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**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2014**

**SUBJECT: SUSTAINABLE PARKING DEMONSTRATION PROJECT AT THE
NORTH HOLLYWOOD METRO RED LINE STATION**

ACTION: AUTHORIZE LIFE OF PROJECT BUDGET FOR THE PROJECT

RECOMMENDATION

- A. Authorize Life-of-Project budget of \$1,400,000 for the Sustainable Parking at the Metro North Hollywood Red Line Station
- B. Amend FY 2015 capital budget for \$1,400,000 for this project.

ISSUE

On October 25, 2012, the Board directed the CEO to explore the feasibility of park and ride demonstration projects on vacant portions of Metro property slated for transit oriented development (TOD). On March 20, 2013, Board approved the implementation of a demonstration project at Metro Red Line North Hollywood Station adding 194 spaces at the Chandler Lot (see Attachments A & B).

DISCUSSION

The Metro Red Line North Hollywood station parking consists of 951 spaces that daily operate at an over 95% use. Staff estimates that approximately 1,000 potential riders do not use our system per day due to the lack of available parking. Converting the available parcel to approximately 200 spaces will help meet this demand and serve Metro's sustainability agenda.

Metro staff reviewed parking surfaces that have low installation costs, low removal costs and do not require extensive drainage or costly improvements to help water runoff or water capture. Staff determined that it is not feasible to recapture the full costs of installing conventional paving material given the high construction costs of asphalt or concrete surface parking lots, demolition of the parking lots and ongoing operating

costs for the parking site within 10 years (see Attachment B for detailed material/cost analysis). Therefore, at the March 20, 2013 meeting staff recommended and the Board approved a demonstration project using temporary parking surface material for the construction that was more cost-effective and feasible for short term use.

Staff has acquired the required environmental clearances and the City of Los Angeles has completed the design review for the Metro Red Line North Hollywood Station Chandler park and ride demonstration lot. Since this project is not included in the Capital Program approved by the Board in May 2014 as part of the FY 2015 Adopted Budget, Staff is requesting the Board’s authorization for the Life-of-Project (LOP) and budget amendment to fund this capital project in FY 2015. Upon approval of the budget amendment, staff will initiate the procurement immediately. It is estimated that the construction of demonstration parking lot will be completed in June 2015 or five months after contract award.

DETERMINATION OF SAFETY IMPACT

The safety impacts resulting from the conversion of these vacant parcels to temporary park-and-ride lots are consistent with other Metro owned parking facilities. Upon Board approval staff will continue the efforts to assess the safety impacts to customers and staff.

FINANCIAL IMPACT

The Life of Project budget recommendation is \$1,400,000. Funding for this project will be added in FY15 budget in cost center 3046 – Parking Management, line item 50316 – Professional Services, project 204025. The cost center manager, project manager and Managing Executive Officer of Countywide Planning and Development will be responsible for budgeting costs for future years if construction goes beyond FY 2015.

Impact to Budget

The source of funds for this project will be from Prop C 10 percent, which are only eligible for Metrolink operating and capital expenses, park and ride, and transit station capital projects. No other sources of funds were considered as these have been identified for these projects. These funds are not eligible for Metro bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the procurement and approval of the LOP. This is not recommended as this is an approved project by the Board in March

2013. In addition, this is a demonstration project which will provide critical insights for staff in long term planning and programming of parking facilities adjacent to Metro rail stations. Successfully installing expanded and cost effective parking lots will be beneficial to Metro's bus and rail customers and promote the use of public transportation. Furthermore, adding nearly 200 spaces will alleviate some of the current unmet demand at the North Hollywood Red Line Station's parking facility which is seriously over-subscribed. Attachment A indicates the location of the current and demonstration lots.

NEXT STEPS

Metro staff has prepared a scope of work and is ready to issue a request for proposals (RFP). Staff expects to award the contract and construct the temporary parking lot this fiscal year.

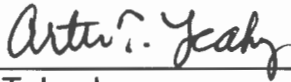
ATTACHMENTS

- A. Map of location
- B. Planning and Programming Committee, March 20, 2013, Board Report, Item 24

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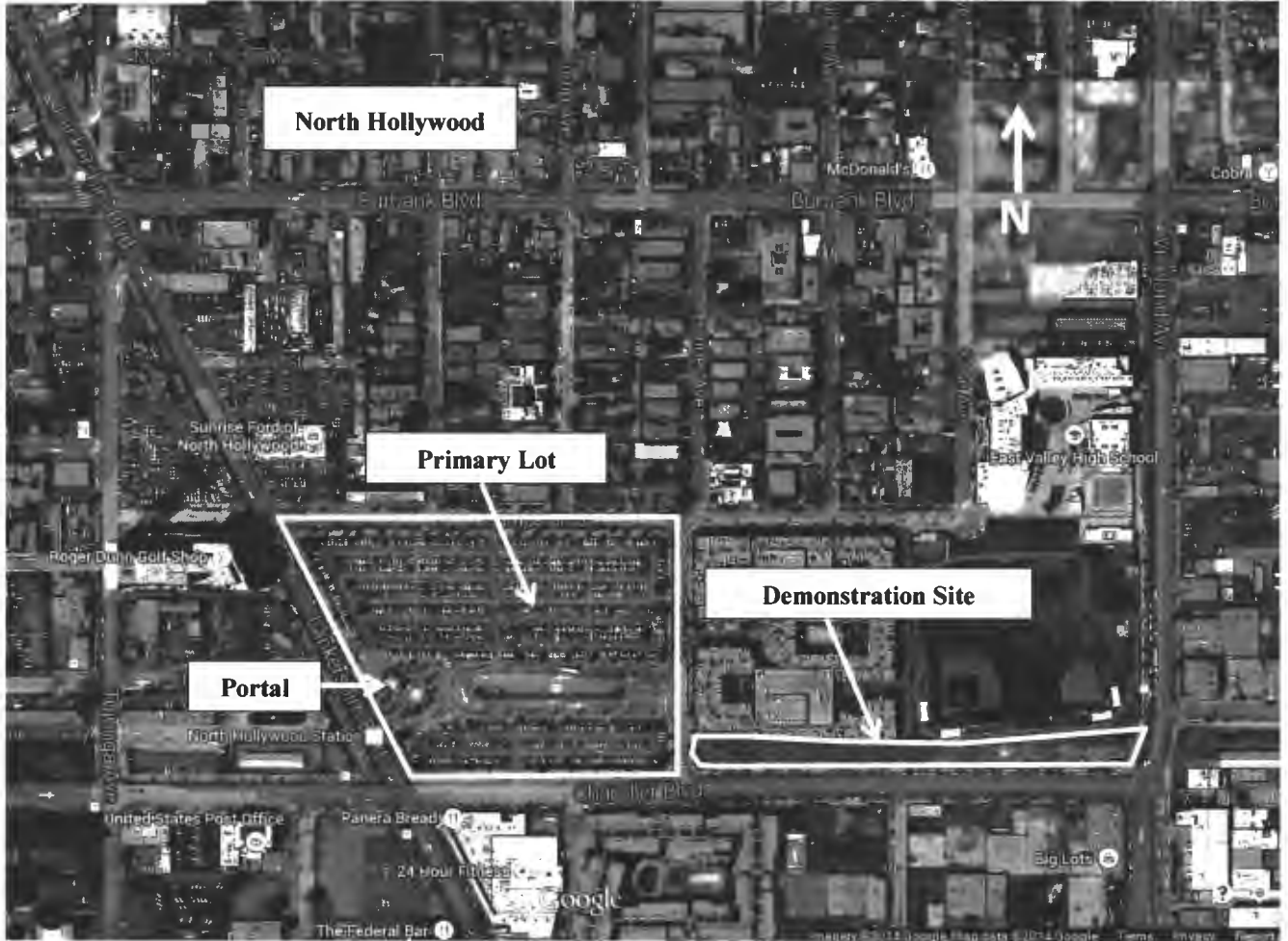
Martha Welborne, FAIA
Chief Planning Officer



Arthur T. Leahy
Chief Executive Officer

ATTACHMENT A

Demonstration Site Location at Metro Red Line North Hollywood Station



ATTACHMENT B

Planning and Programming Committee, March 20, 2013, Board Report, Item 24

**Metro**Los Angeles County
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Los Angeles, CA 90012-2952213.922.2000 Te
metro.net**PLANNING AND PROGRAMMING COMMITTEE
MARCH 20, 2013****SUBJECT: PARK AND RIDE DEMONSTRATION PROJECT****ACTION: APPROVE STAFF RECOMMENDATION****RECOMMENDATION**

Approve the implementation of temporary park and ride lots at potential Transit Oriented Development (TOD) sites adjacent to the Metro Red Line North Hollywood Station.

ISSUE

On October 25, 2012, the Board directed the CEO to explore the feasibility of paid park and ride demonstration projects on vacant portions of Metro property slated for transit oriented development (TOD). The motion included a request for staff to explore the feasibility of expanding the number of paid park and ride facilities. Metro frequently maintains vacant parcels near stations that have the potential for future development. Development proposals from concept to funding to construction frequently require more than five and often more than 10 years to complete or construct.

DISCUSSION

Metro reviewed parking surfaces that have low installation costs, low removal costs and do not require extensive drainage or costly improvements to help water run-off or water capture. Several sites were reviewed for installation of low cost temporary parking facilities with some potential to return the investment. Staff determined that it is not feasible to recapture the full costs of installing conventional paving material given the high construction costs of asphalt or concrete surface parking lots, demolition of the parking lots and ongoing operating costs for the parking site within 10 years. The parking rates chargeable at Metro stations are also a consideration. Metro staff analysis suggests that it is feasible to recapture most of the annual costs associated with the North Hollywood parking installation and operation from paid parking at this station.

Metro Paid Parking

Metro charges for parking at some, but not all of its' parking facilities. Paid parking varies in response to demand, parking facility size and availability of parking options in the area. Daily paid parking is available at facilities like Union Station where the facility is large enough and the parking rates high enough to justify the parking operations costs and staff. Most Metro owned parking facilities operate with large percentages of free parking. Consistent with Metro's 2003 Board adopted parking policy, paid parking is being implemented where parking use exceeds 90 percent of capacity. We will continue to expand the paid parking program throughout our parking facilities.

Adding Temporary Paid Parking

The Metro Red Line North Hollywood station parking consists of 951 spaces that operate over 95% use. Metro has implemented charges for 333 of the 951 parking spaces. The conversion of potential TOD parcels along with a vacant Metro owned right of way adjacent to the station could potentially add 280-340 additional parking spaces. The installation of temporary parking would be offset by increasing the cost of paid parking closer to this station. More remote temporary parking facilities are less convenient for Metro customers and less likely to warrant paid parking rates necessary to offset the related facility costs.

The Cost of Temporary Parking Facilities

Conventional asphalt or concrete surface lots or parking structures are too expensive to construct and demolish in the short term. There are temporary parking surfaces that are much more economical and feasible for short term use. The range of materials includes: interlocking surfaces, roll on material and compressed gravel and sealants. All temporary options must also consider water runoff, security lighting, maintenance and usability. Our experience with gravel and sealants has not been desirable and is not recommended.

Converting a one acre parcel to 120 traditionally asphalt parking spaces (less costly than concrete) is estimated to cost \$500,000 to \$750,000. This provides a parking lot with an estimated life of 30 plus years. Construction includes light grading, site preparation, installation of base material, engineering, a system for capturing water runoff, lighting, landscaping and other capital costs. Demolition and removal costs in preparation for future joint development are estimated as an additional \$100,000 to \$150,000. This totals \$700,000 to \$1,050,000 in installation/demolition costs. Over the 10-year life, the cost to construct, operate and then demolish the facility is \$95,000 to \$141,000 annually, included are maintenance/security costs estimated at \$25,000 to \$36,000 annually.

Staff also reviewed temporary permeable materials that provide approximately 10 years of usable life with costs of \$150,000 to \$250,000 per acre (120 spaces) and similar operational costs as the asphalt material above. Demolition and removal costs are likely

in the \$15,000 to \$20,000 range with the permeable material potentially reusable if recovered in the first five years. This totals \$165,000 to \$270,000 installation/demolition costs. Over the 10-year life, the cost to construct, operate and then demolish the facility is \$38,000 to \$45,000 annually. The \$25,000 to \$36,000 annual maintenance/security costs are significantly the largest part of these costs.

DETERMINATION OF SAFETY IMPACT

The safety impacts resulting from the conversion of these vacant parcels to temporary park and ride lots are consistent with other Metro owned parking facilities. Upon Board approval we will continue our efforts to assess the safety impacts to customers and staff unique to the type of installation selected.

FINANCIAL IMPACT

The total project amount is \$500,000. Funding of \$50,000 is in the FY13 budget in cost center 3010 – Operations, Executive Office, line item 50316 – Professional Services, project 405511, Transit Planning. Since this is a multi-year contract, the cost center manager, project manager and Deputy Chief Operations Officer will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The source of funds for this project will be from Prop C 10 percent, which are only eligible for Metrolink operating and capital expenses, park and ride, and transit station capital projects. No other sources of funds were considered as these have been identified for these projects. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

Metro staff considered not installing temporary park and ride lots. Staff does not recommend this alternative because developing cost effective temporary parking facilities can increase ridership and in some cases increase access to stations already experiencing high levels of demand for parking. Successfully installing expanded and cost effective parking will be beneficial to Metro's bus and rail customers and promote the use of public transportation by providing convenient parking facilities. The increasing demand for parking at our facilities and the increasing ability to charge for parking has the potential to recover the majority of the related costs at this facility.

NEXT STEPS

Metro staff will prepare a scope of work that reflects Metro's interest for temporary parking installations that meet the objectives above. Staff expects to implement and evaluate this installation on a parcel by parcel basis, including the opportunities for charging for parking. Staff will either implement paid parking on a trial basis or increase

paid parking at the adjacent station commensurate with the additional free parking. With the approval of the recommendations, staff will continue working to prioritize other parking locations that may benefit from this demonstration project and parcels that are most feasible for paid parking. Staff will update the Board with a status as the program progresses.

ATTACHMENTS

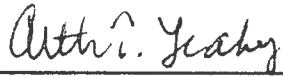
A. Maps of locations

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