



**Metro**

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

**Agenda - Final**

**Wednesday, January 17, 2024**

**1:00 PM**

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## **Planning and Programming Committee**

*Jacquelyn Dupont-Walker, Chair*

*Ara J. Najarian, Vice Chair*

*Lindsey Horvath*

*Hilda Solis*

*Katy Yaroslavky*

*Gloria Roberts, non-voting member*

*Stephanie Wiggins, Chief Executive Officer*

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

**PUBLIC INPUT**

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

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

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

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

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

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

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

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

## ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).



**323.466.3876**

x2 *Español (Spanish)*

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

### **Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Committee Meeting begins at 1:00 PM Pacific Time on January 17, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 202-735-3323 and enter  
English Access Code: 5647249#  
Spanish Access Code: 7292892#

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

### **Instrucciones para comentarios publicos en vivo:**

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 17 de Enero de 2023. Puedes unirse a la llamada 5 minutos antes del comienso de la junta.

Marque: 202-735-3323 y ingrese el codigo  
Codigo de acceso en ingles: 5647249#  
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***Los comentarios del público se tomara cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

### **Written Public Comment Instruction:**

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

## CALL TO ORDER

## ROLL CALL

APPROVE Consent Calendar Items: 9, 10, and 11.

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

## CONSENT CALENDAR

### 9. SUBJECT: PARKING ENFORCEMENT SERVICES

[2023-0701](#)

#### RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a five-year, firm-fixed-price Contract No. PS104041-2000 to SP Plus Corporation for parking enforcement services in the amount of \$6,446,435, subject to resolution of any properly submitted protest(s), if any.

Attachments:      [Attachment A - LACMTA Administrative Code Title 8](#)  
                             [Attachment B - Procurement Summary](#)  
                             [Attachment C - DEOD Summary](#)  
                             [Presentation](#)

### 10. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE

[2023-0484](#)

#### RECOMMENDATION

CONSIDER:

- A. APPROVING \$23,898,269 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A, projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements.
- B. APPROVING the deobligation of \$1,200,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and
- C. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to administratively extend funding agreement lapse dates for the Measure R I-5 North Mitigation Projects Funding Agreements to meet environmental, design, right-of-way, and construction time frames; and







Board Report

File #: 2023-0701, File Type: Contract

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 17, 2024

**SUBJECT: PARKING ENFORCEMENT SERVICES**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a five-year, firm-fixed-price Contract No. PS104041-2000 to SP Plus Corporation for parking enforcement services in the amount of \$6,446,435, subject to resolution of any properly submitted protest(s), if any.

**ISSUE**

Metro’s Parking Management unit operates 89 park-and-ride facilities across Los Angeles County, as well as the parking facilities at Union Station. Effective and consistent parking enforcement is necessary to ensure that parking spaces are used appropriately and that all other parking regulations are followed. Proper parking enforcement maximizes the available spaces for transit riders and addresses non-transit parking space usage. The current parking enforcement contract will expire on March 31, 2024, and a new contract needs to be awarded to continue parking enforcement services.

**BACKGROUND**

Parking enforcement services play a crucial role in the Parking Management Program. They help maintain a balance between the demand and supply of parking spaces by enforcing parking regulations. Without enforcement, parkers may disregard parking rules, and the management of parking facilities may become inefficient. Prior to the pandemic, the parking enforcement services issued over 20,000 citations annually. Up to the date of 2023, 11,732 actual citations and 1,102 warnings were issued. This does not include any parking enforcement on Micro-Mobility Vehicle (MMV) parking or any enforcement services at Union Station parking facilities. The citation issuance trend also continues to recover each month.

In September 2017, parking enforcement services were transferred from Metro Transit Security to Metro’s Parking Management unit, and the duties were transitioned from the Los Angeles Sheriff’s Department to non-sworn officers through a contract for parking enforcement services. This arrangement allows law enforcement officers to prioritize safety and security at Metro facilities while unarmed non-sworn officers focus on parking management. As part of the transition process, a five-year contract for parking enforcement services was executed on November 1, 2017. The current enforcement contract will expire on March 31, 2024. Therefore, a new contract is necessary to



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continue to provide parking enforcement services.

MMVs, such as e-scooters and dockless bicycles, are a newer mode of transportation that relies on GPS-enabled smartphone applications for communication and tracking by both the operators and users. The use of MMVs as a first-last mile connection has become increasingly popular throughout the County. However, given the dockless model of MMVs, these vehicles are sometimes parked in ways that impede access, such as blocking sidewalks or entryways. As a result, enforcement services are necessary to regulate the placement and parking of MMVs on Metro facilities.

## **DISCUSSION**

Parking Management's approach to parking enforcement focuses on mission over profit. While fiduciary responsibility is important, parking management at Metro also aims to educate the public and transit patrons on proper parking etiquette by issuing warnings and citations. Warnings offer patrons a notice of violation without a monetary fine, while citations have a financial penalty associated with the issuance. This educational approach has resulted in an increased compliance rate, resulting in a decrease in the number of warnings issued. In 2019, 13.6% of violations issued were warnings; this number decreased to 8.1% in 2023 (data available through October). In 2019, the paid parking locations had a compliance rate of 61%, compared to 96% in 2023. Furthermore, the percentage of contested citations that were dismissed decreased from 42% in 2018 to approximately 10% in 2023. This improvement was a result of issuing accurate citations and educating parkers on the regulations. These trends are a testament to the success of the parking enforcement program.

The identification and removal of abandoned vehicles from Metro facilities are significant parts of Metro's parking ordinance and parking enforcement services. By utilizing innovative solutions, the parking enforcement contractor can track such vehicles and remove them when necessary. Prior to the vehicle removal process, parking enforcement officers will inform the vehicle owner of non-compliance by issuing citations and notices before any actual removal takes place. This process provides the owner ample opportunity to remove the vehicle themselves. For vehicles that remain, Metro staff is responsible for providing towing authorization to the contractor before any vehicles are removed from any Metro Facilities. The adopted LACMTA Administrative Code Title 8 - Metro Parking Ordinance, Chapter 8-11 (Attachment A), governs the causes and regulations on vehicles removal. Metro is authorized to remove, tow or impound vehicles and vehicles other than automobiles in accordance with California Vehicle Code section 22650 et seq. As a result, the parking enforcement contract has removed 432 abandoned vehicles from Metro facilities since 2019. Fewer than 30% of the vehicles initially cited for towing are towed, with the remaining 70% removed by their owners after being notified. Consistent monitoring of parking facilities by the contractor ensures that our lots remain free of abandoned vehicles, thus increasing safety and ensuring that more parking spaces are available to transit riders.

During the COVID-19 pandemic, the parking enforcement team performed a vital role in monitoring and regulating Metro facilities. As parking occupancy had drastically dropped at all locations, the parking enforcement officers took this opportunity to report vehicle occupancy and identify encampments and abandoned vehicles. This information was gathered and relayed to Metro's

homeless outreach teams so that appropriate services could be offered to those in need. This practice continues post-pandemic.

The parking enforcement services contract allows a single contractor to perform enforcement operations across inter-jurisdictional boundaries without depending on multiple municipal agencies. Metro parking enforcement officers can operate on all properties and rights-of-way governed by LACMTA Administrative Code Title 8 - Metro Parking Ordinance, whether the facility is Metro-owned, leased, or contracted, such as with State-owned properties.

### Micro-Mobility Vehicle Regulation

To ensure the safety of transit patrons at Metro stations, it is vital to regulate the parking of MMVs through an organized parking management system. MMVs have been observed parked at approximately thirty Metro stations and along transit corridors. These vehicles are sometimes parked in ways that obstruct access to disabled parking, pedestrian pathways, or fare gates, and MMVs have even been abandoned on transit station platforms. In the first three months of the MMV pilot program, a total of 616 violations were observed at Metro facilities.

Enforcement measures are necessary to address safety concerns and regulate the parking of MMVs. Under the new contract, parking enforcement officers will monitor designated MMV parking locations and the surrounding Metro property to regulate MMV parking behavior. Enforcement actions will include notification and citation issuance to MMV companies, or removal of MMVs as necessary to ensure safety and compliance. Violation data will be shared with MMV operators to improve the parking behavior of its users.

### **DETERMINATION OF SAFETY IMPACT**

The parking enforcement contractor provides essential services to enhance the safety of transit patrons who use Metro transit parking facilities. The regular presence of parking enforcement officers helps reduce and discourage illegal and unsafe activities on Metro property. By effectively responding to situations as they arise, the officers can promptly notify Metro staff, which contributes to a safer environment for everyone.

The contract will also include the regulation of MMV parking. By correcting unsafe MMV parking behavior, parking enforcement officers ensure that vehicles will be parked in an organized manner and enhance station accessibility. Any violations will be promptly corrected by relocating or removing these vehicles. The service will be monitored for compliance with the safety rules of the MMV program.

### **FINANCIAL IMPACT**

The estimated operating cost for the duration of the five-year contract is \$6,446,446. Based on an average automobile parking citation fee of \$56.00 and a projection of 18,500 parking citations to be issued for 2024, the program can potentially generate approximately \$1,030,000 in citation revenue per year, which offsets the majority of the enforcement operating costs. The remaining costs will be funded by Proposition C 25%, which is not eligible for bus and rail operating costs.

### Impact to Budget

The contract cost is included in the Parking Management unit's FY 24 annual operating budget in Cost Center 3046, under Account 50316, Project 308001, and Task 01.01 for Professional and Technical Services. The contract award does not require any budget amendment. This is a multi-year contract so the cost center manager and Chief Planning Officer will be responsible for budgeting for future costs in future years.

### **EQUITY PLATFORM**

Enforcing parking regulations is crucial to prevent the misuse of disabled parking spaces meant for transit patrons with disabilities. Parking enforcement officers are attentive not only to the parking spaces but also to the hatched areas that allow for van-accessible vehicles to park without obstruction. These officers work diligently to ensure that these areas remain clear and available for disabled parkers.

Furthermore, as a new addition to parking enforcement, MMV regulation guarantees that pathways and walkways designated for individuals with disabilities are kept clear from any improperly parked MMV. Metro will have a zero-tolerance policy for any vehicle obstructing pedestrian and wheelchair pathways and will promptly remove the MMV in question.

Efficient parking enforcement is crucial to ensure that parking resources are available for transit-dependent commuters and are not misused by poachers in equity-focus communities. Before the introduction of parking enforcement, there was a high incidence of parking misuse at Metro facilities, with non-transit parkers and even vendors occupying the spaces. The enforcement team will continue to monitor, cite, and remove those who violate the parking regulations at Metro facilities to properly correct parking behavior.

Lastly, while citations may be issued to vulnerable populations, Metro Transit Court offers financial assistance for citation payments through installment payment plans and community service.

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

This recommendation supports Metro's strategic plan goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system.

Parking facility overcrowding is a significant issue for transit patrons, especially when non-transit patrons occupy the parking spaces. Parking enforcement is crucial in managing parking demand and regulating parking spaces. When parking spaces are appropriately regulated, transit patrons can easily find a parking spot, which reduces their travel time and enhances their trip experience. The same holds for MMVs' parking regulations at the stations, where specific areas are designated for MMV parking. When MMVs are parked outside these designated areas, it leads to overcrowding and safety hazards, making the transit patrons' experience less than satisfactory. Therefore, parking

enforcement is essential to create a better environment for transit patrons, making their transit experience safe, enjoyable, and smoother.

### **ALTERNATIVES CONSIDERED**

The Board has the option to choose not to authorize the award of a parking enforcement contract, but it is not recommended. If a new parking enforcement contract is not authorized, Metro will lose critical control over the systemwide parking facilities. The enforcement services play a crucial role in successfully operating the parking management program by ensuring that parkers follow the policies adopted in Metro's Administrative Code Title 8. Parking enforcement is integral to the Supportive Transit Parking Program (STPP) Master Plan and the long-term parking management strategy to effectively manage Metro's parking resources.

Furthermore, if the Board decides not to authorize the award of the contract, Metro will have the additional negative consequence of not being able to enforce MMV parking at transit stations. Unsafe MMV parking causes public safety issues by obstructing platforms, tracks, and disabled pathways. If the Board chooses to maintain the current situation, these safety concerns will persist.

### **NEXT STEPS**

Upon approval by the Board, staff will execute Contract No. PS104041-2000 with SP Plus Corporation for parking enforcement services.

### **ATTACHMENTS**

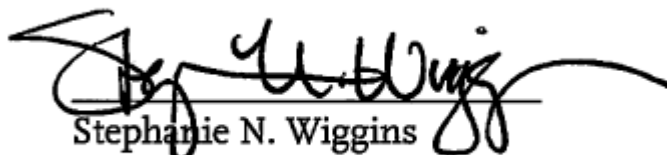
Attachment A - LACMTA Administrative Code Title 8 - Metro Parking Ordinance

Attachment B - Procurement Summary

Attachment C - DEOD Summary

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Stephanie N. Wiggins  
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority**

**Administrative Code**

**Title 8**

**METRO Parking Ordinance**

**Chapter 8-01**

**General**

**8-01-010 Authority to Regulate**

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

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

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

**8-01-030 Responsibility for Compliance**

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

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

If a vehicle operator's identity cannot be determined, as in the case of a parked and locked vehicle, the registered owner and driver, rentee, or lessee of a vehicle cited for any violation of any regulation governing the parking of a vehicle under this code, under any federal statute or

regulation, or under any ordinance enacted by a local authority shall be jointly liable for parking penalties imposed under this article, unless the owner can show that the vehicle was used without the consent of that person, express or implied. An owner who pays any parking penalty, civil judgment, costs, or administrative fees pursuant to this Article shall have the right to recover the same from the driver, rentee, or lessee in accordance with CVC section 40200(b).

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

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

All vehicles parked in any METRO parking facility at any time shall require payment of the applicable fee established by the Parking Rates and Permit Fee Resolution. Except as otherwise provided herein, such fees shall be collected from all persons desiring to park vehicles in such facilities, including the officers and employees of METRO, the state, any public or private firm or corporation, any municipality, state or federal agency or any public district. No fee shall be charged to nor collected from any officer or employee of METRO for the parking of a METRO-owned vehicle in any METRO parking facility at such times when such officer or employee is engaged in METRO business.

All parking fees, rates and charges for the use of the facilities shall be collected in cash or electronic payment from the registered owner, operator or person in charge of the vehicle desiring to park. Any person who willfully fails to pay or is unable to pay the fees, rate and charges for use of the METRO parking facilities are subject to citation. Any person who fails to pay fees, rate and charges for use of the METRO parking facilities and removes the vehicle from the facility without having received a citation, shall be given a "Notice to Pay" indicating non-payment of daily or monthly fee for the duration a vehicle is parked in a METRO facility.

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

- a. In the event that the person operating a vehicle parked in any METRO parking facilities attempts to remove the vehicle from the facility but willfully fails to pay the fees, or is unable to pay all fees, rates and charges due at such time, such person shall remove such vehicle from the facility, be required to pay any unpaid fees, rates and charges within 21 days of being issued a "Notice to Pay.". A copy of such notice shall be delivered by U.S. mail to the vehicles registered owner. Such notice shall set forth the location of the facility, the date and approximate time that the vehicle was removed, the name of the registered owner, the vehicle license number, the registration expiration date, if available, the last four digits of the vehicle identification number, if available, the color of the vehicle, and, if possible, the make of the vehicle. Such notice shall require payment to METRO of all unpaid fees, rates and charges, plus an administration fee in an amount established by resolution of the Board or its designee,

no later than 21 days after the agreement is received, and shall indicate the address to which payment may be delivered or sent or other means for delivering payment. If full payment is not made within such 21 day period, METRO shall mail a notice of late payment to the vehicle's registered owner. Such notice shall require payment to METRO of the unpaid fees, rates and charges, and administration fee, plus a late payment fee in an amount established by resolution of the Board, no later than seven (7) days after the date of such notice. In the event that such amount is not fully paid within such seven (7) day period, a final notice of late payment, requiring payment of all owed parking and late fees in an amount established by resolution of the Board, shall be mailed to the vehicle's registered owner. All owed parking fees will be subject to submit for collection process and potential hold of vehicle registration with the Department of Motor Vehicles. The above agreement shall include a reference to this section.

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

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

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

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

### **8-01-060 Liability**

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

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

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

### **8-01-080 Administrative Review of Parking Citation Issuance**

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

### **8-01-090 Towing Vehicles**

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

### **8-01-100 Permissions, Space Assignment, Signage and Parking Management Approvals**

Any changes, assignment, permission to park and space allocation to all METRO owned, leased, financed, contracted, operated and managed parking facilities must be authorized by METRO Parking Management, included, but not limited to:

- A. Space designations, space assignments, and permissions to park;
- B. Permits issued by METRO's Parking Management, which will be deemed valid for parking enforcement purposes; and,
- C. All signage installations within at any METRO parking facilities must be approved by Metro Parking Management.
- D. Contractor or vendor parking at any METRO parking facilities may be short- or long-term, as needed while engaged in work for METRO. Requests for any parking, but not to exceed thirty (30), must be submitted in writing and approved by the project manager and notify METRO Parking Management for approval, fourteen (14) days prior to parking, for permission and arrangement.
- E. Any parking space use arrangement, other than parking purpose, included but not limited to, construction, staging, and special event must be submitted in writing and



approved by the project manager and notify METRO Parking Management, fourteen (14) days prior to parking, for permission and arrangement.

## Chapter 8-03

### Parking Definitions

#### Chapter 8-03-010 Definitions

The words or phrases hereinafter in this Chapter are defined in this chapter and they shall have the meanings respectively ascribed to them unless the context indicates the contrary. Whenever any words or phrases used in this chapter are not defined, but are in the California Vehicle Code of this State, such definitions as now existing are incorporated herein and shall be deemed to apply to such words and phrases as used in this Chapter as though set forth in full.

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

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

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

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

**Alternative Fuel.** “Alternative Fuel” as defined by the Energy Policy Act of 1992 includes vehicles powered by methanol, ethanol, and other alcohols; blends of 85% or more of alcohol with gasoline (E85); natural gas and liquid fuels domestically produced from natural gas; propane; hydrogen; electricity; biodiesel (B100); coal-derived liquid fuels; fuels, other than alcohol, derived from biological materials; and P-Series fuels, which were added to the definition in 1999

**Automobile.** “Automobile” means a vehicle designed for passenger transportation and is powered by an internal combustion engine or electric motor.

**Bicycle.** “Bicycle” means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels.

**Bikeway.** “Bikeway,” “Bicycle Path,” or “Bike Path” shall mean all facilities provided primarily for bicycle travel.

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

**Bus Loading Zone.** “Bus Loading Zone” means the space adjacent to the curb or edge of a roadway reserved for the exclusive use of buses during the loading and unloading of passengers marked and designated with signage and/or paint.

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

**Clean Fuel Vehicle.** “Clean Fuel Vehicle,” “Clean Fuel Car,” “Clean Air Vehicle,” and “Clear Air Car” shall mean any passenger or commercial vehicle or pickup truck that is fueled by alternative fuels, as defined in Section 301 of the Energy Policy Act of 1992 (P.L. 102-486), and produces emissions which do not exceed standards as defined by regulations of the State Air Resources Board.

**Commercial Vehicle.** “Commercial Vehicle” means a vehicle which is used or maintained for the transportation of persons for hire or maintained primarily for transportation property. Vanpool is not considered a Commercial Vehicle.

**Commercial Vehicle Loading Zone.** “Commercial Vehicle Loading Zone” means that space adjacent to the curb reserved for the exclusive use of vehicles loading or unloading passengers or freight marked and designated with signage and/or paint.

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

**Defined Parking Zone.** “Defined Parking Zone” shall mean an area or space specifically designated for the parking and storage of Micro Mobility Vehicles at METRO Parking Facilities and METRO Right of Way (ROW).

**Electric Bicycle.** “Electric bicycle” or “e-bike” is bicycle with fully operable pedals and an integrated electric motor that can be used for propulsion. A person operating an e-bike is subject to the same provisions as a person riding a Micro Mobility Vehicle.

**Electric Vehicle.** “Electric Vehicle” means a vehicle which is powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of

electrical current, and which may include a nonelectrical source of power designed to charge batteries and components thereof.

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

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

**Highway.** “Highway” is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street

**Hybrid Vehicle.** “Hybrid Vehicle” is a vehicle that uses more than one form of energy for power and propulsion, such as an internal combustion engine and an electric or battery powered motor.

**Licensed Operating Company.** “Licensed Operating Company” shall mean any person or business entity that provides a service and enters into and is issued an Operating License Agreement with METRO to provide mobility services, such as Car Share, Vanpool, Bike share, or Micro Mobility vehicles.

**Notice To Pay.** “Notice To Pay” shall mean a written notice delivered by U.S. mail indicating non-payment of daily or monthly fee for the duration a vehicle is parked in a METRO Facility.

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

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

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

**METRO Right of Way.** “METRO Right of Way” or “METRO ROW” shall refer to METRO owned, leased, financed, contracted, operated and managed property including the area on, below, and above an existing or proposed public roadway, highway, street, bicycle lane or sidewalk,

planting strip, and associated adjacent land, in which METRO has a property interest, whether by easement or fee and regardless of how acquired or established.

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

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

**Micro Mobility Vehicle.** “Micro Mobility Vehicle” shall mean a compact sized wheeled vehicle that has handlebars; is powered by an electric motor, or by a source other than electrical power; and is operated by a private entity that owns, manages, and maintains such vehicle for shared use by members of the public.

“Micro Mobility Vehicle” shall also mean a compact sized two-wheeled device that has handlebars, a floorboard designed to be stood upon when riding, and is powered by an electric motor, including any vehicle or device that meets this definition and is powered by a source other than electrical power.

**Motor Vehicle.** A “motor vehicle” is a vehicle that is self-propelled, but does not include a self-propelled wheelchair, motorized tricycle, or motorized quadricycle, if operated by a person who, by reason of physical disability, is otherwise unable to move about as a pedestrian.

**Motorized Bicycle.** “Motorized bicycle” is a two or three wheeled device that is capable of propelling itself at a maximum speed of not more than 30 miles per hour and is equipped with fully operable pedals for propulsion by human power or no pedals if powered solely by electrical energy, and has an automatic transmission. A person riding a motorized bicycle is subject to the same provisions as a person riding a Micro Mobility Vehicle.

**Motorcycle.** “Motorcycle” means a motor vehicle that has a seat or saddle for the use of the rider and is designed to travel on less than three wheels, whose motor displaces more than 150 cubic centimeters, or has a speed greater than 45 miles per hour.

**Operating License Agreement.** “Operating License Agreement” shall mean the written agreement between METRO and a Licensed Operating Company for an operating permit which authorizes the operation of a mobility service on or at Metro Parking Facilities or Metro ROW.

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

**Park. Or Parking.** “Park” or “Parking” shall mean the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers

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

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

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

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

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

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

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

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

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

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

**Pedestrian.** “Pedestrian” means a person who is afoot or who is using any of the following:

- (1) A means of conveyance propelled by human power other than a bicycle.
- (2) An electric personal assistive mobility device.

“Pedestrian” includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move afoot,

**Pedestrian Conveyance Device.** “Pedestrian Conveyance Device” shall mean any instrument of conveyance propelled by human power other than a bicycle including skateboards, roller skates, rollerblades, in-line skates, other skating devices, foot-powered scooters and other similar devices.

**Person.** “Person” means and includes a natural person, firm, co-partnership, association, limited liability company, or corporation.

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

**Rebalance.** “Rebalance” shall mean moving Micro Mobility Vehicles from one location to another, generally for the purpose of avoiding an excess of devices in one location.

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

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

**Rideshare.** “Rideshare” is an arrangement in which a participant travels in a private vehicle driven by the owner for free or for a fee, as arranged by means of website or mobile-based application.

**Roadway.** “Roadway” means that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking.

**Safety Zone.** “Safety Zone” is the area or space lawfully set apart within a roadway for the exclusive use of pedestrians and which is protected, or which is marked or indicated by vertical signs, raised markers or raised buttons, in order to make such area or space plainly visible at all times while the same is set apart as a safety zone.

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

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

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

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

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

**Transit Access Pass (TAP) Card.** “Transit Access Pass Card” or “TAP card” is a reusable, reloadable card that is accepted as a fare payment for travel across different agencies.

**Transit Patron.** “Transit Patron” for purposes of this ordinance means any person who has used the transit system within 96 hours of parking their vehicle.

**Transit System.** “Transit System” is the compilation of METRO buses and trains in Los Angeles County, and other agencies accepting the Metro TAP card.

**Unlicensed Operating Company.** “Unlicensed Operating Company” shall mean any person or business entity that provides a service but is not issued an Operating License Agreement with METRO to provide mobility services.

**User.** “User” means any person who is in actual physical control of a vehicle, Micro Mobility Vehicle, or streetcar.

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

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

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

**Chapter 8–05  
Parking Regulations**

**8-05-010 Parking Activities**

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

**8-05-020 Enforcement Practice**

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

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

No vehicle or vehicle other than Automobile shall be parked or cause to be parked within any METRO parking facility or METRO ROW except between the lines indicating where vehicles shall be parked and no person shall not park any vehicle so as to use or occupy more than one



marked parking space. METRO may install and maintain parking space markings to indicate parking spaces adjacent to any curb where parking is permitted. When such parking space markings are placed in the right-of-way, no vehicle shall be stopped or left standing other than within the markings of a single space.

### **8-05-040 Failure to Obey Signs**

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

### **8-05-050 Exceeding Posted Time Limit**

METRO may post signs indicating a maximum parking time limit in a space of lot. If a vehicle has been parked in an area restricting parking to a specific time interval, such vehicle shall not be re-parked in the same spaces, or same lot, or within a distance of five hundred feet of the place initially parked within a period of four (4) hours thereafter. Vehicles used for vending or peddling purposes shall also comply with the provisions of this section.

### **8-05-060 Temporary No Parking**

Whenever METRO finds that traffic congestion, or the disruption of the normal flow of traffic is likely to result from the operation, stopping, standing or parking of vehicles during the holding of public or private special events, assemblages, gatherings or functions, during construction, alteration, repair, sweeping, filming or other reasons, METRO may place or cause to be placed temporary signs prohibiting the operation, stopping, standing or parking of vehicles at least seventy-two (72) hours prior to and during the period such condition exists. In the event of an emergency, METRO may act under this section without providing the seventy-two (72) hour notice required herein. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC and Chapter 8-11 of this Ordinance.

### **8-05-070 Restricted Parking**

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

### **8-05-080 Parking Within Marked Bicycle Lane**

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

### **8-05-090 Illegal Parking in Commercial Loading Zone**

A vehicle shall not be stopped for any purpose other than loading or unloading between the hours of 6:00 a.m. and 6:00 p.m. on any day except Sunday, or at such other times as designated by METRO in a place marked as a commercial loading zone. Such stop shall not exceed the time it takes to load and unload passengers or goods for a commercial vehicle. METRO shall place signs or curb markings to designate areas as commercial loading zones. Commercial loading zones shall be a minimum of thirty (30') feet and not exceed forty-eight (48') feet in length, and may be established in a parking meter/pay station location. Parking meters/pay station spaces shall be enforced during posted hours when the loading zone is not in effect.

### **8-05-100 Vehicle Exceeds Load Size Limit**

- a. No person shall park or leave standing in METRO Facility and/or lot any vehicle having either of the following:
  1. A manufacturer's rated load capacity greater than 14,000 lbs.; or
  2. A length in excess of twenty-four (24) feet.
- b. The following vehicles are hereby exempt from the provisions of this section:
  1. Any vehicles properly displaying a large vehicle permit. Large vehicle permits shall be issued for special events. Under any circumstances on any of the following vehicles: tour buses, movie, television, or photographic production vehicles, limousines, or mobile billboards in accordance with Chapter 8 of this code.
  2. Any authorized emergency vehicle, METRO Transit Security, any authorized highway work vehicle or any vehicle used in the construction, installation, or repair of a utility or public utility in accordance with sections 22512 and 35702 of the CVC;
  3. Any vehicle engaged in loading or unloading;
  4. Any vehicle making pickups or deliveries of goods, wares, and merchandise; and
  5. Any vehicle picking up or delivering materials used in the actual or bona fide repair, alteration, remodeling or construction of any building or structure for which a building permit or building construction authorization has been obtained.
- c. Pursuant to section 40200 *et seq.*, of the CVC, any violation of this section shall be punishable as a civil penalty in accordance with the provisions of Chapter 8-09 of the METRO Administrative Code. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC.

- d. Large vehicle parking permits shall be issued by METRO pursuant to METRO policies and procedures for the issuance of such permits. Such policies shall be consistent with the provisions of sections 8-05-010 through 8-05-440 of the METRO Administrative Code.
- e. The fee for a large vehicle parking permit shall be according to METRO fee schedule.

### **8-05-110 Disconnected Trailer**

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

### **8-05-120 Bus Loading Zones**

A vehicle or vehicle other than Automobile shall not be parked or stopped from in any METRO owned, leased, financed, contracted, operated and managed parking facilities or METRO ROW in a bus loading zone. No bus shall stop in any bus loading zone longer than necessary to load or unload passengers, except at a terminus station. Appropriate signs or red curb markings or both shall indicate a bus loading zone. METRO shall place signs or red curb markings or both at locations where METRO determines bus loading zones are appropriate to establish. Unless otherwise specified by METRO or its designees, bus loading zones shall not exceed eighty (80') feet in length.

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

- a. A vehicle shall not be parked more than three (3) minutes, or for such other amount of time as may be indicated on the posted sign, to load and unload passengers at any designated Kiss and Ride passenger loading and unloading zone.
- b. METRO may place curb paint markings with ADA compliance design criteria including ramps, minimum dimensions, proper signage and level pavement at locations to make passenger loading feasible.

### **8-05-140 No Parking – Alley**

A vehicle shall not be parked or stopped in any alley for any other purpose other than the loading or unloading of passengers or materials, or both. A vehicle shall not be stopped for the loading or unloading of passengers for more than three (3) minutes nor for the loading or unloading of materials for more than twenty (20) minutes at any time in any alley.

### **8-05-150 Illegal Parking in Red Zones**

A vehicle or vehicle other than Automobile shall not be stopped, parked or otherwise left standing, whether attended or unattended, except in compliance with a traffic sign or signal or direction of an authorized enforcement officer, between a safety zone and the adjacent right hand curb or within the area between the zone and the curb as may be indicated by a sign or

red paint on the curb, where a sign or paint was erected METRO owned, leased, financed, contracted, operated and managed parking facilities or METRO ROW. Violating vehicle(s) and vehicle(s) other than automobiles will be towed at the registered owner's expense.

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

Any vehicle observed parked or left standing longer than seventy-two (72) consecutive hours without authorized permit in the same location may be cited. Any vehicle parked longer than seventy-two (72) hours must obtain permission in advance from METRO. Any vehicle parked or left standing in violation of this section may be removed in accordance with provisions of section 22650 *et seq.* of the CVC and Chapter 8-11 of this Ordinance.

### **8-05-170 Parking on Grades**

When METRO has placed or caused to be placed appropriate signs, a vehicle shall not be parked upon any grade of six percent (6%) or more within any METRO Facilities without turning the wheels of the vehicle toward the curb while parked facing downhill and turning the wheels of the vehicle away from the curb while the vehicle is parked facing an uphill grade.

### **8-05-180 Angled Parking**

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

### **8-05-190 Double Parking**

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

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

### **8-05-200 No Parking Anytime/Posted Hours**

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

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

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

## **8-05-220 Blocking Street or Access**

A vehicle shall not be parked, whether attended or unattended, upon any traffic or travel lane, or alley where the roadway is bordered by adjacent curbs which is open to the public, whether bordered by curbs or not, unless no less than eight feet (8') of the width of the paved or improved or main traveled portion of such traffic, travel lane or alley opposite such parked vehicle is left clear or unobstructed for the free passage of other vehicles. Violating vehicle(s) will be towed at registered owner's expense immediately.

## **8-05-230 Parking Special Hazard**

At any place for a distance not to exceed one hundred feet (100') where METRO finds that parking would unduly hamper the free flow of traffic, resulting in a special traffic hazard, or endanger public health or safety, METRO shall place appropriate signs or markings prohibiting such parking.

## **8-05-240 Illegal Parking at Fire Hydrant**

A vehicle shall not be parked within fifteen feet (15') of a fire hydrant along any unmarked curb or in front of or as prohibited by section 22514 of the CVC or by any other state law. Violating vehicle(s) will be towed at registered owner's expense.

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

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

## **8-05-260 Illegal Parking at Taxicab Stands**

The use of taxicab stand or stands shall be limited exclusively to vehicles that display a taxicab vehicle permit by METRO pursuant to Chapter 8 and attended by a driver in possession of a

valid taxi drivers permit issued by the METRO. No person shall park, stop, or stand any attended or unattended vehicle in METRO taxicab stand except as provided in this section.

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

A vehicle or vehicle other than Automobile shall not be stopped, parked or otherwise left standing whether attended or unattended except in compliance with a traffic sign or signal or direction of a police officer, at or adjacent to a landscape island or planter.

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

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

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

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

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

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

- a. Failure to properly register vehicle license plate information as instructed by the permit parking terms and conditions.
- b. Parking in a monthly permit parking space without a monthly permit.
- c. More than one vehicle using the same permit at the same time.
- d. Temporary Permits – Place the temporary permit on the dashboard on the driver's side of the vehicle. The entire permit must be clearly visible to compliance officers.

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

- a. METRO may cause appropriate signs to be erected in METRO Parking Facilities, indicating prominently thereon the parking limitation, period for its application, and vehicles with valid permits shall be exempt from the limitations.

- b. If preferred permit parking is allowed in partial areas of a parking lot or parking facility, signs shall be posted only on the selected spaces or portions of a parking lot, parking facility within the prescribed METRO Facility.
- c. A parking permit shall not guarantee or reserve to the holder thereof a parking space within a parking lot or parking facility.
- d. A vehicle on which a valid license plate is registered as a monthly permit holder shall be permitted to stand or be parked in the authorized parking lot, parking facility or designated area within the parking lot or parking facility within the limits of the parking permit program. Except as provided below, all vehicles parking within a permit designated area or parking lot or parking facility shall be subject to the parking restrictions and penalties as provided in this Chapter.

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

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

- a. Repair, maintenance, refueling, utility, or delivery vehicle providing services to METRO within the METRO Facility with METRO's prior written consent.
- b. Emergency vehicles

**8-05-310 Permit Penalty Provisions**

- a. Unless exempted by the provisions of this Chapter, no person shall stand or park a vehicle in any designated permit parking area, parking lot, or parking facility established pursuant to this Chapter, without a valid permit.
- b. No person shall copy, produce or create facsimile or counterfeit a parking permit, nor shall any person use or display a counterfeited parking permit.
- c. No person who has been issued a parking permit for a specific designated area, lot or facility shall use the permit in another area, lot, or facility.
- d. No person shall alter, deface, or intentionally conceal an expiration date on the face of a parking permit which is displayed in a vehicle parked on a METRO Facility.
- e. A violation of this section shall result in the revocation of the parking permit and rights in any METRO Parking Facilities, which is also punishable by an administrative fine established by the Parking Rates and Permit Fee Resolution adopted by the METRO Board. METRO also reserves the rights to refer the case to local law enforcement.

**8-05-320 Expired Meter or Pay Station**

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

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

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

**8-05-340 Electric Vehicle Parking Spaces**

METRO has established Electric Vehicle (EV) Charging Station Spaces in Parking Facilities for use by Electric, Clean Fuel, and Hybrid vehicles. No person shall park or leave standing vehicles or vehicles other than Automobiles in EV spaces except as follows:

- a. EV spaces must be signed or marked for EV charging purposes only.
- b. Electric Vehicles must be connected to charging station equipment and/or in the process of charging while parked in EV Charging Station Spaces.
- c. Non-Electric Vehicles shall not park in EV Charging Station Spaces at any time.
- d. Electric Vehicles may only use designated EV Charging Station Spaces for charging vehicles. No other source of vehicle charging will be allowed at METRO facilities.

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

**8-05-350 Parking on Sidewalk/ Parkway**

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



## **8-05-360 Areas Adjacent to Schools**

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

## **8-05-370 Peak Hour Traffic Zones**

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

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

Whenever METRO finds that the parking of vehicles, with a height of six feet (6') or more, within one hundred feet (100') of an intersection, creates a visibility limitation resulting in a potential traffic hazard, METRO shall erect signs or markings stating that the parking of vehicles with a height of six feet (6') or more is prohibited within one hundred feet (100') of an intersection.

## **8-05-390 Interim Parking Regulations**

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

## **8-05-400 Car Share, Vanpool, Bike share, or Micro Mobility Vehicle Authorization Required**

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

A Licensed Operating Company is responsible for securing approval and obtaining an Operating License Agreement from METRO prior to the deployment, parking, and storage of Car Share, Vanpool, Bike share, or Micro Mobility vehicles on, within, or adjacent to METRO Parking Facilities and METRO ROW, and properties.

Car Share, Vanpool, Bike share, and Micro Mobility vehicles may be parked or stored on METRO Parking Facilities and METRO ROW only in areas made available and designated specifically for Car Share, Vanpool, or Micro Mobility vehicle parking.

### **8-05-410 Speed Limit**

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

### **8-05-420 Vehicle Access**

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

### **8-05-430 Penalty for Non-Compliance**

Unless exempted by the provisions of this part, no vehicle shall be parked in violation of any parking restrictions established pursuant to this section. Except as provided in Chapter 8-05-100 paragraph (b), a violation of this section may result in the revocation of the parking permit and rights at any METRO Parking Facilities, which is also punishable by METRO's administrative fine schedule for parking violations. METRO may also refer the case to the local law enforcement.

Any vehicle with more than three (3) outstanding parking citations will be towed away at the registered owner's expense. All administrative fines and penalties must be paid and obtain applicable law enforcement agency clearance prior to release of the towed vehicle in addition to tow fees.

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

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

Vehicle operators with a disability are not exempt from the payment of fees for parking a Vehicle on METRO Facility. METRO reserves the right to adopt or amend the disabled parking pricing policy at all METRO Facilities. However, vehicle operators with a disability shall not be

charged more than the established parking fees listed for all parking spaces. Valid out of state disabled placards will be accepted at METRO parking facilities.

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

### **8-05-450 Transit Ridership Requirements**

METRO Parking Facilities are for transit patrons only. Patron's utilizing METRO Parking Facilities must have a ridership transaction, riding transit via a METRO TAP card, within 96 hours use of METRO parking facility and/or payment of parking fee unless otherwise stated within this ordinance. All alternative and non-transit use of METRO parking facilities must be authorized by METRO Parking Management.

**Chapter 8-07**  
**Vehicles Other Than Automobiles**

**8-07-010 Authority to Create Vehicle Regulations**

The METRO Board of Directors is authorized pursuant to section 21113 of the CVC to set forth conditions and regulations pertaining to the operation and parking of vehicles other than Automobiles, including but not limited to bicycles, motorcycles, and Micro Mobility Vehicles, upon METRO property.

All rules and regulations of the CVC shall apply to vehicles other than Automobiles operated on METRO Facilities. All vehicles other than Automobiles must meet the equipment requirements of the CVC, including brakes, lights and reflectors, and shall obey all regulations stated in the Ordinance and shall be regarded in the same manner as Automobiles. . Vehicles other than Automobiles shall comply with all applicable federal, state, and local laws.

**8-07-020 Enforcement**

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

METRO shall adopt, amend, or abolish a rule or regulation that is not consistent with this ordinance or state law, to accomplish objectives that are consistent with this ordinance. Prior to the adoption of any rule or regulation, METRO shall give 30 days' notice of any proposed rule to be adopted, amended, or abolished to the public.

**8-07-030 Bicycles at METRO Facilities**

**1. General Rules for Bicycles at METRO Facilities**

- a. All users :
  - i. Shall not operate bicycles when entering transit vehicle lanes (bus lanes), transit platform areas, or onboard METRO transit vehicles.
  - ii. Must yield to pedestrians and use bicycle lanes when available, per CVC 21207.5 and 21209.
    - 1. If a bicycle lane is not available, users shall maintain two feet distance from all pedestrians.
  - iii. Not ride against the direction of traffic per CVC 21202.
  - iv. Are prohibited from operating or engaging in commercial activity on METRO property or within a METRO facility without METRO approval.
- b. Obey all state and city traffic laws and signs per CVC 21206 and 21225 and operate the device for its intended purpose and in a safe manner. Users shall not use any wheeled device unsafely that could cause harm or injury to the user or other patrons.
- c. METRO shall not be liable for any loss, theft, fire or damage of a bicycle or any personal property attached thereto for any bicycle left, parked or stored on METRO Facilities or METRO ROW, regardless of whether the bicycle was in an area designated for bicycle parking.

## **2. Operation and Parking of Bicycles at METRO Facilities**

- a. Bicycles shall be parked or stored on METRO Facilities or METRO ROW only in areas designed for bicycle parking. These areas include, but not limited to, bike racks, bike lockers, or enclosed rooms with controlled access, or where signage designates the space as a bicycle parking area.
- b. Bicycles parked in designated parking areas may not extend into the landscape and may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.

## **3. Removal of Bicycles at METRO Facilities**

## ATTACHMENT A

- a. METRO may cause bicycles to be removed or relocated under any of the following circumstances:
  1. Bicycle is secured to any item other than a bicycle rack or infrastructure designed for parking bicycles.
  2. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
  3. Poses a hazard or impedes pedestrian access per CVC 21235 including an ADA parking space or ADA access.
  4. Has been reported stolen and verified by the Agency.
  5. Appears to be abandoned.
    - a. A bicycle is considered abandoned if it remains in the same position for more than 72 hours and shows signs of neglect including but not limited to, deflated tires, missing wheels, and other parts.
    - b. If a locking device must be detached to remove a bicycle, METRO may remove the securing mechanism, using whatever reasonable means are necessary. METRO is not responsible for any damage to the locking device or for its replacement METRO or METRO authorized enforcement agencies' personnel may attach on to an abandoned bicycle a notice identifying the condition of the bicycle and the removal date.
  6. Removed bicycles may be recovered with proof of ownership after required fees are paid within 30 days; before they are released.
    - a. Removed bicycles are held for a minimum of 30 days, after which time the bicycle owner is presumed to have

relinquished legal title; these bicycles are disposed of in accordance with METRO policy.

## **8-07-040 Motorcycles at METRO Facilities**

### **1. General Rules at METRO Facilities**

- a. All users shall:
  - i. Wear helmets per CVC 27803.
  - ii. Obey all state and city traffic laws and signs per CVC 21206 and 21225 and operate the device for its intended purpose and in a safe manner. Users shall not use any wheeled device unsafely that could cause harm or injury to the user or other patrons.
- b. Motorcycles shall pay as required when parking on METRO Facilities to the same extent as an Automobile would be required.
- c. METRO shall not be liable for any loss, theft, fire or damage of a motorcycle or any personal property attached thereto for any motorcycle left, parked or stored on METRO Facilities, regardless of whether the motorcycle was in an area designated for motorcycle parking.

### **2. Operation and Parking of Motorcycles at METRO Facilities**

- a. Motorcycles shall park in designated motorcycle parking spaces, if available, or within a parking space designated for automobiles.
- b. Motorcycles parked in designated parking areas may not extend into the landscape and may not be parked anywhere that interferes with the maintenance of landscaped or lawn areas or blocks any road or passageway.
- c. Motorcycles are prohibited from operating on bicycle pathways, sidewalks, or ROW reserved for bicycles.
- d. Motorcycles may be cited or towed for the same reasons as automobiles in violation of any regulations stated in this ordinance.

**3. Removal of Motorcycles at METRO Facilities**

- a. METRO may cause motorcycles to be removed, relocated, or towed under any of the following circumstances:
  - i. Parking in tow away zones, such as disabled, reserved, and no parking areas.
  - ii. Parking in emergency/fire access lanes.
  - iii. Parking on any surface not specifically marked for parking of motor vehicles such as, but not limited to: lawns, open spaces, sidewalks, plazas, unmarked curbs, roadways, drive aisles, and bikeways.
  - iv. Parking or standing longer than seventy-two (72) consecutive hours without authorized permit in the same location.

**8-07-050 Micro Mobility Vehicles (Including Motorized Bicycles and Electric Bicycles) at METRO Facilities**

**1. General Rules for Micro Mobility Vehicles at METRO Facilities**

- a. Riders shall cease operations and dismount Micro Mobility Vehicles when entering transit vehicle lanes (bus lanes), transit platform areas, bus zone, Los Angeles Union Station concourse, or onboard METRO transit vehicles.
- b. Riders shall yield to pedestrians and use bicycle lanes when available, per CVC 21207.5 and 21209. If a bicycle lane is not available, users shall maintain a two (2) foot distance from pedestrians.
- c. Riders are prohibited from riding against the direction of traffic per CVC 21202.
- d. Riders are required to comply with all laws adopted by the State of California and local municipalities governing Micro Mobility Vehicles including, but not limited to those posted on signs per CVC 21206 and 21225 to insure and promote the operation of the Micro Mobility Vehicle in the manner to which it was intended.



- e. For the protection of health and safety of the rider and the public at large, riders shall obey no ride and no parking zones, to which METRO reserves the right to designate on METRO Parking Facilities and METRO ROW at its sole discretion at any time.
- f. METRO shall not be liable for any loss, theft, fire or damage of a Micro Mobility Vehicle or any personal property attached thereto for any Micro Mobility Vehicle left, parked or stored on METRO Parking Facilities, regardless of whether the Micro Mobility Vehicle was in an area designated for Micro Mobility Vehicle parking.
- g. Micro Mobility Vehicles that are incorrectly parked and/or are observed littering METRO property and METRO ROW will not be considered a Lost and Found article, and may be subject to removal, relocation, or impoundment in addition to any penalties incurred.

### **2. Operation and Parking of Micro Mobility Vehicles at METRO Facilities**

- a. Micro Mobility Vehicles shall be parked upright in Micro Mobility parking spaces designated by METRO and in a manner that allows clear travel in the right of way without impediments to the boarding or departure of transit users.
- b. Micro Mobility Vehicles shall be prohibited from operating on any METRO transit platform, METRO vehicle travel lane, or onboard any METRO transit vehicle.
- c. Micro Mobility Vehicles are strictly prohibited from parking, standing, stopping, or terminating rides in ADA parking spaces or areas marked for ADA access or path of travel.
- d. Micro Mobility Vehicles are strictly prohibited from parking, standing, stopping or terminating rides on any METRO transit platform, METRO vehicle travel lane or ROW, or onboard any METRO transit vehicle.

### **3. Enforcement of Licensed and Unlicensed Micro Mobility Vehicles at METRO Facilities**

- a. Notwithstanding sections 8-0-050(2)(b)(c)(d) Licensed Operating Companies shall receive electronic e-mail notification from METRO to rectify Micro Mobility Vehicles parked in violation within two (2) hours of the time of notification. The two (2) hour notification shall apply explicitly to Licensed Operating Companies in good standing. The two (2) hour notification shall be limited to properties covered in the license agreement to which a monthly license fee is paid by the Licensed Operating Company. Licensed Operating Companies in violation of sections 8-07-050(2)(a) that have not remedied the specified violation within

two (2) hours or are in violation of sections 8-07-050(2)(b)(c)(d) shall be subject to METRO's Permit Fee Resolution.

- b. Unlicensed Operating Companies in violation of sections 8-0-050(2)(a) through (d) shall not be entitled to receive electronic e-mail notification from METRO to rectify Micro Mobility Vehicles parked in violation within two (2) hours. Unlicensed Operating Companies shall be immediately subject to METRO's Permit Fee Resolution and removal from Metro property. Unlicensed Operating Companies with unpaid violations shall be invoiced monthly.

#### **4. Removal of Micro Mobility Vehicles at METRO Facilities**

- a. METRO may cause Micro Mobility Vehicle to be removed, relocated, or towed under any of the following circumstances:
  - i. Has been reported by the Licensed Operating Company for any reason.
  - ii. Poses a hazard or impedes pedestrian access, per CVC 21235, including ADA vehicle parking space or ADA access.
  - iii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
  - iv. Is not parked in the defined parking space.
  - v. Unauthorized and Unlicensed Operating Company Micro Mobility Vehicle operations conducted on METRO property or on or within a METRO parking facility or METRO ROW without approval.
  - vi. Any Licensed or Unlicensed Operating Company with outstanding invoices in excess of thirty (30) days

**Chapter 8-09  
Parking Citations**

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

**8-09-010 Authority to Contract with Outside Agencies**

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

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

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

**8-09-020 Appeal Review Process**

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

## ATTACHMENT A

- a. A person who violates any provision of the Title 8 may, within twenty-one (21) days of the issuance of such notice of violation, request an initial review of the notice of violation by METRO. The request for review may be made in writing, by telephone or in person. There shall be no charge for this review. If following the initial review METRO is satisfied that the violation did not occur, or that extenuating circumstances exist, and that the dismissal of the notice of violation is appropriate in the interest of justice, METRO may cancel the notice of violation. METRO shall notify the person requesting the review of the results of the initial review. If the notice of violation is not dismissed, reasons shall be provided for the denial. Notice of the results of the review shall be deemed to have been received by the person who requested the initial review within five (5) working days following the mailing of the decision by METRO.
- b. If the Person subject to the notice of violation is not satisfied with the result of the initial review, the Person may no later than twenty-one (21) days following the mailing of the initial review decision request an administrative hearing of the violation. The request may be made by telephone, in person, or by mail. The person requesting the administrative hearing shall deposit with METRO the amount due under the notice of violation for which the administrative review hearing is requested. A person may request administrative review without payment of the amount due upon providing METRO with satisfactory evidence of an inability to pay the amount due. An administrative hearing shall be held within ninety (90) days of the receipt of request for an administrative hearing.

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

- c. The administrative hearing shall consist of the following:
  1. The person requesting the hearing shall have the choice of a hearing in person or by mail. An in person hearing shall be held within the jurisdiction of METRO, and shall be conducted according to such written procedures as may from time to time be approved by the Chief Executive Officer of METRO or the Chief Hearing Officer. The hearing shall provide an independent, objective, fair and impartial review of the contested violations. METRO will provide an interpreter for the hearing if necessary.
  2. The hearing shall be conducted before a hearing officer designated to conduct the review by METRO's Chief Executive Officer or Chief Hearing Officer. In addition, to any other requirements of employment the hearing officer shall demonstrate those qualifications, training, and objectivity as are necessary and consistent with the duties and responsibilities of the position as determined by METRO's Chief Executive Officer or Chief Hearing Officer.
  3. The person who issued the notice of violation shall not be required to participate in an administrative hearing. The issuing Agency shall not be required to produce any

evidence other than the parking citation or copy thereof, photographs taken by citation issuing equipment at the time of the citation (date and time stamped), and information received from the department identifying the registered owner of the vehicle. This documentation in proper form shall be the prima facie evidence of the violation.

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

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

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

### **8-09-030 Procedures of Parking Citations Issuance**

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

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

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

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

- a. The parking citation shall be served by attaching it to the vehicle either under the windshield wiper or in another conspicuous place upon the vehicle so as to be easily observed by the person in charge of the vehicle upon the return of that person.

## ATTACHMENT A

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

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

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

### **8-09-040 Parking Administrative Penalties**

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

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

If the parking penalty is received by the Agency and there is no contest by the date fixed on the parking citation, all proceedings as to the parking citation shall terminate.

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

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

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

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

### **8-09-070 Notice of Delinquent Parking Violation – Contents**

The notice of delinquent parking violation shall contain the information required to be included in a parking citation pursuant to section 8-09-030. The notice of delinquent parking violation shall also contain a notice to the registered owner that, unless the registered owner: (a) pays the parking penalty or contests the citation within twenty-one (21) calendar days from the date of issuance of the parking citation, or (b) within fourteen (14) calendar days after the mailing of the notice of delinquent parking violation or completes and files an affidavit of non-liability that complies with section 8-09-90 or section 8-09-100, the vehicle registration shall not be renewed until the parking penalties have been paid. In addition, the notice of delinquent parking violation shall contain, or be accompanied by, an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing an affidavit, and instructions for returning the affidavit to the issuing agency.

If the parking penalty is paid within twenty-one (21) calendar days from the issuance of the parking citation or within fourteen (14) calendar days after the mailing of the notice of delinquent parking violation, no late penalty or similar fee shall be charged to the registered owner.

### **8-09-080 Copy of Citation upon Request of Registered Owner**

- a. Within fifteen (15) calendar days of request, made by mail or in person, the agency shall mail or otherwise provide to the registered owner, or the registered owner's agent, who has received a notice of delinquent parking violation, a copy of the original parking citation.

The issuing agency may charge a fee sufficient to cover the actual cost of copying and/or locating the original parking citation, not to exceed two dollars (\$2.00) per page. Until the issuing or agency complies with a request to provide a copy of the parking citation, the agency may not proceed to immobilize the vehicle merely because the registered owner has received five (5) or more outstanding parking violations over a period of five (5) or more calendar days.

- b. If the description of the vehicle on the parking citation does not substantially match the corresponding information on the registration card for that vehicle, the agency shall, on written request of the operator, cancel the notice of the parking violation.

### **8-09-090 Affidavit of Non-liability – Leased or Rented Vehicle**

A registered owner shall be released from liability for a parking citation if the registered owner files with the agency an affidavit of non-liability in a form satisfactory to METRO and such form is returned within thirty (30) calendar days after the mailing of the notice of delinquent parking violation together with proof of a written lease or lessee and provides the operator's driver's license number, name and address.

### **8-09-100 Affidavit of Non-liability – Sale**

A registered owner of a vehicle shall be released from liability for a parking citation issued to that vehicle if the registered owner served with a notice of delinquent parking violation files with the agency, within thirty (30) calendar days of receipt of the notice of delinquent parking violation, an affidavit of non-liability together with proof that the registered owner served with a notice of delinquent parking violation has made a bona fide sale or transfer of the vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged violation. The agency shall obtain verification from the department that the former owner has complied with the requirements necessary to release the former owner from liability pursuant to CVC section 5602 or the successor statute thereto.

If the registered owner has complied with CVC section 5602 or the successor statute thereto, the agency shall cancel the notice of delinquent parking violation with respect to the registered owner.

If the registered owner has not complied with the requirement necessary to release the owner from liability pursuant to CVC section 5602, or the successor statute thereto, the agency shall inform the registered owner that the citation must be paid in full or contested pursuant to section 8-09-050. If the registered owner does not comply, the agency shall proceed pursuant to section 8-09-060.

### **8-09-110 Collection of Unpaid Parking Penalties**

Except as otherwise provided below, the agency shall proceed under subsection (a) or subsection (b), but not both, in order to collect an unpaid parking penalty:

- a. File an itemization of unpaid parking penalties and other related fees with the California Department of Motor Vehicle collection unit pursuant to CVC section 4760 or the successor statute thereto.
- b. If more than four hundred dollars (\$400.00) in unpaid parking penalties and other related fees have been accrued by any one registered owner or the registered owner's renter, lessee or sales transferee, proof thereof may be filed with the court which has



the same effect as a civil judgment. Execution may be levied and such other measures may be taken for the collection of the judgment as are authorized for the collection of unpaid civil judgments entered against a defendant in an action against a debtor.

The agency shall send notice by first-class mail to the registered owner or renter, lessee, or sales transferee indicating that a civil judgment has been filed and the date that the judgment shall become effective. The notice shall also indicate the time that execution may be levied against that person's assets, that liens may be placed against that person's property, that the person's wages may be garnished, and that other steps may be taken to satisfy the judgment. The notice shall also state that the agency will terminate the commencement of a civil judgment proceeding if all parking penalties and other related fees are paid prior to the date set for hearing. If judgment is entered, then the Agency may file a writ of execution or an abstract with the court clerk's office identifying the means by which the civil judgment is to be satisfied.

If a judgment is rendered for the agency, that agency may contract with a collection agency.

The agency shall pay the established first paper civil filing fee at the time an entry of civil judgment is requested.

- c. If the registration of the vehicle has not been renewed for sixty (60) calendar days beyond the renewal date, and the citation has not been collected by the department pursuant to CVC section 4760, or the successor statute thereto, then the agency may file proof of unpaid penalties and fees with the court which has the same effect as a civil judgment as provided above in section 8-09-110 (a).
- d. The agency shall not file a civil judgment with the court relating to a parking citation filed with the Agency unless the agency has determined that the registration of the vehicle has not been renewed for sixty (60) calendar days beyond the renewal date and the citation has not been collected by the Agency pursuant to CVC section 4760 or the successor statute thereto.

### **8-09-120 Obligation of Agency Once Parking Penalty Paid**

If the operator or registered owner served with notice of delinquent parking violation, or any other person who presents the parking citation or notice of delinquent parking violation, deposits the penalty with the person authorized to receive it, the agency shall do both of the following:

1. Upon request, provide the operator, registered owner, or the registered owner's agent with a copy of the citation information presented in the notice of delinquent parking violation. The agency shall, in turn, obtain and record in its records the name, address and driver's license number of the person actually given the copy of the citation information.

2. Determine whether the notice of delinquent parking violation has been filed with the department or a civil judgment has been entered pursuant to section 8-09-110 (b).
  - a. If the agency receives full payment of all parking penalties and other related fees and the agency neither files a notice of delinquent parking violation nor entered a civil judgment, then all proceedings for that citation shall cease.
  - b. If a notice of delinquent parking violation has been filed with the department and has been returned by the department pursuant to the provisions of the CVC and payment of the parking penalty has been made, along with any other related fees, then the proceedings for that citation shall cease.
  - c. If the notice of delinquent parking violation has been filed with the department and has not been returned by the department, and payment of the parking penalty along with any other fees applied by either the department or the agency or both have been made, the agency shall do all of the following:
    1. Deliver a certificate of payment to the operator, or other person making payment;
    2. Within five (5) working days transmit payment information to the department in the manner prescribed by the department;
    3. Terminate proceedings on the notice of delinquent parking violation;
    4. Deposit all parking penalties and other fees as required by law.

### **8-09-130 Deposit of Parking Penalties with METRO**

All parking penalties collected, including process services fees and costs related to civil debt collection, shall be deposited to the account of the agency, and then remitted to METRO, if METRO is not also the agency.

If METRO is not the agency, then METRO shall enter into an agreement with the agency for periodic transfer of parking citation receipts, along with a report setting forth the number of cases processed and the sums received.

### **8-09-140 Bailment Schedule**

METRO shall adopt a penalty schedule for parking violation penalties and administrative penalties and any necessary additional procedures in furtherance of enforcement of this Code. The schedule and any procedures deemed necessary shall be subject to the approval of the

Chief Executive Officer. The Schedule shall be deposited and maintained at all times by the METRO Transit Court for use and examination by the public.

**Chapter 8-11**

**Removal of Vehicles**

**8-11-010 Towing and Impounding Vehicles**

METRO may remove, tow or impound vehicles and vehicles other than Automobiles in accordance with CVC section 22650 et seq., including but not limited to vehicles and vehicles other than Automobiles that:

- a. Have three or more outstanding (unpaid) METRO parking violations.
- b. Have five or more outstanding (unpaid) parking violations from any agency in the State.
- c. Display lost, stolen, altered, counterfeit, or unauthorized permits.
- d. Have expired vehicle registration (more than six months), or have no license plates or other evidence of registration displayed.
- e. Park in tow away zones, such as disabled, reserved and no parking areas.
- f. Park in emergency/fire access lanes.
- g. Park on any surface not specifically marked for parking of motor vehicles, such as, but not limited to: lawns, open spaces, sidewalks, plazas, unmarked curbs, roadways, drive aisles, and bikeways.
- h. Park or are left standing longer than seventy-two (72) consecutive hours without authorized permit in the same location.

### **8-11-020 Post-storage Hearing**

- a. Whenever METRO directs removal of a vehicle pursuant to this Chapter, the vehicle's registered and legal owners of record, or their agents, will be provided an opportunity for a post storage hearing to determine the validity of the storage.
- b. METRO will mail or personally deliver a notice of the storage to the registered and legal owners within 48 hours, excluding weekends and holidays, and shall include all of the following information:
  1. The name, address, and telephone number of the agency providing the notice.
  2. The location of the place of storage and description of the vehicle, which shall include, if available, the name or make, the manufacturer, the license plate number, and the mileage.
  3. The authority and purpose for the removal of the vehicle.
  4. A statement that, in order to receive their post storage hearing, the owners, or their agents, shall request the hearing in person, writing, or by telephone within ten (10) days of the date appearing on the notice.

## ATTACHMENT A

- c. The post storage hearing shall be conducted within forty-eight (48) hours of the request, excluding weekends and holidays. METRO may authorize its own officer or employee to conduct the hearing if the hearing officer is not the same person who directed the storage of the vehicle.
- d. Failure of either the registered or legal owner, or his or her agent, to request or to attend a scheduled hearing shall satisfy the post storage hearing requirement.

**PROCUREMENT SUMMARY**

**PARKING ENFORCEMENT SERVICES/PS104041-2000**

1.	<b>Contract Number: PS104041-2000</b>	
2.	<b>Recommended Vendor:</b> SP Plus Corporation	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> August 14, 2023	
	<b>B. Advertised/Publicized:</b> August 14, 2023	
	<b>C. Pre-Proposal Conference:</b> August 22, 2023	
	<b>D. Proposals Due:</b> September 12, 2023	
	<b>E. Pre-Qualification Completed:</b> December 19, 2023	
	<b>F. Ethics Declaration Forms submitted to Ethics:</b> September 13, 2023	
	<b>G. Protest Period End Date:</b> January 24, 2024	
5.	<b>Solicitations Picked up/Downloaded:</b> 13	<b>Proposals Received:</b> 4
6.	<b>Contract Administrator:</b> Yamil Ramirez Roman	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> Stacie Endler	<b>Telephone Number:</b> (213) 547-4209

**A. Procurement Background**

This Board Action is to approve Contract No. PS104041-2000 issued in support of parking enforcement services at Metro owned and operated Park and Ride locations. Board approval of contract award is subject to resolution of any properly submitted protest.

The RFP was originally issued as a Medium Size Tier I (MSZ-1) set aside. Unfortunately, Metro did not receive any responsive proposals from MSZ-1 firms and therefore, the RFP was reissued as an open solicitation.

RFP No. PS104041-2 was issued in accordance with Metro’s Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department did not recommend an SBE/DVBE participation goal for this procurement due to a lack of subcontracting opportunities.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 29, 2023, extended the proposal due date.

A total of 13 firms downloaded the RFP and were included in the plan holders list. A virtual pre-proposal meeting was held on August 22, 2023, and was attended by 11 participants representing 4 companies. There were 34 questions asked and responses were released prior to the proposal due date.

A total of four proposals were received on September 12, 2023 from the following firms listed below in alphabetical order:

1. Conure Technology Services
2. Inter-Con Security Systems, Inc.
3. LAZ Parking California, LLC
4. SP Plus Corporation

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Parking Management, Transit Court Administration, and Joint Development Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- |                                     |     |
|-------------------------------------|-----|
| • Operating Methodology/Work Plan   | 42% |
| • Quality of Proposal               | 6%  |
| • Quality of Team and Key Personnel | 32% |
| • Cost Proposal                     | 20% |

Several factors were considered when developing these weights, giving the greatest importance to the Operating Methodology and Work Plan.

During the period of September 18, 2023 to October 26, 2023, the PET independently evaluated and scored the technical proposals. Two proposals were determined to be outside of the competitive range and were not included for further consideration as their proposals were not clear in addressing the requirements.

The PET determined that oral presentations were not needed and on October 26, 2023, SP Plus Corporation was determined to be the highest ranked proposer.

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

#### **SP Plus Corporation**

SP Plus Corporation (SP+) has over 94 years of relevant experience providing services such as parking enforcement of on-street and off-street parking, management of parking lots and structures, and municipal parking operations.

SP+’s proposal demonstrated how Vigilant (License Plate Recognition system) and Park Loyalty (enforcement system) hardware and software options will enhance the duties provided by enforcement officers, and provide a robust system for

administrative use. The proposal also focused heavily on micro-mobility enforcement and towing for these smaller vehicles (electric scooters, bikes, etc.).

SP+'s proposed key personnel include over 57 years of combined parking experience, and the proposal demonstrated their understanding of the operational expectations for the services to be provided under this contract. The proposal included a detailed description of dashboard reporting that will be available for Metro's staff, its capabilities, and the opportunity to prepare custom reports based on staff feedback.

**LAZ Parking California, LLC**

LAZ Parking California, LLC (LAZ) has over 40 years of relevant experience providing parking enforcement services to public agencies across North America.

LAZ's proposal included a detailed listing of all Metro properties and provided a summary review of each, demonstrating a clear understanding of the magnitude of the work performed under this contract. LAZ also showcased their extensive training program, providing each employee 16 hours of classroom training and up to 24 hours of in-field training.

However, the proposal did not demonstrate how LAZ would track and enforce violations of micro-mobility vehicles, which was a key element on the Scope of Services for this contract. The proposal also focused on fixed LPR operations, as opposed to a mobile LPR system as required in the Scope of Services.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>SP Plus Corporation</b>				
3	Operating Methodology/Work Plan	82.38	42.00%	34.60	
4	Quality of Proposal	78.33	6.00%	4.70	
5	Quality of Team and Key Personnel	78.34	32.00%	25.07	
6	Cost Proposal	73.75	20.00%	14.75	
7	<b>Total</b>		<b>100.00%</b>	<b>79.12</b>	<b>1</b>
8	<b>LAZ Parking California, LLC</b>				
9	Operating Methodology/Work Plan	58.57	42.00%	24.60	
10	Quality of Proposal	91.67	6.00%	5.50	
11	Quality of Team and Key Personnel	66.66	32.00%	21.33	
12	Cost Proposal	100.00	20.00%	20.00	
13	<b>Total</b>		<b>100.00%</b>	<b>71.43</b>	<b>2</b>



**C. 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.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Recommended Amount</b>
1.	SP Plus Corporation	\$6,446,435	<b>\$6,926,050</b>	<b>\$6,446,435</b>
2.	LAZ Parking California LLC	\$4,753,542		

**D. Background on Recommended Contractor**

The recommended firm, SP Plus Corporation (SP+), located in Los Angeles, CA, has been in business for 94 years in the field of parking operations and management. SP+ Municipal parking enforcement services experience include on-street and off-street parking with clients including the Los Angeles Department of Transportation, City of Glendale, CA, and City of Atlanta, GA.

The proposed team is comprised of staff from SP+ and one subcontractor. The prime and subcontractor provide balanced knowledge and experience in parking enforcement, tow, and citation services.

**DEOD SUMMARY****PARKING ENFORCEMENT SERVICES / PS104041-2000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation due to the lack of small businesses that perform the services required for this contract. SP Plus Corporation did not make a commitment.

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

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current FY24 Living Wage rate of \$24.73 per hour (\$18.78 base + \$5.95 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

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

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



# Parking Enforcement Services

*Planning and Programming Committee*

*January 17, 2024*

*Board Item 2023-0701*



**Metro**

## Approve Recommendation

**AUTHORIZING** the Chief Executive Officer to execute a five-year, firm fixed price Contract No. PS104041-2000 to SP Plus Corporation for parking enforcement services for an amount not to exceed \$6,446,435, subject to resolution of any properly submitted protest(s), if any.

# Parking Enforcement Program

- 89 park-and-ride facilities
- 25,753 parking spaces
- Over 20,000 citations issued annually (pre-covid) and over 11,000 issued to date in 2023
- Parking Enforcement Program Goals:
  - Regulate parking ordinance rules
  - Provide enforcement through customer service and an educational approach
  - Manage and remove abandoned vehicles to ensure parking is available for transit use

## Micro-Mobility Enforcement

- Micro-Mobility Vehicles (MMV) enforcement is necessary to address safety concerns and regulate parking of MMVs.
  - Designated parking areas allow for organized MMV parking
  - Monitor surrounding areas to improve parking behaviors and maintain clear ADA pathways and transit access

## Equity Platform

1. Parking enforcement is crucial to preventing the misuse of disabled parking spaces.
2. MMV regulation keeps pathways and walkways designated for individuals with disabilities clear from improperly parked MMVs.
3. Enforcement is needed to ensure that parking resources are available for transit-dependent commuters.



**Metro**



## Board Report

File #: 2023-0484, File Type: Program

Agenda Number: 10.

### PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2024

**SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING \$23,898,269 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A, projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements.
- B. APPROVING the deobligation of \$1,200,000 in previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and
- C. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to administratively extend funding agreement lapse dates for the Measure R I-5 North Mitigation Projects Funding Agreements to meet environmental, design, right-of-way, and construction time frames; and
- D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.

#### **ISSUE**

The Measure R Multimodal Subregional Programs update allows Metro staff and each lead agency to revise project priorities and amend budgets for implementation of the Measure R Multimodal subregional projects. In June 2021, the Board approved Modernizing the Metro Highway Program (Item No. 17), expanding funding eligibility for active transportation and complete streets projects within Measure R and Measure M guidelines. In addition, Complete Streets Policy implementation action 6.1 implemented the use of a complete streets project initiation checklist to ensure local jurisdictions have considered multimodal elements in their projects. Metro staff work with local jurisdictions on the inclusion of multimodal elements.



The attached updated project list includes projects that have received prior Board approval and proposed changes related to schedules, scope, and funding allocations for existing projects (Attachment A). The Board's approval is required as the updated project list serves as the basis for Metro to enter into agreements with the respective implementing agencies.

This update also seeks the CEO's or designee's administrative authority to amend Measure R I-5 North Mitigation projects funding agreements to extend lapse dates.

## **BACKGROUND**

Per the Measure R Expenditure Plan; I-5/SR-14 Capacity Enhancements, (Lines 26), Arroyo Verdugo Subregion (Line 31), Las Virgenes/Malibu Subregion (Line 32), South Bay Subregion (Line 33), I-710 South and/or Early Action Projects (Line 37) and SR-138 Capacity Enhancements (Line 38) allocate funds for multimodal highway operational improvement subfund programs. Metro staff lead the implementation and development of multi-jurisdictional and regionally significant highway and arterial projects. Staff also lead projects on behalf of local jurisdictions at their request or assist in developing projects with these subfunds.

Additionally, the Compete Streets and Highways staff manage grants in the Arroyo Verdugo, Las Virgenes Malibu, Gateway, North Los Angeles County, and South Bay subregions to fund transportation improvements developed and prioritized locally.

Local jurisdictions prioritize and develop projects that are within the eligibility for both Measure R and Measure M program criteria. Metro staff work with cities, subregions, and grant recipients to review projects for eligibility and compliance with the Board-adopted policies outlined in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan. Projects are also further evaluated to ensure that projects aim to reduce congestion, resolve operational deficiencies, improve safety, and incorporate multimodal investments.

## **DISCUSSION**

The Measure R Expenditure Plan provides subregional funding for the implementation of multimodal highway capital projects. The Measure R Expenditure Plan does not individually identify multimodal highway capital projects; rather, local jurisdictions within the subregions identify projects that require Metro staff to validate and approve for funding. Metro staff confirm project eligibility, reconfirm project funding eligibility to projects that request scope changes, and establish a project nexus to the project eligibility criteria. Through this evaluation period, staff will work with local jurisdictions to refine and be inclusive of multimodal elements into a project before being included in Attachment A for Board approval. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements.

The changes in this update include \$23,898,269 in additional programming for projects in the Arroyo Verdugo, Las Virgenes Malibu, Gateway, and North Los Angeles County subregions as detailed in Attachment A, in addition to the deobligation of \$1,200,000. A nexus determination with the eligibility requirements for Measure R has been completed for each new project.

This report also seeks the CEO's or designee's administrative authority to amend Measure R I-5 North Mitigation projects funding agreements to extend lapse dates to meet environmental, design, right-of-way (ROW), and construction timeframes. Line 28 of the Measure R Expenditure Plan funded the I-5 North HOV Enhancements from SR-134 to SR-170. On October 23, 2014, the Board authorized the CEO to enter into funding agreements with the cities of Los Angeles, Glendale, and Burbank and with the Bob Hope Airport (Item No. 53) to implement mitigation projects. To date, most of the projects are complete, and a few of the projects require time extension amendments to extend funding agreement lapse dates to complete the projects.

### **Arroyo Verdugo Operational Improvements**

A total of \$125,979,800 has been programmed for projects in the subregion. This update includes funding adjustments for four existing projects,

#### **Burbank**

Program an additional \$800,000 for MR310.46 - Glenoaks Boulevard Arterial and First Street Signal Improvements. The project is currently in the construction phase. The construction cost estimate for the project was updated and requires the additional programming of \$800,000 to match the cost estimate of \$6,000,000 to incorporate traffic signal upgrades and signal improvements at 14 existing traffic signals. Existing obsolete equipment will be replaced, including traffic signal poles, safety lighting, indications, signal wiring, vehicle detectors, and pedestrian push buttons.

#### **Glendale**

Program an additional \$4,000,000 for MR310.43 - Verdugo Road Traffic Signal Modifications. The project is currently in the design phase. The construction cost estimate will be revised to \$5,650,000 to incorporate pedestrian and bicycle multimodal improvements.

Program an additional \$4,000,000 for MR310.65 - North Verdugo Road Improvements (Signal, Ped, Transit). The project is currently in the design phase. The revised construction cost project budget is \$9,000,000. Additional funds are being programmed to implement pedestrian, bicycle, and transit multimodal improvements.

#### **Los Angeles County**

Program an additional \$164,857 for MR310.44 - Soundwalls on I-210 in La Crescenta-Montrose. The project completed the environmental phase and will be initiating the design phase. The revised project budget is \$3,208,857. Funds are being programmed to match the current ROW and design cost estimates for the project. Additionally, funds are being reprogrammed as follows: \$2,567,086 in FY24-25 and \$641,771 in FY25-26. Funds are being reprogrammed to match project schedule timeframes.

### **Las Virgenes Malibu Operational Improvements**

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A total of \$173,667,900 has been programmed for projects in the subregion. This update includes funding adjustments for two existing projects.

### Malibu

Program an additional \$1,200,000 for MR311.11 - PCH Signal Improvements from John Tyler Drive to Topanga Canyon Boulevard. The project is currently in the construction phase. The construction cost estimate for the project was updated and requires the additional programming of \$1,200,000 to match the cost estimate of \$15,800,000. The project will upgrade and interconnect the highway intersections and traffic signals to facilitate signal timing and manage traffic flow.

Deobligate \$1,200,000 from MR311.26 - Pacific Coast Highway Raised Median and Channelization from John Tyler to Puerco Canyon Road (previously known as the PCH - Raised Median and Channelization from Webb Way to Puerco Canyon Road project). The revised project budget is \$5,750,000. The project is initiating the construction phase. Funds are being deobligated due to revised project limits and to fund a higher-priority transportation improvement (MR311.11).

### **Gateway Cities I-605 Corridor “Hot Spots” Interchange Improvements.**

A total of \$421,958,900 has been programmed for projects in the subregion. This update includes funding adjustments for one project and a scope change for one project.

### Los Angeles County

Scope change for MR315.07 - Mulberry Drive and Painter Avenue Intersection Improvements. The project is currently in the design phase. The project will remove turn lane storage pockets from its scope of work to remain within budget due to cost increases and ROW issues.

### Norwalk

Reprogram \$3,031,975 for MR315.43 - Imperial Highway Intelligent Transportation System (ITS) Project, from San Gabriel River to Shoemaker Road. The project is currently in the final design phase. The funds are being reprogrammed as follows: \$3,020,00 in FY24-25 and \$11,975 in FY25-26. The project budget remains unchanged at \$3,380,400. The project consists of ITS improvements to traffic flow. Funds are being reprogrammed to match current design and construction timeframes. .

### **Gateway Cities I-710 South Early Action Projects**

A total of \$321,311,600 has been programmed for projects in the subregion. This update includes funding adjustments for four projects.

### Metro

Program an additional \$5,857,895 for PS4340-1939 - I-710 Corridor Project Task Force/Mobility Investment Plan Development (renamed Long Beach-East Los Angeles Corridor Mobility Investment Plan). The revised project budget is \$12,139,895. Funds are being programmed to complete the

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Investment Plan per a Board motion made in May 2021 by Directors Solis, Sandoval, Butts, and Garcetti.

Program an additional \$102,367 for Long Beach-East Los Angeles Investment Plan Outreach Efforts. The revised project budget is \$952,367. Funds are being programmed to cover a higher level of effort for the supplemental outreach contract per a Board motion made in May 2021 by Directors Solis, Sandoval, Butts, and Garcetti.

Program an additional \$2,000,000 for MR306.59 - Imperial Highway Corridor Capacity Enhancements. The project is in the construction phase and will consist of roadway widening at the intersections that will provide for left and right turn lanes, equipment upgrades, and signal synchronization. The revised project budget is \$5,965,000. Funds are being programmed to complete construction.

### Maywood

Program an additional \$6,973,150 for MR306.56 - Slauson-Atlantic Congestion Relief. The project is currently in the design phase. The project will implement roadway widening at the intersections to provide left-turn lanes, equipment upgrades, and signal synchronization. The revised project budget is \$7,418,150. Funds are being programmed to complete ROW and construction.

### Bell Gardens

Program \$3,716,000 for MR306.65 - Clara Street Corridor Improvement Project to improve traffic safety conditions. This is a new project that will improve various intersections with signal synchronization and dedicated left and right turn lanes. The program amount of \$3,716,000 will be utilized for PID, PAED, PS&E, ROW, and construction phases.

### North County: 1-5/SR-14 Capacity Enhancements

A total of \$85,094,900 has been programmed for projects in the subregion. This update includes funding adjustments for one project.

### Santa Clarita

Reprogram \$353,824 for MR501.02 - Sierra Highway Traffic Signal Improvements. The project is currently in the final design phase. The project will integrate the traffic signals into the city's ITS to provide coordinated signal timing. The funds are being reprogrammed as follows: \$60,000 in FY23-24, \$250,000 in FY24-25, and \$43,824 in FY25-26. The project budget remains unchanged at \$565,000. Funds are being reprogrammed to match construction timeframes.

### DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs support the development of a safer transportation system that will provide high-quality multimodal mobility options to enable people to spend less time traveling.

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## **FINANCIAL IMPACT**

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY24 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY24 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY24 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442,

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY24 budget under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others). For the North County Operational Improvements Projects (I-5/SR-14 Capacity Enhancement Line #26), the budget is included in Project No. 465501, Cost Center 0442, Account 54001 (Subsidies to Others). Moreover, programmed funds are based on estimated revenues.

Since the Measure R Multimodal Highway Subregional Programs are multiyear programs that contain various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

### **Impact to Budget**

This action will not impact the approved FY24 budget. Staff will rebalance the approved FY24 budget as necessary to fund the identified priorities and revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for transit capital or operations expenses.

## **EQUITY PLATFORM**

This semi-annual update funds subsequent phases of Board-approved Highway Subsidy grants aligned with the Measure R Board-approved guidelines and the Objectives for Multimodal Highway Investments. Complete Streets and Highways staff have also provided technical assistance to Equity Focus Communities (EFCs) in various subregions. The Highway Subsidy Grants do not have a direct equity impact; rather they offer equity opportunities via the development of transportation project improvements through city contracts that can reduce transportation disparities.

Each city and/or agency, independently and in coordination with its subregion, undertakes its jurisdictionally-determined community engagement process specific to the type of transportation

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improvement it seeks to develop. These locally-determined and prioritized projects represent the needs of cities. This update includes additional funding for the EFC communities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Long Beach, Lynwood, Maywood, Norwalk, Paramount, South Gate, and Vernon; as well as unincorporated areas of Los Angeles County, including the communities of East Los Angeles, Boyle Heights, Wilmington, and San Pedro.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports the strategic plan goal:

“Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.”

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County’s transportation system.

“Goal 4: Transform LA County through regional collaboration”

Goal 4.1. Metro will work closely with municipalities, council of governments, Caltrans to implement holistic strategies for advancing mobility goals”

## **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the revised project list and funding allocations. However, this option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects initiating or currently in the construction phase will face significant cost implications by delaying the required funding agreements, amendments, or time extensions.

## **NEXT STEPS**

Consistent with Metro’s Complete Streets Policy, staff will continue working with subregions and local jurisdictions for their consideration of multimodal investments within the Measure R Multimodal Highway Subregional Program. Updates will be provided to the Board on a semiannual and as-needed basis.

## **ATTACHMENTS**

Attachment A - Projects Receiving Measure R Funds

Prepared by:

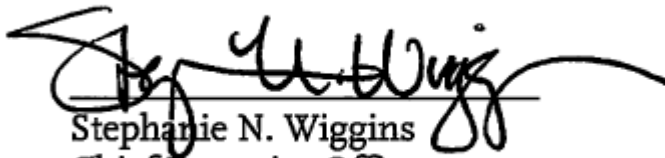
Roberto Machuca, Senior Director, Complete Streets and Highways, (213) 418-3467

Michelle Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368

Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213)

547-4317

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins  
Chief Executive Officer

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2023-24	FY2024-25	FY2025-26	FY2027-26
		<b>Total Measure R Programmed to Date</b>			1,755,461	23,898	1,779,359	1,485,946	223,818	53,094	7,254	0
<b>Arroyo Verdugo Operational Improvements (Expenditure Line 31)</b>												
Burbank	MR310.46	Glenn Oaks Blvd Arterial and First St Signal Improvements	PS&E, Construction	CHG	5,200.0	800.0	6,000.0	5,200.0	800.0			
		<b>TOTAL PROGRAMMING BURBANK</b>			35,273.8	800.0	36,073.8	31,773.8	4,050.0	250.0	0.0	0.0
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)	PS&E, Construction	CHG	1,650.0	4,000.0	5,650.0	1,650.0	4,000.0			
Glendale	MR310.65	North Verdugo Road Improvements (Signal, Ped, Transit)	PS&E, Construction	CHG	5,000.0	4,000.0	9,000.0	500.0	1,300.0	600.0	6,600.0	
		<b>TOTAL PROGRAMMING GLENDALE</b>			69,113.7	8,000.1	77,113.8	51,470.6	17,626.7	1,416.4	6,600.0	0.0
LA County	MR310.44	Sidewalks on I-210 in LA Crescenta-Montrose	PS&E, ROW	CHG	3,044.0	164.7	3,208.7	0.0		2,567.0	641.7	
		<b>TOTAL PROGRAMMING LA COUNTY</b>			3,044.0	164.7	3,208.7	0.0	0.0	2,567.0	641.7	0.0
<b>TOTAL ARROYO VERDUGO PROGRAMMING</b>					118,231.5	8,964.8	127,196.3	94,044.4	21,676.7	4,233.4	7,241.7	0.0
<b>Las Virgenes/Malibu Operational Improvements (Expenditure Line 32)</b>												
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd	PA&ED, PS&E, Construction	CHG	14,600.0	1,200.0	15,800.0	14,600.0	1,200.0			
Malibu	MR311.26	PCH Raised Median and Channelization from John Tyler to Puerco Canyon Road.	PA&ED, PS&E, Construction	DEOB	6,950.0	(1,200.0)	5,750.0	5,750.0				
		<b>TOTAL PROGRAMMING MALIBU</b>			39,325.0	0.0	39,325.0	37,800.0	1,525.0	0.0	0.0	0.0
<b>TOTAL LAS VIRGENES/MALIBU PROGRAMMING</b>					173,668.0	(0.0)	173,667.9	165,623.0	5,157.0	2,888.0	0.0	0.0
<b>South Bay I-405, I-110, I-105, &amp; SR-91 Ramp / Interchange Imps (Expenditure Line 33)</b>												
					446,413.2	(0.0)	446,413.2	364,304.0	69,729.3	12,380.0	0.0	0.0
<b>TOTAL SOUTH BAY PROGRAMMING</b>					446,413.2	(0.0)	446,413.2	364,304.0	69,729.3	12,380.0	0.0	0.0
<b>Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" (Expenditure Line 35)</b>												
LA County	MR315.07	Painter - Mulberry Intersection Improvements	PA&ED, PS&E, ROW, Construction	CHG	4,410.0	0.0	4,410.0	4,410.0				
		<b>TOTAL PROGRAMMING LA COUNTY</b>			14,554.9	0.0	14,554.9	14,130.0	424.9	0.0	0.0	0.0
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PA&ED, PS&E, CON)	PA&ED, PS&E, Construction	REP	3,380.4	0.0	3,380.4	348.4		3,020.0	12.0	
		<b>TOTAL PROGRAMMING NORWALK</b>			9,959.4	0.0	9,959.4	6,927.4	0.0	3,020.0	12.0	0.0
<b>TOTAL I-605 "HOT SPOTS" PROGRAMMING</b>					421,958.9	0.0	421,958.9	345,900.9	69,226.0	6,820.0	12.0	0.0



Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2023-24	FY2024-25	FY2025-26	FY2027-26
<b>Total Measure R Programmed to Date</b>					1,755,461	23,898	1,779,359	1,485,946	223,818	53,094	7,254	0
<b>Gateway Cities: Interstate 710 South Early Action Projects (Expenditure Line 37)</b>					310,094.2	14,933.4	325,027.6	287,523.2	0.0	0.0	0.0	0.0
<b>TOTAL PROGRAMMING GCCOG</b>					2,000.0	0.0	2,000.0	2,000.0	0.0	0.0	0.0	0.0
Metro	PS4340-1939	I-710 Corridor Project Task Force/ Mobility Investment Plan Development	PID, PA&ED	CHG	6,282.0	5,857.9	12,139.9	6,282.0	5,857.9			
Metro	TBD	LBC to East LA Mobility Corridor Investment Plan/Outreach CBO Efforts	PID	CHG	850.0	102.4	952.4	425.0	527.4			
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project	Construction	CHG	3,965.0	2,000.0	5,965.0	3,965.0	1,000.0	1,000.0		
<b>TOTAL PROGRAMMING METRO</b>					164,969.1	7,960.3	172,929.4	153,884.2	14,045.3	5,000.0	0.0	0.0
Bell Gardens	MR306.65	Clara Street Corridor Intersection Improvements Project	PID, PA&ED, PS&E, ROW, Construction	CHG	3,716.0	0.0	3,716.0	3,716.0				
<b>TOTAL BELL GARDENS</b>					9,971.4	(0.0)	9,971.4	9,971.4	0.0	0.0	0.0	0.0
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements	PA&ED, PS&E	CHG	445.0	6,973.2	7,418.2	445.0	594.0	6,379.2		
<b>TOTAL PROGRAMMING MAYWOOD</b>					510.0	6,973.2	7,483.2	510.0	0.0	0.0	0.0	0.0
<b>TOTAL I-710 SOUTH PROGRAMMING</b>					310,094.2	14,933.4	325,027.6	287,523.2	23,301.3	5,000.0	0.0	0.0
<b>North County: SR-138 Safety Enhancements (Expenditure Line 38)</b>					200,000.0		200,000.0	154,293.4	34,168.1	11,538.5	0.0	0.0
<b>TOTAL SR-138 PROGRAMMING</b>					200,000.0		200,000.0	154,293.4	34,168.1	11,538.5	0.0	0.0
<b>North County: I-5/SR-14 Safety Enhancements (Expenditure Line 26)</b>					85,094.9		85,094.9	74,257.4	560.0	10,234.2	0.0	0.0
Santa Clarita	MR501.02	Sierra Highway Traffic Signal Improvements	PS&E	REP	565.0	0.0	565.0	211.2	60.0	250.0	43.8	
<b>TOTAL PROGRAMMING SANTA CLARITA</b>					24,565.0	0.0	24,565.0	24,211.2	60.0	250.0	43.8	0.0
<b>TOTAL I-5/SR-14 PROGRAMMING</b>					85,094.9		85,094.9	74,257.4	560.0	10,234.2	43.8	0.0
<b>Total Measure R Programmed to Date</b>					1,755,461	23,898	1,779,359	1,485,946	223,818	53,094	7,254	0



# Measure R Multimodal Highway Subregional Programs Update



JANUARY 2024

# Staff Recommendation

## CONSIDER:

- A. APPROVING \$23,898,269 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A, projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements.
  
- B. APPROVING the deobligation of \$1,200,000 of previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and



# Staff Recommendation(Cont'd)

## CONSIDER:

- C. DELEGATING the Chief Executive Officer or their designee the authority to administratively extend funding agreement lapse dates for Measure R I-5 North Mitigation Projects Funding Agreements to meet environmental, design, right-of-way, and construction time frames; and
- D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for Board-approved projects.



**Board Report**

**File #:** 2023-0734, **File Type:** Program

**Agenda Number:** 11.

**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 17, 2024**

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

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. REPROGRAMMING of project previously approved to meet environmental, design, right-of-way, and construction time frames in Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, as shown in Attachment A;
- B. APPROVING programming of an additional \$11,500,000 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

**ISSUE**

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

This update includes changes to projects that have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2026-27. The Board's approval is required to program additional funds. The updated project lists (Attachments A and B) serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

**BACKGROUND**

In January 2019, the Metro Board of Directors approved Las Virgenes/Malibu Subregion's first MSP Five-Year Plan and programmed funds in 1) Measure M MSP - Active Transportation/Transit/Tech

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Program (expenditure line 56); and 2) Measure M MSP - Highway Efficiency Program (expenditure line 57). Since the first Plan, staff has provided annual updates to the Board in February 2020, March 2021, February 2022, and February 2023.

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$123.1 million was forecasted for programming for FY 2017-18 to FY 2026-27. The prior Board actions approved programming of \$73 million. Therefore, \$50.1 million was available to the Subregion for programming as part of this update.

## **DISCUSSION**

Metro staff worked closely with the Las Virgenes/Malibu Subregion Council of Governments (COG) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, detailed project scope of work to confirm eligibility and establish the program nexus, e.g., project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure the timeliness of the execution of the project funding agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2025-26 and beyond, Metro accepted a high-level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the COG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

This update includes additional programming of previously approved projects as well as programming of funds to new project in the Active Transportation/Transit/Tech and Highway Efficiency Programs.

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

This update includes funding adjustments to one existing project as follows:

#### *Malibu*

- Reprogram previously approved \$683,219 as follows: \$35,000 in FY 24, \$165,000 in FY 25, \$313,219 in FY 26, and \$170,000 in FY 27 for MM4401.05 - Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH Project. The funds will be used for the project's Plans Specifications and Estimates (PS&E) and construction phases.

### Highway Efficiency Program (expenditure line 57)

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

#### *Hidden Hills*

- 
- Program \$1,500,000 in FY 24 for MM5503.14 - Hidden Hills Regional Smart Cities Fiber Network Backbone. The funds will be used for the project's construction phase.

*Las Virgenes/Malibu Councils of Government*

- Program additional \$10,000,000 in FY 25 and FY 26 for MM5503.11 - Regional Smart Cities Fiber Network Project. The funds will be used for the project's PS&E and construction phases.

**DETERMINATION OF SAFETY IMPACT**

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

**FINANCIAL IMPACT**

In FY 2023-24, \$12.9 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401), and \$3 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

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

**EQUITY PLATFORM**

The Las Virgenes/Malibu subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village, and the adjacent unincorporated area of Los Angeles County, but no Equity Focus Communities (EFCs) are located within this subregion. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion, undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

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

### **ALTERNATIVES CONSIDERED**

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

### **NEXT STEPS**

Metro staff will continue to work with the Las Virgenes/Malibu Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2023-24. Program/project updates will be provided to the board annually.

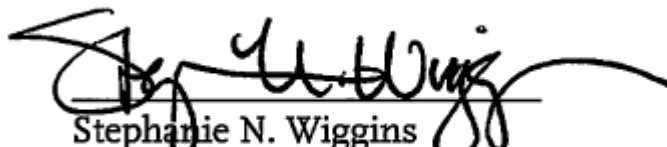
### **ATTACHMENTS**

Attachment A - Active Transportation/Transit/Tech Program Projects

Attachment B - Highway Efficiency Program Projects

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433  
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

  
Stephanie N. Wiggins  
Chief Executive Officer



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

	Agency	Project ID #	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years	FY2022-23	FY2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 119,182		\$ 119,182	\$ 56,134	\$ 12,117	\$ 12,426	\$ 12,513	\$ 12,830	\$ 13,163
2	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction		3,156,164		3,156,164	237,069	20,000	800,000	2,064,095	35,000	
3	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road - Phase I (CFP #F7516)	PS&E ROW Construction	Compl	2,200,000		2,200,000	\$ 2,200,000					
4	Calabasas	MM4401.11	Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II) (MR311.13)	PS&E Construction		8,500,585		8,500,585	3,555,585	3,160,000	1,785,000			
5	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction	Chg	683,219		683,219	-		35,000	165,000	313,219	170,000
6	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction	Compl	4,360		4,360	4,360					
7	Malibu	MM4401.13	Pedestrian Undercrossing at Malibu Seafood	PS&E Construction		2,250,000		2,250,000	-		400,000	600,000	1,250,000	
8	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	Compl	4,452,678		4,452,678	4,452,678					
9	Westlake Village	MM4401.12	Lakeview Canyon Road Pedestrian Safety Improvements *	PAED PS&E Construction		3,000,000		3,000,000	-			3,000,000		
10	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction		875,000		875,000	185,245	100,000	220,000	369,755		
11	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction		400,000		400,000	110,000	40,000	220,000	30,000		
<b>Total Programming Amount</b>						<b>\$ 25,641,188</b>	<b>\$ -</b>	<b>\$ 25,641,188</b>	<b>\$ 10,801,071</b>	<b>\$ 3,332,117</b>	<b>\$ 3,472,426</b>	<b>\$ 6,241,363</b>	<b>\$ 1,611,049</b>	<b>\$ 183,163</b>


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

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

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

Agency	Project ID #	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	
Agoura Hills	MM5503.01	Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange (MR311.03)	PS&E Construction		\$ 8,495,436		\$ 8,495,436	8,195,436	\$ 300,000					
Agoura Hills	MM5503.02/ MM5503.07	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road (MR311.14) - Merge with MM5503.07	PSR Env PS&E Construction		5,313,493		5,313,493	330,595	426,000	1,200,000	3,356,898			
Agoura Hills	MM5503.12	Agoura Road/Kanan Road Intersection Improvements (MR311.04)	ROW Construction		9,706,529		9,706,529	-	1,700,000	2,638,860	3,167,669	2,200,000		
Agoura Hills	MM5503.13	Agoura Hills Greenway Project (MR311.23)	ROW Construction		6,023,861		6,023,861	-	4,023,861	2,000,000				
Calabasas	MM5503.08	Calabasas Road Improvements	PS&E Construction		4,500,000		4,500,000	1,490,000	3,010,000					
Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements (MR311.34)	PS&E, ROW Construction		1,215,652		1,215,652	1,215,652						
Hidden Hills	MM5503.14	Hidden Hills Regional Smart Cities Fiber Network Backbone	Construction	new	-	1,500,000	1,500,000			1,500,000				
Malibu	MM5503.04	Malibu Park and Ride Lots (MR311.35)	ROW	Compl	3,100,000		3,100,000	3,100,000						
Malibu	MM5503.05	Median Improvements PCH	PS&E Construction		2,000,000		2,000,000	150,000	150,000	1,700,000				
Westlake Village	MM5503.10	Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd. (MR311.21)	Construction		2,378,247		2,378,247	-		2,378,247				
LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction		1,500,000		1,500,000	1,300,000	200,000					
LA County	MM5503.09	Agoura Hills and Westlake Village Intelligent Transportation System	PS&E Construction		2,380,000		2,380,000	-		430,000	1,950,000			
LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		495,839		495,839	232,866	50,360	51,644	52,935	53,326	54,708	
LVMCOG	MM5503.11	Regional Smart Cities Fiber Network	PS&E Construction	Chg	300,000	10,000,000	10,300,000	-	300,000		5,000,000	5,000,000		
<b>Total Programming Amount</b>						<b>\$47,409,057</b>	<b>\$11,500,000</b>	<b>\$58,909,057</b>	<b>\$16,014,549</b>	<b>\$10,160,221</b>	<b>\$11,898,751</b>	<b>\$13,527,502</b>	<b>\$ 7,253,326</b>	<b>\$ 54,708</b>

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.



# Measure M Multi-year Subregional Program Las Virgenes/Malibu Subregion

Planning and Programming Committee  
January 17, 2024



**Metro**

File# 2023-0734

# Las Virgenes/Malibu Subregion

## Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

## ATTACHMENT A

Groundbreaking Sequence  
(Exceptions Noted)

- Two Multi-Subregional Programs (MSP)
  - Active Transportation, Transit, and Tech Program (expenditure line 56)
  - Highway Efficiency Program (expenditure line 57)
- Limited to Capital projects
  - Environmental Phase and forward

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
<b>Multi-Year Subregional Programs</b>									
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvml	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvml	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$68,000	\$568,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057		TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	no	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvml	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvml	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	<b>GRAND TOTAL</b>					<b>\$21,011,027</b>	<b>\$31,243,641</b>	<b>\$53,450,669</b>	

# January 2024 Update

- Now until Fiscal Year (FY) 2026-27, \$50.1 million is available to the Subregion for programming.
- Active Transportation, Transit, Tech Program
  - Reprogram previously approved funds for the City of Malibu project.
- Highway Efficiency Program
  - Program \$1.5 million to one new project for the City of Hidden Hills.
  - Program an additional \$10 million to an existing project led by the Subregion's Council of Governments.
  - Both projects will enhance the fiber communications between traffic signals, as well as provide broadband capabilities within the Subregion.

# Next Steps

- Execute Funding Agreements with the local jurisdictions to initiate projects.
- Continue working with the Subregion to identify and deliver projects.
- Return to the Board annually for Program/Project updates.



## Board Report

File #: 2023-0450, File Type: Program

Agenda Number: 12.

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### PLANNING AND PROGRAMMING COMMITTEE MEETING JANUARY 17, 2024

**SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FIVE**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. AWARDING \$5 million to the Open and Slow Streets Grants Program Cycle Five to fund 16 events scheduled through December 2025 (Attachment A); and
- B. REPROGRAMMING Cycle Four funds not expended by December 31, 2023, up to the amount of \$500,000, towards Cycle Five (Attachment A), increasing the total available funding amount for Cycle Five to \$5.5 million.

#### **ISSUE**

The Open and Slow Streets Grant Program funds events that are designed to close streets to vehicular traffic, allowing Los Angeles County residents and visitors to experience alternative modes of transportation. The primary goal of Open Streets events is to promote walking, cycling, and the use of public transportation. By doing so, the program aims to encourage the development of multimodal policies and infrastructure at the city and community levels.

Cycle Four of the Open and Slow Streets Grant Program ended on December 31, 2023. Board approval is needed to fund Cycle Five and reprogram the unused funds from Cycle Four.

#### **BACKGROUND**

In September 2013, the Metro Board approved the Open Streets Competitive Grant Program framework in response to Motion 72 by Directors Villaraigosa, Molina, Najarian, and Wilson (Attachment B). This framework includes the following:

- A grant program based on a two-year cycle.
- An annual allocation of funds of up to \$2 million.
- A competitive grant process and program.
- A technical process for collecting data and evaluating funded events.
- Funding for support of planning, coordination, promotion, and other related organizational

costs.

### Summary of Open Streets Events to Date - Cycles One, Two, Three, and Mini Cycle

Staff developed a comprehensive framework and competitive grant process to solicit and evaluate Open Streets applications throughout Los Angeles County. So far, the Metro Board has funded four cycles of Open and Slow Streets and a Mini Cycle. The grant program has sponsored 70 events, spanning 248 miles of Open and Slow Streets activities across 38 different jurisdictions.

During its June 2014 meeting, the Metro Board approved a grant of \$3.7 million for 12 events in Cycle One. In September 2016, Cycle Two received \$4.14 million for 17 events. In Cycle Three, \$4.53 million was awarded for 15 events, and the Metro Board directed staff to conduct an additional Mini Cycle for the applicants who were not selected for funding in Cycle Three to reapply for consideration. The Mini Cycle received \$1.05 million for five events. In Cycle Four, approximately \$7 million was awarded for 19 events across Los Angeles County. This includes \$2.5 million per year for the two-year cycle that was allocated through the annual budget process and an additional \$2 million per the Board Motion 9.1 (Attachment D) by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra on December 2, 2021 to award up to 19 events.

### COVID-19 Impact and Slow Streets Concept

The Slow Streets concept was developed during Cycle Three in response to the COVID-19 pandemic and the "Safe at Home Order" implemented in March 2020. In May 2020, the Board passed Motion 40 (Attachment E) by Directors Garcetti, Solis, Garcia, Bonin, and Fasana which allowed the CEO to negotiate administrative scope changes for Cycle Three and the Mini Cycle based on written requests from the grantees. The purpose of this motion was to facilitate the implementation of the Slow Streets concept, which includes:

- Allowing the expansion of one-day events for an extended period.
- Replacing larger one-day events with smaller neighborhood events.
- Providing space within the public right of way to support vending and dining activities,
- Providing education, encouragement, and monitoring of safe physical distancing per Safe at Home Orders in support of community-based leadership.

As of November 2021, only two grantees from Cycle Three and the Mini Cycle have completed an amendment to their agreement. The amendments mainly involved minor changes or reprogramming of funds for Slow Streets events. Following a Board Motion in June 2021, staff recommended that Cycle Four applicants be allowed to propose Slow Streets, Open Streets, or a combination of multi-day events or extended routes for funding consideration. Metro received three applications under this new concept in Cycle Four.

### Cycle Four Summary

In June 2021, the Board approved the revised Metro Open and Slow Streets Grant Program Cycle Four Package and Guidelines and authorized the total grant funding available for two-year cycles to \$5 million. At this meeting, the Board also authorized staff to administratively release unchanged



Open Streets and Slow Streets applications and guidelines packages in future cycles without returning to the Board. Based on these recommendations, staff has continued to accept applications under the same concept for Slow Streets, Open Streets, or a combination of events.

The application package and guidelines focus on the following:

- Per Board recommendation, a funding ceiling of \$500,000 per event application.
- Focus on regional distribution and disadvantaged communities and equity.
- Events that promote innovation.
- Increased participation opportunities and event promotion.
- Open and Slow Streets events that encourage social distancing include extended routes or multi-day events and outdoor activities such as business and educational activities.

## **DISCUSSION**

### ***Open and Slow Streets Grant Program Cycle Five***

In the summer of 2023, staff administered the application process for a new biannual Open and Slow Streets Grants cycle. The program is open to all cities and councils of government (COG) county-wide. To spread awareness of the new cycle application process, staff sent emails and workshop invitations to all municipalities and COGs in Los Angeles County and to the Los Angeles County Public Works. The website was also updated with current information. A virtual workshop was conducted and 32 representatives from 16 entities attended. Special presentations and event production advice were provided to assist potential applicants to enhance their application process. Staff also provided an opportunity to answer questions from prospective applicants.

#### **Outreach**

An information workshop was held in preparation for Cycle Five. The meeting was conducted virtually, allowing representatives from municipalities and COGs located in different parts of Los Angeles County to attend easily. Attendees included staff members from the cities of Los Angeles, Santa Clarita, Vernon, Long Beach, Lancaster, Downey, Santa Monica, Calabasas, Huntington Park, and South Pasadena. The South Bay and San Gabriel Valley COGs also participated in the virtual workshop.

During the workshop, attendees were provided with an overview of the program, including its background and information specific to Cycle Five. Attendees also received a preview of the application and guidelines, followed by a question-and-answer session. In addition, there was a presentation on lessons learned and the planning process of an Open Streets event. The workshop aimed to equip cities and entities with the necessary technical support and answers to aid in developing their applications and production needs for these events.

At the end of the session, participants were encouraged to send additional comments or questions regarding the application and guidelines to [OpenStreets@metro.net](mailto:OpenStreets@metro.net) <<mailto:OpenStreets@metro.net>> for staff to address.

#### **Program Criteria and Guidelines**

The Open Streets Grant application and guidelines have remained consistent from previous cycles and use the same criteria (Attachment C). Clarifications and technical support have also been provided in certain areas throughout each application process cycle. These areas include but are not limited to allowing for innovation in the scope of events, accommodating multi-jurisdictional events, and prioritizing events that benefit Equity Focus Communities. The minimum score needed to be eligible and recommended for funding is 70 points, as stated in the application guidelines. Therefore, only the top ranked events will be recommended for funding. Per the guidelines, there is no guarantee that applicants will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application.

### Cycle Five Funding Availability

Through the approved annual budget process, \$2.5 million is allocated for the Open Streets Grant Program each year. Therefore, \$5 million is available for a two-year cycle. Staff also recommends reprogramming an additional \$500,000 from a canceled event during Cycle Four for a total of \$5.5 million in available funding for Cycle Five.

This additional \$500,000 is available due to the cancellation of the Eastside Open Streets Event by the City of Commerce. Since 2022, staff has worked with the City of Commerce to try to schedule the event; however, during the summer of 2023, the City of Commerce informed staff that they could not produce the event and would be giving up their grant. These funds could not be reprogrammed to the next highest-scoring Open Streets event in Cycle Four due to insufficient time for event production before the cycle ended on December 31, 2023. Therefore, staff recommends that this \$500,000 be made available to Cycle Five applicants.

### Applications Received and Evaluation Panel

A total of 28 applications were received for Open Streets Cycle Five by the application deadline of 5 p.m. on August 29, 2023, with a total requested amount of approximately \$9.9 million. Of these 28 applications, 22 were from communities defined by Metro as Equity Focus Communities, and six were new applicants to the program.

An evaluation panel comprised of staff from Metro's Operations Department, Metro's Office of Equity and Race, and the Southern California Association of Governments (SCAG) assessed the applications based on their feasibility in terms of event production, adherence to Metro Open Streets guidelines, connectivity to transit, and opportunities for partnerships to host the event.

To fulfill the \$5.5 million in funding available for Cycle Five and the increase the number of awards, four applications are recommended to be fully funded with the requested amounts, and 12 applications that received multiple awards over the life of the program are recommended to be partially funded with 80% of the requested amounts (Attachment A). All recommended events received a score of 70 points or higher to be eligible, which is consistent with the Board-approved application guidelines. Staff recommends partially funding the longstanding events in order to achieve the original goals of the program to provide seed funding to allow more new participants to

experience active transportation and public transportation for the first time. Any applicants who received Open Streets funding for five or more events prior to Cycle Five are considered to be in the longstanding category.

### Cycle Five Evaluation Reporting

As in previous cycles, in Cycle Five, jurisdictions will be provided with standardized data collection templates to evaluate the success of their events. These templates have been used since Cycle One to measure and assess the program's success. The templates cover various aspects, including attendance, public transportation access, event impact on transportation, and impact on local businesses. However, the primary objective is to measure the effects of these events on nearby communities and assist municipalities in increasing the use of sustainable modes of transportation.

### **DETERMINATION OF SAFETY IMPACT**

The Open Streets Cycle Five Program will not have a safety impact on Metro or its employees as the events are held outside Metro-owned property.

### **FINANCIAL IMPACT**

Funding for the first year of Metro's Open Streets Cycle Five program is included in the FY23-24 budget in cost center 0441, under project number 410077, Open Streets Grant Program. Since this is a multi-year program, the cost center manager will be responsible for budgeting for these events every year.

### Impact to Budget

Local funding from Proposition C will be utilized for the Cycle Five events. The funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C includes 25% of funds eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Streets events as Transportation Demand Management (TSM/TDM) program in their 2012 Regional Transportation Plan Congestion Management Toolbox - Motor Vehicle Restriction Zones. Should other eligible funding sources become available, they may be used instead of the identified funds. In addition, should any remaining funds from Cycle Four not be programmed for events in Cycle Five, these funds may be carried over to a future cycle.

### **EQUITY PLATFORM**

Cycle Five of the Open Streets and Slow Streets Grant Program aims to provide the residents of Los Angeles County, particularly those in Equity Focus Communities (EFCs), with the opportunity to walk, bike, or roll in their neighborhoods. Fifteen of the 16 proposed funding events are located in EFCs. By producing Open Streets events in EFCs, constituents from disadvantaged communities will also be able to experience and enjoy car-free events. Grantees and their production entities will work closely with Metro Operations and Communication's staff and local bus providers to ensure that transit services are minimally disrupted and that grantees reach out to communities that may be affected by the events.

All grantees are required to distribute surveys to event participants and nearby businesses using a data collection template created by an external consultant. The goal of the surveys is to understand the benefits and effects of Open Streets events on the community, including information such as the participant's gender, age, and zip codes. All surveys will be supported by Metro translation service and other accessibility services to support participants with limited English proficiency and disabilities.

Furthermore, awarding points to candidates who organize their events in EFCs enables Metro to engage in events and focus on disseminating vital information to individuals with fewer transportation options. This encompasses providing extensive details about transportation and service options and updates on newly launched programs and initiatives.

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

Cycle Five of the Open Streets Program aligns with the third goal of Metro's strategic plan. The program aims to promote car-free and car-light mobility options among local communities and stakeholders and provide them with opportunities to experience these modes of transportation for the first time. This way, Metro can encourage sustainable transportation choices through Open Streets events. Additionally, these events allow Metro staff to share the latest information and address any queries from the communities they serve.

### **ALTERNATIVES CONSIDERED**

It is possible that the Board may choose not to fund Cycle Five of the Open Streets Program and not to reprogram any remaining funding from Cycle Four. However, this decision would not align with Metro's objectives of promoting sustainable modes of transportation in Los Angeles County. Furthermore, this would negatively impact Metro's efforts to reach historically disadvantaged communities. Therefore, it is strongly advised to continue funding the Open Streets program.

### **NEXT STEPS**

With the Board's approval, staff will notify all selected grantees and execute the grant agreement between Metro and each chosen grantee administratively.

Additionally, staff will implement the post-event data collection and assessment process, which includes investing in active transportation infrastructure and promoting sustainable modes of transportation. Staff will also revisit the program criteria, considering the program is now ten years old, to ensure the Open and Close Streets Grant Program will be able to maintain its vision and value on promoting sustainable transportation in the region.

### **ATTACHMENTS**

Attachment A - Open Streets Grant Program Cycle 5 Evaluation Result and Recommend Grant Amount  
Attachment B - Board Motion 72 - June 2013

Attachment C - Open Streets Cycle Five Application Package and Guidelines

Attachment D - Metro Board Motion 9.1 - December 2021

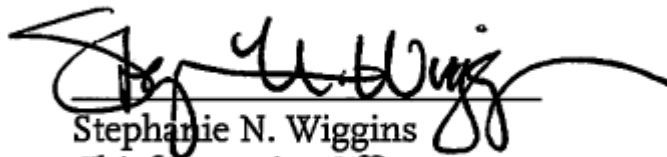
Attachment E - Metro Board Motion 40 - May 2020

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Stephanie N. Wiggins  
Chief Executive Officer

**Attachment A - Open Streets Grant Program Cycle 5  
Evaluation Results and Recommend Grants Amount**

Applicant	Event Date (s)	Event Title	*Average Score	Amount Requested	*****Amount Recommended	****Distance in Miles	***Cost per Mile	**EFC (Yes/No)	Events Funded by Entity to Date
City of Los Angeles	Sunday, June 25, 2025	OS10: CiclAvia-South LA (Leimert Park meets Watts)	89	\$ 500,000	\$ 400,000	10.4	\$60,096	Y	19
SGVCOG	Sunday, April 28, 2024	OS3: 626 Golden Streets, Mission Meets Eclectic	84	\$ 500,000	\$ 400,000	5.0	\$125,000	Y	5
City of Los Angeles	Sunday, April 14, 2024 or April 21, 2024	OS14: CiclAvia-Venice Blvd	84	\$ 425,079	\$ 340,063	5.8	\$92,409	Y	19
City of Los Angeles	Sunday, October 12, 2025	OS18: CiclAvia-Heart of LA	83	\$ 405,079	\$ 324,063	7.2	\$70,620	Y	19
City of Los Angeles	Sunday, April 13, 2025	OS17: CiclAvia-Koreatown meets Hollywood	82	\$ 373,079	\$ 298,463	5.0	\$93,269	Y	19
City of West Hollywood	Sunday, August 18, 2024	OS28: CiclA-via: Meets the Hollywoods	82	\$ 500,000	\$ 400,000	6.5	\$103,846	Y	19
City of Los Angeles	Sunday, October 13, 2024	OS19: CiclAvia-Heart of LA	82	\$ 405,079	\$ 324,063	6.5	\$77,899	Y	19
SGVCOG	Sunday, November 2, 2025	OS4: 627 Golden Streets: Corazon del Valle	80	\$ 500,000	\$ 400,000	4.8	\$131,580	Y	5
City of Los Angeles	Sunday, February 23, 2025	OS13: CiclAvia-SouthLA (Jefferson Blvd)	80	\$ 373,079	\$ 298,463	3.6	\$129,541	Y	19
SGVCOG	Sunday, June 22, 2025	OS5: 628 Golden Streets: Mission at Twilight	80	\$ 500,000	\$ 400,000	5.0	\$125,000	Y	5
City of Los Angeles	Sunday, June 23, 2024	OS12: CiclAvia-South LA (Western Ave)	80	\$ 373,079	\$ 298,463	5.0	\$93,269	Y	19
City of Glendale	Saturday, October 19th, 2024	OS25: Be Street Smart Glendale Ave	79	\$ 400,000	\$ 400,000	2.4	\$243,170	Y	2
City of Long Beach	Saturday, May 10, 2025	OS6: Beach Streets West Long Beach	78	\$ 312,000	\$ 249,600	3.3	\$118,182	N	6
Los Angeles County	Sunday, October or November 2025	OS23: East Los Angeles Open Streets Event	70	\$ 400,000	\$ 400,000	1.9	\$250,000	Y	2
City of Culver City	Sunday, August 17, 2025	OS27: CiclA-via Culver meets Venice	70	\$ 500,000	\$ 500,000	6.8	\$92,592	Y	2
City of Bell	Saturday, May 3, 2025	OS26: Bell 5k Run/Walk Open Streets Event	70	\$ 48,000	\$ 48,000	4.4	\$13,793	Y	0
City of Los Angeles	Sunday, May 19, 2024	OS15: CiclAmini-Wilmington	69	\$ 245,079	\$ -	2.3	\$136,155	Y	19
City of Los Angeles	May - September, 2024	OS9: Reconnecting MacArthur Park Open Streets	69	\$ 340,000	\$ -	0.3	\$566,666	Y	19
City of Los Angeles	Sunday, May 18, 2025	OS16: CiclAmini-Northridge	68	\$ 245,079	\$ -	1.5	\$204,232	N	19
City of Los Angeles	Sunday, February 25, 2024	OS20: CiclAvia-Melrose	67	\$ 373,079	\$ -	4.0	\$116,587	N	19
City of Los Angeles	Sunday, September 15, 2024	OS11: CiclAmini-Lincoln Heights	67	\$ 245,079	\$ -	1.2	\$264,093	Y	19
City of Los Angeles	Sunday, September 14, 2025	OS21: CiclAmini-Pico	66	\$ 245,079	\$ -	1.9	\$162,951	Y	19
City of Long Beach	Saturday, May 11, 2024	OS7: Beach Streets Uptown	65	\$ 264,000	\$ -	4.0	\$82,500	Y	6
City of Los Angeles	Sunday, December 1 or December 8, 2024	OS22: CiclAvia-The Valley (Ventura Blvd)	65	\$ 425,079	\$ -	6.2	\$85,425	N	19
SGVCOG	Saturday, August 4, 2024	OS8: 626 Golden Streets: Covina Play Streets	64	\$ 200,000	\$ -	2.3	\$108,000	Y	5
Natural History Museum	Saturday and Sunday, July 20 and 21, 2024	OS24: Block Party Opening Celebration of NHM Common	63	\$ 500,000	\$ -	0.8	\$600,000	Y	0
City of Hawthorne	Saturday, December 14, 2024	OS2: Winter Neighborhood Stroll	63	\$ 200,000	\$ -	1.0	\$100,000	N	0
City of Hawthorne	Saturday, June 15, 2024	OS1: Freedom on Wheel Bike Ride Event	61	\$ 100,000	\$ -	4.0	\$37,500	Y	0
<b>Total</b>				<b>\$ 9,896,948</b>	<b>\$ 5,481,179</b>				

**Recommend Grant Award Amount**

<b>Events Recommend for 80% Funding</b>	
\$	4,133,179
<b>Events Recommend for 100% Funding</b>	
\$	1,348,000
<b>Total Funding Amount</b>	
\$	5,481,179

**Remark:**

\*All recommended funding events received eligible average score of 70 points or above

\*\*Route included in Equity Focus Communities consist of 10% of rating criteria

\*\*\*Cost per mile consists of 5% of the rating criteria

\*\*\*\*Distance in Miles of proposed route consists of 5% of the rating criteria

\*\*\*\*\* Applicants with five or more previously funded events are recommended for a partial funding award of 80%

**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**

## Open and Slow Streets Cycle Five Guidelines

### Program Guidelines

#### **Program Objectives**

Open and Slow Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, riding a bicycle, rollerblading or pushing a stroller in a car-free environment. Open Streets Events are usually larger and last longer throughout the day than Slow Streets. Slow Streets are on an event basis and are multiple days of events. The goals of the program are to encourage sustainable modes of transportation (bicycling, 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 a city's multi-modal policies.

#### **Equity Approach**

Applicants are encouraged to propose events with a strong focus on equity, and additional points are awarded to events proposed in resource challenged communities as defined by the CalEnviroScreen and [Metro Equity Focused Communities Map](#).

#### **Eligibility**

With a focus on regional equity, Cycle Five applications are open to Los Angeles County city and county jurisdictions as well as Council of Government offices. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

#### **Funding**

There is up to \$5 million available for grants for the Open and Slow Streets Grant Program Cycle Five. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per single event. Any agreement on funding distributions among jurisdictions participating in a multi-jurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event.

There is no guarantee that applicant will receive full funding request. If the grant applicant is unable to accept the amended award amount and commit to producing the event as scoped, the award will be available to the next highest scoring application. Funds will be available starting on January 1<sup>st</sup>, 2024, pending Metro Board approval and events must be staged by December 31, 2025. Funding sources may be federal, and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

#### **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. Innovative events that

differentiate themselves from past Los Angeles County Open Street events are highly favored in the scoring process.

## General Event Information – 10 points

### Project Feasibility – 20 points

Proposed partnerships and demonstration of potential for event success*	5
Event readiness (Funds will be required to be expended by December 31, 2025)	4
Agency's existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

\* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to hold an Open Street event.

### Route Setting – 46 points

Route is innovative (Examples include evening events, weekday events, holiday events, multi-day events, themed events, events that encourage increased local retail/stakeholder participation, extended routes, and events that differentiate themselves from previous LA County Open and Slow Street events)	12
Route includes equity focused communities*	10
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	5
Event cost per mile	5
Route is along or intersects with existing bicycle infrastructure**	3
Topography - The route minimizes hilly terrain***	3
Route length (longer routes are encouraged)	3

\*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>)

\*\*Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

\*\*\* As an example, see San Francisco's "Wiggle" - <http://en.wikipedia.org/wiki/TheWiggle>

### Transit and Community Connectivity - 24 points

Route includes multiple jurisdictions	5
Applicant jurisdiction has not had a previous Open Street event in their community	4
Connections between multiple central business districts or retail corridors	5
Plan to attract participants from throughout the surrounding community	4
Accessibility by Public Transit	2
Data Collection and Surveys Requirement Approach (see attached)	4

## **Funding Eligibility**

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an Open Street event or Slow Street corridor. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. 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. Nonmaterial scope and event changes shall be handled administratively and be approved by Metro's Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding. Funding may be used for treatments, outreach, and associated planning and implementation costs to restrict or completely limit automobile use for any number of days throughout the grant cycle. Eligible street closure treatments include way finding, signage, delineators, A-frames, K-rail, and other street closure infrastructure. Street furniture or other programming will be the sole responsibility of the Grantee.

## **Data Collection and Reporting Requirements**

The grantee shall collect data that should be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; and economic quantitative and qualitative impact on local retailers such as anecdotes and event change in sales compared to pre-event sales. A survey sample is available here: [OpenStreets Exhibit C Standardized Data Collection Template](#).

## **General and Administrative Conditions Lapsing Policy**

Open Streets Cycle Five events must be staged by December 31, 2025. Date changes/confirmation of the date of the event/events after an application is submitted and awarded will require Metro Project Manager approval in advance. Funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open and Slow Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle, however new applicants and applicants from previously successful events will be prioritized.

## **Grant Agreement**

Each awarded applicant must execute a grant agreement with Metro before the event. 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. Final scheduled

payment will be withheld until the event is staged and approved by Metro and all post-implementation requirements have been satisfied.

### **Audits and Event Scheduling**

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events and to increase participant safety.

## **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**

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, 7<sup>th</sup> Street, 1<sup>st</sup> 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 of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation into the street. A health fair, yoga in the street, booths from local community organizations, 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. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred.

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

*Maximum Allowed: 150 characters.*

15. Does the event route cross any freeway on or off ramps? (Y/N)

If “YES” for Question 15

15a. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of the grantee).

*Maximum Allowed: 150 characters*

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*

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles; what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.

*Maximum Allowed: 300 characters*

### **Project Feasibility**

18. Estimated day of the week, month, day, and year of Event

(Funds will be available starting in January 1, 2024, pending Metro Board approval. Event must be staged by December 31, 2025)

***Example: Sunday, April 11, 2025***

19. Does your City’s General Plan or other planning program support open street events 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*

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

### **Demonstration of Event Success**

21. Does your city plan to partner with any non-profits, event production companies and other community partners to assist in event implementation and planning? (Y/N)

If "YES" for question 21

21a. List your proposed partners and their role in the event planning and implementation:

*Maximum Allowed: 600 Characters*

If "NO" for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

*Maximum Allowed: 800 Characters*

If "YES" for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

### **Event Budget**

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

*Maximum Allowed: 10 characters.*

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

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

*Maximum Allowed: 10 characters.*

26. What are the estimated outreach costs?

*Maximum Allowed: 10 characters.*

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

*Maximum Allowed: 10 characters.*

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

*Maximum Allowed: 7 characters.*

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

- In-kind
- Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach a completed [Open Streets Financial Plan and Event Scope of Work](#)

### **Route Setting**

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

List all partner cities.

If “YES” to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

*Maximum Allowed: 1000 characters.*

33. Will the route be along or connect to commercial corridors? Y/N Explain. *Maximum Allowed: 1000 characters.*

34. Will the route be along any residential corridors? (Y/N)

*Maximum Allowed: 1000 characters*

If “YES” to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?

*Maximum Allowed: 1000 characters.*

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)

*Maximum Allowed: 1000 characters*

If “YES” to question 34

35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?

*Maximum Allowed: 1000 characters.*

36. Will the route be along or connect to cultural, architectural, recreational and/or

historical destinations and events? Y/N Explain.

*Maximum Allowed: 1000 characters.*

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like [www.mapmyride.com](http://www.mapmyride.com) or google maps to calculate this information).

39. Will the event be innovative? Y/N

If "YES" to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine's Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. 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.*

41. Use 40. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

*Maximum Allowed: 4 digits*

### **Regional Significance**

42. List all rail stations within a 1/2 mile radius of the event route.

*Maximum Allowed: 250 characters*

43. For those rail stations within a 1/2 mile radius of the event route that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators and other means).

*Maximum Allowed: 1000 characters*

44. How will your city 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, particularly if no Metro Rail or other rail option is available.

*Maximum Allowed: 1000 characters*



### **Marketing and Outreach**

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*
  
46. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*
  
47. 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).
  
48. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.
  
49. 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:**

**DIRECTORS HAHN, SOLIS, GARCETTI, SANDOVAL, AND DUTRA**

Related to Item 9: Open and Slow Streets Grant Program Cycle Four

Since Metro launched its Open Streets Grant Program in 2014, it has provided nearly \$13 million in grant funding to cities throughout LA County for open streets events that allow people to experience active transportation in safe, new, and exciting ways.

In its third cycle, Metro even provided flexibility halfway through the program, allowing cities to repurpose open streets funding toward “slow” streets efforts that responded to the needs of the COVID-19 pandemic. As open streets events return, the number and diversity of applications to Metro’s Open and Slow Streets Cycle Four Grant Funding Opportunity reflect a significant increase in demand for these events. Of the 27 grant applications received, Metro staff recommend a full award to 12, and a partial award to one, leaving 14 applications unfunded.

This is the fourth cycle in which Metro has accepted and funded Open Streets, plus a “mini cycle” in 2020, and it demonstrates unprecedented interest and excitement around a type of event that Angelenos have grown to truly enjoy the past decade. As a result, while Metro will provide more funding this cycle than it has any of its previous three, however it will also fund fewer events overall this cycle than it has in each of the last two cycles.

Subject

**SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR  
MOTION**

**Heading**

**RECOMMENDATION**

Title

APPROVE Motion by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra that the Board direct the Chief Executive Officer to:

- A. Program an additional up to \$2 million toward the Open and Slow Streets Grant Program Cycle Four, to be awarded to events in accordance with their scores, and

B. Identify and program funding sources, including Prop C 25%, for the additional funds to be provided in Cycle Four.

**Motion by:**

**DIRECTORS GARCETTI, SOLIS, GARCIA, BONIN, AND FASANA**

Open Streets Program Response to COVID-19

The COVID-19 emergency has required limiting or closing traditional public spaces, depriving residents from safe ways of spending time outside. As an alternative, many cities are reconfiguring streets through temporary traffic calming to create spaces for residents to get outside and maintain their physical and mental health. As a transportation authority, Metro can help local jurisdictions in Los Angeles County implement these reconfigurations.

Through the Metro Open Streets Grant Program, the Board recently awarded over \$5 million for various open streets events in Los Angeles County. However, due to the Safer at Home order and widespread call for social distancing in public, several large-scale, single-day, open streets events such as CicLAvia, 626 Golden Streets, and Long Beach's Beach Streets have been postponed, and their feasibility in the immediate future remains unclear.

In response to the COVID-19 pandemic, the May 13, 2020 Los Angeles County Department of Public Health Safer at Home Order permits local public entities to elect to temporarily close streets to through automobile traffic to allow more space for recreational activity in compliance with Social (Physical) Distancing requirements.

As such, residents of Los Angeles County may, in addition to traveling for essential trips, use the public right-of-way to walk and cycle for recreation or exercise close to home while maintaining safe physical distance. Many residents do not have easy access to open space and maintaining safe physical distances can be challenging on existing sidewalks, especially in densely populated neighborhoods. Easily accessible alternatives to beaches, trails and parks are needed throughout the county so that all residents can safely get outside. Allowing local entities to provide this additional space in streets through full or partial closure to motor vehicles, while avoiding impacts to transit operations where practicable, will relieve pressure on recreational facilities like beaches and trails, and reduce travel to them.

Temporary use of local streets to allow increased pedestrian and bicycle use at safe physical distances has been deployed in several cities in the U.S. during the COVID-19 crisis and is variously known as Healthy, Safe, Family-Friendly, or "Slow Streets."

Since some Open Streets Grant Program awardees are unable to use their grants as intended, this funding can be put to different and effective use in the COVID-19 crisis response.

Subject

**SUBJECT: OPEN STREETS PROGRAM RESPONSE TO COVID-19**

**Heading**

**RECOMMENDATION**

Title

APPROVE Motion by Directors Garcetti, Solis, Garcia, Bonin, and Fasana that the Board authorize the CEO to negotiate administrative scope changes to awarded events in the Open Streets Grant Program, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs, including but not limited to:

- Expanding one-day events to longer-term temporary traffic interventions;
- Replacing a large, single-corridor event intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences;
- Creating spaces within the public right-of-way to support economic activity such as dining and vending; and
- Providing education, encouragement, and monitoring for safe physical distancing in accordance with the Safer at Home Order in partnership with and supporting community-based leadership.



# Metro Open Streets Grant Program Cycle Five Funding Recommendations

# Recommendation

- AWARDING \$5 million to the Open and Slow Streets Cycle Five to fully fund four events and partially fund 12 longstanding events with 80% of requested amounts scheduled through December 2025
- REPROGRAMMING Cycle Four funds not expended by December 31, 2023, up to the amount of \$500,000, towards Cycle Five (Attachment A), increasing the total available funding amount for Cycle Five to \$5.5 million.



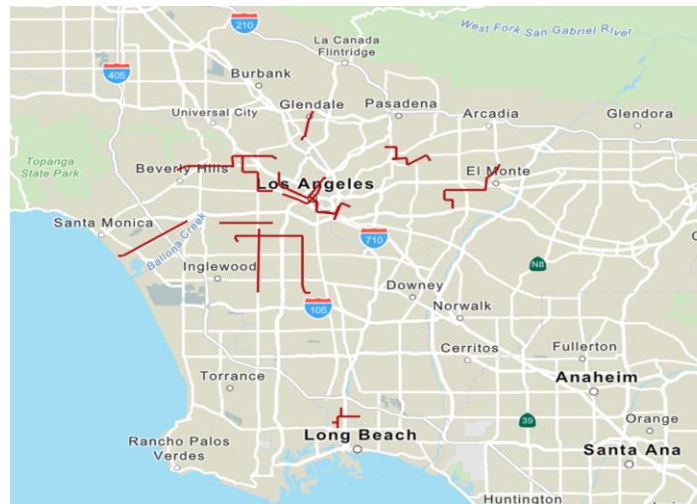
# Open Streets Cycle Five

- Since the inception of the program, Open Streets events have taken place in 38 different jurisdictions and approximately 248 miles of street closures for these events throughout Los Angeles County.
- The competitive Cycle Five application process was kicked-off in summer 2023. Emails were sent to all 88 municipalities, Los Angeles County and Council of Governments (COGS). A workshop was also conducted and 32 representatives from 16 entities have attended the workshop. Special presentations and event production advice were provided to assist potential applicants to enhance their application process. Staff also provided an opportunity to answer questions from prospective applicants.
- An evaluation panel that consisted of members from the Metro Office of Equity and Race, Metro Operations, and the Southern California Association of Governments (SCAG) conducted the selection process based on the scoring criteria.



# Cycle Five Funding Recommendations

- A total of 28 applications were received for approximately \$9.9 million in funding requests.
- Four applications are recommended to be fully funded with the requested amounts and 12 longstanding events are being recommended to be partially funded with 80% of the requested amounts.
- Recommend partially funding the longstanding events in order to achieve the original goals of the program to provide seed funding to allow more new participants to experience active transportation and public transportation for the first time.
- Fifteen out of sixteen recommended funded events include routes along Equity Focus Communities.



# Cycle Five Funding Recommendations

Ranking	Applicant	Event Date (s)	Event Title	*Average Score	Amount Requested	*****Amount Recommended	****Distance in Miles	***Cost per Mile	**EFC (Yes/No)	Events Funded by Entity to Date
1	City of Los Angeles	Sunday, June 25, 2025	OS10: CicLAvia-South LA (Leimert Park meets Watts)	89	\$ 500,000	\$ 400,000	10.4	\$60,096	Y	19
2	SGVCOG	Sunday, April 28, 2024	OS3: 626 Golden Streets, Mission Meets Eclectic	84	\$ 500,000	\$ 400,000	5.0	\$125,000	Y	5
3	City of Los Angeles	Sunday, April 14, 2024 or April 21, 2024	OS14: CicLAvia-Venice Blvd	84	\$ 425,079	\$ 340,063	5.8	\$92,409	Y	19
4	City of Los Angeles	Sunday, October 12, 2025	OS18: CicLAvia-Heart of LA	83	\$ 405,079	\$ 324,063	7.2	\$70,620	Y	19
5	City of Los Angeles	Sunday, April 13, 2025	OS17: CicLAvia-Koreatown meets Hollywood	82	\$ 373,079	\$ 298,463	5.0	\$93,269	Y	19
6	City of West Hollywood	Sunday, August 18, 2024	OS28: CicLA-via: Meets the Hollywoods	82	\$ 500,000	\$ 400,000	6.5	\$103,846	Y	19
7	City of Los Angeles	Sunday, October 13, 2024	OS19: CicLAvia-Heart of LA	82	\$ 405,079	\$ 324,063	6.5	\$77,899	Y	19
8	SGVCOG	Sunday, November 2, 2025	OS4: 627 Golden Streets: Corazon del Valle	80	\$ 500,000	\$ 400,000	4.8	\$131,580	Y	5
9	City of Los Angeles	Sunday, February 23, 2025	OS13: CicLAvia-SouthLA (Jefferson Blvd)	80	\$ 373,079	\$ 298,463	3.6	\$129,541	Y	19
10	SGVCOG	Sunday, June 22, 2025	OS5: 628 Golden Streets: Mission at Twilight	80	\$ 500,000	\$ 400,000	5.0	\$125,000	Y	5
11	City of Los Angeles	Sunday, June 23, 2024	OS12: CicLAvia-South LA (Western Ave)	80	\$ 373,079	\$ 298,463	5.0	\$93,269	Y	19
12	City of Glendale	Saturday, October 19th, 2024	OS25: Be Street Smart Glendale Ave	79	\$ 400,000	\$ 400,000	2.4	\$243,170	Y	2
13	City of Long Beach	Saturday, May 10, 2025	OS6: Beach Streets West Long Beach	78	\$ 312,000	\$ 249,600	3.3	\$118,182	N	6
14	Los Angeles County	Sunday, October or November 2025	OS23: East Los Angeles Open Streets Event	70	\$ 400,000	\$ 400,000	1.9	\$250,000	Y	2
15	City of Culver City	Sunday, August 17, 2025	OS27: CicLA-via Culver meets Venice	70	\$ 500,000	\$ 500,000	6.8	\$92,592	Y	2
16	City of Bell	Saturday, May 3, 2025	OS26: Bell 5k Run/Walk Open Streets Event	70	\$ 48,000	\$ 48,000	4.4	\$13,793	Y	0
17	City of Los Angeles	Sunday, May 19, 2024	OS15: CicLAmini-Wilmington	69	\$ 245,079	\$ -	2.3	\$136,155	Y	19
18	City of Los Angeles	May - September, 2024	OS9: Reconnecting MacArthur Park Open Streets	69	\$ 340,000	\$ -	0.3	\$566,666	Y	19
19	City of Los Angeles	Sunday, May 18, 2025	OS16: CicLAmini-Northridge	68	\$ 245,079	\$ -	1.5	\$204,232	N	19
20	City of Los Angeles	Sunday, February 25, 2024	OS20: CicLAvia-Melrose	67	\$ 373,079	\$ -	4.0	\$116,587	N	19
21	City of Los Angeles	Sunday, September 15, 2024	OS11: CicLAmini-Lincoln Heights	67	\$ 245,079	\$ -	1.2	\$264,093	Y	19
22	City of Los Angeles	Sunday, September 14, 2025	OS21: CicLAmini-Pico	66	\$ 245,079	\$ -	1.9	\$162,951	Y	19
23	City of Long Beach	Saturday, May 11, 2024	OS7: Beach Streets Uptown	65	\$ 264,000	\$ -	4.0	\$82,500	Y	6
24	City of Los Angeles	Sunday, December 1 or December 8, 2024	OS22: CicLAvia-The Valley (Ventura Blvd)	65	\$ 425,079	\$ -	6.2	\$85,425	N	19
25	SGVCOG	Saturday, August 4, 2024	OS8: 626 Golden Streets: Covina Play Streets	64	\$ 200,000	\$ -	2.3	\$108,000	Y	5
26	Natural History Museum	Saturday and Sunday, July 20 and 21, 2024	OS24: Block Party Opening Celebration of NHM Con	63	\$ 500,000	\$ -	0.8	\$600,000	Y	0
27	City of Hawthorne	Saturday, December 14, 2024	OS2: Winter Neighborhood Stroll	63	\$ 200,000	\$ -	1.0	\$100,000	N	0
28	City of Hawthorne	Saturday, June 15, 2024	OS1: Freedom on Wheel Bike Ride Event	61	\$ 100,000	\$ -	4.0	\$37,500	Y	0
			<b>Total</b>		<b>\$ 9,896,948</b>	<b>\$ 5,481,179</b>				

**Remark:**

\*All recommended funding events received eligible average score of 70 points or above

\*\*Route included in Equity Focus Communities consist of 10% of rating criteria

\*\*\*Cost per mile consists of 5% of the rating criteria

\*\*\*\*Distance in Miles of proposed route consists of 5% of the rating criteria

\*\*\*\*\* Applicants with five or more previously funded events are recommended for a partial funding award of 80%



# Cycle Five Next Steps

## Pending Board Approval:

- Notify all applicants of awards
- Reprogram up to \$500,000 in funding from a canceled Cycle Four event to Cycle Five
- Revisit program criteria after Cycle Five





## Board Report

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**File #:** 2023-0744, **File Type:** Informational Report

**Agenda Number:** 13.

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### PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2024

**SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECTS STATUS REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE Countywide Planning & Development Major Projects Status Report.

#### **ISSUE**

Countywide Planning and Development's major projects status report provides highlights of capital projects in the planning phases of development. These include transit corridor projects such as rail and bus rapid transit, Measure M active transportation corridor projects, and highway projects.

#### **BACKGROUND**

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. Countywide Planning and Development (CPD) oversees the planning of major capital projects to support this mission. The attached Project Status Report (Attachment A) provides an update on the planning progress of Metro's four Pillar Projects -- West Santa Ana Branch, Eastside Transit Corridor Phase 2, C (Green) Line Extension to Torrance, and Sepulveda Transit Corridor, as well as other corridor projects in transit and active transportation. In addition, the quarterly report also includes major highways and complete streets projects in various stages of development.

#### **DISCUSSION**

The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery method. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, provided on a quarterly basis to the Metro Board's Construction Committee.

Additionally, this quarter's report includes a response to Board Motion #18 by Directors Horvath, Bass, Yaroslavsky, Butts, and Najarian (Attachment B) that passed at the October 2023 meeting.

The motion was related specifically to the Sepulveda Transit Corridor Project and an adjacent Metro project, the I-405 ExpressLanes Project, and directed staff to report back to the Board in January 2024 on funds budgeted and expended for both projects.

Contract values and total expenditures through October 2023 are provided below, accompanied by brief descriptions of contract arrangements and scopes of services for the two Projects, respectively.

Expenditures for environmental support are consistent with the type of expenditures required for an environmental of this magnitude in terms of area of coverage based on length and type of project. Additional coordination is necessary to support the PDA process but the early extensive coordination and engineering on alternatives in the Planning phase should result in schedule savings in the final engineering and construction phases resulting in costs savings.

The new PDA process was created to focus engineering and design efforts earlier in the planning process to achieve cost and schedule savings during final design and construction. The current PDA efforts on engineering and financial analysis to support the environmental document and to prepare a competitive financial program is typical of engineering efforts at this level of design considering the magnitude of the project in terms of length, terrain and technologies being evaluated. Similar to the environmental process, these early efforts to support planning and decision making are anticipated to result in schedule savings in the final engineering and construction phases resulting in costs-savings.

Environmental, Traffic & Revenue and outreach expenditures for the I-405 ExpressLanes project are consistent with similar efforts currently underway in Southern California including the I-10 ExpressLanes Extension project. Given the length and complexity of the corridor, the cost associated with each contract is fair and reasonable.

Sepulveda Transit Corridor - Contract Values and Expenditures through October 2023

Metro Department	Consultant Services	Contract Amount (s)	Expended to Date	Completed
Countywide Planning	Environmental Support	\$58,701,568	\$28,403,540	48%
Customer Experience	Community Relations Support	\$3,514,928	\$1,284,654	37%
Program Management	PDA - LASRE	\$63,605,132	\$30,042,256	47%
Program Management	PDA - STCP	\$72,607,815	\$34,042,256	47%
Program Management	Common Services / Geotech	\$23,210,672	\$13,906,204	60%
Program Management	Program Management Support Services	\$36,064,698	\$12,627,643	35%
Office of Strategic Innovation	Financial Consultants	\$8,338,529	\$5,784,165	69%
External Legal Counsel	Legal Support	\$1,225,000	\$1,070,842	87%
Total		\$267,268,342	\$127,161,930	48%

I-405 ExpressLanes Project - Contract Values and Expenditures through October 2023

I-405 Sepulveda Pass ExpressLanes Contracts	Contract Amount (\$)	Expended to Date	Completed
WSP - PA/ED & ConOps	\$27,494,005	\$13,454,843	48.9%
Arelleno Associates - Outreach	\$1,151,949	\$528,400	45.9%
CDM Smith - Traffic & Revenue Investment Grade	\$1,455,719	\$1,178,073	80.9%
Total	\$30,101,673	\$15,161,686	50%

**EQUITY PLATFORM**

This report is provided on a regular basis and includes updates for multiple projects, including equity assessments. Equity assessments for all reports in this quarterly update were previously provided as baseline summaries and found no unmitigated project equity impacts. There are no updates or changes to those project equity assessments this quarter.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The development of projects included in this report supports Strategic Plan Goal #1 by delivering high quality mobility options that enable people to spend less time traveling.

**NEXT STEPS**

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in April 2024.

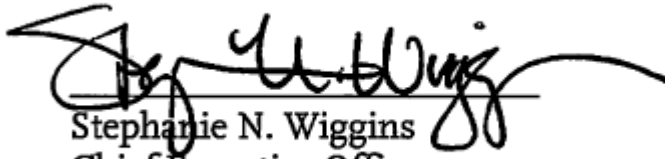
**ATTACHMENTS**

Attachment A - Project Status Report  
Attachment B - Board Motion #18

Prepared by:

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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins  
Chief Executive Officer

# **Major Capital Projects Update Countywide Planning and Development**

**January 17, 2024**

## **Presented By**

Allison Yoh

Executive Officer

Transit and Active Transportation

Michelle E. Smith

Executive Officer

Complete Streets and Highways



# Transit and Active Transportation Projects



## > Major Pillar Projects

- (1) West Santa Ana Branch
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor
- (4) Eastside Transit Corridor Phase 2

## > Other Projects in Planning

- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- E. San Fernando Valley Shared ROW
- K Line Northern Extension

# West Santa Ana Branch Transit Corridor

Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Constr

Award

Constr

Open



## Recent Activities

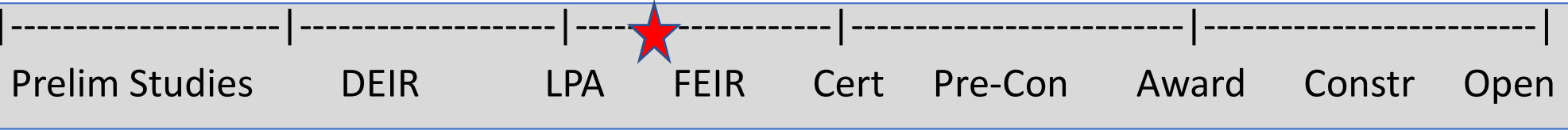
- Nov 2023: Board authorized contract for advanced engineering and final design
- Dec 2023: Public voting on 12 shortlisted submissions for Project's new name, 2<sup>nd</sup> Admin Draft of Final EIS/EIR submitted
- UPRR signed MOU, coordination w. Ports & ACTA
- Program Management Support Services (PMSS) procurement underway (blackout)

## Next Actions

- Working with FTA on submittal for entering next stage of project development
- January 2024: Select official project name, Ports to authorize MOU, award contract for PMSS
- Spring 2024 (tent.): Board certification of Final EIR (Project approved per CEQA), then FTA Record of Decision for EIS (Project approved per NEPA)

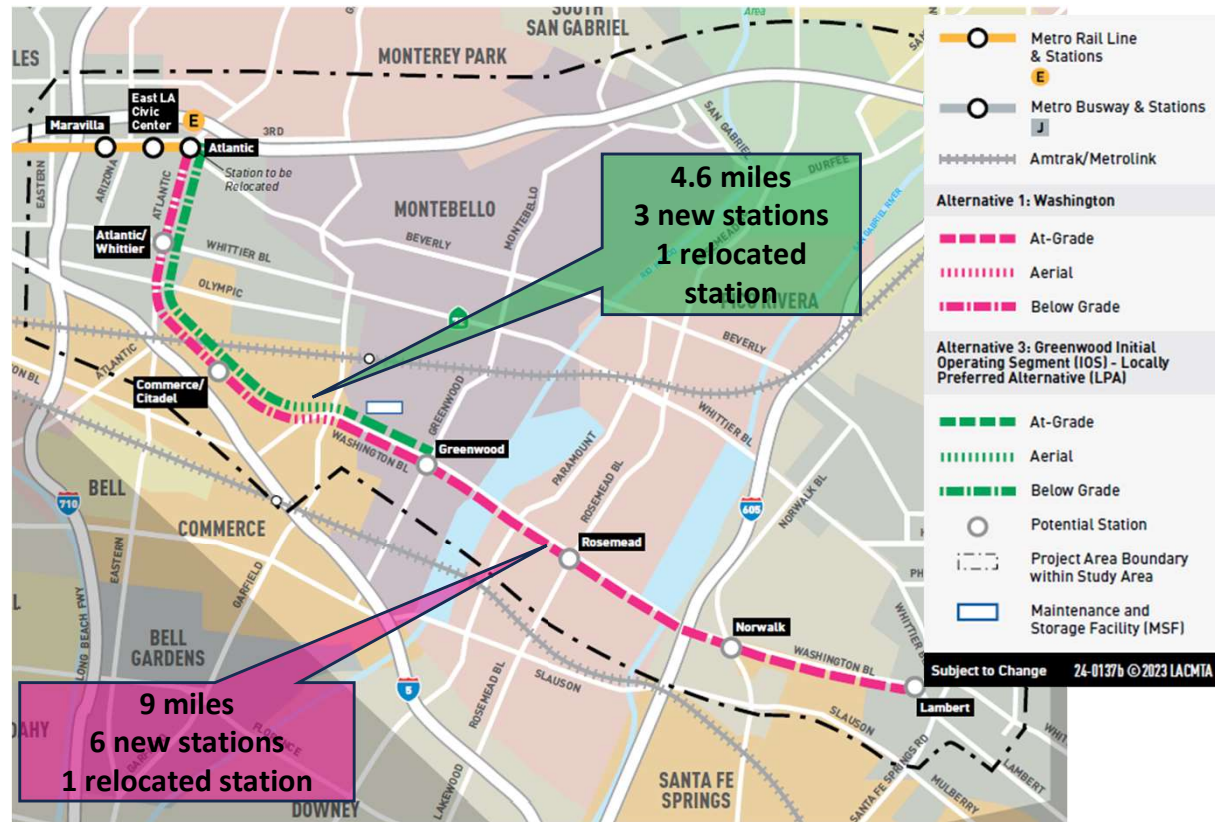


# Eastside Transit Corridor Phase 2



## Recent Activities

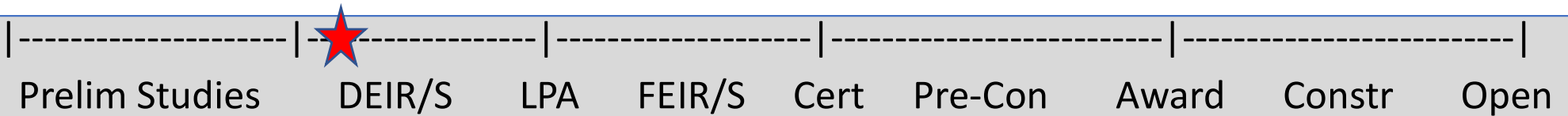
- Oct-Dec: Community Rail Tours
  - Elected officials/public agencies
  - CBO/youth/key stakeholders
  - 2 public tours
- Engaging CBOs in Community Walk audits for first/last mile study
- Reviewing comments received from corridor cities on draft Master Cooperative Agreement
- Admin Final EIR circulated for internal review



## Next Actions

- Complete CEQA document for release in early Spring 2024 followed by Board certification (Project approved per CEQA)
- Continue to coordinate with FTA on appropriate timing to initiate NEPA and entry into Project Development phase

# Sepulveda Transit Corridor



## Recent Activities

- Oct/Nov 2023: Fall community meetings
  - In-person in Westwood and Van Nuys, plus virtual
  - 300 attendees, 500+ comments received to date
- Design refinements underway, reaching design freeze for environmental study
- Continued coordination w/ adjacent projects
- Ongoing geotechnical/seismic fieldwork
- Caltrans Project Report to be conducted following LPA selection

## Next Actions

- Continue to develop designs, environmental technical studies
- Draft EIR release anticipated late 2024/early 2025, assuming receipt of all technical documents from design teams



# Sepulveda Transit Corridor (per Board Motion, Oct 2023)

## Contract Values and Expenditures through October 2023

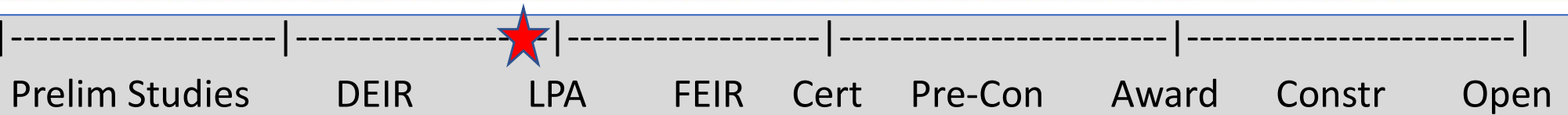
Metro Department	Consultant Services	Contract Amount(s)	Expended to Date	Completed
Countywide Planning	Environmental Support	\$58,701,568	\$28,403,540	48%
Customer Experience	Community Relations Support	\$3,514,928	\$1,284,654	37%
Program Management	PDA - LASRE	\$63,605,132	\$30,042,256	47%
	PDA - STCP	\$72,607,815	\$34,042,256	47%
	Common Services / Geotech	\$23,210,672	\$13,906,204	60%
	Program Management Support Services	\$36,064,698	\$12,627,643	35%
Office of Strategic Innovation	Financial Consultants	\$8,338,529	\$5,784,165	69%
External Legal Counsel	Legal Support	\$1,225,000	\$1,070,842	87%
<b>Total</b>		<b>\$267,268,342</b>	<b>\$127,161,930</b>	<b>48%</b>

# I-405 ExpressLanes Project (per Board Motion, Oct 2023)

## Contract Values and Expenditures through October 2023

Consultant Services	Contract Amount(s)	Expended to Date	Completed
WSP - PA/ED & ConOps	\$27,494,005	\$13,454,843	48.9%
Arelleno Associates - Outreach	\$1,151,949	\$528,400	45.9%
CDM Smith - Traffic & Revenue Investment Grade	\$1,455,719	\$1,178,073	80.9%
<b>Total</b>	<b>\$30,101,673</b>	<b>\$15,161,686</b>	<b>50%</b>

# C (Green) Line Extension to Torrance

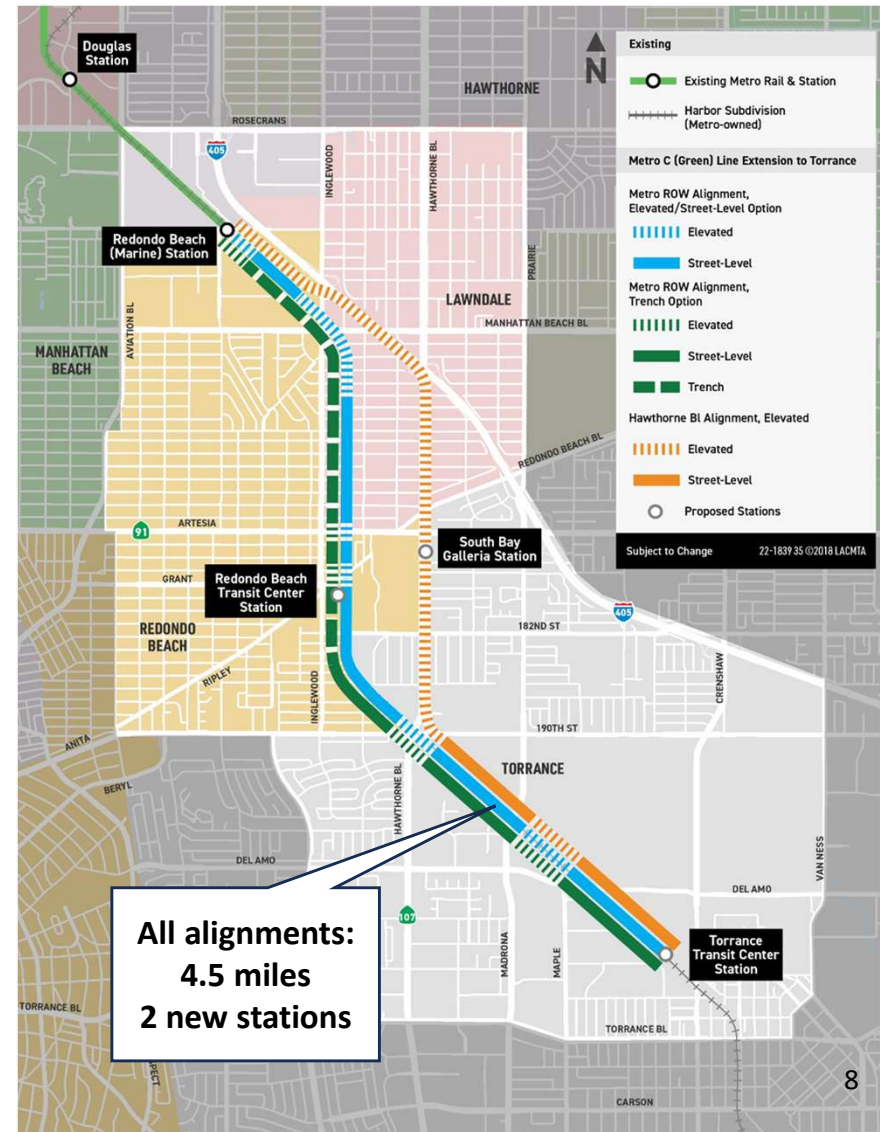


## Recent Activities

- Provided project update at September Metro Board Committees: Planning & Programming, Executive Management Committee
- Dec-Jan: Supporting Supervisor Mitchell's outreach efforts per November request
- Continue to brief stakeholders

## Next Actions

- Prepare staff recommendation of Locally Preferred Alternative (LPA) based on project objectives, findings and community concerns
- Board selection of LPA (early 2024)

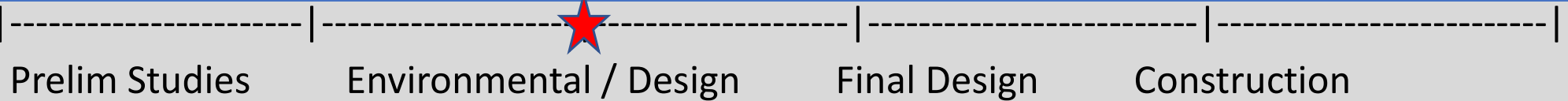






# Rail to River Active Transportation Corridor

## Segment B

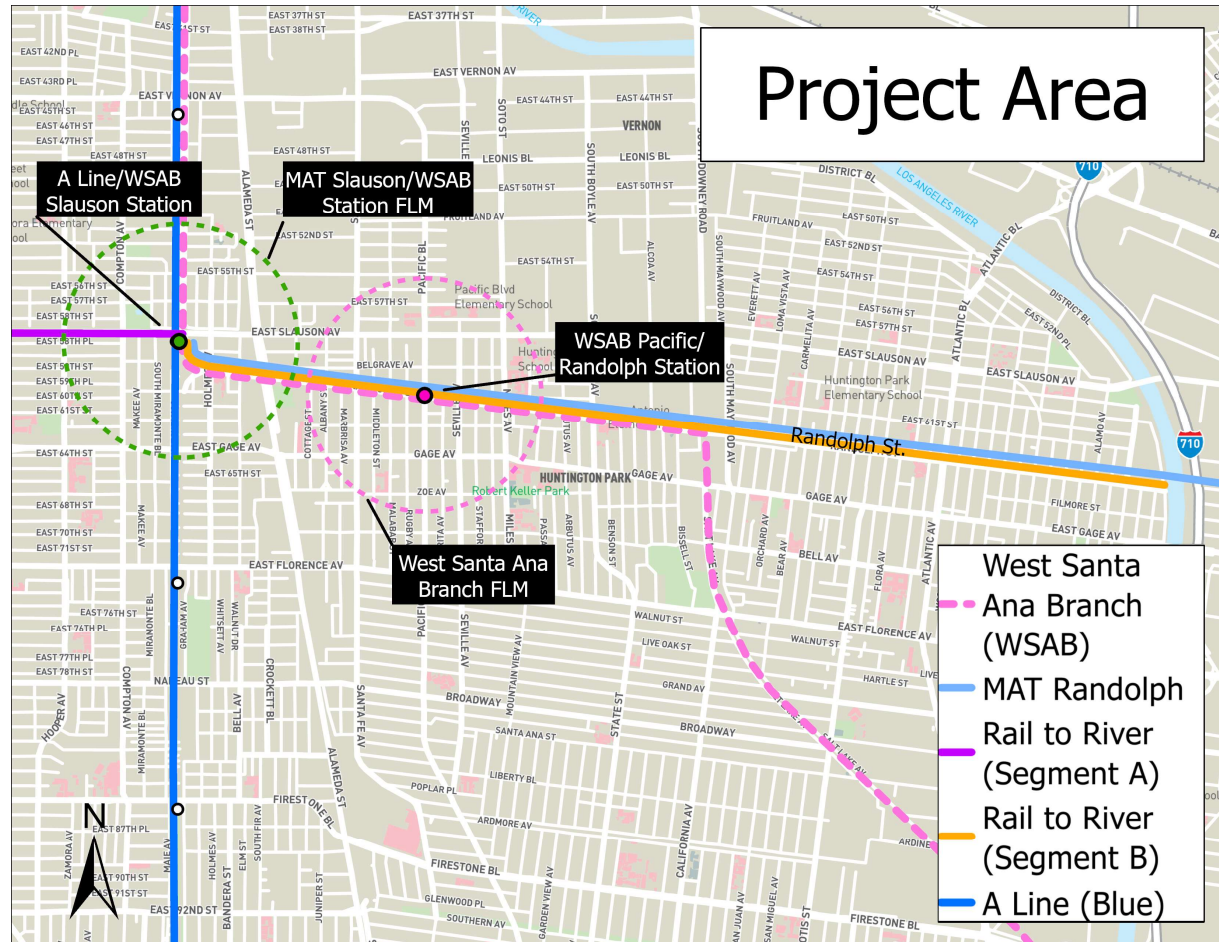


## Recent Activities

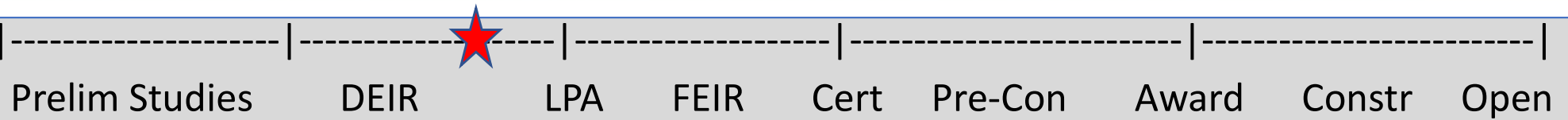
- Oct/Nov 2023: Contracts awarded for 30% design & environmental and outreach services
- Jan 16: Technical Working Group kick-off meeting (Corridor cities, MAT grant stakeholders)

## Next Actions

- Coordinate with cities and other related/adjacent projects
- Initiate first round of community engagement (Spring 2024)



# Los Angeles River Path



## Recent Activities

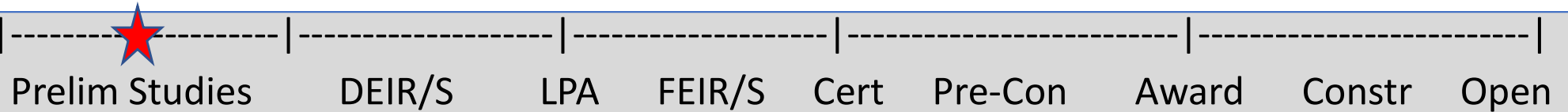
- Oct: Board authorization to execute MCA with City of Vernon and others as needed
- Community Outreach Events
  - 9 total during reporting period, reaching over 1,300 people
  - Open Streets/Ave 26, CycLAvia, Historic Broadway Station Dedication, other city events
- Reviewing first administrative Draft EIR
- Ongoing coordination with LADWP and LABOE for design review



## Next Actions

- Execute agreements with LADWP and LABOE to support design reviews
- Develop and refine project cost estimates and schedule, identification of future owner
- Completing environmental technical reports for inclusion in Draft EIR
- Preparing Board update on DEIR release, public comment period, and preferred alternative selection

# East San Fernando Valley Shared ROW Study



## Recent Activities

- Finalized concept definitions
- Completed technical work on grade separation analysis
- January: Share technical findings with City of San Fernando, Metrolink
- Ongoing coordination with CD-6 and CD-7 on other adjacent projects and studies (including transfer connectivity with Metrolink, existing and future parking needs in the area, etc.)



## Next Actions

- Identify preliminary cost estimates
- Conduct briefings for stakeholders on findings
- Complete study & develop recommendations for the Board (mid-2024, tent.)



# Quarterly Major Projects Report

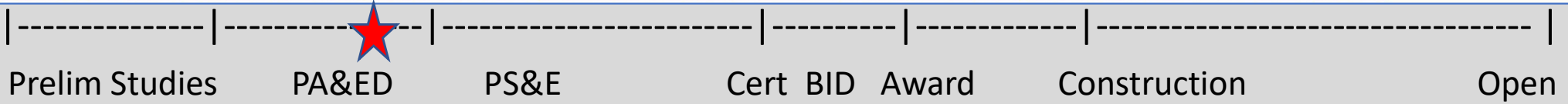
## Complete Streets & Highway Projects

Presented by Michelle E. Smith  
Executive Officer, Complete Streets & Highways

January 17, 2024

# 91/605/405 Hot Spots Program

## I-605 Corridor Improvement Project (I-605 CIP)



### Scope and Purpose/Need

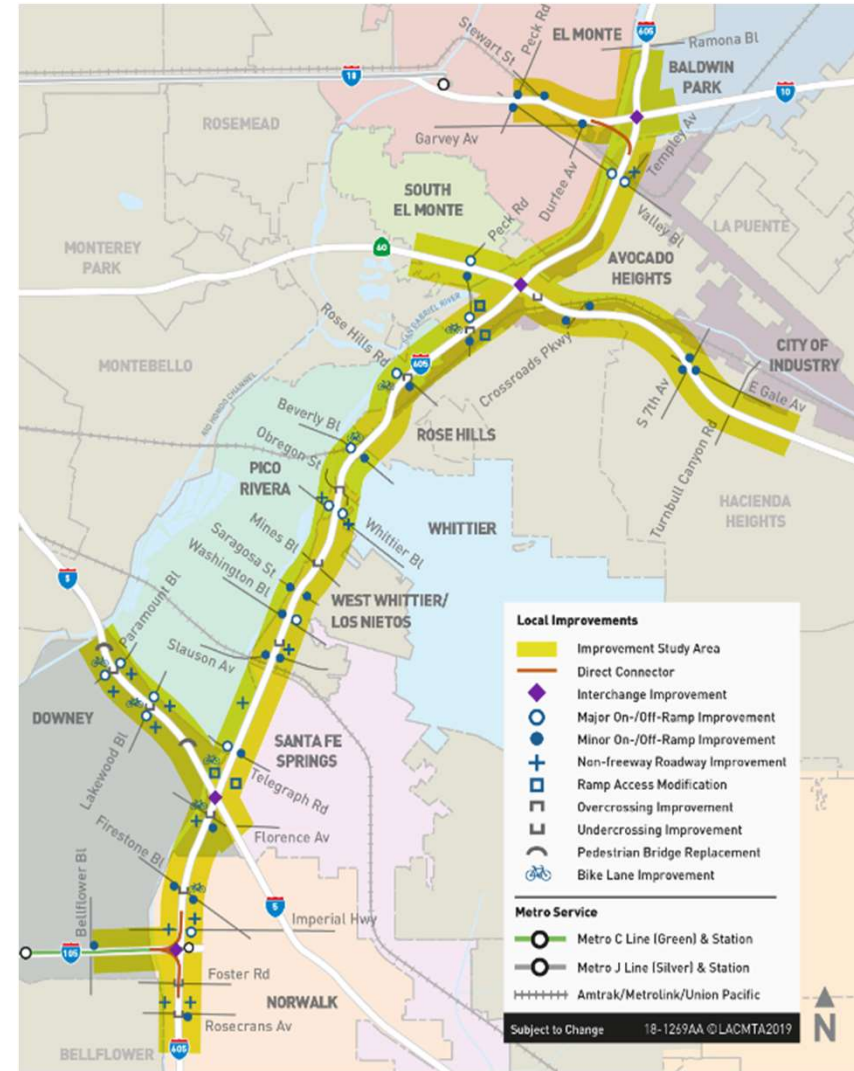
- Improve safety, operations, and person throughput.
- Collision data from 7/1/2012 to 12/31/2015:
  - I-605: 3,329 collisions, 12 fatalities
  - SR-60: 1,771 collisions, 11 fatalities
  - I-10 segment: 2,387 collisions, 5 fatalities
  - I-105 segment: 375 collisions
  - I-5 segment: 990 collisions
- Multimodal elements evaluated in draft EIR/EIS include bicycle, pedestrian, and equestrian trail improvements as well as roadway connection to Norwalk Station and El Monte Transit Station.
- Reduce corridor footprint design to minimize and/or avoid residential displacements.

### Status/Schedule

- Draft Environmental document phase is in process.
- Begin community engagement early 2024.

### Challenges

- Corridor needs greatly exceed available local funds.
- Corridor footprint design constrained by residences.



I-605 CIP (I-10 to I-105)

# 91/605/405 Hot Spots Program

## I-605/Beverly Boulevard Interchange Improvements



### Scope and Purpose

- Improve southbound operations by eliminating short “weaving” length between existing loop ramps.
- Implement diamond interchange design and signalize the intersection to allow for right and left turn movements.

### Multimodal Elements

- High visibility continental crosswalk 400lf.
- Includes 5ft shoulder for City to restripe for future Class II bicycle lane on overcrossing.

### Status/Schedule

- Design phase completed.
- Transitioning to construction phase.

I-605/Beverly Boulevard Interchange



# 91/605/405 Hot Spots Program

## I-605/Valley Boulevard Interchange Improvements



### Scope and Purpose/Need

- Reconfigure/modify on and off ramps to improve mobility and safety, and to reduce congestion, weaving conflicts and queuing; upgrade and coordinate signals; rehab local roads; and provide railroad safety upgrades.
- 45% of freeway mainline collisions occurred in the interior lanes; most predominant types of collisions rear ends (60%) followed by sideswipes (30%) related to heavy congestion during peak commute hours.

### Multimodal Elements

- ADA upgrades for pedestrians, cyclists and rollers.

### Status/Schedule

- Design phase expected to be completed in early 2024.
- Grant funding (\$33.57M) secured for construction phase.
- San Gabriel Valley COG to build project.

### Challenges

- Acquisition of two vacant parcels needed for Project.

I-605/Valley Boulevard Interchange





# 91/605/405 Hot Spots Program

## SR-91 Westbound Improvements



### Scope and Purpose/Need

- Add a lane between Shoemaker and Alondra on WB SR-91 to NB I-605.
- Address safety and congestion and increase person throughput.
- 1,253 collisions from 1/1/2017 to 12/31/2019:
  - 89% of collisions occurred on the mainline (higher than statewide average for fatal plus injury collisions). Speeding and rear end collisions most common factor, typically related to traffic congestion in chokepoint areas and sudden attempts to stop when traffic volumes exceed road capacity.

### Multimodal Elements

- Bike lane 200lf; ADA upgrades, pedestrian and sidewalk improvements.

### SR-91 Westbound Improvements



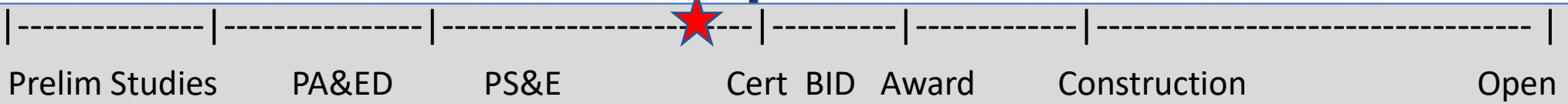
(Alondra Boulevard to Shoemaker Avenue)

### Status/Schedule

- Design phase completed.
- Target begin construction in summer 2025.
- Grant funding (\$69.6M) secured for construction phase.

# 91/605/405 Hot Spots Program

## SR-91 Improvements



### Scope and Purpose/Need

- Consolidate multiple access points from the Central Avenue, Wilmington Avenue, and Acacia Court interchanges into a single access point, reducing the number of ingress/egress points on the freeway mainline and redirecting the short weaving areas from the freeway mainline.
- 615 collisions from 1/1/2017 to 12/31/2019.
  - 56% rear-end collisions and 27% sideswipes, which indicates traffic congestion and weaving are two key factors related to collisions.

### Multimodal Elements

- Class II buffered bicycle lane with bicycle tolerable drainage grates and conflict zone green paint at driveways and intersections on EB and WB Artesia Blvd between Central Ave and Acacia Ct and on Albertoni St between Lysander Dr and Central Ave.
- ADA-compliant curb ramps at all intersections, high-visibility crosswalks, sidewalk upgrades, LED lighting for pedestrian elements.

### SR-91 Improvements Project



(Central Avenue to Acacia Court)

### Status/Schedule

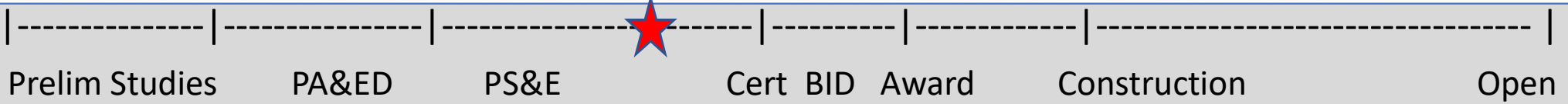
- Design phase underway and expected to be completed in early 2025.

### Challenges

- Billboard acquisitions .

# I-405 South Bay Curve Improvements

## I-405 Auxiliary Lanes



### Scope and Purpose/Need

- Provide NB and SB auxiliary lane improvements between freeway on/off ramps within Caltrans ROW.
- Improve safety and operations by reducing conflicts at high congestion on/off ramp locations.
  - Predominant collision types distributed among sideswipe, rear end, broadside, and hit object collisions. Collisions may be attributed to traffic congestion on the ramp and at the ramp terminal intersection as well as weaving/lane changing activities at the freeway junctions.

### Multimodal Elements

- Pedestrian/bicycle facilities and transit stops to be studied.
- High visibility crosswalks, pedestrian flashing beacons, and cyclist signage.

### Challenges

- Construction phase is not fully funded.



I-405 Auxiliary Lanes (I-105 to Artesia Boulevard)



### Status/Schedule

- Design phase underway, 95% design submittal anticipated by summer 2024.

# I-405 South Bay Curve Improvements

## I-405 Improvements



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

### Scope and Purpose/Need

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans right of way.
- The predominant type of collisions are rear-end collisions, which are associated with congestion and sideswipe incidents that typically occur when conflicting lane changes are made.

### Multimodal Elements

- Pedestrian/bicycle facilities and transit stops to be studied.
- High visibility crosswalks, and pedestrian flashing beacons, and cyclist signage.

### Status/Schedule

- Environmental phase underway and expected to be completed in fall 2026.

### Challenges

- Construction phase is not fully funded.



### I-405 Improvements



(I-110 to Wilmington Avenue)

# SR-14 Safety Improvements – North County



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

## Scope and Purpose

- Evaluate lane reconfigurations where there are gaps, ramp realignment, structure widening, retaining wall construction and drainage modifications.
- Address traffic safety concerns (exceeds state average incident rates).
- Eliminate bottleneck areas within the project limits to minimize conflicting weaving and merging by motorist (exceeds state average incident rates).

## Multimodal Elements

- Environmental document to include evaluation of multimodal elements (e.g., commuter rail, bike, pedestrian improvements).



## Challenges

- VMT analysis to be conducted<sup>22</sup>

## SR-14 Safety Improvements



(Newhall Avenue Undercrossing to Pearblossom Highway)

## Status

- Environmental phase underway and expected to be completed in fall 2026.

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**File #:** 2023-0658, **File Type:** Motion / Motion Response

**Agenda Number:** 18.

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**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 18, 2023**

**Motion by:**

**DIRECTORS HORVATH, BASS, YAROSLAVSKY, BUTTS, and NAJARIAN**

Metro's Sepulveda Transit Corridor Project (Project) proposes up to 16 miles of fixed guideway connecting the San Fernando Valley to the Westside and ultimately to Los Angeles International Airport (LAX) through one of the most congested freeway corridors in the United States with more than 400,000 Angelenos moving through it every weekday. Much of this congestion results from the complex geography of the area and the very limited number of public transit options running north-south through the Santa Monica Mountains.

Metro is currently advancing technical studies in support of developing a draft environmental impact report pursuant to CEQA to evaluate project alternatives that address the transportation needs of the Sepulveda Corridor. During the environmental review phase, the Metro Board approved a finding that the use of a Pre-Development Agreement (PDA) for the Project could achieve a number of private sector efficiencies by integrating planning, design, and construction activities associated with the Project. In October 2019, Metro issued a Request for Proposals for the performance of the pre-development work, including cost estimates, constructability reviews, and technical analyses to support the ongoing development of the Project. Metro awarded the contract to the two highest ranking firms: LA SkyRail Express (Monorail) and Sepulveda Transit Corridor Partners (Heavy Rail).

The PDA project development period includes clear phases and milestones. In each phase, the PDA contractors are required to advance the design of their Transit Solutions Concept (TSC), working closely with Metro to protect the integrity of the environmental process, while taking into consideration meaningful public and stakeholder feedback, an essential element of any proposed Metro project. To ensure that stakeholders receive regular updates on project progress, milestones, and any potential impacts, Metro initiated public outreach meetings in 2018 to begin gathering community feedback. Thus far, Metro has held nine public meetings on the Project, providing project updates and discussing project alternatives for environmental review. There are additional public outreach and informational meetings planned for October 2023. Metro's community outreach staff conducts these outreach meetings, and Metro makes all information presented and gathered at community meetings available to the public. The project's website serves as a central hub for sharing information with the public, ensuring accessibility to all.

While Metro retains the absolute sole discretion to make decisions under CEQA, which includes

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deciding whether to proceed with the Project or not, Metro's contract with the PDA teams permits them to also meet with community stakeholders to gather input and feedback provided that the teams notify Metro in writing of the planned meeting and topics and, following the meeting, share the substance of the communications and results of the meeting. Because Metro has not completed the Project's environmental review, the PDA teams are required to include disclaimer language on meeting agendas with stakeholders. These meetings are not publicly noticed, nor is the information presented and discussed made public.

Effective public participation during the planning process is a core value at Metro and an essential component to the success of any major project. Effective public participation strategies should also be applied to the PDA firms to minimize any confusion and improve transparency around the PDA teams' meetings with community stakeholders during the environmental process.

**SUBJECT: PUBLIC PARTICIPATION IN THE SEPULVEDA TRANSIT CORRIDOR PROJECT  
MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Horvath, Bass, Yaroslavsky, Butts, and Najarian that the Metro Board instruct the Chief Executive Officer to:

- A. Work with the PDA teams to publish reports of their community stakeholder meetings on a dedicated website or platform accessible to the public no later than December 1, 2023, to ensure that the information shared in the PDA teams' meetings is available to all interested parties, recognizing that because Metro has not completed an environmental review, the information contained does not constitute or evidence an approval by Metro of, or commitment of Metro to, any action for which prior environmental review is required;
- B. Report to the Board in January 2024 with an accounting of the amount of funds that have been budgeted and expended for both the Sepulveda Corridor Transit Corridor Project and the I-405 Express Lane Project; and
- C. Upon completion of the PDA process, report with an evaluation of the efficacy of the PDA model compared to other tried and tested project delivery methods as well as the development of a lessons learned assessment.