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Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
APRIL 17, 2013**

SUBJECT: PARK AND RIDE TRANSFER

**ACTION: APPROVE RECOMMENDATIONS TO SUPPORT THE
TRANSFER OF STATE OWNED PARK AND RIDE LOTS AND
AUTHORIZE THE CEO TO ENTER INTO NEGOTIATIONS FOR THE
ACQUISITION OF GUNDERSON CHEVROLET PARCEL**

RECOMMENDATIONS

- A. Approve the attached prioritization list for the transfer of up to 42 park and ride lots owned by the State of California to Metro (Attachment A);
- B. Authorize the CEO to prepare appropriate documents and execute all agreements necessary to move forward with and effect the transfer of the park and ride locations from the State of California to Metro in an amount of \$1,500,000 for transfer of Priority 1 and 2 park and ride lots; and
- C. Authorize the CEO to enter into negotiations with the City of El Monte and property owner for the acquisition of an approximately 3.5 acre property/parcel located at Santa Anita Ave and the Interstate Route 10/Brockway St. (Gunderson Chevrolet) in an amount not to exceed \$8,500,000 to support the on-going operation of the El Monte Transit Center and Busway park and ride lot;
- D. Include \$10,000,000 in the FY 14 budget to fund recommendations B and C

ISSUE

Per the September 22, 2011 Board action, staff has been working with Caltrans on the transfer of the State-owned park and ride facilities, starting with the Harbor Gateway Transit Center (HGTC). A priority list has been developed and Board approval is being requested to authorize staff to proceed with the transfer of up to 42 park and ride lots from the State to Metro, starting with the Priority Level 1 lots first.

The El Monte Transit Center is among the 42 park and ride lots to be transferred. As a condition of the El Monte Parking Lot Agreement dated March 30, 1973 and subsequent Memorandum of Understandings and Joint Use agreements (latest June 21, 2010)

between RTD (Metro) and Caltrans, Caltrans required Metro to incrementally add additional parking at the El Monte Transit Center concurrent with increased public use of the parking until the transit parking was returned to the original 2,094 spaces agreed to in 1973. Metro monitors and maintains a minimum of 1,550 parking spaces consistent with the June 21, 2010 El Monte Transit Center Joint Use Agreement. The agreement requires Metro to increase the parking concurrent with increased parking demand. A City of El Monte park and a currently empty parcel (Gunderson parcel) provided parking spaces during the transit center construction and have continued to provide excess parking. With the pending loss of the ability to use the City's park and Gunderson parcel, along with increasing Silver Line ridership and periodic parking counts, staff estimates that an initial 100 spaces will be needed within the next year and an additional 200 spaces within the next three years.

DISCUSSION

On September 22, 2011, the Board authorized staff to begin initial work on transferring state-owned park and ride lots to Metro. Since then, staff has been working with Caltrans on removing the obstacles, setting the framework, and establishing the requirements/process for the transfer of the 41 identified park and ride lots. In December 2012, the Board took action to add the El Monte Busway park and ride location to the approved list thereby increasing the total number of park and ride lots to 42. Work completed to date includes:

- a. An administrative amendment to the State Highway Relinquishment Code, which allows Caltrans to directly transfer park and ride lots to a public transportation agency, such as Metro;
- b. Legal analysis and agreement on the transfer of park and ride lots that are identified in the I-105 Amended Final Consent Decree;
- c. Initiated environmental and hazmat analysis for the HGTC park and ride lot;
- d. Initiation of regular maintenance and graffiti abatement work for the 42 park and ride lots by Metro; and
- e. Award of a contract to conduct an assessment and high level prioritization of each park and ride lot.

Assessment and Prioritization

To better understand and assess the condition of each of the park and ride lots, Metro awarded a contract to conduct a general assessment of all 42 park and ride lots. The work included a task to conduct a high-level assessment for the purpose of prioritizing the lots for transfer.

The prioritization process took into consideration the following factors:

- Freeway congestion levels;

- Benefit to the transit system and ridesharing;
- Access to the High Occupancy Vehicle (HOV)/Express Lane system;
- Ease of acquisition;
- Relative costs;
- Restrictions to the transfer process;
- Systematic continuity (transferring groups of lots such as along a corridor rather than randomly dispersed lots).

Based upon the analysis, there are a total of 14 lots that are considered the highest priority in terms of benefit to Metro and Los Angeles County residents and commuters. Contingent on Board approval, staff will stage the transfer process into the four groups, identified in Attachment A, and will begin working on the first (Priority Level 1) group. Due to some of the complexities of the 14 lots, staff anticipates that the Priority 1 lots may need to be segregated into two transfers, easy and complex. The prioritization of the 42 lots will assist to streamline the transfer process and will allow both Metro and Caltrans to more efficiently and effectively transition the lots from the State to Metro.

With the completion of the high level priority development, the assessment will now focus on the analysis of the existing conditions of each location and what will be needed to improve each lot. Due to a lack of priority and resources from the State, the majority of the 42 park and ride lots are in poor condition and will require capital resources to bring them to an acceptable level. The assessment will evaluate items such as pavement condition, perimeter fencing, landscape, lighting, safety/security, parking management, ADA compliance and other related matters. Upon the completion of the lot condition analysis, staff will return to the Board with recommendations, including cost estimates, needed to improve, operate and maintain the lots in an acceptable manner. Additional assessments regarding signage/way-finding and bus flow/usage of the park and ride lots are also under consideration in order to identify improvements the overall usability of each lot.

Transfer Process

The process of transferring the 42 park and ride lots from the State to Metro has proven to be a lengthy and complicated process. Initially, due to legal restrictions, the State was precluded from being able to transfer the lots directly to Metro. Legislation was recently enacted which now allows Metro to assume the lots directly from the State. In addition, a number of locations were impacted with existing environmental and/or legal issues that hampered the ability of both Caltrans and Metro to move forward with the transfer. Recently, tentative agreement regarding the environmental and legal issues associated with the park and ride lots was reached. The tentative agreement is undergoing final review and confirmation from both sides and should provide for a clean path to start initiation of the next steps to affect the transfer of the lots. Once approved the agreement regarding the environmental and legal issues will be incorporated into the final cooperative agreement that is being prepared to affect the transfer

At a minimum, the next steps include:

- Cooperative Agreement Report – Hazardous Waste & Utility Modification Assessment;
- Right of Way Engineering;
- Preparation of Final Maps;
- Execution of Cooperative Agreement;
- Caltrans Approval of Cooperative Agreement Report;
- California Transportation Commission (CTC) Resolution and Approval;
- Filing at Los Angeles County Recorder;

The schedule to complete this activity for the Priority Level 1 lots is a minimum of 9 months from approval of this report. This expedited schedule is dependent upon the continued cooperation of Caltrans. To assist, Metro will be undertaking the lead work on a number of the aforementioned items – Hazardous Waste & Utility Modification Assessment; Right of Way Engineering; Preparation of Final Maps; Development of the Cooperative Agreement. Funding for these activities will be requested in the FY14 budget.

El Monte 3.5 Acre -Gunderson Chevrolet Parcel Acquisition

The development of the El Monte Transit Center required usage of Caltrans owned park and ride facilities in El Monte. Usage of the Caltrans property was conditioned on Metro replacing the lost park and ride spaces concurrent with increased transit patron use. In that agreement, Metro was required to monitor parking use and replace the spaces in one hundred space increments. Ridership and park and ride use has increased at the El Monte Transit Center following improved transit performance and increasing gas prices. The Caltrans park and ride lots prior to the transit center expansion originally included 2,094 parking spaces. Prior to construction, the existing park and ride lot use seldom exceeded 1,500 cars on a daily basis. During construction of the El Monte Transit Station, the City of El Monte had provided ninety temporary spaces in an adjacent city park and approximately four hundred and fifty spaces in an adjacent empty car dealer site. The City had secured an option to purchase the dealership site as part of the City's redevelopment efforts that included a Transit Oriented Development (TOD) Master Plan around the El Monte Transit Center. Due to the City's loss of their redevelopment agency funds, their desire to reclaim the park parking and the pending expiration of the City's option to purchase the Gunderson site, there will be a shortage of available parking at the transit center in the very near future.

DETERMINATION OF SAFETY IMPACT

The safety impact resulting from the transfer of the park and ride facilities will have to be assessed prior to the transfer of each individual park and ride lot. The acquisition of the Gunderson lot will potentially allow for reconfigurations of both the public and bus parking to better channel pedestrian crossings of the lots. Upon Board approval, we will continue the due diligence efforts to assess the safety impact to patrons and staff.

FINANCIAL IMPACT

Upon Board approval, staff will amend the FY14 budget to include \$1.5 million to support the transfer of the Priority Level 1 and 2 park and ride lots under cost center 4710 – Highway Capital; Project Number – 404100. Since the delivery of the projects will extend beyond FY14, the cost center manager and the Executive Director, Highway Program, will be responsible for project budgeting in future years.

Upon Board approval, staff will amend the FY 14 budget to include \$8.5 million for the acquisition of the parcel under Cost Center 6510 with a project number to be assigned

Impact to Budget

The source of funds for both the transfer of the park and ride lots and the acquisition of the property will be available/eligible local funding sources that will be identified in the FY14 budget process.

ALTERNATIVES CONSIDERED

The alternative considered was to postpone the transfer process and to maintain the existing priorities. Staff is not recommending this alternative because the identified 14 highest priority lots, based on the assessment, would be immediately beneficial to Metro and promote the use of public transportation and ridesharing.

Alternatives for the purchase of the Gunderson site included reducing the adjacent Division 9 bus parking and replacing it with public parking or building a parking garage to expand parking capacity. Staff is not recommending either of the above because; the short term reduction of bus parking would provide only a temporary relief to transit parking demand and will reduce the long term efficiency or growth potential of the bus division. The purchase of the Gunderson site is a less costly alternative than constructing a parking structure, provides flexibility to the Division 9 bus facility and provides long term opportunities to meet increases in projected parking demands.

NEXT STEPS

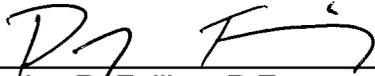
Staff is currently working on the assessment of the condition of the park and ride lots. This assessment will result in a series of recommendations, including costs, to improve the overall condition, operation and maintenance of the lots. Staff will return to the Board with the detailed assessment recommendations for improving the conditions in the park and rides and resources required for operations and maintenance. Additionally, staff will return to the Board with periodic updates as it relates to the schedule for the transfer of the reminder park and ride lots. Upon approval of the recommendations, staff will begin the transfer process on the Priority 1 lots and work with Caltrans on the terms of the relinquishment agreements. Additionally, staff anticipates coming back to the Board to request award of the engineering contract.

Staff will immediately work with the City of El Monte and property owner to structure a mutually beneficial transfer and execution of the City's purchase option and associated property.

ATTACHMENTS

- A. Park and Ride Lot Priority Transfer List
- B. Park and Ride Transfer Schedule Update (14 Initial Park and Ride lots)

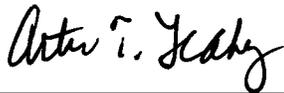
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Attachment A – Park and Ride
Lot Priority Transfer List

	Rte	Park and Ride Name	City	Parking Stalls	Pct Lot Utilization	Congestion Level	Transit Potential	Carpool Potential	Priority Level
1	110	Harbor Gateway	Los Angeles	980	44	●	●	●	2
2	105	I-105 Termination	Norwalk	1502	107	●	●	●	2
3	105	Crenshaw	Hawthorne	513	24	●	●	●	2
4	105	Aviation	El Segundo	390	102	●	●	●	2
5	105	Long Beach Blvd	Lynwood	646	23	●	●	●	2
6	105	Vermont Ave	Athens	155	1	●	●	●	2
7	105	Willowbrook	Willowbrook	335	44	●	●	○	2
8	110	Slauson	Los Angeles	151	8	●	●	○	2
9	105	Century / Harbor Junction	Los Angeles	253	44	●	●	○	2
10	105	Hawthorne	Hawthorne	623	19	●	●	○	2
11	110	Manchester	Los Angeles	247	8	●	○	●	2
12	105	Lakewood Blvd	Downey	414	108	●	●	●	2
13	105	Avalon	Los Angeles	158	7	●	●	●	2
14	110	Rosecrans	Los Angeles	338	5	●	○	○	2
15	10	El Monte Transit Center	El Monte	1153	100	●	●	●	2
16	405	Skirball & Mulhallond	Los Angeles	26	81	●	○	●	2
17	210	Sierra Madre Blvd	Pasadena	102	100	●	●	○	2
18	210	Lone Hill	Glendora	150	92	●	○	○	2
19	210	Grand Ave	Glendora	190	94	●	○	○	2
20	5	Lakewood-West Lot	Downey	83	64	●	○	○	2
21	60	Diamond Bar - East	Diamond Bar	255	92	●	○	●	2
22	60	Diamond Bar - West	Diamond Bar	110	79	●	○	●	2
23	110	Harbor Park	Wilmington	244	19	●	○	●	2
24	110	Carson	Los Angeles	143	34	●	●	●	2
25	110	San Pedro	San Pedro	106	47	●	●	●	2
26	110	San Pedro II	San Pedro	280	9	●	●	●	2
27	57	Via Verde	San Dimas	88	73	●	●	●	2
28	101	Kanan Rd (Southeast Lot)	Agoura Hills	20	100	●	●	●	2
29	14	Newhall - East Lot	Santa Clarita	32	266	●	○	●	2
30	14	Newhall - West Lot	Santa Clarita	50	100	●	○	●	2
31	14	Golden Valley	Santa Clarita	350	59	●	○	●	2
32	14	Pearblossom	LA County, Acton	213	54	●	●	●	2
33	57	Pathfinder Rd	Diamond Bar	120	97	●	●	●	2
34	118	Porter Ranch	Chatsworth	177	32	●	●	●	2
35	134	Glendale	Glendale	215	85	●	○	○	2
36	118	Chatsworth	Granada Hills	117	21	●	○	○	2
37	170	Rte 170/Oxnard	North Hollywood	112	46	●	●	○	2
38	14	Ave S & Geiger Ave	Palmdale	430	87	●	●	○	2
39	210	Paxton	Pacoima	114	77	●	●	●	2
40	210	Lowell	Glendale	150	75	●	●	●	2
41	14	Ave K	Lancaster	118	59	●	●	●	2
42	2	Verdugo	La Canada	104	80	●	●	●	2

Prioritization Notes:

The assessment began by checking the congestion levels of the adjacent freeway corridor of each park-and-ride location. Recent HOV lane and park-and-ride studies have shown that a commuter is more willing to try ridesharing or using available transit from a specific park-and-ride lot in corridors that experience more congestion.

Transit and ridesharing opportunities were assessed and evaluated to determine if the potential for increased usage is high, moderate, or low. One factor is the availability and access to existing transit services at or in close proximity to a park-and-ride lot. Another factor is the type of service provided. High-speed transit services such as Metro Rail, Metrolink, express bus, or bus rapid transit (BRT) were given higher priority than lots with only limited stop or local service.

Another factor is the availability and access to the existing HOV or Express Lane facility. If the available facility has good accessibility and relatively short distance to the ingress point (generally less than 1 mile) to its access from the lot, then a lot would be considered high potential lot.

This technical assessment resulted in an initial prioritization list. This list was then adjusted to account for other factors including: ease of acquisition, relative cost associated with the transfer process, restrictions, and systematic continuity. The lots were then grouped into 4 levels of priority: highest priority (Level 1) to the lowest priority (Level 4).

**CALTRANS PARK AND RIDE LOT TRANSFER (RELINQUISHMENT) TO METRO PROCESS
PROJECTED SCHEDULE**

Task and Subtask	2013												2014		
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar		
1 Project Report (PR)															
Hazardous Waste assessment															
Utility modification assessment															
2 Right of Way Engineering															
3 Prepare Final Maps for recording															
4 Caltrans/Metro execute Cooperative Agreement															
5 Joint Use Agreement (newly required)															
6 District sends to HQ Memo and PR for approval															
7 HQ prepares CTC Agenda and schedules item															
8 CTC Approval and Resolution															
9 CTC Resolution filed with LA County Recorder's Office															

**This schedule assumes full cooperation and participation from Caltrans to meet this aggressive schedule