established at the Metro Wardlow Blue Line Station:

- a. Parking rates shall be as follows:
- b. Parking prior to 11am will require a \$25.00 flat rate at designated preferred parking spaces on a monthly basis.
- 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.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION 10. The following fees are established at the Metro Norwalk 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 11. The following fees are established at the Metro Lakewood 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 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.

ATTACHMENT E

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.

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. Parking is available free of charge seven days a week.
- b. Parking is available on a first come first serve basis.

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.

ATTACHMENT E

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.

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. 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.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$25.00 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.
- ~~a. Parking prior to 11am will require a \$55.00 flat rate at designated preferred parking spaces on a monthly basis.~~
- ~~b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.~~
- ~~c. After 11am all parking spaces become available to all transit patrons.~~
- ~~d. Parking on weekends is free to all transit users.~~
- e.g. Parking is available on a first come first serve basis.

ATTACHMENT E

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. 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.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$25.00 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.
- ~~a. Parking prior to 11am will require a \$59.00 flat rate at designated preferred parking spaces on a monthly basis.~~
- ~~b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.~~
- ~~c. After 11am all parking spaces become available to all transit patrons.~~
- ~~d. Parking on weekends is free to all transit users.~~
- ~~e.g. Parking is available on a first come first serve basis.~~

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. 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.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$15.00 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.
 - ~~a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.~~
 - ~~b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.~~
 - ~~c. After 11am all parking spaces become available to all transit patrons.~~
 - ~~d. Parking on weekends is free to all transit users.~~
 - e.g. Parking is available on a first come first serve basis.

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.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

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.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

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.

ATTACHMENT E

- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

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.
- b. Parking is only available Monday through Friday.
- c. Parking is available on a first come first serve basis.

SECTION 29. The following fees are established at the Metro Sierra Madre 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. 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.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$17.00 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.
- ~~a. Parking prior to 11am will require a \$29.00 flat rate at designated preferred parking spaces on a monthly basis.~~
- ~~b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.~~
- ~~c. After 11am all parking spaces become available to all transit patrons.~~
- ~~d. Parking on weekends is free to all transit users.~~
- ~~e-g. Parking is available on a first come first serve basis.~~

ATTACHMENT E

SECTION 30. 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 31. 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 \$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. 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.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$17.00 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.
- ~~a. Parking is available free of charge seven days a week.~~
- ~~b.g. _____~~ Parking is available on a first come first serve basis.

SECTION 32. 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. 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.

- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$17.00 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.
- ~~a. Parking is available free of charge seven days a week.~~
- g. Parking is available on a first come first serve basis.

SECTION 33. 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. 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.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$15.00 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.

SECTION 34. 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 \$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. 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.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$20.00 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.

SECTION 35. 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 \$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. 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.
- c. Daily parking rate for non-transit users without ridership verification by TAP Card within 96 hours of parking their vehicle will require \$20.00 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

ATTACHMENT E

- 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.

SECTION **3336**. 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.

SECTION **3437**. 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.

SECTION **3538**. 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.
- b. Parking prior to 11am will require a \$4.00 flat rate at designated preferred parking spaces on a daily basis.
- c. After 11am all parking spaces become available to all transit patrons.
- d. Parking on weekends is free to all transit users.
- e. Parking is available on a first come first serve basis.

SECTION **3639**. 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.

SECTION **3740**. 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.

ATTACHMENT E

SECTION 3841. 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 3942. 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.

SECTION 403. The following fees are established at the Metro El Monte 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.

SECTION 414. 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.

SECTION 4245. 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.

SECTION 4346. 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.

SECTION 4447. 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.

ATTACHMENT E

SECTION 4548. 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 4649. 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 4750. 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 4851. 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 4952. Short-term reserved parking may be purchased by phone or by internet web-page.

ATTACHMENT E

SECTION ~~5053~~. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION ~~5454~~. Parking passes or permits that are issued via access cards shall require payment of an initial non-refundable fee of \$25.00.

SECTION ~~5255~~. All parking rates set forth in this Resolution include city's parking tax if applicable.

SECTION ~~5356~~. The following fees are established for each type of violation:

1. Failure to Obey Signs shall be \$63.00.
2. Non-Parking Activities are Prohibited shall be \$63.00.
3. Vehicles parked longer than seventy-two (72) hours shall be \$53.00.
4. Temporary No Parking shall be \$53.00.
5. Illegal Parking Outside of Defined Space or Parking Space Markings shall be \$63.00.
6. Parking in a Restricted Parking Space area shall be \$38.00.
7. Parking within a Marked Bicycle Lanes shall be \$48.00.
8. Illegal Parking in a Bus Loading Zone shall be \$263.00.
9. Illegal Parking in a Loading Zone shall be \$53.00.
10. Illegal Parking in a Commercial Loading Zone shall be \$78.00.
11. Vehicles Exceeding Posted Weight Limits shall be \$53.00.
12. Parking a Disconnected Trailer shall be \$53.00.
13. Vehicle Parking in Alleys shall be \$53.00.
14. Illegal Parking in Red Zones shall be \$53.00.
15. Failure to pay for adopted parking fees at Metro Park and Ride Facilities shall be \$55.00.
16. Parking in an Accessible Parking Space without a valid placard or Authorization and Misuse of the Placard or Parking in a Crosshatched Accessible Area shall be \$338.00.
17. Parking on Grades shall be \$48.00.
18. Angled Parking shall be \$48.00.
19. Double Parking shall be \$53.00.
20. No Parking Anytime shall be \$53.00.
21. Parking on the Wrong Side of the Street shall be \$53.00.
22. Blocking Street or Access shall be \$53.00.
23. Improper Parking of a Vehicle causing a Special Hazard shall be \$53.00.
24. Parking at/blocking a Fire Hydrant shall be \$68.00.
25. Parking at Assigned / Reserved Space without a valid permit or permission shall be \$53.00.
26. Non Taxi Vehicle Parked in a Taxicab Assigned Stand shall be \$33.00.
27. Parking At/Adjacent to a Landscape Island or Planter shall be \$53.00.
28. Permit Provisions Violation shall be \$63.00.
29. Expired Meter or Pay Station shall be \$53.00.
30. Illegal Parking during Facilities Cleaning, Maintenance and Capital Projects areas \$53.00.
31. Non Electric Vehicle Parked in an Electrical Vehicle Assigned Parking Space shall be \$53.00.
32. Parking on Sidewalk/Parkway shall be \$53.00.

ATTACHMENT E

33. Parking in Peak Hour Traffic Zones shall be \$53.00.
34. Parking Prohibited for Vehicles over Six (6) Feet High, Near Intersections shall be \$53.00.
35. Non Car Share or Vanpool Vehicle Parked in a Car Share or Vanpool Assigned Space shall be \$53.00.
36. Exceeding Posted Speed Limit shall be \$35.00.
37. Operating a Vehicle in a Non-Vehicular Access location shall be \$63.00.
38. Bicycle Violations shall be \$38.00.
39. Parking of Motorized Bicycles, Motorcycles and Mopeds Violations shall be \$38.00.

SECTION ~~5457~~. 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 ~~5558~~. 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 ~~5659~~. 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.