

Metro

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



Agenda - Final

Wednesday, March 20, 2019

2:00 PM

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

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Mark Ridley-Thomas, Vice Chair

Mike Bonin

John Fasana

Ara Najarian

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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

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

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

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Agendas for the Regular MTA Board meetings are prepared by the Board Secretary 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 on CD's and as MP3's and can be made available 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.

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

CALL TO ORDER

ROLL CALL

11. SUBJECT: INTRODUCTION OF MICRO MOBILITY VEHICLES PROGRAM AT METRO STATIONS [2019-0086](#)

RECOMMENDATION

RECEIVE AND FILE report on Introduction of Micro Mobility Vehicles Program at Metro Stations.

Attachments: [Attachment A - Metro Parking Ordinance](#)
[Attachment B - Metro Parking Rates and Permit Fee Resolution](#)

12. SUBJECT: TRANSPORTATION DEMAND MANAGEMENT PROGRAM UPDATE [2018-0799](#)

RECOMMENDATION

RECEIVE AND FILE update report on Transportation Demand Management Program in response to Board Motion 36 approved at the October 2017 Board meeting.

(CARRIED OVER FROM FEBRUARY)

Attachments: [Attachment A - TDM Motion](#)
[Attachment B - Phase One Analysis](#)
[Attachment C - Phase Two Analysis](#)

13. SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY [2018-0817](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and
- B. APPROVING advancement of the two BRT concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.

Attachments: [Attachment A - March 23, 2017 Board Motion](#)
[Attachment B - Map of Vermont Corridor](#)
[Attachment C - Vermont Executive Summary](#)

14. SUBJECT: JOINT DEVELOPMENT IN TAYLOR YARD

[2019-0053](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to amend an existing ground lease with Taylor Yard Commercial, LLC ("TYC") or its successor to:

- A. CHANGE the scope of development under the existing ground lease from approximately 16,690 square feet of retail space to approximately 56 units of affordable housing;
- B. EXTEND the deadline for commencement of construction under the existing ground lease from April 1, 2019 to April 1, 2022;
- C. PROVIDE for further extensions of this deadline to April 1, 2024, if deemed necessary or prudent;
- D. DELETE the requirement under the existing ground lease for the payment of percentage rent; and
- E. EXTEND the term of the existing ground lease to meet the requirements of TYC's funding partners, provided that such term shall not extend beyond March 31, 2092.

Attachments: [Presentation](#)

15. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

[2019-0081](#)

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$36,612,888 in fiscal year (FY) 2018-19 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations; and
- B. CERTIFY that Metro will comply with LCTOP certification and assurances and the authorized agent requirements, and authorize the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

Attachments: [Attachment A - Resolution for FY2018-19 LCTOP Funding](#)
[Attachment B - Funding Table](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0132](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2019-0086, **File Type:** Informational Report

Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE MARCH 20, 2019

SUBJECT: INTRODUCTION OF MICRO MOBILITY VEHICLES PROGRAM AT METRO STATIONS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Introduction of Micro Mobility Vehicles Program at Metro Stations.

ISSUE

Micro mobility is evolving in the transportation industry and is forecasted to grow due to social, cultural, new lifestyle and technological trends. In order to manage this growth it has become necessary to develop a program to regulate these vehicles. These vehicles have the potential to provide a flexible and affordable option and a vital link for the first/last mile connection for transit patrons. Staff has developed an administrative program proposal for Board consideration this month and potentially for adoption next month.

BACKGROUND

Micro mobility refers to a category of alternative vehicles, such as e-scooters and dockless bikes, which have soared in popularity since their introduction in the summer of 2017. Micro mobility vehicles, specifically e-scooters and dockless bike share bicycles, are now part of the transportation landscape necessitating urgent action to address community concerns about managing how and where these vehicles operate on Metro properties and rights of way (ROW).

At the September 2018 Board meeting, staff provided a report on the status of the Metro Bike Share Program which included the operation and regulation of dockless bikes and e-scooters. Staff was directed to develop a program to permit the operation of micro mobility vehicles and to ensure that the plan included regulations to address parking so that they do not impede or restrict pedestrian access while on Metro property, parking facilities, and ROW.

DISCUSSION

The Micro Mobility Vehicles Program (Program) is an administrative program that staff proposes to regulate e-scooter and dockless bike operations on Metro property, parking facilities, and ROW.

Observations and Options

Micro mobility vehicles have been observed at approximately twenty-five (25) Metro stations along transit corridors, parking in or adjacent to ADA parking spaces, blocking fare gates at transit stations, and abandoned in the middle of transit station platforms.

Although Metro does not have jurisdiction to regulate on-street spaces that belong to the cities and the County, Metro does have the authority to regulate these vehicles on its properties, parking facilities, and ROW, and to implement an administrative program for micro mobility vehicle operators who are responsible for regulating their users.

Implementing an administrative program will potentially add value to the first/last mile connection to transit stations by providing additional affordable alternatives for transit users.

Program Concept

The proposed objective of the Program is to implement a self-sustaining solution for operating and parking micro mobility vehicles, specifically e-scooters and dockless bikes, on Metro properties, parking facilities, and ROW. The proposed program Metro expects to reduce short-distance, single occupancy vehicle (SOV) trips while providing a low cost, flexible mobility option, particularly for those connected to transit, regardless of fitness or ability.

The proposed program's concept is modeled after Metro's Car Share program. The concept is for operators to lease parking spaces at Metro park and ride lots which would be regulated through an operating license agreement. Operators would be required to provide their own parking infrastructure. All vehicles are required to park at the designated area stated in the operating license agreement. Metro Parking Enforcement would be tasked to regulate parking behavior and record all violations of the operating license agreement. Administrative penalties would be tracked and applied to the operators' monthly invoice and would require all operators to remain in good standing. The non-exclusive license agreement will not consume or procure service by any service provider or operator.

The proposed program will designate a parking space at each station for each potential operating company. One parking space (8' x 21') will serve as the baseline and holds approximately twenty-five (25) e-scooters or dockless bicycles. The location will be visible and user friendly for transit patrons.

Workshops, Surveys and Other Outreach

Metro Parking Management staff conducted several workshops and outreach meetings during the program development process. Three workshops were conducted for the Micro Mobility Vehicles Program and consisted of outreach to seven (7) operators and local jurisdictions throughout Los Angeles County.

The first two workshops focused on obtaining input from operators. Seven (7) operators attended a presentation of the proposed program and offered constructive feedback which was incorporated into the program framework.

A third workshop was conducted exclusively for municipalities and the County. All eighty-eight (88) cities in Los Angeles County were invited and representatives from over thirty (30) jurisdictions

attended the workshop. Representatives voiced their input and concerns, which allowed staff to address their issues.

Two (2) surveys were conducted in January 2019 and February 2019. The first survey was directed to local jurisdictions throughout Los Angeles County to understand each city's position on regulating or banning micro mobility vehicles. The survey was distributed to eighty-eight (88) Los Angeles County cities. A total of thirty (30) responses were received for the survey. The survey was focused on how each city was approaching micro mobility vehicles, whether through a formal ban, an informal ban or an administrative program. Four (4) cities responded they would institute an informal or temporary ban while four (4) other cities would institute a formal ban. Twenty-one (21) cities responded they would manage or regulate the vehicles through an administrative program, and one (1) city did not have a stance.

The second survey, consisting of six (6) questions, was distributed to e-scooter operators to assess opinions on parking infrastructure. The survey was distributed to seven (7) operators. A total of four (4) responses were received for the survey. The survey focused on how critical it was to have a specifically designated parking space for each operator or a shared combined space. Two (2) operators responded they would prefer a designated space; one (1) operator preferred a combined space, and one (1) operator was indifferent. All four (4) operators are currently planning to design infrastructure and one (1) operator had a proprietary design. Three (3) operators are willing to share infrastructure design, and one (1) operator was not. Three (3) operators responded they would prefer the ability to actively charge e-scooters while parked at a station and one (1) operator was indifferent.

Finally, staff met separately with various Metro departments and individually with four (4) e-scooter operators between November 2018 and February 2019.

Rules and Regulations

E-scooters and dockless bike share bicycles are considered 'vehicles', thereby permitting Metro the right to regulate operators and tow violating vehicles. California Vehicle Code (CVC) 21113 gives Metro the authority to adopt its own parking ordinance to regulate Metro's ROW and parking facilities. Metro adopted Parking Ordinance, Administration Code 8, and proposes to incorporate the Micro Mobility Vehicle Ordinance under a Chapter covering "Non-Automobiles" (Attachment A). Metro shall require all operators to execute an operating license agreement prior to the deployment and storage of vehicles on Metro property, parking facilities, and ROW. To ensure operators are permitted to work in specific jurisdictions where Metro stations are located, documentation of authorization from the jurisdictional agency will be required prior to entering into license agreements with Metro. Additionally, operators will still be subject to the County and municipality regulations in which they operate, which include, but are not limited to, a vehicle cap.

Metro will enforce ADA parking spaces by requiring operators to maintain a clear path of travel at all times. Metro shall allow the operators the opportunity to rectify violations brought to the operator's attention within two hours, with the exception of ADA violations or parking beyond the fare gates area and boarding platform. ADA violations will be immediately removed. Any vehicles parked at non-designated areas will not be considered lost and found articles. They will be removed or towed at the operator's expense and subject to a violation.

Enforcement

Enforcement of the micro mobility ordinance is anticipated to be provided by Metro's parking enforcement contractor. Parking enforcement officers will patrol the areas covered in the license agreement to regulate parking behavior and record and track violations. All violations, if any, will result in an administrative penalty which will be applied to the operators' monthly invoices. The invoiced violations will include the vehicle number, date, time and applicable code section.

If the violation is not related to ADA compliance, prior to issuing a citation parking, Metro Parking Enforcement is anticipated to inform the operator to relocate or correct the situation within a two (2)-hour period. If the violation involves blocking a clear path of travel for the disabled parking space(s), enforcement will immediately relocate the vehicle back to the designated parking location and record the violation as an incident.

Any user who violates the ordinance while operating the vehicle and is observed by Metro Security, Police, or a parking enforcement officer, will receive a citation.

Proposed Fee and Estimated Revenue and Enforcement Cost

Staff does not anticipate the implementation of the Micro Mobility Vehicles Program will create an adverse impact on the current budget. The parking enforcement contract scope of service will need to be amended to include two (2) additional enforcement officers who will be delegated to the program. The addition of two (2) enforcement officers will generate an expenditure of \$100,000 per year for salaries and benefits, and an expenditure of approximately \$50,000 for the purchase and maintenance of a patrol vehicle. These costs are anticipated to be absorbed by the current Parking Enforcement contract without additional funding request.

A one-time application fee per license agreement is proposed at \$1,500 to cover the cost of administering the program and site visits. The fee is consistent with current Metro's ROW Usage Permit application.

A license agreement fee is proposed at \$500 per parking space, per station, per operator, per month. The proposed fee is based on \$1 per day, per scooter, for twenty-five (25) scooters, for twenty (20) working days per month. Additional spaces at each station will be assessed at \$250 per parking space, per station, per month.

The administrative penalty for vehicle violations is proposed at \$50 per violation. ADA violations will remain consistent with the current penalty of \$338 per violation.

Staff anticipates generating approximately \$1.1 million in gross revenue per year for the Micro Mobility Vehicles Program.

Equity Platform

By developing the proposed Micro Mobility Vehicle Program, Metro will potentially provide an additional affordable alternative first and last mile option to connect with Metro transit system. This Program is planned to be implemented at various stations, including disadvantaged communities.

DETERMINATION OF SAFETY IMPACT

The introduction of Micro Mobility Vehicles Program proposal receive and file report will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

The proposed program is a revenue-generating initiative program. Anticipated the program to be adopted, revenue to Metro is estimated at \$1,050,000 per year through the license agreement process and \$10,500 through the application process on the first year of the program. Additional income will also be generated through administrative violations or growth from the program.

Impact to Budget

Enforcement expenses are anticipated to be absorbed by the current parking enforcement contract budget without additional funding request or impact to budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Micro Mobility Vehicles Program at Metro Stations will support:

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;
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may direct staff not to continue develop the Program. However, this is not recommended as the micro mobility vehicles will continue to park at Metro Stations and will cause a vehicle littering issue.

NEXT STEPS

Staff will continue to perform more outreach efforts to introduce the Program and return to the Board in April 2019 for potential adoption of the Micro Mobility Vehicles Program.

ATTACHMENTS

Attachment A - Metro Parking Ordinance

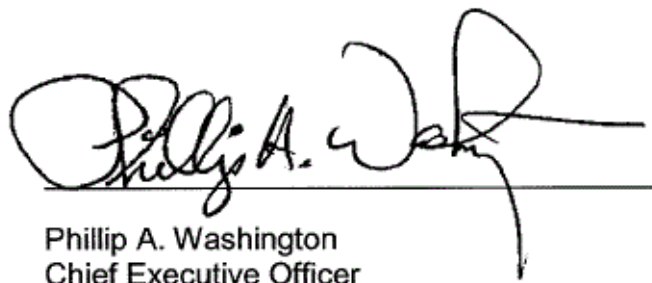
Attachment B - Metro Parking Rates and Permit Fee Resolution

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Phillip A. Washington
Chief Executive Officer

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. 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 bicycle.

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, publically 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.

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 two-wheeled device that has handlebars, a floorboard designed to be stood upon when riding, powered by a motor, and designed to transport only one person; includes 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.

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 Company. “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

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

Operating License Agreement. “Operating License Agreement” shall mean the written agreement between METRO and an 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.

ATTACHMENT A

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.

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

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

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

Chapter 8–05

Parking Regulations

8-05-010 Parking Activities

Unless otherwise authorized by METRO in writing, METRO owned, leased, financed, contracted, operated and managed parking facilities 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 direct by METRO.

An 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, Motorized Bicycles, and E-bikes at METRO Facilities

1. **Parking Bicycles, Motorized Bicycles, and Electric Bikes (E-Bikes) at METRO Facilities**
 - a. Bicycles, Motorized Bicycles, and e-bikes 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.

2. 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.
3. Bicycles, Motorized Bicycles, and e-bikes 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.
4. Bicycles, Motorized Bicycles, and e-bikes are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.
5. Operating Bicycles, Motorized Bicycles, Motor-Driven Cycles, and Electric Bikes (E-Bikes) at METRO Facilities
 - a. All riders shall:
 - i. Not operate bicycles, motorized bicycles, and e-bikes when entering transit vehicle lanes (bus lanes), transit platform areas, or onboard METRO transit vehicles.
 - i. Motorcycles may not be used on bike pathways, sidewalk, or other bikeways.
 - ii. Always yield to pedestrians and use bicycle lanes when available, per CVC 21207.5 and 21209.
 - i. If a bicycle lane is not available, riders shall maintain two feet distance from all pedestrians.
 - iii. 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. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
 - iv. Not ride against the direction of traffic per CVC 21202.
 - b. METRO may cause bicycles, motorized bicycles, and e-bikes to be removed or relocated under any of the following circumstances:
 - i. Bicycle, motorized bicycle, or e-bike is secured to any item other than a bicycle rack or infrastructure designed for parking bicycles.
 - ii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
 - iii. Poses a hazard or impedes pedestrian access per CVC 21235 including an ADA parking space or ADA access.
 - iv. Has been reported stolen and verified by the Agency.
 - v. Appears to be abandoned.
 - a. A bicycle, Motorized Bicycle, or e-bike 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, Motorized Bicycle, or e-bike, 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, Motorized Bicycle, and e-bike a notice identifying the condition of the bicycle and the removal date.
- vi. Removed bicycles, motorized bicycles, and e-bikes may be recovered with proof of ownership after required fees are paid within 30 days; before they are released.
 - a. Removed bicycles, Motorized Bicycles, and e-bikes are held for a minimum of 30 days, after which time the bicycle owner is presumed to have relinquished legal title; these bicycles, Motorized Bicycles, and e-bikes are disposed of in accordance with METRO policy.

8-07-040 Motorcycles at METRO Facilities

1. Parking Motorcycles at METRO Facilities
 - a. Motorcycles shall pay as required when parking on METRO Facilities to the same extent as an Automobile would be required.
 - b. Motorcycles shall park in designated motorcycle parking spaces, if available, or within a parking space designated for automobiles.
2. 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.
3. 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.
4. Motorcycles are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.
5. Operating Motorcycles at METRO Facilities
 - a. All riders shall:
 - i. Be required to wear helmets per CVC 27803.

- ii. Avoid operations on bike pathways, sidewalk, or other bikeways.
 - iii. 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. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
- b. METRO may cause motorcycles to be removed, relocated, or towed under any of the following circumstances:
 - i. Is secured to an item that is not designed for motorcycle parking.
 - ii. Prevents use of available vehicle parking spaces, vehicular travel lane, or bike lane.
 - iii. Poses a hazard or impedes pedestrian access per CVC 21235, including an ADA parking space or ADA access.
 - iv. Appears to be abandoned.
 - a. A motorcycle 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.

8-07-050 Micro Mobility Vehicles at METRO Facilities

1. Parking Micro Mobility Vehicles at METRO Facilities
 - i. Users shall park Micro Mobility Vehicles in defined parking spaces when designated by METRO.
 - ii. Micro Mobility Vehicles shall be parked upright or in a manner that allows clear travel in the right of way and shall not impede the boarding or departure of transit users.
2. 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.
3. Micro Mobility Vehicles 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.
4. Micro Mobility Vehicles are strictly prohibited from parking, standing, and stopping in ADA parking spaces or ADA access. Violation of ADA regulations will be subject to METRO's Fee Resolution.

5. 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.
 - a. METRO will not be liable for Micro Mobility Vehicles thus violators will be subject to removal, relocation, or towing procedure and will be considered a violation.
6. Operating Micro Mobility Vehicles at METRO Facilities
 - a. All riders shall:
 - i. Cease operations of Micro Mobility Vehicles when entering transit vehicle lanes (bus lanes), transit platform areas, or onboard METRO transit vehicles.
 - ii. Always yield to pedestrians and use bicycle lanes when available, per CVC 21207.5 and 21209.
 - a. If a bicycle lane is not available, riders shall maintain two feet distance from all pedestrians.
 - iii. Shall not ride against the direction of traffic per CVC 21202.
 - iv. 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. Riders shall not use any wheeled device unsafely that could cause harm or injury to the rider or other patrons.
 - v. Obey no ride and no parking zones, which will be designated on METRO Parking Facilities and METRO ROW.
 - a. METRO reserves the right to designate No Ride/No Parking zones at any time as deemed appropriate by METRO.
 - b. Incorrectly parked or overspill capacity shall be rectified by the Operating Company within two (2) hours between the hours of 5 AM – 12 AM daily.
 - b. METRO may cause Micro Mobility Vehicle to be removed, relocated, or towed under any of the following circumstances:
 - i. Has been reported by the 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 Micro Mobility Vehicle operations conducted on METRO property or on or within a METRO parking facility or METRO ROW without approval.

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.

- 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.
- 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.

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.

ATTACHMENT A

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.
- 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.

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

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

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

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

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

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

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

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

SECTION 1. The parking rates established in this Resolution are effective as of February 1, 2018 at all Metro Parking Facilities.

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

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

SECTION 4. The following fees are established at the Metro Willow Blue Line Station:

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.

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

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

Parking information and rates shall be as follows:

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

SECTION 7. The following fees are established at the Metro Artesia Blue Line Station:

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

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Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Daily parking rate for non-transit users without verified ridership within 96 hours of parking their vehicle will require \$3.00 rate per 3 hour period with a maximum parking time of 3 hours.

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

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

Parking information and rates shall be as follows:

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

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

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

Parking information and rates shall be as follows:

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

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

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

Parking information and rates shall be as follows:

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

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

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

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Parking information and rates shall be as follows:

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

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

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

Parking information and rates shall be as follows:

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

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

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Non-transit monthly permit parking will require a \$120.00 monthly flat rate.
- d. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

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

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

Parking information and rates shall be as follows:

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

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

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

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Parking information and rates shall be as follows:

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

Parking is only available from Monday at 2 AM through Sunday at 2 AM.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

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

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

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

Parking information and rates shall be as follows:

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

SECTION 56. The following fees are established at Los Angeles Union Station Gateway:

Parking information and rates shall be as follows:

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

SECTION 57. The following fees are established at Los Angeles Union Station West:

Parking information and rates shall be as follows:

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

SECTION 58. All parking fees and rate structures, including hourly, daily, weekly and monthly parking shall be approved and established by resolution of the METRO Board. METRO staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

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

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

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

SECTION 60. Short-term reserved parking may be purchased by phone or by internet web-page.

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

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

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

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

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

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

SECTION 67. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will not exceed a \$5.00 daily flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. Monthly parking rates for transit users with verified ridership will not exceed a \$99.00 flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution.

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

	Chapter	Title	Citation Fee
1	8-01-100	Permissions, Space Assignment, Signage and Parking Management Approvals	\$63.00
2	8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking	\$63.00

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		Space Markings	
3	8-05-040	Failure to Obey Signs	\$63.00
4	8-05-050	Exceeding Posted Time Limit	\$53.00
5	8-05-060	Temporary No Parking	\$53.00
6	8-05-070	Restricted Parking	\$53.00
7	8-05-080	Parking Within Marked Bicycle Lane	\$63.00
8	8-05-090	Illegal Parking in Loading Zone	\$53.00
9	8-05-100	Vehicle Exceeds Load Size Limit	\$53.00
10	8-05-110	Disconnected Trailer	\$53.00
11	8-05-120	Bus Loading Zones	\$263.00
12	8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	\$53.00
13	8-05-140	No Parking – Alley	\$53.00
14	8-05-150	Illegal Parking in Red Zones	\$53.00
15	8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	\$53.00
16	8-05-170	Improperly Parked on Parking Grades	\$63.00
17	8-05-180	Improperly Parked in Angled Parking	\$63.00
18	8-05-190	Double Parking	\$53.00
19	8-05-200	No Parking Anytime/Posted Hours	\$53.00
20	8-05-210	Wrong Side Two Way Traffic or Roadway	\$53.00
21	8-05-220	Blocking Street or Access	\$53.00
22	8-05-230	Parking Special Hazard	\$53.00
23	8-05-240	Illegal Parking at Fire Hydrant	\$68.00
24	8-05-250	Illegal Parking at Assigned / Reserved Spaces	\$53.00
25	8-05-260	Illegal Parking at Taxicab Stands	\$53.00
26	8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	\$53.00
27	8-05-280a	Failure to Properly Register Vehicle License Plate Information	\$53.00
28	8-05-280b	Parking in a Permit Parking Spaces Without a Permit	\$53.00
29	8-05-280c	Display and Altered, Counterfeit, or Expired Permit	\$53.00
30	8-05-280d	Display a Permit Registered to Another Vehicle	\$53.00
31	8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	\$53.00
32	8-05-310	Permit Penalty Provisions	\$53.00
33	8-05-320	Expired Meter or Pay Station	\$53.00
34	8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	\$53.00
35	8-05-340	Electric Vehicle Parking Spaces	\$53.00
36	8-05-350	Parking on Sidewalk/ Parkway	\$53.00
37	8-05-370	Peak Hour Traffic Zones	\$53.00
38	8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	\$53.00
39	8-05-400	Car Share, Vanpool, or Micro Mobility Vehicle Authorization Required	\$53.00
40	8-05-410	Speed Limit	\$53.00
44	8-05-420	Motor Vehicle Access	\$63.00
42	8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	\$338.00

ATTACHMENT B

43	8-07-030a	<u>Improperly Parked Bicycles outside of Designated Bicycle or Micro Mobility Vehicle Parking Areas</u>	<u>\$38.00</u>
44	8-07-030b	<u>Bicycle parked in Landscaped Areas Violation</u>	<u>\$38.00</u>
45	8-07-040c	<u>Operation of Motorcycles on Bicycle Pathways or Sidewalks</u>	<u>\$38.00</u>
46	8-07-050a	<u>Improperly Parked Micro Mobility Vehicles outside of Designated Micro Mobility Vehicle Parking Areas</u>	<u>\$53.00</u>
47	8-07-050b	<u>Operation of Micro Mobility Vehicle on Transit Platform, Transit Vehicle Lane, or Transit Vehicle</u>	<u>\$53.00</u>
48	8-07-050c	<u>Improperly Parked Micro Mobility in ADA Spaces and ADA Accessible path of travel for Vehicle Operators with Disabilities</u>	<u>\$338.00</u>
49	8-07-050c	<u>Abandoned Micro Mobility Vehicle on transit platform, transit vehicle lane, or transit vehicle</u>	<u>\$338.00</u>

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

SECTION 70. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

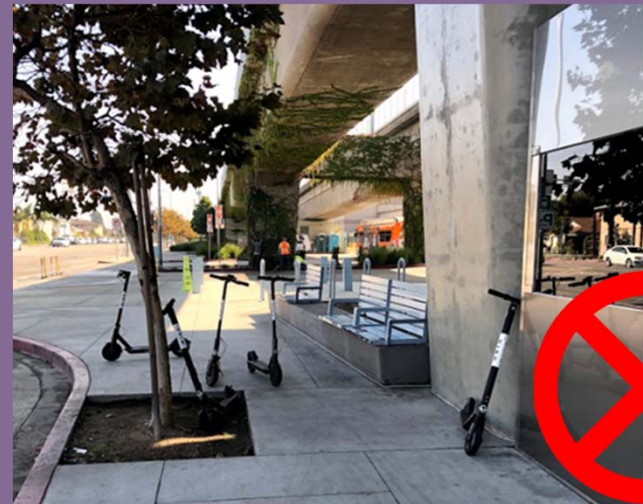
SECTION 71. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

Planning and Programming Committee; Wednesday, March 20, 2019; Legistar File I.D.#: 2019-0086

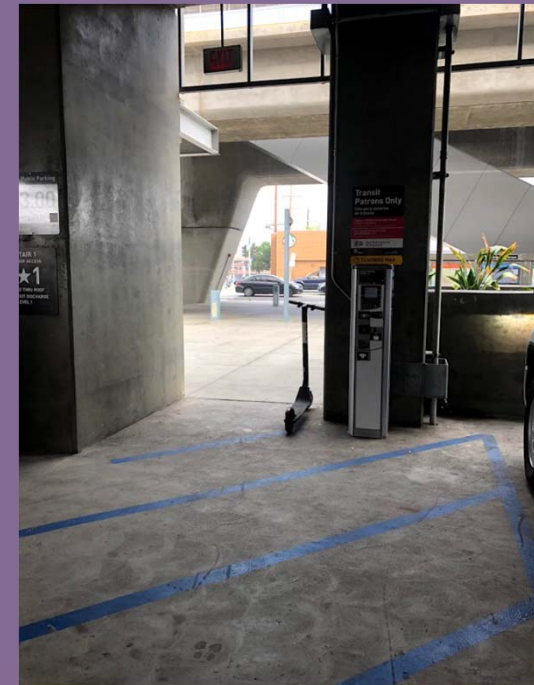
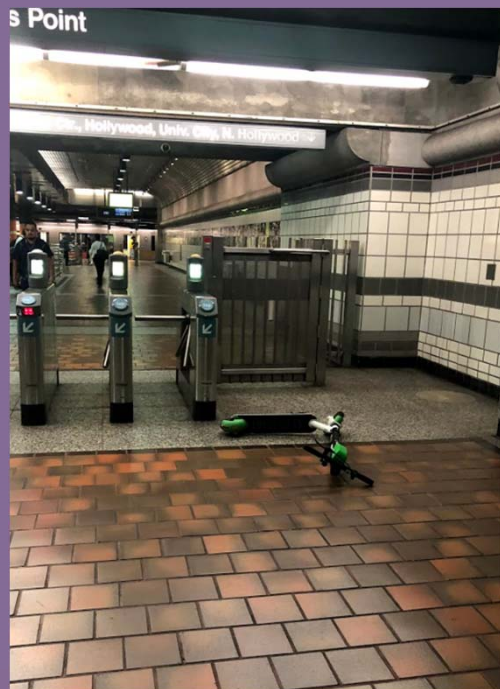


Micro Mobility Vehicles (“Vehicles”)

- Micro mobility is evolving in the transportation industry.
- Demand continues to grow.
- New Life Style
- Flexible and affordable option
- Vital First/Last Mile connection for transit patrons
- Need to develop a program to prohibit or regulate them



OBSERVATIONS



OPTIONS

Prohibit micro mobility vehicles on Metro property, facilities, and ROW

OR

Regulate micro mobility vehicles through administrative program

- Regulate user, and
- Regulate operating company



Metro

Program Highlights

1. Prohibited from parking in ADA spaces; operators must maintain clearance of ADA access.
2. Vehicle cap cannot supersede municipality and county laws, rules, and regulations.
3. Proof of permission from cities prior to operator applying with Metro
4. License agreement or lease usage prior to operator deployment.
5. Incorrectly parked vehicles shall be corrected within 2 hours.

PROGRAM

- Program concept:
 - Similar to Metro's Car Share program
 - Designate spaces at Metro parking facilities
 - Issue license agreement
- Enforcement:
 - Parking Enforcement will perform enforcement activities: regulate behavior and record violations (date, time, location, photo)
- Administrative penalty will be applied to the operating company invoice for any violation

PROGRAM

Operating Company responsibilities:

- Educate users on Metro's Ordinance
- Provide parking plan and infrastructure (i.e., rack, bin, etc.)
- Provide user-friendly signage
- Correct violations within 2 hours after notification

PROGRAM

User responsibilities:

- Return vehicles to pre-designated parking zone(s).
- Follow regulations regarding Metro's property, facilities, and ROW.
- If the user violates the Administration Code while operating the vehicle and is observed by Metro Security, Police or Parking Enforcement, a citation will be issued directly to the user.

Governance

- E-Scooters and Dockless Bicycles will be considered as Micro Mobility Vehicles, “vehicles”.
- California Vehicle Code Section 21113 – Transportation agency is allowed to adopt Parking Ordinance to regulate Metro right of way and parking facilities
- Metro Parking Ordinance – Administration Code 8
- The Micro Mobility Vehicle Ordinance is proposed to be under the Metro Parking Ordinance “Non-Automobile” chapter.
- “Vehicles” parked incorrectly will be subject to enforcement and removal by a tow company.

Slide 9

GR6

general?

Golez, Rose, 3/7/2019

ORDINANCE

- Operating companies must acquire license agreement prior to deployment.
- Riders must dismount prior to boarding platform/station areas and riding in transit.
- Vehicles must be parked/returned to pre-designated parking zone(s).
- Vehicles are prohibited from parking in disabled parking spaces and path.
- Vehicles parked at non-designated areas will not be considered lost and found articles.

PROPOSED FEES & ESTIMATED REVENUE

- Application Fee - \$1,500
 - Consistent with Metro ROW Usage Permit application
- License Agreement and Lease
 - \$500 per location per month; fits 25 micro mobility vehicles
 - Each additional space - \$250 per location, per month
- Administrative Violation
 - \$50 per incident
- Estimated Revenue
 - \$500/location x 25 locations x 7 operators x 12 months
= \$1,050,000 annually + application fee + violation payment

OUTREACH & NEXT STEPS

- Three workshops
 - One workshop with municipalities
 - Invited all 88 cities; 57 representatives from 30 municipalities
 - Two work shops with operators
 - Seven operators attended both workshops
- Meetings
 - Five meetings with operators
 - Internal departments meetings
- Next Steps
 - Continue outreach effort and obtain input
 - Return to the Board for adoption in April 2019





Board Report

File #: 2018-0799, File Type: Motion / Motion Response

Agenda Number: 12.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MARCH 20, 2019

SUBJECT: TRANSPORTATION DEMAND MANAGEMENT PROGRAM UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE update report on Transportation Demand Management Program in response to Board Motion 36 approved at the October 2017 Board meeting.
(CARRIED OVER FROM FEBRUARY)

ISSUE

In October 2017 the Board approved Motion 36 (Attachment A) directing staff to establish a robust and comprehensive countywide Transportation Demand Management (TDM) program in Los Angeles County. This Board Report represents the continuing progress made towards achieving the nine goals as outlined in Board Motion 36, Section C.

DISCUSSION

Given the comprehensive nature of the task and appreciating the complexity of existing TDM planning and the regulatory environment in the County, staff prepared a Phase One assessment. The Phase One assessment provided a detailed inventory of current Metro activities in the area of TDM. It was presented as a Board Box dated March 7, 2018 and responded to the Motion's specific directive Section "B".

The Phase Two analysis, which outlined TDM best practices (in response to the Motion's specific directive Section "A") and made recommendations on establishing a robust and comprehensive countywide TDM program (in response to the Motion's specific directive Section "C") was presented as a Board Box on May 16, 2018.

Both the Phase One and Phase Two analyses are referenced throughout this report and are included as Attachments B and C respectively.

Progress made towards completing Motion 36 Goals (C 1-9)

1. Countywide TDM guidelines to help municipalities create and implement TDM policies by

establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards:

In order to accomplish this goal, staff is proposing the creation of a TDM Toolkit and corresponding website made available to all 88 cities in Los Angeles County with the goal of providing municipalities with the tools and support to meet the trip reduction goals for their respective communities.

As recommended in the Phase Two report, staff has solicited feedback from various municipalities to find out “what gaps exist today in the state of TDM” through a series of TDM Focus Group meetings with municipalities and Transportation Management Associations (TMAs) in the county. The feedback received from these focus groups will be used to inform a Regional TDM Survey which will be sent to all municipalities in the county, as well as group of large and small sized employers in the first quarter of 2019.

The responses to the survey will help staff to define the TDM Toolkit elements and website. Preliminary discussions in the focus group have provided insight to the following proposed TDM Toolkit elements:

- **A Plug and Play TDM program designed for cities.** This program will be a customized form of Metro’s current Regional Rideshare Trapeze Platform which will allow individual cities to track employees’ and residents’ commute trips, provide on-demand ride-matching services and promote alternative commute modes.
- **Network meetings and quarterly TDM workshops for city staff.** Metro will host network meetings and workshops for city staff to provide an opportunity for TDM staff from all municipalities to connect with each other to share resources and TDM best practices. The workshops will be TDM-specific based on the requests of the municipalities and provide TDM information and support.
- **A quarterly TDM newsletter or blog.** A quarterly TDM newsletter or blog will be created and maintained by Metro, providing municipalities with articles and links on the latest TDM and mobility information and initiatives from around the world. Municipalities will also be able to submit content to Metro for inclusion in the newsletter or blog as appropriate.
- **TDM ordinance assistance will be provided to municipalities by Metro staff.** Staff can assist in guiding municipalities who want to develop and adopt a TDM ordinance as well as those municipalities who wish to update their current TDM policies.
- **TDM Best Practices will be posted on the TDM website as a resource for municipalities.** Local municipalities can also submit their own best practices to Metro for consideration.

- **A TDM grant program will be developed.** Most recently, the County of Sacramento implemented a small grant program aimed at trip reduction. Metro staff proposes a similar grant program available to municipalities in the county for the purpose of providing a subsidy program aimed at directly changing commuter's drive alone habits.

2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling:

A countywide marketing and outreach program will be developed after the TDM Toolkit is finalized and will be used in part to launch the toolkit and Metro's Countywide TDM Program.

3. Facilitating regular discussions between Transportation Management Associations (TMAs) in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices:

In August 2018 the first TMA Network meeting was held at Metro. Representatives from all eleven TMAs were in attendance. Since then, the group has continued to meet bi-monthly. Currently the group is working on setting minimum data collection standards so that each TMA is collecting the same type of commute data that can then be shared as a whole.

4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for Metro to effectively promote and coordinate TDM strategies in Los Angeles County:

The survey for major employers, which included both private and public sectors in Los Angeles County, will help Metro shape a plan that will assist cities and employers to engage in a partnership resulting in reduced commute trips.

5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow TMAs, telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes:

Staff provided a progress update in the Receive and File Board item on May 16, 2018. The group transit pass programs are an ongoing effort and are currently managed by Metro Commute Service (MCS) unit under the Marketing Department.

6. Strategies and information to promote telecommuting:

An inventory of current Telecommuting Handbooks has been completed and the best guides available for employers and employees have been identified. Links to these handbooks will be available on the TDM Website.

Marketing materials promoting telecommuting will be developed as part of the Countywide TDM marketing effort.

Additionally, once the TDM Toolkit kicks off, Metro will host telecommuting workshops for employers that focus on the benefit of telecommuting as well as a plan for implementing telecommuting at a worksite.

7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel:

On August 20, 2018, AB2548 was signed by Governor Jerry Brown, granting Metro the authority to write a Commuter Tax Benefit Ordinance for employers of 50-249 employees located in Los Angeles County.

Currently, staff is analyzing 1) the resources required to implement, administer and enforce a Commuter Benefits Ordinance, 2) what mechanism Metro would use to enforce and fine for noncompliance, and 3) the workload to collect and report commute data for the estimated 65,000 employers who would be required to comply with the ordinance.

A question about a Countywide Commuter Benefits Ordinance will be included in the city TDM survey in order to solicit feedback from all of the cities in the County.

Staff is preparing a plan for implementation of the ordinance that incorporates Metro providing education and outreach to cities, employers and users through the other TDM actions in Board Motion 36 (#1-6). The ordinance will be drafted concurrent with the education and outreach and will incorporate feedback received during that process.

8. Assist employers with compliance of the State of California's Parking Cash-Out law for worksites within Los Angeles County:

In order to support parking cash-out in Los Angeles County and ensure that all employers of fifty or more employees who fall under the purview of the Parking Cash-Out Law are informed of their requirement to comply, Metro will send a Parking Cash-Out survey to employers of fifty or more employees. This survey will ask employers if they are complying with the law and provide them with information about parking cash-out requirements and how to ensure compliance.

9. Considering consolidation of Metro's various TDM functions into a single group and/or creating a Countywide TDM Manager position tasked with coordinating Metro's TDM efforts, including identifying additional staffing needs:

As noted in the May 2018 Board item, staff recruited a person to serve the function and the position currently resides in Metro's Planning Department.

Equity Platform

By developing a regional TDM program, Metro will provide support and a user-friendly TDM toolkit for all cities in the county, allowing them to provide employees and residents in all areas of their communities access to customized commuter support.

Metro outreach and coordination for the regional TDM program has a unique opportunity to provide outreach and support directly to resource limited communities while also providing opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives in commuter benefits and congestion reduction programs with community members in the communities where they live and work.

FINANCIAL IMPACT

There could be a range of financial impacts associated with implementing future actions arising from recommendations included in this Board report. Discrete actions and an assessment of their capital and/or operating costs would be brought before the Board for action individually, or as part of a program of associated actions as appropriate. Since this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro's Regional Transportation Demand Management Program and serve to implement the following Metro Vision 2028 Strategic Plan Goals:

- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County.
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan.
- Goal 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

ALTERNATIVES CONSIDERED

The recommendations for further development included in this Board report could be deferred by the Board. In all cases, staff would endeavor to pursue next steps that are coordinated with existing or anticipated related initiatives, to maximize resource efficiency.

NEXT STEPS

Next steps are for staff to: conduct the Regional TDM Survey; continue to facilitate the regional TMA; provide informational and strategic support on telecommuting and parking cash-out programs for municipalities, TMAs and employers; analyze the implications of adopting a countywide TDM ordinance; develop the TDM grant program and selection criteria for the Board to consider in FY20. Staff will report back to the Board in 90 days on the implementation plan for the TDM ordinance.

ATTACHMENTS

Attachment A - TDM Motion

Attachment B - Phase One Analysis


Attachment C - Phase Two Analysis

Prepared by: Jacquilyne Brooks de Camarillo, Manager, Countywide Planning & Development, (213) 922-3034

Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

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Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2017-0715, **File Type:** Informational Report

Agenda Number: 36.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2017

Revised Motion by:

Garcetti, Dupont-Walker and Butts

October 18, 2017

Countywide Transportation Demand Management

MTA should be a national leader in working with local jurisdictions to promote transit use, active transportation, and other multi-modal travel.

MTA is leading a great expansion of mobility options in Los Angeles County, including the rail and bus transit system, bikeshare, first-last mile links, and groundbreaking technology-based new mobility services, including U-Pass and On-demand Microtransit Pilot Programs. A robust and comprehensive countywide Transportation Demand Management (TDM) program would maximize the benefits of these investments in LA County's transportation systems.

TDM focuses on reducing single-occupancy vehicle trips by making other transportation options more attractive. TDM promotes sustainable transportation options such as transit, carpooling, vanpooling, bicycling and walking. TDM strategies boost transit ridership, promote telecommuting, reduce single-occupancy vehicle trips, and reduce greenhouse gas emissions. MTA can serve as the facilitator of a countywide TDM program that encourages and supports local jurisdictions in initiating, developing, and implementing their own TDM initiatives.

Currently, there is an absence of a robust and comprehensive countywide TDM promotion and coordination program in Los Angeles County. As the countywide transportation agency, MTA is ideally suited to lead this effort. A robust TDM program will enable MTA to leverage its historic transportation investments to further change travel behavior and help the region ease congestion and meet statewide greenhouse gas emissions reduction goals. This would build on MTA's ongoing Congestion Reduction activities, including 511, promoting carpooling through ExpressLanes, creating vanpools, etc.

MTA can promote TDM strategies through many different methods--by coordinating local TDM objectives, creating a comprehensive TDM marketing strategy, measuring the effectiveness of multi-modal solutions, and other strategies. While some cities already have existing TDM programs or initiated efforts to establish TDM programs, many more cities in LA County could implement effective TDM programs with support from MTA.

Some jurisdictions, including the City of Los Angeles, have identified a need to make major updates to their TDM ordinances to incentivize sustainable transportation solutions more broadly through their development review processes and establish more robust monitoring and evaluation protocols.

The goal of the State of California is to reduce greenhouse gas emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. Currently, automobiles are the single largest source of emissions in Los Angeles. Los Angeles County residents approved Measure M in November 2016 to create more mobility options. MTA can do more to support local jurisdictions to meet state goals, and to create a seamless user experience throughout Los Angeles County that will create more MTA rail and bus riders, encourage carpooling and vanpooling, and boost countywide active transportation usage.

**SUBJECT: REVISED MOTION BY DIRECTORS GARCETTI AND
DUPONT-WALKER AND BUTTS**

TRANSPORTATION DEMAND MANAGEMENT

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

- A. Prepare a list of TDM best practices of California agencies and jurisdictions, including but not limited to the Bay Area Metropolitan Transportation Commission;
- B. Inventory current MTA funding sources for planning or implementing TDM programs and projects at the county or local level;
- C. Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:
 1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;
 2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;
 3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;
 4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;
 5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;

6. Strategies to promote telecommuting;
7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;
 - a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;
 - b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.
8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;
9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs;
- D. Incorporate into MTA's 2018 state legislative program for MTA to seek legislation that would strengthen MTA's ability to carry out a countywide TDM program; and
- E. Report back to the Planning and Programming Committee on all the above in 420 150 days.

KUEHL AMENDMENT: to include that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per-boarding (FPB) rate approved by the Office of Management and Budget (either as a pilot program or as a new payment option under BTAP)



Metro

March 7, 2018

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: THERESE W. MCMILLAN *TW*
CHIEF PLANNING OFFICER

**SUBJECT: TRANSPORTATION DEMAND MANAGEMENT:
PREPARATORY MOTION 36 RESPONSE**

ISSUE

In October 2017, the Board passed Motion 36 ("Motion", see Attachment A) that essentially directs staff to explore and implement a markedly expanded role for Metro in Transportation Demand Management (TDM). Underlying the 9 separate steps outlined in the Motion is the presumption that the Metro Board would assume a role equivalent to that of a countywide Transportation Demand Management Agency capable of effectively designing, implementing, monitoring and possibly enforcing the suite of activities outlined therein. Such an endeavor would require changes in legislation, significantly new revenues to implement, and the potential shift of legislated authorities and responsibilities among many partners including Southern California Association of Government (SCAG), the South Coast Air Quality Management District (SCAQMD), Los Angeles County and local jurisdictions, and private employers.

Respecting the essential role of TDM as part of a comprehensive and cohesive transport system, it is important to begin with a thorough understanding of a function that is, by its nature, dependent on many interlocking multiple factors. It became increasingly apparent in preparing a motion response that articulating and analyzing those factors was a key prerequisite, and had not been done prior, if ever. And it is particularly important now, as state and federal provisions affecting TDM have changed fairly significantly over the last five years.

Therefore, rather than simply respond to the Motion's elements verbatim, Metro staff wants to ensure first that the Board has a fuller understanding of the issues that Motion 36 raises, so that it can direct staff with more clarity. This Board Box presents the first of two reports to lay that foundation. Included in the "Phase One" report here are:

- A general definition of Transit Demand Management (TDM), around which current and any future programs should be designed.
- A review of pertinent statutory provisions in state and federal law that fundamentally frame TDM requirements, and importantly, the obligations of other parties in addition to Metro. Primary among these are air quality and climate change related legislation. Local ordinances are also noted.
- An inventory of existing Metro TDM efforts and how they relate to statutory obligations. This includes an overall broad assessment of resources provided for these efforts.

The remainder of this report is organized around these three points. This provides a foundation for a “Next Steps” Phase Two Board Report in April to round out the comprehensive response we believe Motion 36 warrants.

DISCUSSION

A. Defining Demand Management

Transportation Demand Management is a general term for various strategies that increase transportation system efficiency and eliminate single occupant vehicle (SOV) trips. TDM often comprises a program of information, encouragement and incentives to optimize use of all modes in the transportation system. There are both traditional and innovative technology-based services to help people use transit, ridesharing, mobility on demand, vanpooling, walking, biking, shared parking and telework.

TDM is, at its core, intended to dissuade single-occupant auto driving. Among other elements, parking management is inextricably tied to any effective TDM portfolio. This element was absent from the Motion’s references, but is addressed in this Phase One evaluation, to ensure completeness.

Parking Management and TDM. Parking management is an important element of TDM. Unpriced and unrestricted parking encourages driving and creates single, automobile-dependent land use patterns. Many parking management programs, including Metro strategies, significantly reduce automobile travel by removing free parking at high parking demand and congested destinations.

SOV trips are sensitive to parking supply and price. By removing free parking, destination trips are typically reduced by 10-15%. For example, each 10% increase in parking charges can reduce driving by 1-3%; implementing parking incentives for carpoolers can reduce SOV commuting by another 10-30%, particularly if implemented with other commute trip reduction programs (Analytics, 1995; Shaw, 1997). Effective parking management can also help to shift SOV to alternative transportation modes. Metro’s park and ride program has experienced parking demand reduction by up to 20% at locations where a modest parking fee was implemented without any negative impact on station boarding or ridership at our transit corridors.

Shifting trips to non-SOV options via TDM programs can also support policies to reduce parking requirements for new and existing commercial and residential development. For example, parking requirements have been reduced 10-30% at sites with commute trip reduction programs. Parking Cash-Out is particularly effective at reducing parking demand. Thus, implementing TDM programs in conjunction with effective parking management and pricing programs will lead to better and more flexible land use in the long run.

B. TDM Statutory Provisions and Related Regulation

Federal/State/Local

The following highlights the various TDM regulations established around federal and state statutes, driven by vehicle emission reduction requirements where trip reduction is permitted as a mitigating strategy. In large part, these requirements are imposed on public and private employers, and oversight responsibility is held by the agency imposing these regulations. Outside of its responsibilities as a major employer, Metro's role is primarily a supportive one, to assist other entities to meet their regulatory requirements; its role has not been to assume or perform oversight responsibilities of other entities.

The regulations/ordinances listed below are offered as information to what may or may not impact a business and/or employer. Metro's Rideshare/Shared Mobility, as well as other Metro TDM programs/services help employers with adhering to SCAQMD Rule 2202, as well as employers regulated by local congestion reduction regulations, such as those employers within the cities of West Hollywood, Santa Monica, Burbank, Glendale and Pasadena. These programs and services also assist non-regulated employers and the general base commuter with options to avoid SOV commutes.

Federal

1. Federal Air Quality Requirements

Regions that do not conform to air quality standards under the federal Clean Air Act must adopt and implement mitigating measures if they are to remain eligible for federal grant assistance, among other considerations. With an "extreme" non-conformity designation, implementing such actions is especially crucial for the Southern California region. Current practice is addressed in the State and Regional discussion below.

2. Federal Tax Incentives

TDM is encouraged by the Federal Highway Administration (FHWA) and United States Department of Transportation (USDOT) as a means of easing congestion and encouraging fewer single-occupant trips. Standards for TDM have been developed and the FHWA catalogues recommendations for best practices in a national

database and resource kit that Metropolitan Planning Organizations (MPO) and Regional Transportation Planning Agencies (RTPA) can use to establish and implement TDM strategies. Pre-tax set-asides as well as employer subsidy programs are elements of TDM strategies and are supported by Federal tax code.

Federal tax code allows the use of tax-free dollars to pay for transit commuting and parking costs through employer-sponsored programs. IRS Code Section 132(f) includes provisions that allow employers to provide fringe benefits such as transportation benefits to employees that can be excluded from gross income to encourage alternative forms of transportation/commuting. In Los Angeles this is called the Commuter Choice. Qualified parking exclusion and commuter transportation benefits are included in this statute.

After the passage of 2017 Tax Cuts and Jobs Act (signed into law on December 22, 2017), the monthly exclusion for qualified parking is \$260 and the monthly exclusion for commuter highway vehicle transportation and transit passes is \$260, an increase from the prior year. Biking as a mode of eligible transportation has been eliminated from pre-tax benefits. Commuters can receive both the transit and parking benefits. These programs can be implemented by an employer providing a subsidy or by an employee electing for a payroll deduction; both options provide tax benefits.

Employees who set aside income on a pre-tax basis for qualified transportation fringe benefits do not pay federal income or payroll taxes on the income set aside. Employers may no longer deduct tax-free benefit payments as a business expense pursuant to the tax reform provisions that were recently approved.

State and Regional

1. SB 375 (2008)

SB 375 creates indirect incentives for regions to create or enhance TDM programs for the purpose aiding in achieving greenhouse gas reduction targets. There is nothing in SB 375 creating any *specific* TDM or trip reduction requirements. Rather, TDM is one of the tools that MPOs can use to reduce greenhouse gasses to achieve a state-mandated target (along with transit expansion, transit/land use coordination, pricing, etc.). Most of the regional Sustainable Communities Strategies (SCS; the plan required by SB 375 and executed by the Southern California Association of Governments) prominently feature TDM as a lower cost/low-hanging-fruit way to achieve reductions. Typically this is going to be assumption-based, rather than a specific program commitment. The SCS will project a certain amount of funding available for TDM programs over the life of the plan, then attribute greenhouse gas reductions to the implementation of those programs. However, enforcement to ensure these programs are actually implemented has been unclear, and is under discussion at the state level.

2. SB 743 (2013)

SB 743 reforms elements of the California Environmental Quality Act (CEQA). Among its provisions, the basis for estimating impacts on transportation system performance is shifted away from Level of Service (LOS) to Vehicles Miles Traveled (VMT). While regulations to implement this statute are still being developed, one area of relevance here is the effect such a shift will have on TDM mitigation measures. Metro, SCAG and other regions around the state are evaluating this closely.

3. AB 2766 (1990)

Since 1991, local governments have received AB 2766 funds to implement programs that reduce air pollution from motor vehicles. A Motor Vehicle Registration fee surcharge of \$6 per vehicle is collected by the Department of Motor Vehicles and sent to the SCAQMD for disbursement. The SCAQMD provides funding and audits the program's performance annually.

The AB 2766 Subvention Program provides a funding source for cities and counties to meet requirements of federal and state Clean Air Acts, and for implementation of motor vehicle emission reduction measures in the SCAQMD Air Quality Management Plan (AQMP). The legislation creating this revenue source provides for oversight of the use of these monies by local governments. Air districts that receive AB 2766 monies report annually to California Air Resources Board (CARB) on the use and results of the programs funded by the fees. Cities and counties under SCAQMD's jurisdiction provide annual program and financial information to the SCAQMD. This information is compiled by the SCAQMD and forwarded as an annual report to CARB. In addition, the SCAQMD works with an independent firm to conduct audits of AB 2766 fee recipients, at least once every two years.

TDM is a project type that is eligible for funding under this program. Los Angeles County and the cities within LA County's jurisdiction are eligible applicants to receive funding to implement TDM programs. Projects that were awarded funding under this program in FY 2015-16 include: employer-based trip reduction, incentive programs for trip reduction, vanpool programs, park-n-ride lots, and transportation management agencies/organizations.

4. AB 728 (Lowenthal) – 2009

AB 728 amended the State's parking cash-out provision to include penalties to enforce the provisions outlined in **AB 2109 (Katz)**. In 1992, the State of California passed AB 2109 requiring businesses with 50 or more workers that are located in areas with poor air quality and that lease parking spaces for their employees, to offer employees the cash value of the subsidized parking in lieu of the parking space. The intent of the law is to reduce vehicle commute trips and emissions by offering employees the option of "cashing out" their subsidized parking space and taking transit, biking, walking or carpooling to work.

This bill authorizes the CARB to impose a civil penalty for a violation of this requirement. The bill authorizes a city, county, and air pollution control district or air quality management district to adopt a penalty or other mechanism to ensure compliance. The bill would authorize the imposition of a penalty by the state board or the local agency, but not both.

5. SCAQMD Rule 2202

This regional ordinance, adopted in 1987, is probably the most well-known TDM regulation in Southern California. It requires employers with 250 or more employees at a worksite to reduce emissions resulting from employee commutes to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. To accomplish this, employers must identify an employee to be their Employee Transportation Coordinator (ETC), attend a training class, conduct an employee survey and compile a report for SCAQMD with the strategies an employer will implement to reduce employee trips to the worksite to meet a specific geographical target.

SCAQMD currently mandates 1,356 worksites in the air basin located in Los Angeles, Orange, San Bernardino and Riverside Counties — approximately 840 are located in Los Angeles County. SCAQMD is responsible for overseeing whether employers comply with requirements, and to impose corrective actions, including fines, in the case of non-compliance.

6. SCAG Air Quality Conformity Regulatory and Related Actions

SCAG is responsible for developing and adopting Transportation Control Measures (TCMs) that are needed to satisfy federal air quality conformity requirements. TDM strategies are included among the TCMs, and SCAG is responsible for ensuring implementation of those TCMs. This assurance is accomplished through federal Transportation Improvement Program requirements broadly governing grant eligibility.

Beyond these crucial TCM confirmation demonstrations — needed to avoid compliance penalties imposed by USDOT including withholding of all federal transportation grants — the agency develops its six constituent counties' (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) long-range regional transportation plans including Sustainable Communities Strategy and growth forecast components, Regional Transportation Improvement Program (RTIP), regional housing needs allocations and a portion of the South Coast Air Quality management plans. Currently SCAG is developing a TDM Strategic Plan for the six counties and a study on telecommuting and what it will look like in the future. SCAG also will be initiating a Future Communities Pilot Program which will grant funding through a competitive process to local jurisdictions to implement TDM practices/programs. Through this pilot program there will be an evaluation component included to evaluate the programs and provide data to document best practices.

Local Ordinances

Local jurisdictions may elect to impose local TDM ordinances to supplement or help carry out federal, state, or regional regulatory requirements, or to advance SOV trip reduction elements on their own. In all of these cases, oversight and enforcement reside with the jurisdiction implementing the ordinance. Metro programs described in Section C below may assist in the implementation, but are not designed or intended to enforce them. **Attachment B** lists six local ordinances in the cities of Santa Monica, Burbank, Pasadena, Glendale, West Hollywood and Los Angeles.

C. Inventory of Existing Metro TDM Efforts

1. TDM-specific Administrative Initiatives

Metro provides a menu of free programs and support services to employers and commuters within Los Angeles County. These efforts help employers adhere to regulatory compliance measures, improve air quality and reduce traffic congestion throughout the county. Non-regulated employers may, and do, utilize these services as well.

These programs comprise an overall regional rideshare/shared mobility commute strategy, and is an integral part of the TDM element of Metro's adopted Long Range Transportation Plan, Air Quality Action Plan, congestion reduction, and sustainability strategies. Importantly, this strategy specifically addresses mandates associated to SCAQMD's Rule 2202 Employee Commute Reduction Program (ECRP), as well as provides support for localized city rideshare/shared mobility congestion management ordinances.

This dual-focused multi-faceted rideshare program/service includes:

- Industry-standard peer-to-peer marketing classes,
- Low-cost awards/incentive programs,
- Rule 2202 follow-up training/support, as well as the overall management and training related to the latest rideshare/shared mobility software developments, data/report management processes, procedures and reporting tools needed to implement and facilitate employer on-site multimodal rideshare/shared mobility program(s) that adhere to clean air initiatives and/or congestion reduction,
- Commuter benefits and transit reduction subsidies,
- Semi-annual certification workshops: Metro marketing TDM workshops serve as one of the recognized elements by the SCAQMD for the employer-required annual ECRP (Employee Commute Reduction Program) Trip Reduction Plan (TRP), and
- Various education and promotional activities, coordinated with transportation management organizations, employers, the SCAQMD, and adjoining counties in the SCAQMD region. The Guaranteed Ride Home

(GRH) program, Metro Rewards, and Go Metro to Work Free are also a part of our platform.

To advance these efforts, the Metro Rideshare/Shared Mobility team works with over 900 worksites in Los Angeles County to help encourage employers to offer a robust TDM program to their employees and to learn about the benefits of taking public transit, carpooling, bicycling, vanpooling or walking to work, as well as other TDM resources and programs designed to promote ridesharing/shared mobility.

Program Costs: The above programs are offered at no cost to the employers. However, Metro currently spends approximately \$1.1 million per year on these services and programs related to air quality and congestion management regulations and ridesharing/shared mobility efforts. This is a substantial investment, for which funding comes from local Proposition C 25% funds. Any considerations to maintain, let alone expand these TDM-related activities need to assess carefully the sustainability of this current investment — a key question raised by the changes suggested in the Motion. This should include an evaluation of the costs and funding capacity associated with the programs and services offered by the employers themselves. Metro alternatives may involve some fee-based structures as part of an overall strategy to optimize contributions from the public and private sector.

2. TDM-Supportive Infrastructure and Programs

TDM by its very nature cannot exist in isolation. Its success and challenges pivot from the system it is meant to optimize: a multi-modal transportation network. Adequate operation, maintenance and enhancement of that network is essential, as is the customer interface that influences its use. Below is a high-level summary of key systems and their related functions. While operation, preservation and enhancement of this system is not the focus of the Motion, that portfolio is inextricably intertwined with TDM.

- **Mass Transit** – funds, builds, maintains and oversees the third largest mass public transportation system in the nation, comprised of buses, subways, and elevated trains, that move commuters through Los Angeles County and is the most efficient and cost effective way to improve the air quality and reduce SOV congestion.
- **Bike Share** - A bicycle-sharing system, public bicycle system, or bike-share scheme, is a service in which bicycles are made available for shared use to individuals on a very short term basis for a price. This program is designed to provide a mobility option to facilitate first and last mile connections.
- **Parking Management** – Metro has developed a new comprehensive parking master plan and management program in order to retain parking resource only for transit users, put parking demand under control, streamline the parking process for their customers and most importantly, planning for the future.

- **Congestion Reduction** – All programs and services, such as Metro Express Lanes, designed to reduce traffic congestion by improving roadways, driving patterns or by converting SOV ridership to alternate modes of transportation
- **Special Transit Fare Programs** – Board approved pass programs that include the Annual Transit Access Pass (A-TAP), Discounted Business Transit Access Pass (B-TAP), College/Vocational (U-Pass) and other special/reduced fare pass programs, such as Youth on the Move (YOTM) and Juror Pass. *(Note: the Motion includes recommended modifications to these fare programs, which will be evaluated as part of the Phase Two response).*
- **First/Last Mile Strategic Plan** - An approach for planning, identifying barriers, and implementing improvements for the first/last mile portions of an individual's journey. It provides an adaptable vision for addressing first/last mile improvements in a systematic way, and results in data and information to justify taking those actions.
- **Complete Streets Policy** - A transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.
- **Active Transportation Strategic Plan** - A county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County.
- **TOD and TOC Program** - Programs designed to spur the adoption of local land use regulations that are supportive of Transit Oriented Development, in Los Angeles County – both housing and economic development, public and private.
- **Vanpool Program** – Provides a transit option to commuters by providing a fare subsidy to vanpool providers in order to pay down a portion of the monthly vanpool lease.

NEXT STEPS

A Phase Two Board Report response in April will build on the “due diligence review” outlined in Phase One by assessing how well Metro satisfies its current TDM obligations and commitments. This would provide a sound basis for determining whether and in what capacity Metro should consider adopting any additional obligations. In essence, we should first ensure that we are doing what we are supposed to do to our best capacity, before considering the assumption of other parties’ obligations, or pursuing something entirely new.

We believe the Board needs this information to fairly consider the following core directive of its Motion: “Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to...” (see C.1 through C.9 in the Motion):

- The Phase One assessment provided here defines the current activities of Metro in the area of TDM, compared to the roles and responsibilities of local jurisdictions, SCAQMD, SCAG and private sector employers. That in turn raises the following questions that must be carefully answered:
 - What gaps exist in the current state of TDM in Los Angeles County?
 - What factors would compel Metro to take over local jurisdictional or private sector employer responsibilities?
 - Would Metro have the legal, regulatory, or practical/political authority to enforce a countywide TDM program, if one does not exist already? NOTE: absent enforcement powers over the actions of local jurisdictions, a countywide TDM “program” is an expensive voluntary effort, and essentially titular in nature.
 - Even if Metro answered all of the above in the affirmative, do we have the resources to implement such a program or the capacity to shift resources away from local jurisdictions and the support of local jurisdictions to do so?

Answering these questions will provide a critical context to address the discrete points in Sections C.1 through C.9 of the Motion: assess their impact in resolving perceived gaps; their value-added in doing so; and the costs that would be imposed on Metro to carry them out responsibly and well. The Phase Two report will tackle this evaluation.

ATTACHMENTS

Attachment A – Board Motion 36

Attachment B – Local TDM Ordinances



Board Report

File #:2017-0715, File Type:Informational Report

Agenda Number:36.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2017

Revised Motion by:

Garcetti, Dupont-Walker and Butts

October 18, 2017

Countywide Transportation Demand Management

MTA should be a national leader in working with local jurisdictions to promote transit use, active transportation, and other multi-modal travel.

MTA is leading a great expansion of mobility options in Los Angeles County, including the rail and bus transit system, bikeshare, first-last mile links, and groundbreaking technology-based new mobility services, including U-Pass and On-demand Microtransit Pilot Programs. A robust and comprehensive countywide Transportation Demand Management (TDM) program would maximize the benefits of these investments in LA County's transportation systems.

TDM focuses on reducing single-occupancy vehicle trips by making other transportation options more attractive. TDM promotes sustainable transportation options such as transit, carpooling, vanpooling, bicycling and walking. TDM strategies boost transit ridership, promote telecommuting, reduce single-occupancy vehicle trips, and reduce greenhouse gas emissions. MTA can serve as the facilitator of a countywide TDM program that encourages and supports local jurisdictions in initiating, developing, and implementing their own TDM initiatives.

Currently, there is an absence of a robust and comprehensive countywide TDM promotion and coordination program in Los Angeles County. As the countywide transportation agency, MTA is ideally suited to lead this effort. A robust TDM program will enable MTA to leverage its historic transportation investments to further change travel behavior and help the region ease congestion and meet statewide greenhouse gas emissions reduction goals. This would build on MTA's ongoing Congestion Reduction activities, including 511, promoting carpooling through ExpressLanes, creating vanpools, etc.

MTA can promote TDM strategies through many different methods--by coordinating local TDM objectives, creating a comprehensive TDM marketing strategy, measuring the effectiveness of multi-modal solutions, and other strategies. While some cities already have existing TDM programs or initiated efforts to establish TDM programs, many more cities in LA County could implement effective TDM programs with support from MTA.

Some jurisdictions, including the City of Los Angeles, have identified a need to make major updates to their TDM ordinances to incentivize sustainable transportation solutions more broadly through their development review processes and establish more robust monitoring and evaluation protocols.

The goal of the State of California is to reduce greenhouse gas emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. Currently, automobiles are the single largest source of emissions in Los Angeles. Los Angeles County residents approved Measure M in November 2016 to create more mobility options. MTA can do more to support local jurisdictions to meet state goals, and to create a seamless user experience throughout Los Angeles County that will create more MTA rail and bus riders, encourage carpooling and vanpooling, and boost countywide active transportation usage.

**SUBJECT: REVISED MOTION BY DIRECTORS GARCETTI AND
DUPONT-WALKER AND BUTTS,**

TRANSPORTATION DEMAND MANAGEMENT,

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

- A. Prepare a list of TDM best practices of California agencies and jurisdictions, including but not limited to the Bay Area Metropolitan Transportation Commission;
- B. Inventory current MTA funding sources for planning or implementing TDM programs and projects at the county or local level;
- C. Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:
 - 1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;
 - 2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;
 - 3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;
 - 4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;
 - 5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;

6. Strategies to promote telecommuting;
7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;
 - a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;
 - b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.
8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;
9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs;
- D. Incorporate into MTA's 2018 state legislative program for MTA to seek legislation that would strengthen MTA's ability to carry out a countywide TDM program; and
- E. Report back to the Planning and Programming Committee on all the above in 420,150 days.

KUEHL AMENDMENT: to include that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per-boarding (FPB) rate approved by the Office of Management and Budget (either as a pilot program or as a new payment option under BTAP)

ATTACHMENT B

LOCAL TDM ORDINANCES

City of Santa Monica Municipal Code – Chapter 9.53

This local TDM ordinance, adopted in 1991, requires employers in the City of Santa Monica with 30 or more employees to identify an Employee Transportation Coordinator, attend training, survey employees about their commute, identify and compile a report with strategies to increase biking, walking, riding transit, and carpooling to their worksite to meet a designated vehicle reduction target. This information is provided annually to the City, and currently Santa Monica mandates approximately 600 employers.

City of Burbank Municipal Code – Title 10, Article 25, Chapter 10-1-2501

This local TDM ordinance, adopted in 1991, affects employers located in the Media District and Burbank Center (downtown) areas, requiring employers with 25 or more employees to monitor and report their trip reduction activities. The ordinance also requires membership in the local Transportation Management Organization (TMO), pay annual membership dues, survey employees about their commute and report on the number of trips reduced in specific peak commute times. This information is provided annually to the City through the TMO, and currently the TMO has a membership roster of 90 employers.

City of Pasadena Municipal Code – Title 17, Article 4, Chapter 17.46

This local TDM ordinance affects nonresidential projects which are between 25,000-75,000 square feet to provide employee transportation information services and a transportation plan. Businesses subject to this ordinance must survey employees about their commute, provide facilities that promote alternate transportation (including bike racks or lockers, bus shelters, transit display board, etc.) and submit a report that documents the activities and accomplishments for the year.

City of Glendale – Transportation Demand Management Ordinance, Chapter 6

This local TDM ordinance has an overall objective to reduce traffic congestion and improve access by a series of incentives and programs focusing on commuters who work in Glendale as well as new residents in larger residential developments. Go Glendale (formerly the Glendale TMA) plays a role in helping employers and developments in the City to reduce vehicle trips and improve mobility in downtown Glendale and citywide.

City of West Hollywood – Transportation Demand Management Ordinance, Chapter 10.16

This local TDM ordinance, adopted in 1993, applies to all businesses constructed (or changed use) after 1993 with five or more employees located in a commercial development of 10,000 or more square feet. Employers must submit a TDM plan that demonstrates that alternative modes of transportation are encouraged, and an average vehicle ridership (AVR) of 1.5 persons per vehicle is reached or exceeded.

City of Los Angeles – Transportation Demand Management Ordinance (LAMC 12.26.J)
This trip reduction program requires a project applicant (project developer and/or consultant) to monitor and submit annual TDM reports to City of Los Angeles Department of Transportation (LADOT). Reports include the number of commuters using alternative transportation, average vehicle occupancy, vehicle trip reduction and vehicle miles travelled. LADOT may require applicants to analyze and evaluate project-specific transportation impacts to comply with the California Environmental Quality Act (CEQA) and/or City regulations. This edition of the City of Los Angeles Transportation Impact Study (TIS) Guidelines replaces the Traffic Study Policies and Procedures, last updated in August 2014, to identify the criteria, guidelines, objectives, and standards to be used in the preparation of a TIS in the City of Los Angeles.

..Meeting_Body

**PLANNING AND PROGRAMMING COMMITTEE
MAY 16, 2018**

..Subject

SUBJECT: TRANSPORTATION DEMAND MANAGEMENT

..Action

ACTION: RECEIVE AND FILE

..Heading

RECOMMENDATION

..Title

RECEIVE AND FILE response to Motion 36 approved at the October 2017 Board Meeting.

..Issue

ISSUE

In October 2017 the Board approved Motion 36, directing staff to develop a Transportation Demand Management (TDM) action plan around several elements. Given the comprehensive nature of the task, and appreciating the complexity of existing TDM planning and regulatory environment, staff prepared an assessment of current conditions as a baseline for developing recommendations that respond to the Motion's specific directives.

That Phase One analysis was presented as a Board Box and sent to Board members on March 7, 2018. It is referenced throughout this report, and can be accessed at http://boardarchives.metro.net/BoardBox/2018/180307_Transportation_Demand_Management_Preparatory_Motion_36_Response.pdf. The original Motion is included as Attachment A. This Board Report represents the second phase response to the Board Motion, and addresses the elements of Motion 36.

..Discussion

DISCUSSION

Structure of this report: Relationship to Phase One

The Phase One assessment provided a detailed inventory of current Metro activities in the area of TDM. Primarily, it clarified Metro's roles and responsibilities with those of local jurisdictions, South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and public and private sector employers — an important step given TDM's multi-sectoral nature and dispersed authorities. Distinctions among existing authorities were mapped, as well as an understanding of both long imposed and relatively new statutory requirements that

generate TDM-related actions today. Motivating this background analysis was the need to identify the many factors impacting the Motion's directive subsection (C) to "Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:

1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;
2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;
3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;
4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;
5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;
6. Strategies to promote telecommuting;
7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;
 - a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;
 - b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.
8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;

9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs."

The resultant Phase One analysis outlined several questions that would bear on any considerations for pursuing a more coordinated countywide TDM approach, beginning with an assessment of what gaps exist with the current status quo. Future outcomes could stretch along a broad continuum, ranging from:

- Encouraging local agencies and employers to do a better job by providing examples of TDM practices to pursue voluntary adoption and implementation, to
- Markedly changing the status quo through new legislative regulations and/or substantial financial incentives well beyond current circumstances.

Considering where to land on this continuum would be important for prioritizing actions going forward, and hinge largely on not only Metro's interests, but our partners throughout the County and its multiple cities.

The Phase Two response to Motion keeps this overarching consideration in mind in addressing the motion's elements and attendant recommended next actions, and organizes Motion 36 elements (A) through (E) into groups as follows:

- Select scan of existing TDM practice
- Locally focused TDM program design and coordination
- Legislatively driven initiatives
- Metro program modifications

Response to Motion 36 (A) through (E)

Select scan of existing TDM practice

A) List of "Best" practices in CA, including the Bay Area.

"Best practices" are most effectively assessed against identified performance objectives — including specific consideration of desired impact, as the outlined continuum suggests. As presented in the Phase One analysis, staff believes those objectives require more definition from the Board. Therefore, identifying "best practices" makes sense once those objectives are outlined, to be cross walked with any recommended future actions.

That said, given the Motion's specific focus on the San Francisco Bay Area, staff has prepared a side-by-side comparison of what that region and Southern California have both done in the arena of employer commute benefits, a subject of much

interest and legislative proposals including Motion elements C.7 and C.8 below. That comparison is provided in Attachment B.

B) Inventory funding sources for planning or implementing TDM program

The Phase One report provided an extensive list of Metro TDM-related actions already in place, as well as key supporting investments upon which any successful TDM program relies. In short, the sources of funding are as varied as the TDM actions and supporting initiatives themselves, and comprise local, state, and federal funds across capital and operating needs. Staff recommends that it would be more informative for the Board to first provide direction on overall TDM future actions, if any; staff subsequently would construct a companion assessment of available fund sources that would consider new priorities alongside existing investments for Board consideration.

Locally focused TDM program design and coordination

- C) 1. Countywide guidelines to help municipalities create and implement TDM policies/best practices beyond countywide standards
- C) 2. Countywide TDM marketing outreach to target users through branding
- C) 3. Facilitate regular discussion between transportation management organizations to coordinate countywide and local ordinances

Depending on their implementation, these three potential actions could materially change the current operating environments for TDM throughout the county. As outlined in Phase One, Metro fundamentally serves in a supporting role for a body of TDM activities carried out by:

- SCAQMD and SCAG (imposition and oversight of TDM actions that address federal air quality standards, imposed on public and private employers);
- local jurisdictions (who can elect to implement local TDM ordinances above and beyond SCAQMD Rule 2202 and other requirements); and
- the region's employers (who must comply with mandated actions, but can also elect voluntarily to do more).

Metro carries out key TDM actions as a major employer to satisfy SCAQMD's Rule 2202 requirement; supports significant activities at substantial cost that allow and facilitate mode shift away from single occupant driving (transit, parking management at stations, vanpool, subsidized fare instruments, to name a few); and, at no cost to employers, provides supportive activities to assist in employer Rule 2202 compliance, at roughly \$1 million a year.

Shifting this paradigm could require reassigning responsibilities among the parties noted, depending on a) what and why certain situations need to change; and b) who

would be responsible for owning those changes. Therefore, staff recommends that Metro conduct a survey of all cities, Los Angeles County, SCAG and SCAQMD to drill down into

- what is—or isn't—performing effectively within the large realm of TDM activities in LA County;
- what options exist to improve that performance; and
- what resources, authorities and accountabilities would need to be in place to ensure performance is improved.

Particularly when addressing the question of “What gaps exist today with the current state of TDM”, it is essential to solicit feedback directly from cities and the County. For example, while there may be opportunities relative to TDM ordinances adopted at a local level, not many cities have done so, and it would be important to understand reasons why. As well, any countywide TDM marketing program may entail substantial resources if it is going to be effective. Before a marketing program would be launched, it would be necessary to first define a potential new TDM program.

Staff recommends that a survey of local partners at the County and included cities within the County be targeted for the first half in FY19. This effort would be especially timely given the proposed recommendations of the agency's Strategic Plan that will be brought forward for adoption this quarter. The survey should be designed to not only address the Motion's original intent, but inform and align with complementary initiatives ultimately included in the Strategic Plan. This approach would inform any future recommended action related to C) 1 and C) 2.

As a parallel effort to gain insights from the many parties that would be involved in any substantial redesign of TDM activities, Metro staff shall convene existing TDM partners to discuss current actions to respond to C) 3. To support these efforts, a new TDM manager position has been added to the Shared Mobility team to facilitate future dialogue and direction. A schedule and plan for implementation that pivots from current forums will be sent to the Board separately, with a target launch within the first quarter of FY 19.

Legislatively driven actions

- C) 4: Work with major trip generators, employers, and business community to develop tax incentives and other state legislation to enable Metro to promote/coordinate TDM strategies in the county.
- C) 7: Commuter tax benefit ordinance
- C) 8: Assume compliance of Parking Cash Out program.
- D) Incorporate into 2018 state legislative program enhanced Metro countywide TDM program capacity.

In the weeks since Motion 36 was adopted, a state legislative program was adopted in January 2018 that addressed all of the above points. Relevant excerpts from that

legislative program are outlined in Attachment C. Response to those efforts will be reported through the Agency's State and Federal Legislation reporting mechanisms.

Metro program modification actions

C) 5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes

The group transit pass programs detailed below are currently managed by Metro Commute Services (MCS) under the Marketing Department:

Universal Pass Pilot Program (U-Pass) and GradPass Pilot Program

Under partnership agreements with individual schools, students are issued U-Pass TAP chip stickers that adhere to their student identification cards and function like regular TAP cards. The schools are responsible for verifying enrollment and tracking participation and are invoiced \$0.75 per boarding for all boardings during the quarter or semester on all Metro services and individual municipal operators approved by both the school and the operator. The schools may not charge the students more than \$10.03 per week per participant for the duration of the pass period, which is the equivalent of the \$43/month College/Vocational fare and may not charge the students more than they are being billed by Metro for the actual boardings. This is a two-year pilot program, which expires in August 2018. MCS Staff will be coming back to the Board in May 2018 to seek approval on establishing a permanent U-Pass Program. There are currently fourteen (14) schools and three (3) municipal operators participating in the pilot program. In the first 16 months of the pilot program, there were 31,312 U-Passes sold, 3.9 million boardings, \$2.95 million in revenue collected, and a 21% increase in participants year-over-year from fall 2017 (9,137 passes sold) to fall 2018 (11,044 passes sold).

The Employer Annual Pass Program (EAPP) includes the ATAP, BTAP, E-Pass Pilot Program, and PEPP as detailed below. Metro's Bike Share for Business Program is currently marketed to businesses who are participating the EAPP Programs.

Annual Transit Access Pass (ATAP) Program

Under the ATAP program, employers may convert any type of Metro monthly or EZ Regional pass to an annual pass by paying the full fare cost for twelve months, plus a \$5.00 card fee for a custom card with the employee's photo. A Regular Metro ATAP is good on all Metro bus and rail services, including Freeway Express services that would normally charge zone fees (such as the Silver Line, 400-499 Express buses, and 577x from Long Beach to El Monte) for the flat rate of \$1200 per year, plus card fee. An EZ Regional ATAP is \$1320 and is good for local travel on 23 different public transit carriers throughout the greater Los Angeles region. In FY 17, thirty-six (36) businesses participated in this program, generating \$1.3 million in revenue.

Business Transit Access Pass (BTAP) Program

Under the BTAP Program, employers are required to purchase reduced fare annual passes for all employees at a worksite. A small percentage of employees may be exempted for approved reasons, such as using Metrolink or a vanpool to commute to work, or working a graveyard shift. BTAP passes cost \$132 to \$276 per year, plus a \$5.00 card fee for a custom card with the employee's photo. Pricing is based on the level of transit service at the worksite. In FY 17, there were 556 businesses participating in this program, generating \$4.13 million in revenue.

Employer Pass Pilot Program (E-Pass)

Commute Services Staff is currently working with the Office of Management and Budget (OMB) on a Pilot Program which will be based on a per-boarding cost and administered through partnership agreements, similar to the U-Pass Program. The approved per-boarding charge of \$1.40 is equivalent to the current average fare per boarding that Metro is collecting under the ATAP Program. As a marketing incentive, the maximum cost per participant will be capped at \$80 per month. Sixteen businesses have been approved by OMB for participation in this program, including the City of Santa Monica, NBC Universal, and all fourteen (14) U-Pass schools. Commute Services will work with OMB on any additional participants.

Promotional Employer Pass Program (PEPP)

As an introduction to the EAPP programs, the Promotional Employer Pass is open only to new businesses who are not currently participating in an EAPP program. Employers may make a one-time purchase of discounted passes at 50% of cost for a 3-month pass (\$150 each) and must purchase passes for 10% of their employees, with no exemptions. In FY 17, three (3) businesses participated in the PEPP program and one of those converted to BTAP at the end of the promotional program, generating \$6,088 in revenue.

Residential Transit Access Pass (RTAP)

Based on past practice, the current Residential TAP (RTAP) program offers discounted passes to official Metro Joint Development projects under the Business Transit Access Pass (BTAP) program. Metro Joint Development projects can purchase BTAP passes at \$276 per year + \$5.00 card fee, and they are required to buy one pass for each residential unit in the development. Currently, there are two (2) developments participating in this program.

All other Transit Oriented Development (TOD) and affordable housing projects must purchase Annual Transit Access Passes (ATAPs), which are priced at the full fare for 12 months + a \$5.00 card fee, and can include regular Metro Passes, EZ Regional passes, or Senior Passes. Affordable housing developments are required to buy one pass for each affordable housing unit in the project, but they are not required to buy passes for additional units in the development. All other developments are required to buy one pass per unit in the development. A regular Metro ATAP is \$1200 per year, an EZ Regional ATAP is \$1320 per year, and a Senior ATAP is \$240 per year, not including

the card fee. There is one (1) affordable housing project and one (1) TOD project participating in this program for 2018.

The FY17 revenue for the RTAP program is included above in the ATAP and BTAP program totals. The Planning Department is currently working with OMB on modifications to this program.

KUEHL AMENDMENT: To include that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per boarding (FPB) rate approved by OMB (either as a pilot program or as a new payment option under BTAP).

See Employer Pass Pilot Program (E-Pass) above.

C) 6: Strategies to promote telecommuting

Telecommuting has become a widely accepted practice, and most organizations that do permit it develop metrics to track their employees' productivity. Telecommuting can be a valuable tool to complement strategies to reduce vehicle miles travelled (VMT) and reduce traffic congestion even if only practiced one day a week. Telework is best suited for jobs that require independent work, little face-to-face interaction, concentration, a measurable work product and output-based (instead of time-based) monitoring, but it may be used in other jobs as well. Typically organizations consider telecommuting to be a viable alternative work arrangement in cases where individual, job and supervisor characteristics are best suited to such an arrangement. Telecommuting allows employees to work at home, on the road or in a satellite location for all or part of their regular workweek. Telecommuting is a voluntary work alternative that may be appropriate for some employees and some jobs. Two local examples for illustration are:

- Metro's policy allows for telecommuting only for special circumstances that is temporary in nature and cannot extend past 6 months. The policy requires detailed documentation including an agreement to ensure all work hours are accounted for. Currently language is not included for telecommuting for purposes of reduction of VMT or peak hour congestion.
- Cal State LA's policy allows for telecommuting based on a work plan established by the employee and the institution. The policy requires an agreement to be executed and is less restrictive in regards to when an employee is eligible to telecommute and allows for the agreement to be effective for one year. The type of work conducted at the educational institutional which requires extensive research and grant writing make a telecommuting program feasible and is reflected in the policy.

C) 9: Establish TDM Coordinator position/consolidate functions

Staff has already hired a person to serve as a coordinator for TDM activities targeted to employer support. The position resides in Metro's Planning Department.

..Determination_Of_Safety_Impact

DETERMINATION OF SAFETY IMPACT

There is no safety impact associated with the planning and administrative activities contemplated in this Board report.

..Financial_Impact

FINANCIAL IMPACT

There could be a range of financial impacts associated with implementing future actions arising from recommendations included in this Board report. Discrete actions and an assessment of their capital and/operating costs would be brought before the Board for action individually, or as part of a program of associated actions as appropriate.

..Alternatives_Considered

ALTERNATIVES CONSIDERED

The recommendations for further development included in this Board report could be deferred by the Board. In all cases, staff would endeavor to pursue next steps that are coordinated with existing or anticipated related initiatives, to maximize resource efficiency.

..Next_Steps

NEXT STEPS

Suggested next steps are outlined for each of the elements under "Response to Motion 36". Staff will move forward as directed by the Board to carry out those recommendations.

..Attachments

ATTACHMENTS

Attachment A – Board Motion 36

Attachment B – Regional Commuter Benefit Program: Los Angeles County/San Francisco Bay Area

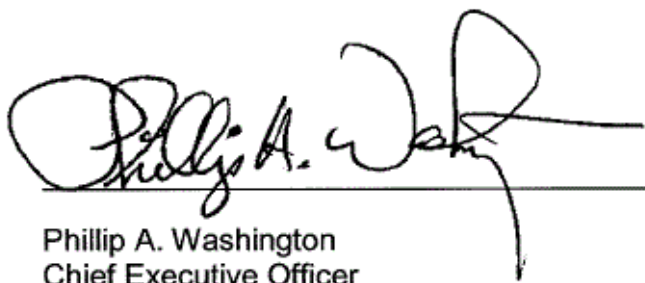
Attachment C – Excerpts: 2018 Metro State Legislative Program

..Prepared_by

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

..Reviewed_By

Reviewed by: Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer

Legistar File #: 2018-0799

Overview: Goals of Board Motion #36

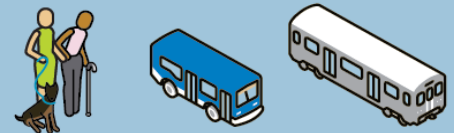
- Develop a Countywide TDM Toolkit and Branded Marketing
- Create a Transportation Management Association Network
- Promote Telecommuting
- Assist with Parking Cash Out Compliance
- Establish Countywide Commuter Tax Benefit Ordinance (AB2548)



Regional TDM Survey and Focus Groups

Surveys and Focus Groups will help Metro develop a TDM Toolkit that will be an effective tool enabling cities to meet and maintain their trip reduction goals.

- Two focus groups were held at Metro in 2018
 - Twenty cities were represented
- Regional TDM surveys will be sent to all 88 cities in March, 2019
- Results of the surveys will be analyzed and used to form a TDM Toolkit



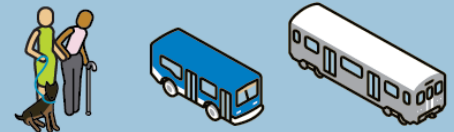
Proposed TDM Toolkit Elements

- TDM Website
- Plug and Play TDM Program
- Network Meetings and Workshops for City Staff
- Quarterly Newsletter or Blog
- Branded Marketing Countywide Campaign
- TDM Ordinance Assistance
- TDM Resources (Best Practices)
- TDM Mini Grant Program



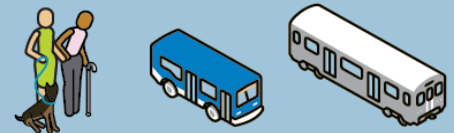
TMA Network Meetings

- Hold regular TMA Network Meetings
 - Since August, 2018 three meetings have been held
 - All eleven TMAs located in the County attended
 - Discussions included TMA challenges, specific target marketing and data collection standards



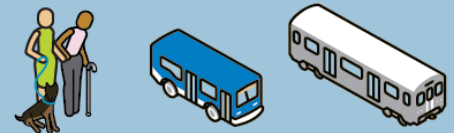
Telecommuting and Parking Cash Out

- Promote Telecommuting Policies and Parking Cash Out Compliance Among County Employers
 - Provide “How To” resource materials for employers
 - Hold workshops for employers
 - Provide direct assistance and support to employers

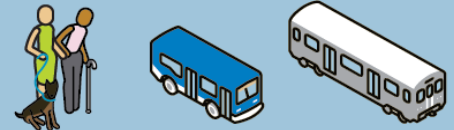
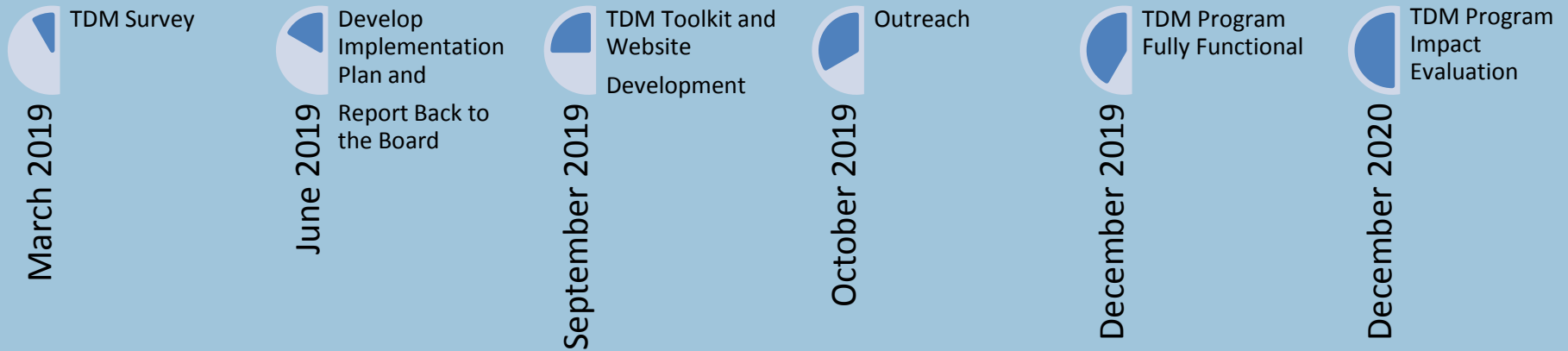


Establish Countywide Commuter Tax Benefit Ordinance

- AB 2548 Signed by Governor Brown August, 2018
 - Grants Metro the authority to write and implement a Commuter Benefits Ordinance
 - Applies to all employers in the County with 50-249 employees (Approximately 65,000 employers Countywide)
 - Analyzing resources and develop a plan to implement, administer and enforce a Commuter Tax Benefits Ordinance
 - Ordinance will be developed concurrently with education and outreach efforts and will incorporate feedback from those efforts.

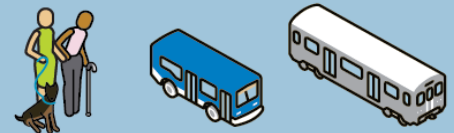


Regional TDM Program Timeline



Next Step

- Provide cities with tools and resources in the TDM Toolkit that will enable and support the specific TDM goals of each city in Los Angeles County
- Provide informational and strategies to support telecommuting and parking cash-out programs for municipalities, TMAs and employers.
- Develop the TDM grant program and selection criteria for the Board to consider in FY20
- Develop a plan for implementation of the TDM initiatives (including Commuter Tax Benefit Ordinance) Report back to the Board in 90 days



**Board Report**

File #: 2018-0817, **File Type:** Project**Agenda Number:** 13.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 20, 2019****SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION****CONSIDER:**

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study; and
- B. APPROVING advancement of the two BRT concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review.

ISSUE

The Vermont Transit Corridor is a Measure M project with an expected opening date of Fiscal Year (FY) 2028. This project is also included in the Twenty-Eight by '28 Initiative adopted by the Board in January 2018. In order to meet the Measure M and Twenty-Eight by '28 schedule, a project for the corridor needs to be identified and environmentally cleared through an environmental review study. At the March 23, 2017 Board meeting, the Board approved a motion (Attachment A) directing staff to take a number of actions, including proceeding with the Vermont Bus Rapid Transit (BRT) project as a near-term transit improvement, while also initiating a study looking at future potential rail. This report addresses that motion. The study concluded that the BRT concepts recommended to advance into environmental review are not in conflict with future conversion to rail.

BACKGROUND

The existing Metro bus service along the Vermont Transit Corridor extends approximately 12.4 miles from Hollywood Boulevard south to 120th Street. The Vermont Transit Corridor is the second busiest bus corridor in Los Angeles County with approximately 45,000 daily boardings and connections to four Metro rail lines. The corridor serves numerous key activity centers including Koreatown, Kaiser Permanente Los Angeles Medical Center, University of Southern California, and Exposition Park. Attachment B shows a map of the corridor and study area, which includes one-half mile to either side of Vermont Avenue.

In February 2017, Metro completed the Vermont Bus Rapid Transit (BRT) Technical Study. The study evaluated the feasibility of implementing BRT, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts are an end-to-end side-running BRT and a combination side- and center-running BRT.

At the March 23, 2017 Board meeting, staff presented the findings and recommendations from the Vermont BRT Technical Study (Legistar File No. 2016-0835). At that meeting, the Board approved a motion directing staff to proceed with the Vermont BRT project as a near-term transit improvement, while also initiating a study looking at rail, specifically focusing on connecting the Metro Wilshire/Vermont Red Line Station to the Exposition/Vermont Expo Line Station as a first phase. Based on ridership demand, future potential conversion to rail on the Vermont Corridor after FY 2067 is projected in Measure M.

In July 2017, staff provided the Board with an approach for augmenting the BRT Technical Study with an additional scope of work to conduct a rail conversion/feasibility study. The purpose of the rail conversion/feasibility study has been to re-evaluate the initial BRT concepts to ensure that their design would not preclude a future conversion to rail and to evaluate and compare multiple rail modes and/or alternatives, including an extension of the Metro Red Line along Vermont Avenue.

DISCUSSION

In December 2017, staff initiated work on the Vermont Transit Corridor - Rail Conversion/Feasibility Study (Attachment C-Executive Summary). In addition to re-evaluating the design of the initial BRT concepts to ensure they would not preclude a future conversion to rail, six preliminary rail concepts were identified. The initial rail concepts included evaluating and comparing multiple rail modes (Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Streetcar/Tram), alignments, and configurations, including:

- 1) LRT High Floor, Center-Running
- 2) LRT Low-Floor, Side-Running
- 3) Streetcar/Tram, At-Grade Side-Running
- 4) HRT with Direct Connection to Purple Line
- 5) HRT with Direct Connection to Red Line
- 6) HRT Stand-Alone Alignment (beginning/ending at Vermont/Wilshire)

Screening criteria were then applied to these six (6) initial rail concepts to identify the three (3) most technically feasible concepts for further detailed analysis. The screening criteria included: customer experience; system connectivity; system operability and reliability; passenger capacity/person-throughput; capital costs; operating and maintenance costs; construction impacts; and transit service disruption. The three rail concepts determined to be the most technically feasible are: 1) LRT, Center-Running; 2) HRT with Direct Connection to Red Line; and, 3) HRT with Stand-Alone Alignment.

While the HRT connection to the Metro Red Line would provide a one-seat ride from 120th Street to North Hollywood, it would have significant construction and service impacts to the existing rail service for up to two years. The LRT and the HRT stand-alone options, which would not significantly impact

service during construction, would require passengers to transfer at the Wilshire/Vermont Station to either the Metro Red or Purple Line.

The table below shows a comparison of the capital and operating and maintenance cost estimates, as well as the projected corridor ridership, for each of the BRT and rail concepts.

	BRT Side-Running	BRT Combo Side-/Center-Running	LRT Center-Running	HRT Connecting to Red Line	HRT w/ Stand-Alone Alignment
Capital Costs (2018)	\$236 - \$310 M	\$241 - \$310 M	\$4.4 - \$5.2 B	\$7.1 - \$8.4 B	\$5.9 - \$6.9 B
Annual O & M Costs	13.4 M	13.4 M	\$28.8 to 53 M	\$53.8 to 80.5 M	\$35.1 to 70.0 M
Daily Corridor Ridership (2042)	82,000	82,000	91,000	116,000-144,000	103,000-131,000
At-Grade	12.4 miles	12.4 miles	4.6 miles	N/A	N/A
Grade Separated	N/A	N/A	5.2 miles	10.3 miles	9.8 miles

Currently, a total of \$522 million, including \$25 million in Measure M, \$5 million in Cap and Trade funds, and \$492 million in other local funds, are allocated for this BRT project.

Summary of Rail Concepts Feasibility

In developing the rail concepts, not only were the various technologies considered but also the vertical and horizontal configuration of each. The vertical profile of rail on the corridor included at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. The biggest challenges associated with the at-grade options were the obvious ROW constraints on the corridor. The existing ROW is 50- to 55-feet wide (curb to curb) in the northern two-thirds of the corridor, while south of Gage Avenue, the ROW widens significantly to 180 to 200 feet. In considering Metro's LRT Grade Crossing & Safety Policy, it was determined that the LRT option would need to operate below grade north of Gage Avenue. South of Gage Avenue, where the ROW widens significantly, the LRT could operate at grade. The two remaining HRT options would be fully underground.

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. As part of the phasing analysis, potential Maintenance and Storage Facility (MSF) locations were also considered. However, given the challenges in locating, environmentally clearing and acquiring land for a suitable MSF in the northern segment of the corridor, which is predominately commercial and/or residential, a first segment, or minimum operable segment (MOS), along Vermont Avenue between the Red/Purple and Expo Lines was determined infeasible.

Staff also confirmed that none of the existing MSFs will be able to accommodate new rail vehicles as part of the Vermont Transit Corridor project in terms of storage and everyday maintenance. While Metro Division 20 is currently being expanded to accommodate the future Metro Purple Line extension, it will not be large enough to serve the Vermont Line even under the MOS scenario.

Therefore, the first segment would need to extend further south to Slauson Avenue or the I-105 Freeway to access potential MSF sites.

Implications for Future BRT Conversion to Rail

Since the LRT option would substantially be underground and the two HRT options fully underground, it was determined that the implementation of BRT along the Vermont Corridor would not preclude a future conversion to rail. The end-to-end side-running BRT would operate in a travel lane adjacent to a parking lane. The end-to-end combination side- and center-running BRT would do primarily the same with an exception south of Gage Avenue. South of Gage Avenue, the BRT would operate within the two center lanes. Should light rail be constructed in the future, the two center BRT lanes could be converted to rail.

Recommendation

Overall, the Rail Conversion/Feasibility Study found that: BRT continues to be feasible in the Vermont Corridor; BRT does not preclude conversion to rail transit in the future; BRT has the capacity to serve ridership demand until 2042 and beyond; several rail alternatives were determined feasible for future implementation; cost of rail alternatives far exceeds Measure M funding; and some useful rail features can be installed and used as part of BRT. Additionally, there are some unique urban design opportunities south of Gage Avenue, such as the reprogramming of the underutilized median to one side of the street in order to make the open space more useful and accessible to the community. The study also identified opportunities to integrate on-street amenities to improve first-last mile connectivity and help foster the creation of transit oriented communities.

Given the importance of the Vermont Transit Corridor and the need to improve the overall quality of transit service, staff recommends advancing the two BRT concepts into environmental review. With some minor engineering refinements, the refined BRT concepts will not preclude a future potential conversion to rail. These BRT improvements can be delivered more immediately and at a fraction of the cost of rail, while further building corridor ridership. This is necessary in order to address the March 23, 2017 Board motion, meet the Measure M opening date, and address the Twenty-Eight by '28 Initiative.

Stakeholder Outreach

In both spring and fall 2018, staff completed two sets of key targeted stakeholder meetings along the corridor. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. Staff also provided individual project briefings to all affected City of Los Angeles Council Districts as well as at other community group meetings. The purpose of the outreach was to discuss and solicit further feedback on the two BRT concepts and any potential future rail concepts. There was overall broad support for BRT on Vermont, with a small group still in favor of rail being delivered much earlier.

Public and stakeholder engagement will continue and be broadened throughout the environmental process to solicit valuable feedback that will further inform and define the BRT concept for the corridor. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, will be conducted as part of the process.

Consistency with Metro's Equity Platform Framework

The Vermont Transit Corridor project will provide new benefits of enhanced mobility and improved regional access for transit-dependent, minority and/or low-income populations within the study area. Should the Board approve advancing the project into the environmental review phase, the project will be approached and designed for consistency with Metro's recently adopted Equity Platform Framework.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Funding of \$400,000 is included in the FY20 budget request in Cost Center 4240, Project 471402 (Vermont Transit Corridor) to initiate the environmental review, pending budget adoption. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The funding source for the Vermont Transit Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the Vermont Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The purpose of the Vermont Transit Corridor project is to identify and implement strategies for improving bus service along Vermont Avenue. These strategies, including dedicated bus lanes, improved passenger amenities at stations, and enhanced lighting, will enhance the customer experience by reducing passenger travel times, improving service reliability, and enhancing passenger comfort and security. The Vermont Transit Corridor project supports the following Strategic 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.
- #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the Vermont Transit Corridor project to the environmental review phase. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M ground breaking and opening dates.

NEXT STEPS

Should the Board choose to approve the recommendation, staff will proceed immediately to procure consultant services for environmental review of the corridor in accordance with the California Environmental Quality Act (CEQA). Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

Attachment A - March 23, 2017 Board Motion

Attachment B - Map of Vermont Corridor

Attachment C - Executive Summary - Vermont Transit Corridor Rail
Conversion/Feasibility Study

Prepared by: Annelle Albarran, Manager, (213) 922-4025

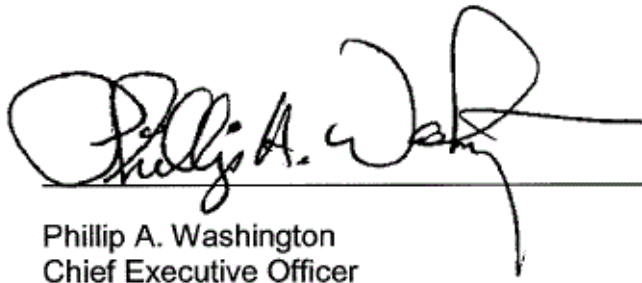
Martha Butler, Sr. Director, (213) 922-7651

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Phillip A. Washington
Chief Executive Officer

Metro

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



Metro

Board Report

File #:2017-0213, File Type:Motion / Motion
Response

Agenda Number:

**REGULAR BOARD MEETING
MARCH 23, 2017**

Motion by:

Directors Garcetti, Ridley-Thomas and Dupont-Walker

March 23, 2017

Relating to Item 9, File ID 2016-0835; Vermont Transit Corridor

Vermont Avenue has the second-highest number of transit boardings of any corridor in Los Angeles County, behind only Wilshire Boulevard.

In February 2017, the Vermont Avenue Rapid and Local bus lines combined for over 43,000 average weekday boardings, higher than the Green, Orange, and Silver Lines.

Recognizing the need for additional transit investment along Vermont Avenue, the 2009 Long Range Transportation Plan included a "Vermont Corridor Subway" in the list of Strategic Unfunded projects.

Since then, MTA staff has worked diligently to advance transit on Vermont Avenue. Vermont was listed as the number-one corridor for Bus Rapid Transit investment in the 2013 Countywide Bus Rapid Transit Study.

In 2014, MTA initiated technical studies for a Vermont Avenue Bus Rapid Transit project and is proceeding with Alternatives Analysis, including providing for a future conversion to light rail.

Bus service improvements on Vermont Avenue are vital, and MTA should proceed with Bus Rapid Transit improvements as quickly as possible. However, the Measure M Expenditure Plan anticipated future conversion to light or heavy rail. Given Vermont Avenue's intense transit ridership, MTA needs to pursue a path now for future rail options to serve this corridor.

Motion by Garcetti, Ridley-Thomas and Dupont-Walker that the Board direct the CEO to:

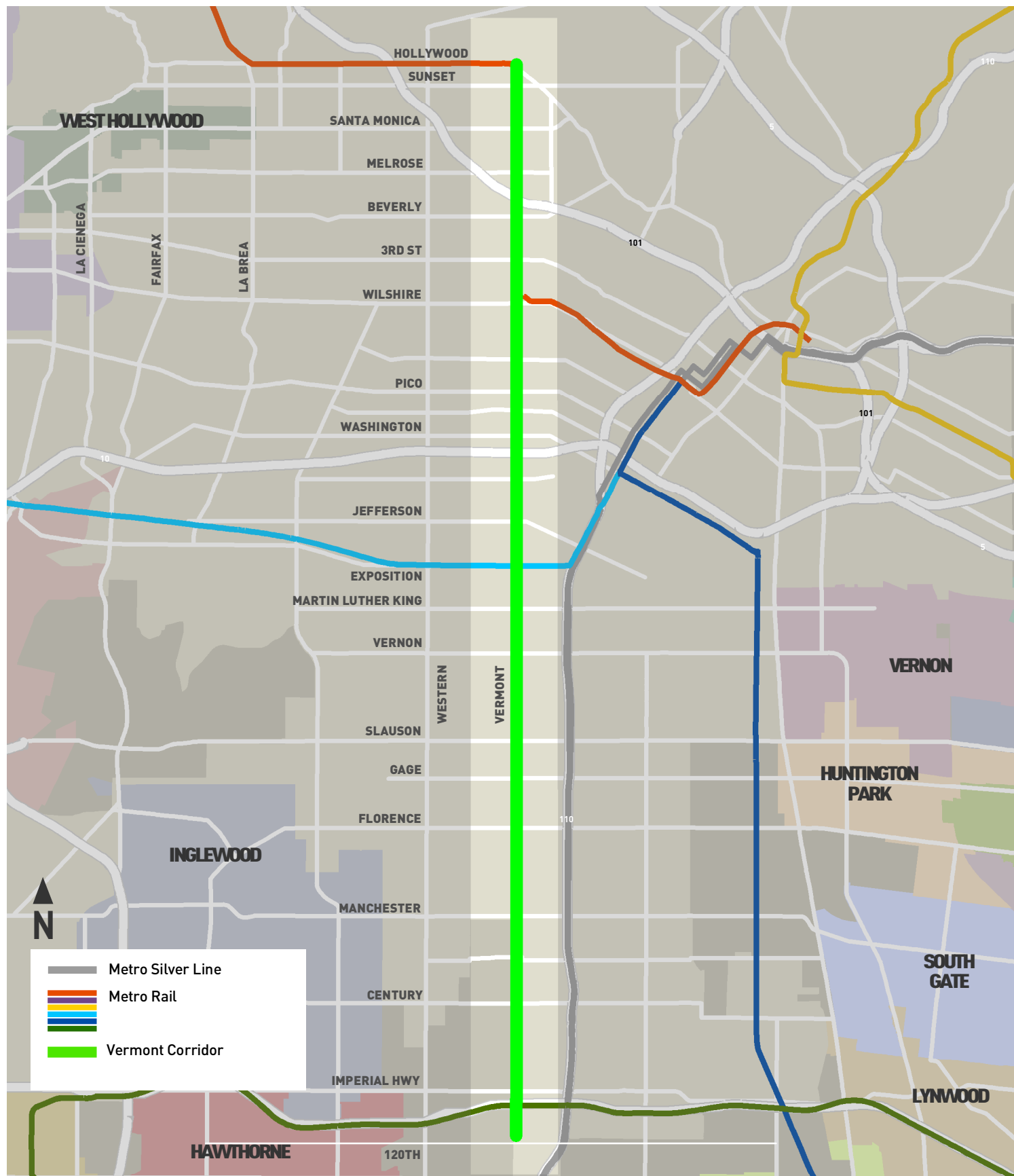
- A. Proceed with the Vermont Bus Rapid Transit project as a near-term "Phase 1" transit improvement along the Vermont Avenue Corridor;
- B. Initiate the study of extending the Red Line along Vermont Avenue to 125th Street, specifically

focusing on connecting the Wilshire/Vermont Red Line Station to the Expo/Vermont Expo Line Station as a "Section 1";

- C. Include a heavy rail alternative in the Alternative Analysis and Environmental Studies for the Measure M Vermont Transit Corridor; and
- D. Report back on all the above to the Planning and Programming Committee during the July 2017 Board cycle.

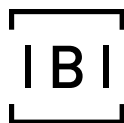
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Map of Vermont Corridor



Vermont Transit Corridor – Rail Conversion/Feasibility Study

EXECUTIVE SUMMARY



Prepared by:

IBI Group
530 B Street, Suite 1010
San Diego, CA 92101



Los Angeles County Metropolitan Transportation Authority

FEBRUARY, 2019

EXECUTIVE SUMMARY

Study Background

The funding for Bus Rapid Transit (BRT) on Vermont Avenue was put in place in November 2016 when voters of Los Angeles County passed Measure M, a half-cent sales tax initiative that funds a number of transportation projects and programs. The Vermont BRT Transit project is slated for a ground-breaking date of Fiscal Year (FY) 2024 and an opening date of FY 2028. Additionally, the expenditure plan for Measure M identifies a potential conversion of BRT service on Vermont to rail after FY 2067 based on ridership demand.

In March 2017, the Metro Board of Directors directed staff to proceed with the implementation of the Vermont BRT Transit project as a near term transit improvement along the corridor, and to initiate a study which identifies and evaluates rail alternatives for the Vermont corridor to ensure that the implementation of any BRT project on Vermont Avenue does not preclude a future conversion to rail. In response to the Metro Board's directive, staff conducted the Vermont Transit Corridor - Rail Conversion/Feasibility Study.

Study Purpose

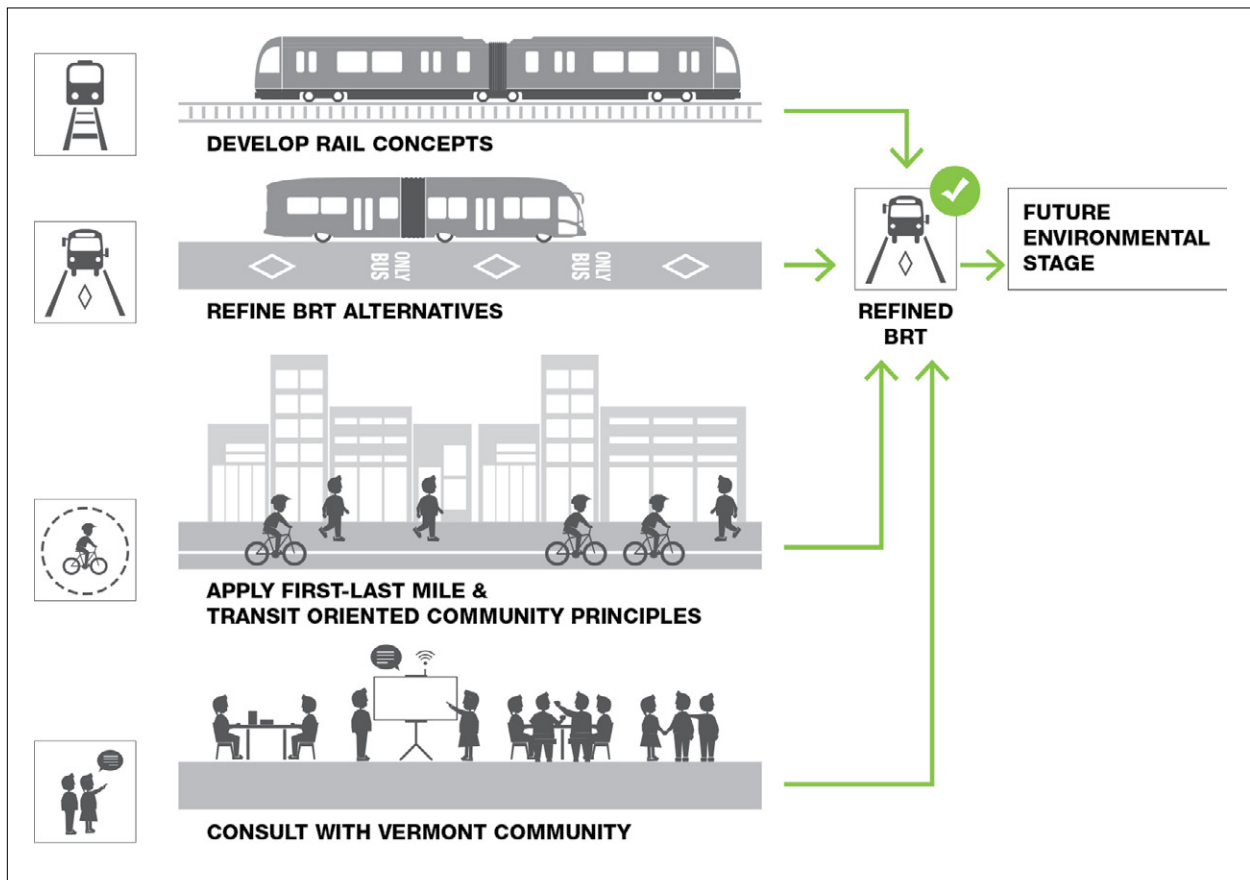
The purpose of the Vermont Transit Corridor - Rail Conversion/Feasibility Study was to further evaluate the two promising BRT concepts developed earlier as part of the Vermont BRT Technical Study (February 2017) to ensure that their implementation would not preclude a potential conversion to rail in the future. The study was to also look at and assess the feasibility of potential future rail alternatives for the Vermont corridor. To this end, there were six key study objectives:

- 1 Define a range of potential future rail transit options, including light rail, heavy rail, and streetcar/tram, and a possible phased implementation (such as a potential rail connection between the Wilshire/Vermont Red/Purple Line Stations to the Expo/Vermont Expo Line Station);
- 2 Analyze the feasibility of the potential future rail options in terms of engineering feasibility, constructability, junction operability, cost effectiveness, environmental issues/concerns, and consistency with community goals and priorities;
- 3 Develop operating scenarios corresponding to each rail option to identify planning-level capital and operating costs;
- 4 Review and update the two recommended BRT concepts from the earlier BRT study and identify considerations that should be included in the design of BRT;
- 5 Reassess the project benefits and impacts of the two refined BRT concepts including ridership forecasts, cost estimates, preliminary traffic impacts, and parking loss; and
- 6 Evaluate opportunities to facilitate and promote Transit Oriented Community and First-Last Mile opportunities along corridor.

As shown below in Figure ES-1, the study was carried out along four parallel but connected streams:

1. Development of Rail Concepts;
2. Refinement of BRT Alternatives;
3. Application of First-Last Mile & Transit Oriented Communities Principles; and
4. Consulting with the Key Community Stakeholders

Figure ES-1: Vermont Transit Corridor - Rail Conversion Feasibility Study Process



Study Main Conclusions

Overall, the study found that:

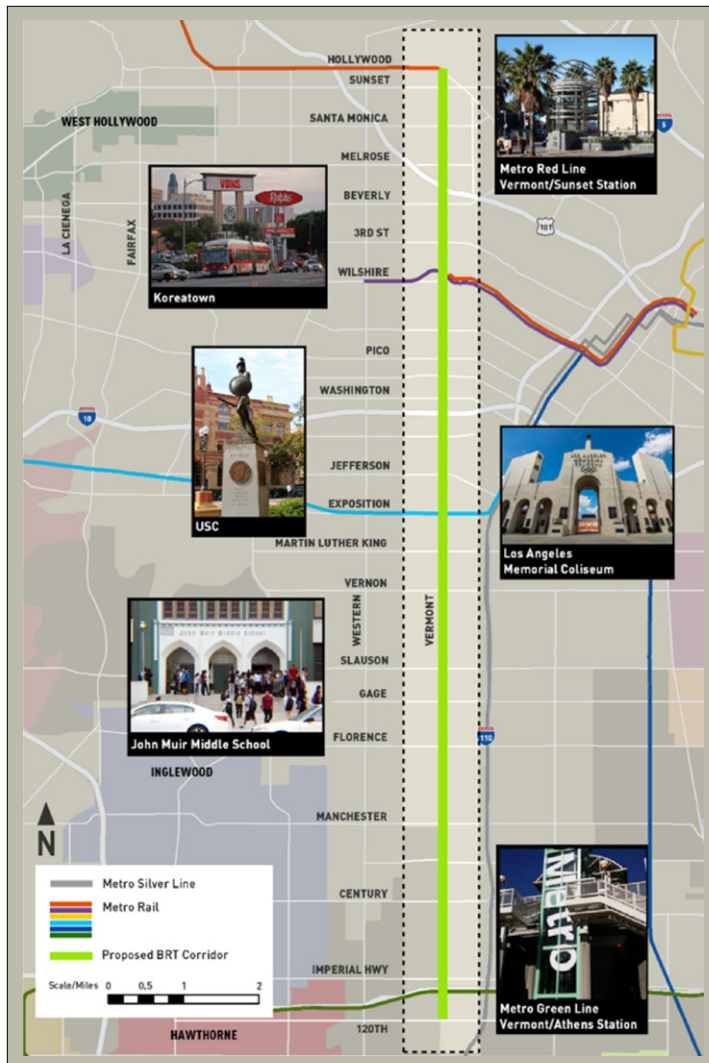
- BRT continues to be feasible in the Vermont Corridor;
- BRT does not preclude conversion to rail transit later;
- BRT can provide the needed people-carrying capacity until 2042 and beyond;
- Several rail alternatives are feasible for later implementation;
- Feasible rail alternatives have major costs; and
- Some useful rail features can be installed and used as part of BRT, and used in any later rail conversion.

Study Area

Figure ES-2 shows a map of the study area, which includes one half-mile to either side of Vermont Avenue. The Vermont Corridor is approximately 12.4 miles, extending from Hollywood Boulevard (near the Sunset/Vermont Metro Red Line Station in Hollywood) south to 120 Street (just south of the Vermont/Athens Metro Green Line Station). Most of the corridor falls within the City of Los Angeles with approximately 2.5 miles at the south end (west side of Vermont only) in the County of Los Angeles.

The corridor is one of the densest communities in Los Angeles County with approximately 150,777 residents. It is also the second busiest bus corridor in Los Angeles County carrying approximately 45,000 weekday boardings. It connects to dozens of other local bus and Metro Rapid lines, and four Metro Rail lines. It provides access to a number of major key activity centers, including the University of Southern California (USC), Exposition Park, Los Angeles City College and Children's Hospital Los Angeles. The majority of the corridor falls within the City of Los Angeles with approximately 2.5 miles on the south end (the west side of Vermont only) in the County of Los Angeles.

Figure ES-2: Vermont BRT Corridor Study Area



Right of Way

The right-of-way (ROW) along Vermont Avenue varies significantly between Hollywood Boulevard and 120th Street. In particular, the corridor's character changes completely near Gage Avenue. North of Gage Avenue, the corridor ranges between 80' and 90' in width, with pavement widths of 56'- 80' and sidewalks generally 10'- 15' wide. South of Gage Avenue, the corridor widens dramatically to between 150' and 200' wide, with pavement widths of 150'-160' and sidewalks generally 10'- 15' wide.

Initial BRT Concepts

The Rail Conversion/Feasibility Study builds upon the work undertaken in the 2017 Vermont BRT Technical Study. The purpose of the Vermont BRT Technical Study was to evaluate the feasibility of implementing BRT along Vermont Avenue, including bus lanes and other key BRT features. The study identified two promising BRT concepts, which would provide improved passenger travel times, faster bus speeds, and increased ridership. The two concepts included an end-to-end side running BRT and a combination side and center running BRT.

End-to-End Side-Running BRT

This concept features a dedicated bus lane along the entire 12.4 mile corridor within the existing ROW. Room for the bus lanes would be made available by converting the general purpose lane (one in each direction) adjacent to the curbside parking lanes to a dedicated bus lane. BRT stations with a number of passenger amenities including shelters, bus benches, trash cans, next bus information, and lighting, would be located on the sidewalks and, in most cases, far side of the intersections, as shown in Figure ES-3.

Figure ES-3: End-to-End Side-Running BRT



Combination Side and Center-Running BRT

This concept features 4.2 miles of center-running dedicated BRT lanes south of Gage Avenue, where the ROW widens significantly, and 8.2 miles of side-running dedicated BRT north of Gage Avenue. South of Gage Avenue, the corridor widens to three travel lanes in each direction and includes sufficient ROW to accommodate center-running BRT lanes. The center bus lanes would be accommodated by converting the two center traffic lanes to bus lanes as shown in Figure ES-4. Because the ROW is generally narrower north of Gage Avenue, center-running BRT lanes would require considerable ROW acquisition. Therefore, side-running dedicated bus lanes are proposed north of Gage Avenue.

Figure ES-4: Center-Running BRT



Development of Preliminary Rail Concepts

Four different rail technologies were considered for the Vermont Corridor. It is important to consider the various rail technologies to properly understand how to feasibly connect or integrate the technologies to the existing rail lines and to technologies on or near the corridor. The four different rail technologies are discussed briefly below:

- 1 Light Rail Transit (LRT) High-Floor** is Metro's standard and has been deployed on all Metro LRT lines to-date including the Metro Expo Line at Exposition Boulevard and Metro Green Line at I-105.

*Figure ES-5: LRT High-Floor
Example: Metro Gold Line*



- 3 Tram/Streetcars** are the most similar rail technology to BRT. These vehicles are low-floor, similar in length and have similar passenger capacities of approximately 100 people per vehicle.

*Figure ES-7: Tram/Streetcar
Example: Portland Streetcar*



- 2 LRT Low-Floor** is another form of LRT similar to Metro's current standards in terms of vehicle length and alignment characteristics, but it uses low-floor vehicles similar to the Trams/Streetcar alternative. This is not currently Metro's standard vehicle and the fleet (and associated maintenance facilities) would not be interoperable, meaning that a LRT Low-Floor vehicle on Vermont would not be able to operate on or share tracks for revenue service with the Metro Expo or Metro Green Line.

*Figure ES-6: LRT Low-Floor
Example: San Diego Trolley*



- 4 Heavy Rail Transit (HRT)** is the technology used on the Metro Red and Purple Lines and would be compatible with the existing HRT fleet and vehicle maintenance yards.

*Figure ES-8: HRT
Example: Metro Red Line*



In developing the preliminary rail concepts, the various technologies were paired with possible vertical and horizontal configuration options. When looking at the potential rail alignments, the vertical profile of rail on the corridor could be at-grade, at-grade with grade separations (below or above) at specific intersections, a fully elevated system, or a fully below-grade system. For at-grade systems, the guideway and stations may be positioned in the center of the street (center-running) or on both edges of the street (side-running). From all the possible combinations of technology, vertical and horizontal configurations, the study team selected an initial set of six combinations that represent a likely and reasonable sampling of the combinations that Metro might build within the Vermont Corridor.

Table ES-1: Preliminary Rail Concepts

Concepts	Rail Technology	Alignment Configuration
1	LRT High-Floor	<ul style="list-style-type: none"> • At-Grade and Grade-Separated • Center-Running
2	LRT Low-Floor	<ul style="list-style-type: none"> • Primarily At-Grade¹ • Side-Running
3	Tram/Streetcar	<ul style="list-style-type: none"> • Primarily At-Grade¹ • Side-Running
4	HRT Purple Line Connection	<ul style="list-style-type: none"> • Fully Below-Grade • Connect to Metro Purple Line
5	HRT Red Line Connection	<ul style="list-style-type: none"> • Fully Below-Grade • Connect to Metro Red Line
6	HRT – Stand-Alone Alignment	<ul style="list-style-type: none"> • Fully Below-Grade • No Connection to Existing Metro Lines

1. Metro Rail Design Criteria Section 10.3.3.1 does not allow two rail lines to intersect (“no face to face train meets shall be permissible in the normal direction”) and, therefore, a grade separation will be required at the Metro Expo Line.

Initial Screening of Preliminary Rail Concepts

The six preliminary rail concepts were then analyzed against the key criteria included in Table ES-2, in order to arrive at a short-list of the three most promising and prototypical concepts. Based on the screening analysis, the following three concepts were selected as the most promising and representative of what a rail system along Vermont might be like:

- **Light Rail Transit, High-Floor, Center Running**, on Vermont Avenue from Wilshire Boulevard south to 120th Street. It is anticipated that the LRT line would not continue north along Vermont Avenue to Hollywood Boulevard, as it would for BRT, because the LRT would provide duplicate rail service to the existing Metro Red Line along this segment of the corridor. This concept would use high-floor vehicles, consistent with Metro's current LRT vehicle fleet. In the narrow portion of the corridor north of Gage Avenue, this concept would operate below-grade. South of Gage Avenue, an at-grade center-running system is proposed because there is sufficient right-of-way to operate at-grade here, and LRT systems operate more efficiently in the center of a roadway with two mainline tracks running near each other, allowing trains to easily transfer between tracks via closely spaced crossovers.
- **Heavy Rail Transit with Metro Red Line Connection**, fully grade-separated and connecting directly to the existing Metro Red Line near Vermont Avenue and 3rd Street. It would then continue south under Vermont Avenue to 120th Street. The existing Metro Red Line and the Vermont Line could run together between the Metro North Hollywood and Vermont/Beverly stations before branching off as two separate lines: one continuing into Downtown Los Angeles and into Union Station, and the other continuing along Vermont Avenue to South Los Angeles. This could provide passengers a one-seat ride between North Hollywood and South Los Angeles.
- **Heavy Rail Transit, Stand-Alone Alignment**, fully grade-separated and terminating at a new station near the existing Wilshire/Vermont station. This concept would serve the same alignment and stations as the HRT with Red Line Connection concept. A potential underground passenger connection could be constructed from the new station to the existing Wilshire/Vermont station for easy transfers to the existing Metro Red and Purple Lines.

Table ES-2: Preliminary Rail Concepts Screening Summary







	1 High Floor LRT	2 Low Floor LRT	3 Tram/ Streetcar	4 Heavy Rail - Purple Line Connection	5 Heavy Rail - Red Line Connection	6 Heavy Rail - Stand-alone		
Rail Technology								
Configuration	 <ul style="list-style-type: none">Center RunningHigh Floor	 <ul style="list-style-type: none">Side RunningLow Floor	 <ul style="list-style-type: none">Side RunningLow Floor	 <ul style="list-style-type: none">Connect to Purple Line	 <ul style="list-style-type: none">Connect to Red Line	 <ul style="list-style-type: none">Do Not Connect - Transfer Only		
Customer Experience	✓ <ul style="list-style-type: none">Fast and reliable service, subject to some disruption due to at-grade running	✓ <ul style="list-style-type: none">Reliability issues due to side-running (see System Operability below)	✓ <ul style="list-style-type: none">Slowest of the three rail technologiesReliability issues due to side-running (see System Operability below)	✓ <ul style="list-style-type: none">Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway	✓ <ul style="list-style-type: none">Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway	✓ <ul style="list-style-type: none">Fastest and most reliable of Metro's rail services, due to fully dedicated and grade-separated guideway		
System Connectivity	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services, except one-seat ride to/from the Westside	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services, except one-seat ride to/from North Hollywood	✓ <ul style="list-style-type: none">Requires passengers to transfer between all rail services		
System Operability & Reliability	✓ <ul style="list-style-type: none">At-grade running is subject to service disruption due to traffic incidents and other events	✗ <ul style="list-style-type: none">Serious operational reliability issues due to lack of ability to route vehicles around incidents or other track-blocking eventsDoes not meet Metro reliability goals	✗ <ul style="list-style-type: none">Serious operational reliability issues due to lack of ability to route vehicles around incidents or other track-blocking eventsDoes not meet Metro reliability goals	✓ <ul style="list-style-type: none">Most reliable of Metro's rail servicesInterlining with the Purple Line poses considerable challenges to efficient operations and scheduling	✓ <ul style="list-style-type: none">Most reliable of Metro's rail servicesInterlining with the Red Line poses considerable challenges to efficient operations and scheduling	✓ <ul style="list-style-type: none">Most reliable of Metro's rail servicesLack of connections with Purple and Red Lines makes for efficient operations and scheduling		
Passenger Capacity	✓ <ul style="list-style-type: none">Second-highest capacity in Metro's rail fleet133 passengers/car	✓ <ul style="list-style-type: none">25% less passenger cabin space and capacity than high-floor LRT100 passengers/car	✗ <ul style="list-style-type: none">Capacity is severely limited by vehicle sizeCapacity is not sufficient for projected passenger demand100 passengers/car	✓ <ul style="list-style-type: none">Highest capacity in Metro's rail fleet180 passengers/car	✓ <ul style="list-style-type: none">Highest capacity in Metro's rail fleet180 passengers/car	✓ <ul style="list-style-type: none">Highest capacity in Metro's rail fleet180 passengers/car		
				✗ EXTREMELY LOW	✓ VERY LOW	✓ LOW	✓ MEDIUM	✓ HIGH

Table ES-2 (continued): Preliminary Rail Concepts Screening Summary

	 Rail Technology	 Configuration		1 High Floor LRT 	2 Low Floor LRT 	3 Tram/Streetcar 	4 Heavy Rail - Purple Line Connection 	5 Heavy Rail - Red Line Connection 	6 Heavy Rail - Stand-alone 
			 Construction Impacts & Service Disruption						
\$	Cost			✓✓ • Medium cost relative to other rail alternatives	✓✓ • Medium cost relative to other rail alternatives	✓✓ • Lowest cost relative to other rail alternatives	✓ • Highest cost relative to other rail alternatives	✓ • Highest cost relative to other rail alternatives	✓ • Highest cost relative to other rail alternatives
				✓✓ • Highest potential for community disruption during construction • No or very limited service disruptions to other Metro rail lines during construction	✓✓ • Highest potential for community disruption during construction • No or very limited service disruptions to other Metro rail lines during construction	✗ • Light infrastructure footprint coupled with limited need to relocate utilities results in a faster, less disruptive construction period • No or very limited service disruptions to other Metro rail lines during construction	✗ • Significant and costly right-of-way needed to build the Purple Line connection • During construction, Purple Line frequency may be reduced to as little as 40 minutes for at least one year and potentially longer • Requires taking property to construct under building(s)	✓ • Significant and costly right-of-way needed to build the Red Line connection • During construction, Red Line frequency may be reduced to as little as 40 minutes for at least one year and potentially longer	✓ • No or very limited service disruptions to other Metro rail lines during construction

✗ EXTREMELY LOW

✗ VERY LOW

✓ LOW

✓ MEDIUM

✓ HIGH

✗ EXTREMELY LOW ✗ VERY LOW ✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

Phasing Options for the Three Rail Concepts

The study also looked at the feasibility of connecting the Metro Red Line at the Wilshire/Vermont Station to the Metro Expo Line at the Exposition/Vermont Station as a first segment. Given the length of the corridor, and past Metro experience with constructing rail systems, it is likely that any rail constructed on Vermont Avenue would be built in phases.

As part of the phasing analysis, a Minimum Operating Segment (MOS) analysis was conducted for the three rail concepts. Consideration was given to cost effectiveness (identifying segments that generate the most new ridership per dollar invested), logical endpoints (terminal stations at points of connection to other Metro services and/or at high-activity centers), and the ability to find suitable land for a Maintenance and Storage Facility (MSF). Siting the MSF is the largest driving force for phasing due to the very limited industrial-zoned land within the corridor and lack of capacity at existing rail facilities.

The phasing analysis validated that Exposition Boulevard would be an appropriate location to terminate the first segment. This location is both a significant transfer point to the Expo Line and an important destination given that USC and Exposition Park are immediately adjacent. This segment also contains over half of the total corridor ridership. The analysis, however, also determined that it would be very challenging to locate and environmentally clear and acquire land for a suitable MSF in the northern segment of the corridor.

This northern segment of the corridor is predominately commercial and/or residential, therefore, the viability of building a MOS along Vermont between the Red/Purple and Expo Lines would be very challenging. Consequently, the project could either be extended further south to Slauson Avenue; this location is the third-highest ridership location on the corridor, or be built as a single phase in order to access the industrial lands available south of the I-105 Freeway.

Slauson also provides a multimodal connection to the future Rail to Rail Active Transportation Corridor. Additionally, the industrial properties located along the Metro-owned former rail corridor along Slauson Avenue may be candidates for the MSF.

Table ES-3 outlines the recommended phasing along with the capital costs associated with each.

Table ES-3: Recommended Phasing

	Segment 1	Segment 2
LRT High-Floor	Wilshire Blvd. to Exposition Blvd. * <i>Capital Cost (2018): \$2.7 – 3.2B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$1.7 – 2.0B</i>
HRT Red Line Connection	3rd St. to Exposition Blvd. * <i>Capital Cost (2018): \$3.7 – 4.4B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$3.4 – 4.0B</i>
HRT Stand-Alone Alignment	6th St./Wilshire Blvd. to Exposition Blvd. * <i>Capital Cost (2018): \$2.5 – 2.9B</i>	Exposition Blvd. to 120th St. <i>Capital Cost (2018): \$3.4 – 4.0B</i>

* Southern terminus may need shift south if no feasible MSF site can be found between Wilshire and Exposition. This is a higher risk for the HRT Metro Red Line Connection because it requires the largest fleet size and MSF site.

Assessment of the Three Rail Concepts

As shown in Table ES-4, the three rail concepts were further evaluated as to grade crossings and traffic impacts; junction feasibility; physical aspects of the corridor; potential maintenance and storage facilities; phasing options; environmental issues; ridership and cost.








Based on the analysis completed, all three concepts are physically and operationally feasible. With the three exceptions noted below, the Vermont Corridor does not pose unusually difficult or unique environmental or engineering conditions relative to other rail projects Metro has delivered in similar built-up urban areas. The three exceptions are as follows:

- **Potential Section 4(f) Resources (LRT High-Floor Concept):** From Gage Avenue to 120th Street, there are median park spaces which would potentially be affected by the LRT concept which would likely be at-grade and in the median in this segment.
- **Connection to the Red Line (HRT Red Line Connection Concept):** Creating a new underground junction with the Metro Red Line is a significant construction challenge that could pose significant property impacts adjacent to the junction, and would result in prolonged service interruptions on the Metro Red Line during construction.
- **Locating a Maintenance and Storage Facility (MSF) for a Minimum Operating Segment (All 3 Concepts):** The viability of building a Minimum Operating Segment along Vermont between the Metro Red/Purple and Metro Expo Lines will likely hinge on finding, environmentally clearing and acquiring land for the MSF in this predominately residential and commercial area. If this proves to be impractical, the project will need to extend further south to Slauson Avenue, or perhaps be built as a single phase in order to access the industrial lands available south of the I-105 Freeway.

These three concepts and doubtless other variations would be subjected to full technical and community review during future environmental phases. They serve to illustrate a reasonable range of feasible rail configurations for the Vermont Corridor, and have been used to review the BRT alternatives to ensure that neither BRT concept precludes a future potential conversion to rail.

Table ES-4: Preliminary Rail Concepts Comparative Evaluation









Rail Alternatives Screening Summary

		High Floor LRT 	Heavy Rail Red Line Connection 	Heavy Rail Stand-alone 
	Grade Crossings and Traffic Analysis	✓ <ul style="list-style-type: none"> All intersections feasible or possibly feasible at-grade per Metro Grade Crossing Safety Policy Required grade separation at Vermont/Expo due to MRDC requirements Possible impacts to left-turn movements on Vermont Avenue 	✓✓✓ NA – no at-grade crossings as the system would be completely below-grade	✓✓✓ NA – no at-grade crossings as the system would be completely below-grade
	Junction Constructability	✓✓✓ <ul style="list-style-type: none"> Feasible non-revenue track connection to the Metro Expo Line to allow access to existing maintenance facility for occasional heavy vehicle service 	✓ <ul style="list-style-type: none"> Feasible revenue connection to the Metro Red Line north of Wilshire Blvd. would impact adjacent properties for the junction construction. Pedestrian tunnel connecting the new and existing Wilshire/Vermont Stations could be constructed 	✓✓✓ <ul style="list-style-type: none"> No junction included in this alternative. Pedestrian tunnel connecting the new and existing Wilshire/Vermont Stations could be constructed.
	Corridor Fit & Constructability	✓✓ <ul style="list-style-type: none"> ROW widths are not sufficient for at-grade north of Slauson. Requires below-grade north of Slauson which would use twin bored tunnels between stations and cut-and-cover construction at stations in Phase 1 from Wilshire/Vermont to Slauson/Vermont. ROW widths are sufficient for the at-grade alignment between Slauson and 120th Street 	✓ <ul style="list-style-type: none"> Twin bored tunnels between stations and cut-and-cover construction at stations. If this alignment crosses below the existing Metro Red and Purple Lines, the depth could result in relatively higher station construction costs. Temporary closures of the northbound and southbound Metro Red Line tracks of at least one year would be required for construction. 	✓✓ <ul style="list-style-type: none"> Twin bored tunnels between stations and cut-and-cover construction at stations. The northern tail tracks of this alignment may need to be located below the existing Metro Red Line and the added depth could result in relatively higher construction costs.
	Vehicle MSF	✓✓ <ul style="list-style-type: none"> LRT Alternative would have access to existing facilities if a non-revenue connection is built to the Metro Expo Line. However, none of the existing MSFs have the capacity to fully serve a new LRT line. A new MSF would be required for the storage and maintenance of LRT vehicles. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 60 LRT vehicles. 	✓✓ <ul style="list-style-type: none"> A new maintenance facility would be required, but the Metro Red Line junction north of Wilshire/Vermont would allow for access to the existing Division 20 facility. However, even with the planned expansion, Division 20 would not have the capacity to serve a new HRT line. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 162 HRT vehicles. 	✓ <ul style="list-style-type: none"> With no physical access to existing heavy rail facilities; a new facility would be required. There are limited sites for a MSF within Phase 1 without lead tracks extending a relatively longer distance from the corridor. Would require a facility for 90 HRT vehicles.

✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

Table ES-4 (continued): Preliminary Rail Concepts Comparative Evaluation

Rail Alternatives Screening Summary

		High Floor LRT 	Heavy Rail Red Line Connection 	Heavy Rail Stand-alone 
	ROW Impacts	✓✓ <ul style="list-style-type: none"> Right-of-way required for maintenance facility and station footprints. 	✓ <ul style="list-style-type: none"> Right-of-way required for construction of the junction with the Metro Red Line, maintenance facility, and station footprints. 	✓✓ <ul style="list-style-type: none"> Right-of-way required for maintenance facility and station footprints.
	Phasing	✓✓ <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between Vermont/Wilshire to the Expo/Vermont station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would be the rest of the corridor. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue. 	✓✓ <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between Vermont/3rd Street to the Expo/Vermont Station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would be the rest of the corridor. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue or even to the ultimate terminus at 120th Street. 	✓✓ <ul style="list-style-type: none"> Phase 1 of this alternative is recommended between West 6th Street and Wilshire Boulevard on Vermont Avenue and the Expo/Vermont Station. There are limited opportunities for a new MSF in this area without deviating from the corridor. Phase 2 would extend south to 120th Street. The MSF will drive much of the decision on phasing due to the constrained corridor, along with ridership considerations, and may require the southern terminus of Phase 1 to shift to Slauson Avenue.
	Environmental	✓✓ <ul style="list-style-type: none"> Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique resources relative to other Metro rail projects, however the landscaped median south of Gage Avenue could pose Section 4(f) parkland challenges. 	✓✓ <ul style="list-style-type: none"> Subterranean construction and operations would limit impacts to traffic and residents. Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique features relative to other Metro rail projects 	✓✓✓ <ul style="list-style-type: none"> Subterranean construction and operations would limit impacts to traffic and residents. Environmental resources that may be impacted are discussed and summarized in Section 5 of Technical Memo #7. No unusual or unique features relative to other Metro rail projects.
	Ridership	✓ <ul style="list-style-type: none"> Lowest boardings due to limited station stops and transfer time needed for at-grade rail to below-grade rail connection or connection to local bus Approx. 91,000 corridor boardings (2042) 	✓✓✓ <ul style="list-style-type: none"> Highest boardings due to one seat ride from north of Wilshire Approx. 116,000 - 144,000 corridor boardings (2042) 	✓✓ <ul style="list-style-type: none"> Low-medium boardings relative to the other concepts due to transfer time needed for rail-to-rail connection Approx. 103,000 - 131,000 corridor boardings (2042)
	Cost	✓✓✓ <ul style="list-style-type: none"> \$4.4 - \$5.2B (2018\$), Capital \$18 - \$21.1B (2067\$), Capital \$28.8 - \$53.0M (2018\$), Annual Operating & Maintenance Lowest cost relative to other concepts 	✓✓ <ul style="list-style-type: none"> \$7.1 - \$8.4B (2018\$), Capital \$29.4 - \$34.7B (2067\$), Capital \$53.8 - 80.5M (2018\$), Annual Operating and Maintenance Highest cost relative to other concepts 	✓ <ul style="list-style-type: none"> \$5.9 - \$6.9B (2018\$), Capital \$24.1 - \$28.4 (2067\$), Capital \$35.1 - \$70.0M (2018\$), Annual Operating & Maintenance Medium-high cost relative to other alternatives

✓ LOW ✓✓ MEDIUM ✓✓✓ HIGH

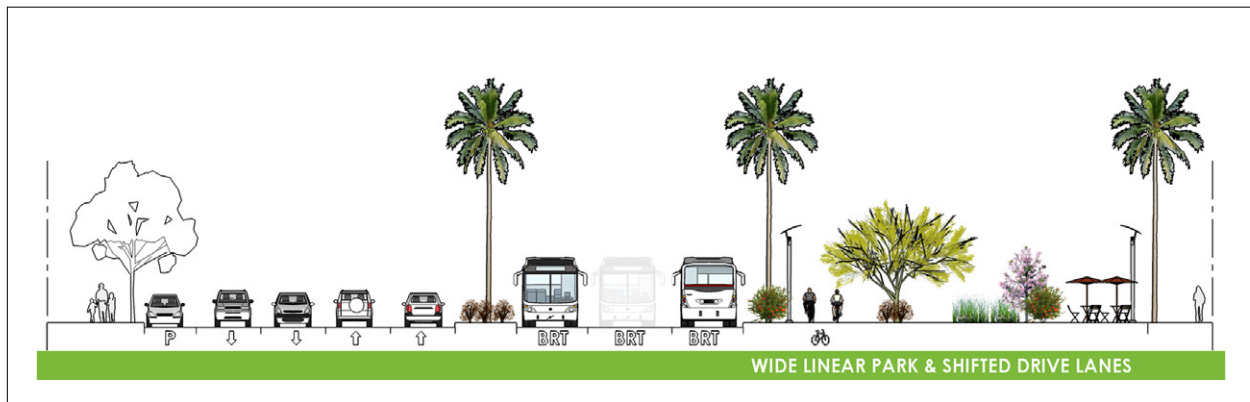
Refinements to BRT Concepts

Information gained from developing and assessing the rail alternatives, as well as current best-practices in BRT design and Metro's First-Last mile policies, were used to refine the conceptual engineering plans previously produced during the Vermont BRT Technical Study. This process led to refinements in three areas:

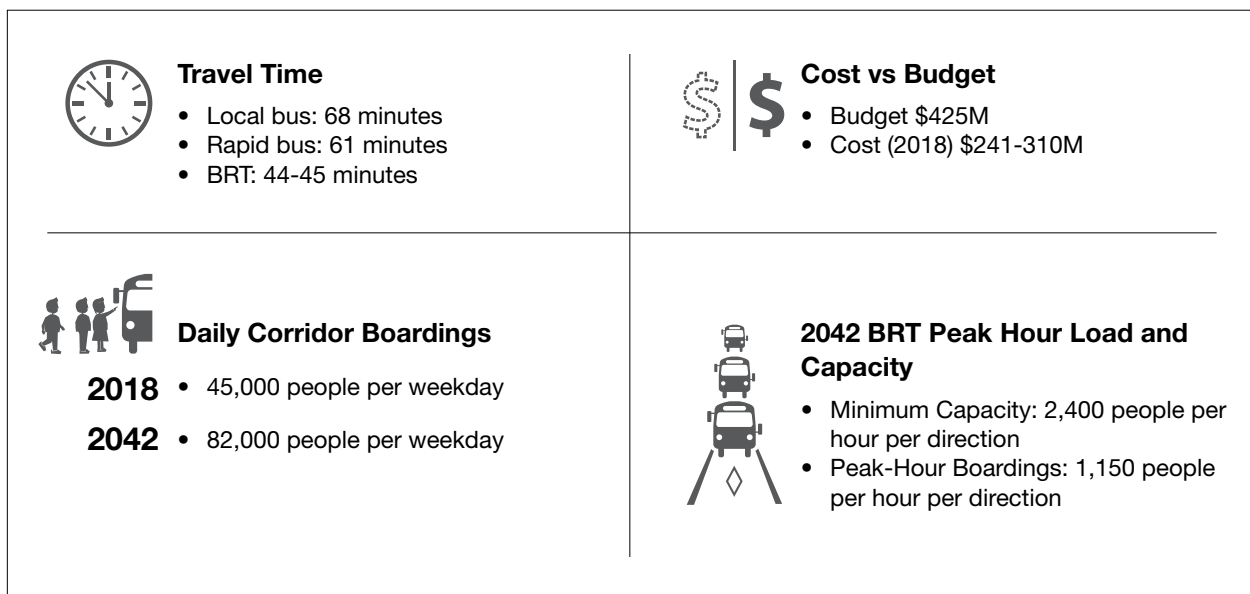
- Adjust the BRT running way per the Metro Rail Design Criteria to maximize the opportunities for the BRT alignment to be reused for future rail. This was done primarily by adjusting the horizontal curves of the BRT running way, and the position of left-turn lanes, to be more compatible with a future rail alignment. This also benefits BRT patrons by providing a smoother ride and potentially faster travel times;
- Reflect best-practices and lessons-learned from recent on-street BRT implementations in an effort to ensure the future Vermont BRT provides a high-quality, rail-like experience to Metro's patrons. This included adjustments to right-turn lanes to minimize conflicts with the BRT, reducing the degree of lane-shifting through intersections necessary to accommodate left-turn lanes, restricting u-turns at narrow intersections, and adding bulb-outs to sidewalks to reduce crossing distances for pedestrians; and
- Consider opportunities to integrate on-street amenities to improve First-Last Mile connectivity and help foster the creation of Transit Oriented Communities

With respect to the last point, a unique urban design opportunity exists in the wider portion of the corridor south of Gage Avenue. The refined BRT alternatives include either side or center-running configurations created by reusing an existing travel lane. In both cases, the collector roads to the outside and the landscaped median are mostly undisturbed except for some necessary reconfigurations at intersections. Some community members and agency representatives have noted that the median is an underutilized community resource, partly because it is in the middle of the street and access is a challenge. This provides an opportunity to "reprogram" the entire street width to focus the open space on one side where it is easier to access.

This concept would essentially create a linear park along one side of Vermont Avenue south of Gage Avenue, as seen in Figure ES-9. Such a concept would need significant community input and agency support beyond Metro to become a realization. It is recommended that this concept be further explored during the Environmental Phase of the Vermont BRT project, in partnership with City of Los Angeles, Los Angeles County and the Vermont Community.

Figure ES-9: Vermont Avenue South of Gage Avenue Potential Concept

The refinements made to the BRT concepts improve upon the prior conceptual design and provide for a significant and cost-effective contribution to transit service along Vermont Avenue, as shown in Figure ES-10.

Figure ES-10: Vermont BRT Project Benefits

STAKEHOLDER AND AGENCY INPUT

Metro initiated an early and sustained key stakeholder outreach process involving key public and partner agency stakeholders. Invitees included businesses, religious institutions, schools, hospitals, major cultural centers, community/neighborhood groups, neighborhood councils, and Chambers of Commerce. The purpose of the outreach was to discuss and solicit early feedback on the initial six rail concepts, discuss the screening criteria used in refining the rail concepts, and the refinements to the BRT concepts. The process included a wide range of opportunities for feedback, designed to be transparent and inclusive.

The study process included a Technical Working Group (TWG), which consisted of representatives from a number of Metro departments as well as staff from the City of Los Angeles and County of Los Angeles, who have jurisdiction over the corridor. This group met four times over the course of the project and was instrumental in providing critical technical support and input on both the rail concepts and the refined BRT alternatives.

In April/May 2018, Metro staff initiated the first set of project briefings and key stakeholder meetings. The purpose of these initial briefings and/or meetings was to provide a general overview and schedule of the study, solicit initial stakeholder input on the preliminary rail concepts, and to discuss next steps. In October 2018, a second set of project briefings and key stakeholder meetings were held. The purpose of this second round of briefings/meetings was to provide a study update and solicit further input on the refined rail and BRT concepts. The project team recorded all community feedback and concerns for each meeting.

The project team also offered other convenient means for the community to receive information about the project and provide comment. Online engagement included a special project e-mail box and project website. A total of 349 comments were collected via email, public comments, and comment cards from the meetings.

FINDINGS AND RECOMMENDATIONS

The objective of this study was to evaluate the feasibility of a variety of potential rail concepts for the Vermont Corridor and to further refine the two BRT concepts developed earlier as part of the Vermont BRT Technical Study to ensure that their implementation would not preclude a potential conversion to rail in the future. Initial opportunities to facilitate transit-oriented community outcomes and first last mile amenities were also evaluated. Figure ES-11 contains some key findings and recommendations from the study.

Figure ES-11: Key Findings and Recommendations

1

Improvements to Metro's 2nd busiest corridor are needed

Further work undertaken on transit needs in the corridor, new ridership forecasts, and further input from the Vermont Community all underscore the pressing need to improve services in this critical transit corridor.

2

BRT has community support, as does future rail

While technical concerns exist about specific means of implementation, there is community support for high-quality transit improvements in the corridor, both BRT and future rail.

3

BRT will in no way preclude rail

- For the two most likely rail technologies, there is very little physical overlap between the BRT project and the likely future rail footprint.
- HRT would be fully underground, with no physical conflict with the at-grade BRT.
- In the narrow portion north of Gage Avenue, LRT will also most likely be underground.
- In the wider portion south of Gage Avenue, there is an opportunity to reuse a median-running BRT running way for LRT, and the BRT alignment has been reconfigured to rail standards to facilitate this.

4

Potential opportunity to work with the Vermont Community, the County and the City of LA to revitalize the open-space median at south end of corridor

- While such a project falls outside Metro's mandate and would require financial and project implementation lead from the City, it should be explored with the community during the environmental clearance phase.

5

BRT has capacity to serve the Vermont Corridor to 2042 and beyond

- New ridership forecasting conducted for this study has verified that the Vermont BRT will have the people-carrying capacity to serve the Vermont Corridor into the 2040's and likely beyond.



Board Report

File #: 2019-0053, File Type: Agreement

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE MARCH 20, 2019

SUBJECT: JOINT DEVELOPMENT IN TAYLOR YARD

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to amend an existing ground lease with Taylor Yard Commercial, LLC ("TYC") or its successor to:

- A. CHANGE the scope of development under the existing ground lease from approximately 16,690 square feet of retail space to approximately 56 units of affordable housing;
- B. EXTEND the deadline for commencement of construction under the existing ground lease from April 1, 2019 to April 1, 2022;
- C. PROVIDE for further extensions of this deadline to April 1, 2024, if deemed necessary or prudent;
- D. DELETE the requirement under the existing ground lease for the payment of percentage rent; and
- E. EXTEND the term of the existing ground lease to meet the requirements of TYC's funding partners, provided that such term shall not extend beyond March 31, 2092.

ISSUE

Metro's existing ground lease requires the tenant, TYC, to construct 16,690 square feet of retail space on a 0.75-acre portion of the Metro's ownership in Taylor Yard. The ground lease also requires TYC to commence construction of the retail space prior to April 1, 2019. Because of development challenges further described below, TYC will not be able to meet this deadline. To avoid a default under the ground lease and to allow for a more viable development of the premises, an amendment to the existing ground lease is required. This amendment will extend the term of the ground lease and the construction commencement deadline, change the scope of development from retail space to affordable housing, and delete the percentage rent payment. Each of these changes requires Board authority.

BACKGROUND

Since 2008, McCormack Baron Salazar, the parent company of TYC, and LA Urban Homes have been developing a 17-plus acre portion of Metro's Taylor Yard property in the Cypress Park neighborhood of Los Angeles. Such development has been undertaken by various development entities created by these developers pursuant to joint development agreements and ground leases entered into with Metro. To date, five separate projects and the Taylor Yard community infrastructure have been completed in accordance with existing Board authority. These projects currently provide 263 affordable apartments (108 for seniors), 95 market rate condominiums and 8,290 square feet of unleased commercial space. McCormack Baron Salazar plans to commence construction of another 42 affordable apartments in the coming year and the proposed scope change would add 56 additional units to the mix.

When the subject ground lease was executed in December 2014, TYC intended to construct a 16,690-square-foot, stand-alone retail facility on the 0.75-acre leased premises. This facility was slated for a drugstore retailer that would operate in the space under a retail sublease. Once constructed, the drugstore space would have boosted the Taylor Yard community's retail component to the 25,000 square feet authorized by the Board. However, this transaction never materialized, and the retail facility was never constructed. Without a commitment from a legitimate retail subtenant, TYC could not secure the construction financing needed to build the project. Since then, TYC has attempted to secure other retail subtenants, but these endeavors have also not been successful.

Staff and TYC have analyzed this situation and believe that securing a retail subtenant will be difficult due, in part, to the location of the 0.75-acre premises, the rise of internet-based retailers and the subsequent slowdown in the brick-and-mortar retail sector. The proposed scope change and extension of the construction commencement deadline should allow TYC to entitle, finance and start construction on an approximately 56-unit affordable housing project prior to April 1, 2022. However, in the event that there are project delays, staff is requesting the ability to extend this deadline to April 1, 2024, if deemed necessary or prudent.

The recommended change in the development scope from a retail project to an affordable housing project requires an extension of the ground lease term beyond the current December 2, 2082 expiration date. This extension is necessary to accommodate the length of required affordable housing covenants and restrictions that are imposed by certain State funding sources that will likely be used to finance the proposed project. The State will record these covenants and restrictions against TYC's leasehold interest in the premises after the project is constructed, but requires that the ground lease term extend at least sixty-five (65) years from the recordation date. The current ground lease term is not long enough to accommodate this requirement.

The recommended changes will also alter the Board-approved financial provisions already contained in the subject ground lease to a de minimis extent. As a consequence of the proposed change in the development scope, Metro will be forgoing approximately \$1,000 in annual percentage rent that would otherwise be received each year under the current retail ground lease if the retail project were constructed. This requirement will not be included in the amended ground lease because Metro's residential ground leases, typically, are not structured with a percentage rent requirement. Metro has already received the capitalized base rent for the ground lease's full 68-year term. This amount was

equal to the Consumer Price Index (CPI)-adjusted fair market value of the premises in February 2012 and was paid at ground lease execution.

Equity Platform

The proposed change in scope is consistent with the Equity Platform as it will provide much needed affordable housing for lower income households in a neighborhood that is experiencing gentrification pressures. In addition, McCormack Baron Salazar has a track record of engaging with the neighboring community and will continue to do so with respect to the scope change and the ultimate design of the proposed project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety. Staff will review the design of the proposed project and will provide appropriate construction oversight to ensure that the project does not adversely impact Metro property or service or the continued safety of staff, contractors and the public.

FINANCIAL IMPACT

Adoption of the recommended actions would not impact Metro's budget. Funding for joint development activities related to this project is included in the FY19 Budget in Cost Center 2210, under Project 401006. As noted above, Metro will forego \$1,000 in annual percentage rent as a consequence of eliminating retail space from the project, but has already received capitalized ground rent covering the premises for the full 68-year term of the ground lease. This rent was received when the ground lease was executed in December 2014.

Impact to Budget

Metro costs related to the proposed project are funded from a combination of developer reimbursements under the ground lease and General Fund local right-of-way lease revenues, which are eligible for bus and rail operating and capital expenses. The recommended actions will not impact the ongoing bus and rail operating or capital budgets, the Proposition A and C and TDA administration budgets or the Measure R administration budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support Goal #3 of the Metro Vision 2028 Strategic Plan, which seeks to enhance communities and lives through mobility and access to opportunity. The recommended change in development scope will result in the addition of approximately 56 units of much-needed affordable housing to Los Angeles county's housing stock.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended actions and require the ground lease to remain unamended. Staff does not recommend this alternative because it would ultimately lead to

a ground lease default by TYC on April 1, 2019 due to TYC's failure to commence construction of the retail project. Such a default, if uncured, would lead to Metro's termination of the ground lease or the continuation of the ground lease under default. Neither of these options is desirable as they do not present a clear path forward for development of the premises. The Board could also choose to extend the construction commencement deadline, but still require that the retail project be constructed on the premises. This alternative is not recommended either, given the poor prospects for securing a retail subtenant for the project.

NEXT STEPS

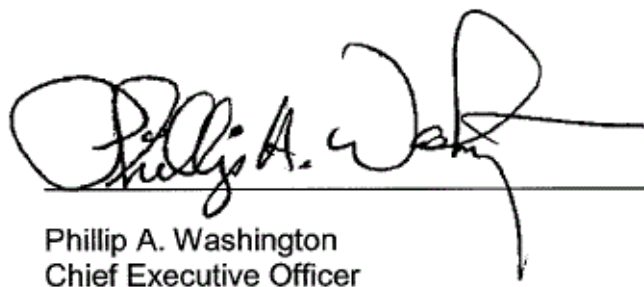
Upon authorization of the recommended actions, staff and TYC will amend the existing ground lease with the changes approved by the Board. Thereafter, TYC will seek entitlements and financing for the rescope affordable housing project, subject to Metro oversight in accordance with the amended ground lease. Staff and TYC will also provide the Greater Cypress Park Neighborhood Council with a project update, informing them of the change in development scope and the path forward for the approximately 56-unit affordable housing project.

ATTACHMENTS

None.

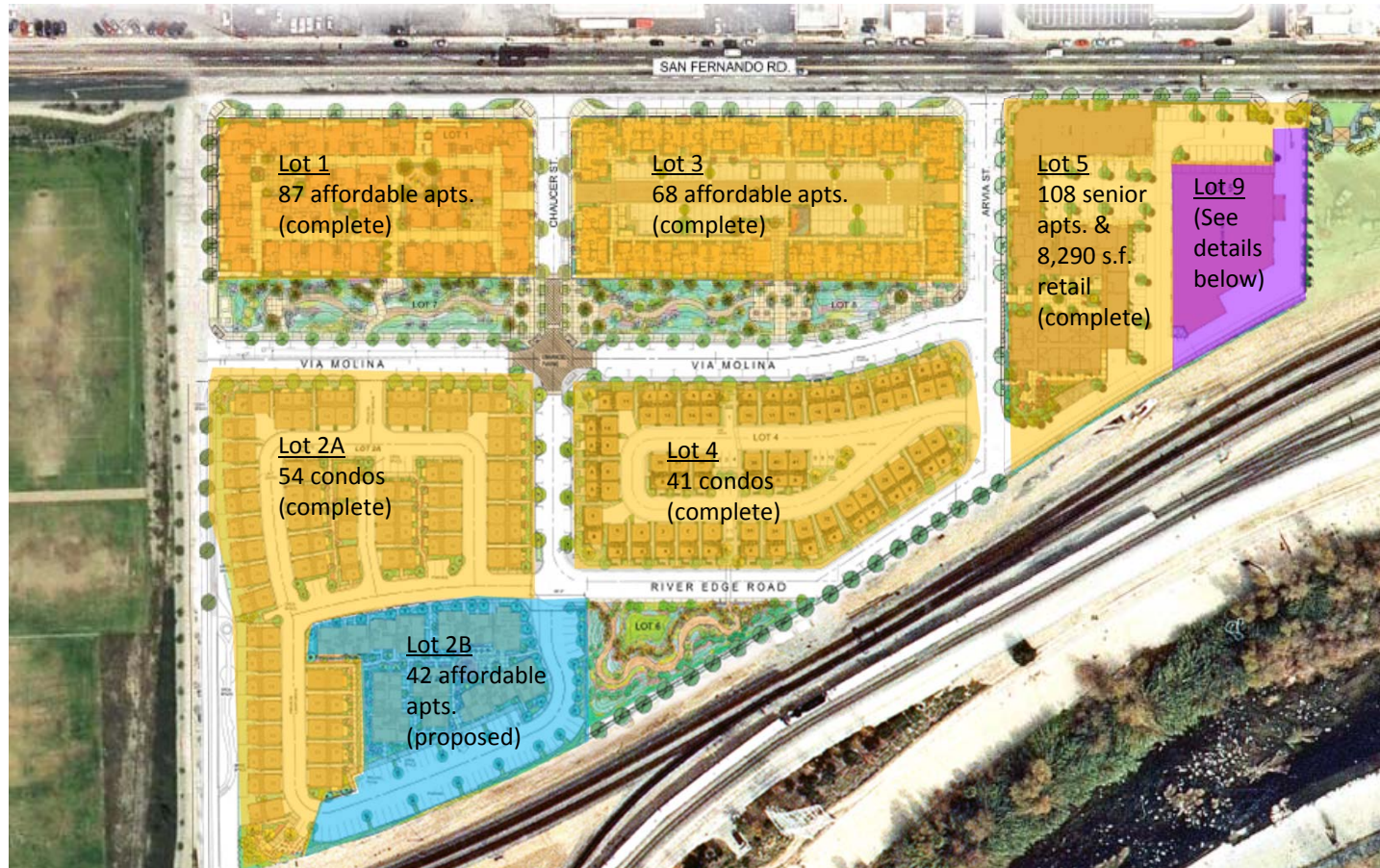
Prepared by: Greg Angelo, Senior Director, Countywide Planning & Development, (213) 922-3815
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Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Joint Development in Taylor Yard (Item 14)



Recommendation regarding Lot 9:

- A. CHANGE the scope of development from $\pm 16,690$ sq. ft. of retail space to ± 56 units of affordable housing;
- B. EXTEND the deadline for commencement of construction from 4/1/19 to 4/1/22;
- C. PROVIDE for further extensions of this deadline to 4/1/24, if deemed necessary or prudent;
- D. DELETE the requirement for the payment of percentage rent;
- E. EXTEND the ground lease term up to 10.33 years to accommodate affordable housing covenants and restrictions.

**Board Report**

File #: 2019-0081, **File Type:** Resolution**Agenda Number:** 15.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 20, 2019****SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$36,612,888 in fiscal year (FY) 2018-19 LCTOP grant funds for one year of Gold Line Foothill Extension Phase 2A operations and one year of Expo Line Phase 2 operations; and
- B. CERTIFY that Metro will comply with LCTOP certification and assurances and the authorized agent requirements, and authorize the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

ISSUE

The California Department of Transportation (Caltrans) issued the FY 2018-19 guidelines for the LCTOP in January 2019. Agency claims for FY18-19 LCTOP grant funds are due to Caltrans on March 28, 2019. The grant package must include an adopted Board resolution that provides project information, and certifies that Metro will comply with all conditions and requirements set forth in the certifications and assurances, and authorized agent documents. Therefore, staff is seeking Board approval to submit the resolution contained in Attachment A.

DISCUSSION

Each year the State of California makes LCTOP grant funds available through the California Air Resource Board's Cap-and-Trade Program. In February 2019, the State Controller's Office notified eligible agencies of FY 2018-19 fund allocation amounts, including \$36.6 million apportioned to Metro. To claim the grant award, Metro must prepare a request describing the proposed transit expenditures that will be funded using the LCTOP allocation. The grant application package must include a Board resolution that: 1) authorizes the CEO or his designee to claim \$36.6 million in FY 2018-19 LCTOP funds; 2) identifies the projects to be funded with the LCTOP funds; and 3) authorizes the CEO or his designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. As in FY18, staff is

proposing to fund the operations of the Gold Line Foothill Extension Phase 2A and Expo Line Phase 2. These funds will replace the federal CMAQ funds which are only eligible for the first three years of operation. Expo II and Foothill 2A are entering their fourth year of rail operations and are no longer eligible for federal CMAQ funding. These LCTOP funds will allow these two new rail line extensions to continue the high frequency peak hours service and maintain weekday time span of service.

LCTOP Program Funding

The LCTOP was created by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The grant funds are derived from California's Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under Assembly Bill AB32. Auction proceeds, known as the Greenhouse Gas Reduction Funds, are to be reinvested in various projects to further reduce emissions. In FY 2018-19, \$147 million has been allocated to LCTOP statewide from the fund.

Transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities;
- Operational expenditures that increase transit mode share; and
- Expenditures related to the purchase of zero-emission buses, including electric buses and the installation of the necessary equipment and infrastructure to operate and support zero emissions buses.

Equity Platform

Senate Bill 535 (SB 535) required that Greenhouse Gas Reduction Funds be invested in and benefit Disadvantaged Communities (DACs). SB 535 also required the California Environmental Protection Agency (CalEPA) to identify DACs based on geographic, socioeconomic, public health, and environmental hazard criteria and create a tool to identify the DAC. Criteria included but is not limited to:

1. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
2. Areas with concentrations of people that are of low income, high unemployment, and low levels of educational attainment.

CalEPA created CalEnviroScreen 3.0, a tool that assesses all census tracts in the State to identify areas disproportionately affected by multiple types of pollution and areas with vulnerable populations. DACs, as defined, are disproportionately located in both Los Angeles County and the Central Valley,

and notably less prevalent in other major metropolitan areas.

Assembly Bill 1550 (AB 1550) modified existing legislation for DAC benefits, and created additional requirements for low-income communities and low-income residents. CalEPA has provided a mapping tool identifying communities that meet the AB 1550 criteria. These requirements are as follows:

- 5% of available funds must be allocated to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities, and
- 5% of available funds must be allocated to projects that benefit low-income households that are outside of, but within a ½ mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a ½ mile of disadvantaged communities.

Metro as the lead agency must document and select the appropriate information to show their project meets all DAC and AB 1550 population requirements. Staff performed analysis in the selection of the projects recommended for LCTOP funding to ensure the above criteria were met.

Specifically, the Metro Gold Line Foothill Phase 2A project adds six new light rail transit stations, five of which are located within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria. The project improves mobility for passengers living in these communities by providing direct, safe and reliable transit service to major employment centers in Pasadena, South Pasadena and downtown Los Angeles.

Similarly, the Metro Expo Line Phase 2 project adds seven new light rail transit stations, five of which are located in or adjacent to neighborhoods designated as disadvantaged and/or low-income communities per AB 1550. This project improves access to residents of those neighborhoods by providing direct, safe and reliable transit service to major employment centers in Santa Monica and West Los Angeles.

Additional Project Eligibility Criteria

In addition to maximizing benefits to DACs, low-income communities and/or low-income households, all projects must be consistent with the lead agency's most recently adopted short-range transit plan, regional plan, or publicly-adopted plan. For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than that typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility.

Metro-specific Considerations in Selecting LCTOP Projects

Staff developed the FY 2018-19 LCTOP funding recommendation with an eye toward LCTOP-eligible projects targeted to improve the balance between Metro's financial commitments and funding availability. As stated above, operations of new or expanded rail and bus services that reduce greenhouse gas emissions and provide benefits to disadvantaged communities are eligible for this fund source. Given that only the first few years of new service operations are eligible to be funded with LCTOP grants and very few federal and state fund sources can be used for services operations, staff is recommending using this grant to partially fund an additional year's operation of Expo Phase 2 and Gold Line Foothill Extension services.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Adoption of the LCTOP resolution and authorization of the CEO to execute the required documents to claim LCTOP funds would positively impact the agency's budget by making \$36.6 million available to support the operation of Metro rail service.

Impact to Budget

Claiming LCTOP funds will have a positive impact to the FY20 budget, as LCTOP funds are scheduled to be disbursed to Metro in June 2019 for use in FY20.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Vision 2028 Strategic Goal 1.1: To expand the transportation network and increase mobility for all users.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2018-19 LCTOP fund allocation amount.

NEXT STEPS

- March 28, 2019: Metro submits allocation request to Caltrans.
- June 1, 2019: Caltrans and ARB approve projects and submit to State Controller's Office
- June 30, 2019: State Controller's Office releases approved project amounts to recipients

ATTACHMENTS

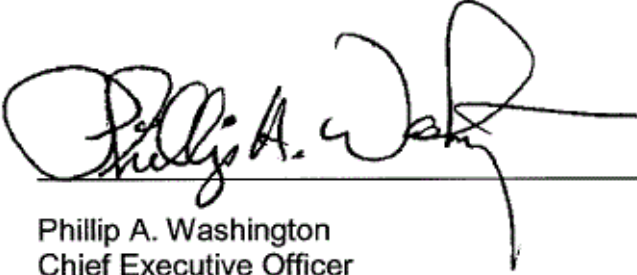
Attachment A - Resolution to Execute LCTOP Projects, Certifications and Assurances and, Authorized Agent Forms

Attachment B - Funding Table for FY20 Operations of Metro Gold Line Foothill Extension and Metro Expo Phase 2

Prepared by: Vincent Lorenzo, Senior Manager, Countywide Planning & Development, (213) 922-3419

Cosette Stark, DEO, Countywide Planning & Development, (213) 922-2822

Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority
Board Resolution**

**Authorization for the Execution of the Certifications and Assurances and
Authorized Agent Forms for the Low Carbon Transit Operations Program
(LCTOP) for the Following Projects:**

Metro Gold Line Foothill Extension Phase 2A Operations - \$21,807,311

Metro Expo Line Phase 2 Operations - \$14,805,577

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or his designee; and

WHEREAS, Metro wishes to implement the following LCTOP projects listed above,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or his designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.



Los Angeles County
Metropolitan Transportation Authority

Metro

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nominations and allocation requests to the Department in FY 2018-19 LCTOP funds:

Project Name: Metro Gold Line Foothill Extension Phase 2A

LCTOP Funds Requested: \$21,807,311

Description: 1 year operations of Metro Gold Line Foothill Extension Phase 2A service.

Benefit to Priority Populations: The project adds six new light rail transit stations, five of which are located within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria. The project improves mobility for passengers living in these communities by providing direct, safe and reliable transit service to major employment centers in Pasadena, South Pasadena and Downtown Los Angeles.

Project Name: Metro Expo Light Rail Line Phase 2

LCTOP Funds Requested: \$14,805,577

Description: 1 year operations of Metro Expo Light Rail Line Phase 2 service.

Benefit to Priority Populations: The project adds seven new light rail transit stations, five of which are located in, or adjacent to neighborhoods designated by AB 1550 as disadvantaged and/or low-income communities. This project improves access to residents of those neighborhoods by providing direct transit service to major employment centers in Santa Monica and West Los Angeles.



Los Angeles County
Metropolitan Transportation Authority

Metro

CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, March 28, 2019.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro

FUNDING TABLE

FY20 Metro Gold Line Foothill Extension & Metro Expo Line Phase 2 Operations

Project Cost \$	\$69,389,393
Cost Type	Estimated Cost

Revenue

Funding Source	Type	Amount	Status
State	Cap & Trade LCTOP	\$36,612,888	Committed
Local	Metro Local	\$32,776,505	Planned
Total Revenue		\$69,389,393	