



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Parking Utilization and Site Assessment: Metro Rail, Orange Line and Silver Line Stations

June 2012

Revision 1



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Executive Summary

Executive Summary

The *Parking Utilization and Site Assessment: Metro Rail, Orange Line, and Silver Line Stations* study was conducted to help facilitate informed discussions and decisions on current and future parking management and operations. The report includes a review of general site conditions, site-specific parking issues and general recommendations to improve or modify parking operations.

Metro became a significant builder, funder and operator of parking following the 1980's renaissance of rail and the citizen approved propositions that increased regional transportation funding. The public support for increased transportation funding corresponded with new transportation policies emphasizing improvements to overall transportation system efficiencies, such as Transportation Demand Management (TDM). TDM programs were also embraced by other public agencies such as the Air Quality Management District (AQMD) who recognized the development of intercept parking, car/van pools and High Occupancy Vehicle (HOV) lanes, and reductions in Single Occupancy Vehicle (SOV) use also resulted in reductions in regional air pollution. As a consequence of the rail renaissance and the emphasis on SOV reduction, parking development supporting these programs increased.

Metro's inventory of public parking in the late 1980's consisted of approximately 2,000 spaces located primarily at the El Monte Transit station: the terminus of the El Monte/10 freeway HOV lane. The El Monte site is owned by the California Department of Transportation (Caltrans) and managed by Metro. Since the late 1980's Metro has partnered or funded over 65,000 parking spaces through the development of Metrolink, freeway "park and rides", Metro rail and Metro-bus facilities, formula fund allocations to various cities throughout the County of Los Angeles, "Call for Projects" transit improvements, economic developments, congestion pricing, joint developments and other partnerships. This study focuses on the more than 20,000 parking spaces associated with Metro Rail, Orange and Silver Line transit stations.

Metro will add and operate approximately 6,200 new parking spaces following the opening of the Expo/Gold Line rail improvements and the El Monte Transit Center bus improvements, both of which are currently under construction. Metro should anticipate and plan for at least an additional 10,000 parking spaces coming on-line over the next few years, concurrent with the America Fast Forward/Measure R and other transportation system expansion and developments. Since many of these potential projects are in their early development phase, a more exact number of future parking facilities is difficult to estimate at this time. Metro will also increase its parking responsibilities with the proposed acquisition of 41 park and ride lots currently owned by Caltrans. Seventeen of these Caltrans-owned lots are along the Metro Green Line, Harbor Transitway and El Monte Transit Center. The remaining lots are mainly along freeways, with many serving regional express bus lines, car/van pools and intercept parking. Eleven Caltrans Metro Green Line and El Monte parking facilities are already maintained by Metro. The remaining 30 park and ride lots will require additional security and maintenance resources.

The Metro Board directed staff to review bicycle and pedestrian access, bicycle parking, improvements to wayfinding/access and signage when parking studies are conducted (Metro Parking Policy 2003). Bicycle and pedestrian recommendations herein are not exhaustive, but identify obvious and general strategies that improve access or remedy deficiencies. An additional and more comprehensive study detailing the needs of each site has been directed by the Metro Board.

The management of parking and how parking supports both regional objectives and day-to-day operations is complicated. For purposes of this study, parking near major transit facilities is identified according to the following classifications.

1. Free parking adjacent to a transit station owned by Metro. This condition exists at the majority of Metro public parking facilities, where parking is free and open to the public.
2. Paid parking owned by Metro. Metro owns several locations where patrons “pay for parking”, such as Union Station where a private contractor provides on-site staff and management. Other locations have a prepaid reserved parking system that allows Metro patrons to secure a parking permit on-line or through a toll free 1-800 phone number.
3. Parking owned by other public agencies but perceived by transit riders as part of the Metro system. The majority of parking lots along the Metro Green Line are owned by Caltrans and free to the public. However, they are perceived by the public to be part of the Metro system. The Caltrans facilities are the subject of a previous Board action requesting that the ownership and related maintenance issues be transferred to Metro.
4. Parking owned by others but encumbered by Metro rights or easements that provide for public transit use. These lots are commonly part of Metro Joint Development efforts.
5. Parking owned by other agencies or organizations but made available to Metro through contract. Examples of this condition include the Mission Street Station in South Pasadena and Lake Avenue Church in Pasadena.

Deterring single occupancy vehicles (SOV) from using congested freeways and highways during peak congestion times has been a major part of the expanded intercept parking development in the region. SOV reduction is a major objective of TDM, Congestion Management and Air Quality programs.

Parking at transit stations also provides an essential opportunity for transit patrons to access transit when their origin or destination is not within walking distance of a station. Simply addressed, a large number of potential transit users rely on parking to connect to transit. Although the existing Metro system serves destinations throughout the county, many people do not live within walking distance of a Metro station and may require augmentation of their transit trip by driving. Park and ride lots adjacent to Metro stations and freeways have the potential to intercept what is likely a longer regional auto trip without transit options.

Metro support for regional parking development independent of Metro’s daily transit operations involves policies, partnerships or funding agreements with numerous countywide and regional agencies that seek to develop parking for both transit and local community interests. Succinctly, Metro has supported the development of 65,000 regional parking spaces as part of larger Metro mobility goals. This support is significant in both number and the potential to reduce regional congestion and improve air quality. Countywide parking development supports regional transit providers, is critical to car/van pool programs, aids economic development in some locations, and is often part of “compacting” communities to make them more “walkable” or transit friendly. To help focus countywide parking policies, Metro has historically coordinated “Parking Forums” where industry, academic and municipal staff evaluate parking policies and technologies that support reductions in congestion

Travel behavior changes, and parking demand is dynamic. What starts as too much parking in the opening of a transit line may become too little parking as the transit station matures. A station that is a temporary terminus in the first phase of a project may become a mid-line stations over time. New transit systems offer new options.

Metro’s parking involvement in the region has two distinct characteristics: the day-to-day focus of parking serving major transit centers and; the TDM regional objectives that impact the county-wide policies, including reductions in SOV usage. Not all commuters use the same travel/transit options all the time. Regional policy coordination, including providing parking flexibility, allows patrons to use a car/van pool for one trip and access rail or bus for another. In essence, no one parking system fits all traveling options. There continues to be a need to coordinate parking policies across jurisdictions, including providing opportunities for the public to seamlessly access transit parking.

Finally, this study begins a discussion of the issue of charging a fee for parking. To remain at least revenue neutral charging a parking fee is largely dependent on the willingness of the public to pay a fee that is higher than the labor and capital costs associated with operating a paid lot. Secondary to this are the possible impacts of “overflow” from paid lots into surrounding communities by users seeking to avoid a parking fee. On-site pay-for-parking operations can be labor intensive; require strong cash controls, supervision and ongoing systems maintenance/support. Metro has operated/contracted Reserved Paid Parking at some lots and on-site paid operations at Union Station. Cost neutral on-site staffed operations are possible where the fee paid by the public is high enough to cover the cost of parking staff and operations. To be financially successful usually requires a high demand location, a larger number of parking spaces, fees similar to parking operations in the area and fees low enough to avoid being a deterrent to transit usage. Some of Metro’s parking locations have the potential to meet these conditions, others do not.

Chapter 1

Introduction

Chapter 1 Introduction

Metro's parking policies, operations and parking development significantly impact the funding, construction and operations of parking throughout the County of Los Angeles. Parking development became a big part of the regional transportation system following the renaissance of rail and increased Metro services in the late 1980's. In 1989, Metro operated a little over 2,000 public parking spaces with the majority located at the El Monte transit center. With the advent of new rail projects, Metro-adjacent parking increased to over 20,000 public spaces. Concurrent with these expansions was the development of Transportation Demand Management (TDM) policies that encouraged "intercept park and ride" facilities along freeways, expansion of van and carpooling, Metrolink stations, related parking improvements, and other municipal transit center developments. Metro's patrons use parking to access transit, join carpools/vanpools, support economic development near transit, and reduce congestion. Metro has funded, partnered or participated with other jurisdictions throughout the county in the development of over 65,000 public and private parking spaces in the County of Los Angeles as part of Metrolink, freeway improvements, "Call for Projects" efforts, regional formula funding, municipal partnerships, and other partnerships such as joint developments.

This report focuses on parking utilization at Metro rail stations, Orange and Silver Line facilities, where approximately 20,000 of the 65,000 spaces are available to transit patrons. Many of the parking lots along the Green Line and at the El Monte Transit Center are currently owned by Caltrans and maintained by Metro. These lots are expected to be transferred to Metro ownership in the near future. In the next few years, Metro will also add approximately 17,000 new spaces-- 6,200 associated with the construction and completion of the Expo Line (Phases 1 and 2) and the Gold Line Foothill Extensions. An additional 10,000 or more parking spaces are associated with America Fast Forward/Measure R efforts and other transportation projects that will develop throughout the region. Since many of the Measure R projects are in an early development phase, a more exact number of future parking spaces is difficult to conclude at this time.

The Metro Board has previously directed staff to review bicycle and pedestrian access as well as improvements to wayfinding and signage when parking studies are conducted (Board Action, July 2003). This study includes assessments of these items. This additional work is not exhaustive, but provides general recommendations to improve access and information.

The review of parking sites was limited to those spaces directly impacted by Metro's current day-to-day activities and perceived by the public to be related to Metro services. Some locations such as those near the Fillmore, Del Mar, Mission Meridian and Lake Avenue Church stations are located on private or other public agency properties that are adjacent to or connect to Metro transit stations. Metro's Union Station (US) campus includes 3,285 parking spaces with 1,800 identified in this report as available to Metro transit riders. Numerous US parking spaces are dedicated to non-Metro transit use. Unavailable spaces are utilized by Amtrak, Transportation Security Administration (TSA), Metrolink, fleet vehicles,

storage, employees, and private operators, as well as those currently striped as tandem parking.

The study was compiled to help facilitate informed decisions and discussions on future parking management and operations. The following sections in this chapter provide a description of the study and describe the methodology used to conduct individual site assessments and the collection of parking usage data. Chapter 2 provides an overview of issues and strategies. Chapter 3 includes information on funding sources for parking improvements, as well as a summary of the revenue generated at parking facilities through the Reserved Paid Parking program. Chapters 4 through 9 provide a description of each of the stations along the Metro Blue, Green, Red, Purple, Gold, Orange, and Silver Lines, as well as general strategies for parking improvements that are station-specific. Chapter 10 will provide system-wide issues and strategies.

1.1 Regional Context

Metro serves as the transportation planner, coordinator, designer, builder, and operator for one of the country's largest, most populated counties. Over 10.4 million residents live within its 1,433-square-mile service area. In addition to operating over 2,000 peak-hour buses on an average weekday, Metro also operates 79.1 miles of Metro rail service. The Metro rail system is comprised of the Metro Red and Purple Line subway service, and the Metro Blue, Green, and Gold Lines light rail service. The Metro rail system consists of 70 rail stations connecting Long Beach, downtown Los Angeles, Hollywood, Universal City, and North Hollywood, San Fernando Valley, Pasadena, Norwalk, El Segundo, Boyle Heights and many destinations in between. Also in operation since 2005 is the Metro Orange Line transit way, which is a bus rapid transit that provides service between the North Hollywood Red Line Station and Warner Center in Woodland Hills. The Silver Line, another bus rapid transit, operates on the Harbor Transitway connecting El Monte Transit Station to the Pacific Coast Highway Station to the larger regional transit system.

Metro's growing rail network continues to complement and integrate with the extensive regional bus services. Improving access to the transit station is an important aspect for connecting riders to various transit options. Although the existing Metro system services destinations throughout the county, many people do not live within walking distance of a Metro station and may choose to augment a portion of their transit trip by driving. Park and ride lots next to Metro stations intercept what is likely a longer regional auto trip and provides transit access to those patrons who live farther away than is reasonable for walking or other access methods. Map 1-1 shows Metro's current rail and transitway system.

Metro's transit expansion continues to increase transit's role as an alternative to the single occupancy vehicle. Parking availability provides an important option for patrons accessing transit. Transit provides a viable response to escalating gas prices, traffic congestion, global climate change consequences, air quality issues, and often serves as the option for those who have limited transportation choices.

1.2 Parking Resource Overview

The parking study focuses on parking conditions within an approximate one-quarter mile

radius around Metro stations. This radius is generally considered the distance most people are reasonably expected to walk to a transit station with a clear understanding that parking closer to transit is much more desirable than parking farther away. As part of these efforts, the study considered the following:

- non-Metro owned existing public parking facilities;
- vacant properties that could potentially be used for Metro parking;
- opportunities for shared parking;
- opportunities for improved pedestrian linkages;
- opportunities to improve patron experience and patron safety; and
- identification of impediments to station access.

There are 93 stations within the combined Metro Rail and Orange/Silver Line system (2011). As of summer 2011, 43 Metro stations had park and ride facilities, an increase from 33 stations during the summer 2007. The 2008 parking utilization count identified over 16,000 parking spaces available at Metro stations increasing to over 20,000 spaces as of the 2011 summer follow-up count (Table 1-1). To maintain an accurate assessment of parking spaces and utilization of spaces, staff attempts to conduct the parking count during the same time each year. The availability of high school and college interns during the summers enables summer counts of auto parking, bicycle usage and other non-motorized vehicle usage during the same period. Periodic sampling of lots during other times of the year reflect as much as a five to ten percent increase or decrease in parking demand during critical periods of the year such as fall school start-ups, the holiday shopping periods or Spring or Winter breaks.

1.3 Methodology

This study documents parking usage for existing transit stations along the Metro Blue, Green, Red, Purple, Gold, Orange, and Silver Lines. The 2011 summer counts included 70 Metro Rail stations, 13 Orange Line Transitway stations, 10 Harbor Transitway/El Monte HOV Stations (Silver Line). Four stations serve multiple lines such as at: Union Station, Imperial/Wilmington/Rosa Parks Station, Harbor Freeway and 7th Street/Metro Center. In addition, two other stations Carson and Pacific Coast Highway provide a connection to the Silver Line to and from the south. The counts include the 43 Metro stations with park and ride facilities. Parking utilization counts were conducted during the months of June through August of 2007, 2008 and 2011. Counts were conducted during the morning peak parking demand hours, between 8:30 a.m. and 11:30 a.m. The data collection occurred on Tuesday, Wednesday and Thursday during non-holiday weeks. Data collected during the mid-week of non-holiday weeks were more likely to represent typical work week parking usage.

Metro operates a Reserved Paid Parking system at some Metro station locations that allow transit riders to secure a parking space between the hours of 7:00 a.m. and 10:00 a.m. on weekdays. The system is an on-line paid parking permit program with the permits issued for specific stations. Parking usage data was collected between the hours of 8:30 a.m. and 11:00 a.m. at Reserved Paid Parking locations. After 11:00 a.m. all unused Reserved Paid Parking spaces become available at no charge to all patrons.

1.4 Data Collection

A primary parking management issue is the lack of a comprehensive database of parking resources. Parking information, such as park and ride facility ownership, operation, capacity, utilization, service performance, and enforcement jurisdiction; is spread across several departments. An inventory of parking spaces at park and ride facilities and usage information for all existing Metro park and ride facilities is collected sporadically but is not consistently updated. Readily available information on ownership, enforcement jurisdiction, and park and ride facility operators is necessary to determine the jurisdiction or entity responsible for the enforcement of parking infractions as well as safety and security oversight. The ability to regularly review parking activity using updated information would provide staff with the ability to better respond to parking shortages and surpluses. This would enable staff to respond to the parking needs of transit patrons and rectify customer complaints in a timely manner.



Map 1-1 Metro Rail and Transitway system

Table 1-1 Utilization at Park and Ride Lots along Metro Stations

Line	Station	Total # of Spaces (2011 Count)	Utilization						
			Spaces Occupied in 2007	% Utilized in 2007	Spaces Occupied in 2008	% Utilized in 2008	Spaces Occupied in 2011	% Utilized 2011	
Blue	Florence 103rd Street/Kenneth Hahn	115	114	99%	115	100%	109	95%	
	Imperial/ Wilmington/ Rosa Parks*	63	-	-	0	0%	0	0%	
	Artesia	335	159	47%	187	56%	147	44%	
	Del Amo	272	249	92%	272	100%	225	83%	
	Wardlow	366	354	97%	364	99%	343	94%	
	Willow	115	89/92 ¹	97%	91/92	99%	105	91%	
		899	613/891 ²	69%	891	99%	832	93%	
	Blue Line Total	2,165							
	Green	Norwalk	1,502	1,587	106%	1,606	107%	1,605	107%
		Lakewood	414	392	95%	447	108%	447	108%
Long Beach Imperial/ Wilmington/ Rosa Parks* (see Blue Line)		646	154	24%	241	37%	147	23%	
Avalon Harbor Freeway*		158	7	4%	12	8%	11	7%	
Vermont		253	119	47%	151	60%	111	44%	
Crenshaw		155	6	4%	8	5%	1	1%	
Hawthorne		513	147	29%	216	42%	125	24%	
Aviation/ LAX		623	85	14%	101	16%	116	19%	
El Segundo		390	363	93%	423	108%	398	102%	
Douglas		91	25	27%	28	31%	69	76%	
Douglas		30	-	-	10	33%	26	87%	
Redondo Beach		403	121	30%	249	62%	88	22%	
Green Line Total		5,178							
Red/ Purple	Union*	1,860	1,179	63%	1,027	55%	1,181	63%	
	Westlake/MacArthur Park	18	-	-	-	-	17	94%	
	Universal City North Hollywood	899	748	83%	866	96%	842	94%	
		951	868	91%	932	98%	884	93%	
	Red Line Total	3,728							
Gold	Atlantic	262	-	-	-	-	140	53%	
	Indiana	42	-	-	-	-	19	45%	
	Union* (see Red/Purple Line)								
	Lincoln Heights/ Cypress Park	94	79	84%	88	94%	78	83%	

¹ Wardlow - In 2007 and 2008 only 92 spaces were available.

² Willow - In 2007 and 2008 only 891 spaces were available.

	Heritage Square/ Arroyo	129	100	78%	125	97%	122	95%	
	Mission	142	136	96%	103	73%	142	100%	
	Fillmore	160	121/134 ³	90%	0	-	135	84%	
	Del Mar	290	104	36%	218	75%	132	46%	
	Lake	50	4/20 ⁴	20%	20/20	100%	10	20%	
	Sierra Madre	958	742	77%	908	95%	862	90%	
	Gold Line Total	2,127							
Orange	North Hollywood* (see Red/Purple Line)								
	Van Nuys	776	214	28%	205/483 ⁵	42%	214	28%	
	Sepulveda	1,205	80	7%	117	10%	142	12%	
	Balboa	270	140	52%	185	69%	216	80%	
	Reseda	522	142	27%	216	41%	229	44%	
	Pierce College	373	133	36%	125	34%	250	67%	
	Canoga	612	123	20%	190	31%	189/288 ⁶	66%	
	Orange Line Total	3,434							
Silver Line	Slauson	151	-	-	5	3%	12	8%	
	Manchester Harbor Freeway* (see Green Line)	247	-	-	38	15%	19	8%	
	Rosecrans	338	-	-	28	8%	17	5%	
	Artesia	980	-	-	504	51%	433	44%	
	El Monte (under construction)	1,153	-	-	1,416/1,52	4	93%	1,153	100%
	Carson	143	-	-	17	12%	49	34%	
	Pacific Coast Highway	234	-	-	60	26%	53	23%	
	Silver Line/Harbor Transitway Total	3,246							
	GRAND TOTAL (based on 2011 counts)	19,878							

Note: These sites were only counted once; however, they are listed twice because transfer stations belong to more than one Metro rail line.

³ Fillmore - In 2007 only 134 parking spaces were available.

⁴ Lake – In 2007 and 2008 only 20 spaces were available. Sharing parking with church for reserve paid parking.

⁵ Van Nuys - In 2008 only 483 spaces were available. The south east lot was being leased to a car dealership.

⁶ Canoga - In 2011 only 288 spaces were available to the public due to construction staging.

Chapter 2

Overview of Issues & Strategies

Chapter 2 Overview of Issues and Strategies

2.1 Parking System Analysis & Strategies

The parking program is an important component of Metro's transit system and provides access to customers who may live relatively far from transit stops or have limited options for walking or bicycling. Staff assessed the usage of the park and ride facilities and identified parking needs and strategies to improve Metro parking resources and enhance access to the transit system. Prevalent issues that affect the efficiency of the parking program and strategies that would enhance the overall system are listed below. These issues include the need for a comprehensive information database to assist staff with monitoring the parking program and responding to customer complaints in a timely manner. Impediments to alternative non-motorized access to transit (bicycle and pedestrian), limited availability of parking and access information for patrons, lack of a comprehensive wayfinding and signage system to assist and inform patrons of transit opportunities, and opportunities to incorporate currently available technology to assist in the management of parking are also addressed. Specific stations issues and strategies are detailed in Chapters 4 through 9.

The issues and strategies discussed in this section are consistent with the Metro Parking Policy objectives, adopted by the Metro Board in June 2003. The Policy addresses parking management at a system- and station-specific level to result in the following:

- Improve alternative access to transit;
- Support the formation of parking districts or parking authorities;
- Implement charges for parking;
- Improve the efficiency of parking;
- Pursue lower cost options that increase parking supply in the existing facilities;
- Create off-street parking near transit facilities;
- Work with local jurisdictions to consider methods to increase on-street parking;
- Work with cities to develop better land use and transportation integration; and
- Work with state and local jurisdictions to change ordinances that improve local parking controls.

For each policy objective, strategies, actions, and performance indicators have been developed. The key performance indicators in each section provide the framework to evaluate progress toward these goals.

Parking Management periodically updates inventory including compiling of the following information:

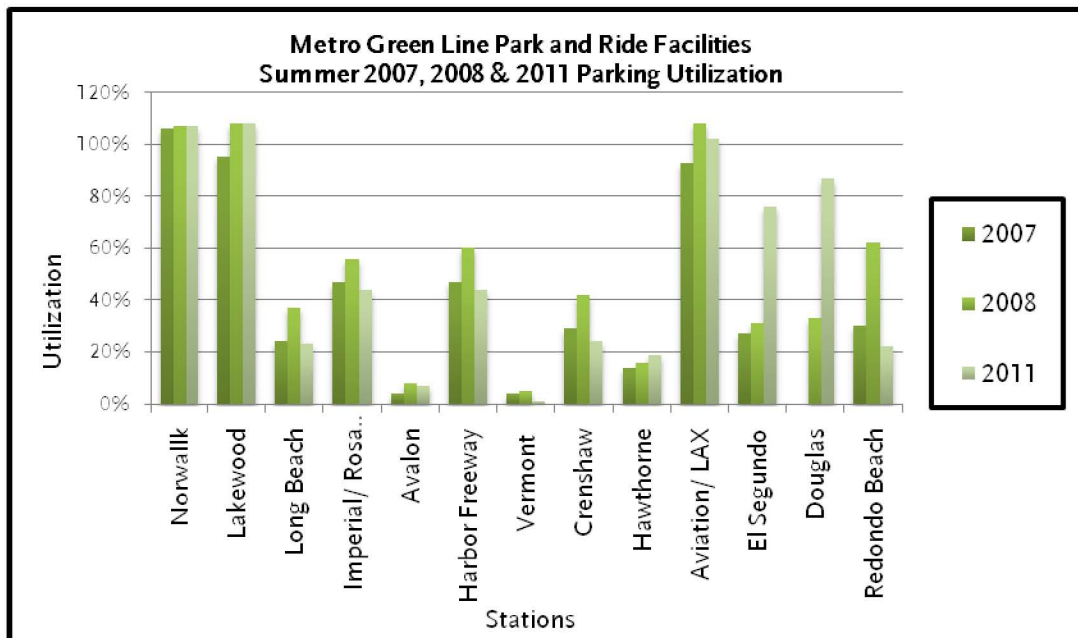
- Park and ride facility ownership;
- Park and ride facility operator and contact information;
- Parking lot location and number of parking spaces at each facility, including number of spaces in paid parking program;
- Parking utilization data;
- Types of customer complaints and potential resolutions; and

- Name and contact information of person or party responsible for parking enforcement.

2.2 Parking Utilization

Parking utilization at most Metro stations between summer 2007 and summer 2008 did not change significantly. The parking facilities demonstrating significant change between 2007 and 2008 include: two stations along the Orange Line, two stations along the Green Line and one station along the Gold Line. The following graphs show the utilization of each of the Metro park and ride locations for summer 2007, 2008 and 2011. Graphs reflecting usage in excess of 100 percent include illegal parking.

As shown on Graph 2-1, the highest parking utilization along the Metro Green Line occurs at the Norwalk, Lakewood and Aviation Stations. Two park and ride locations that have demonstrated the highest increase in usage since 2007 and 2008 are El Segundo and Douglas. Utilization at El Segundo jumped from 31 percent during summer 2008 to 76 percent during summer 2011. Utilization at Douglas jumped from 33 percent during summer 2008 to 87 percent in 2011. Most of the stations did not reflect a significant change in utilization from 2007 to 2011.

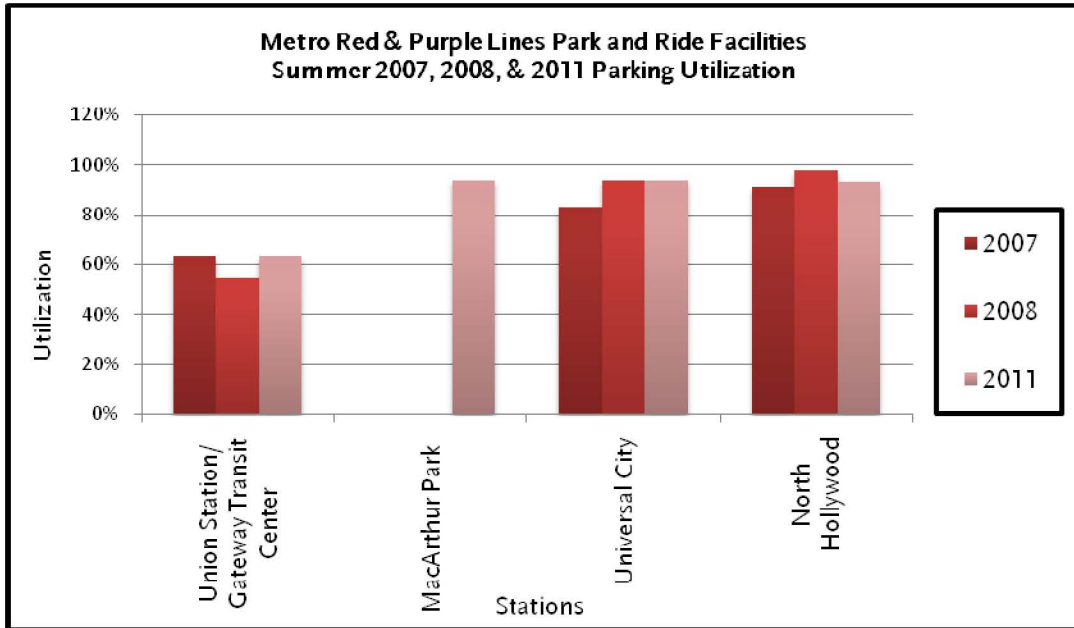


Graph 2-1

As shown on Graph 2-2, the Metro Red Line Union Station parking increased by eight percent to a utilization of 63 percent for summer 2011. Anecdotally, some parking use at North Hollywood appears to have moved down the Orange Line. MacArthur Park was counted for the first time in 2011; therefore no trends can be established. As for Universal City and North Hollywood Stations, there is little change since they operate near capacity. Not reflected here

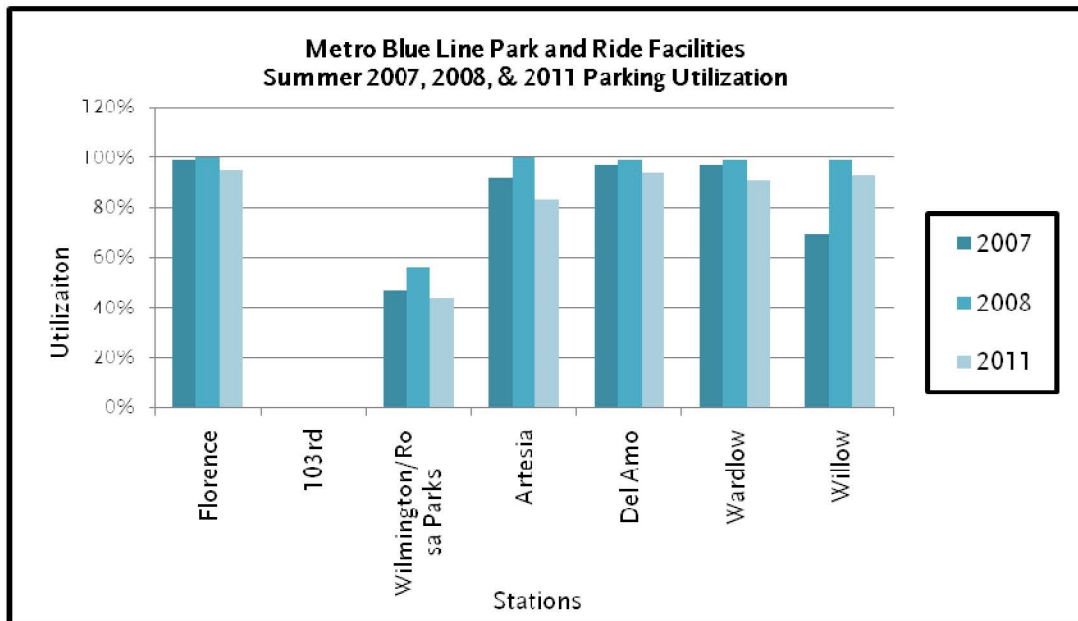
is the increase in parking along the Orange Line as an alternative to the limited spaces in North Hollywood or the increase in the County of Los Angeles-owned parking lot adjacent to

the Metro Universal Studios lot, as it occasionally gets used as backup parking for the Hollywood Bowl.



Graph 2-2

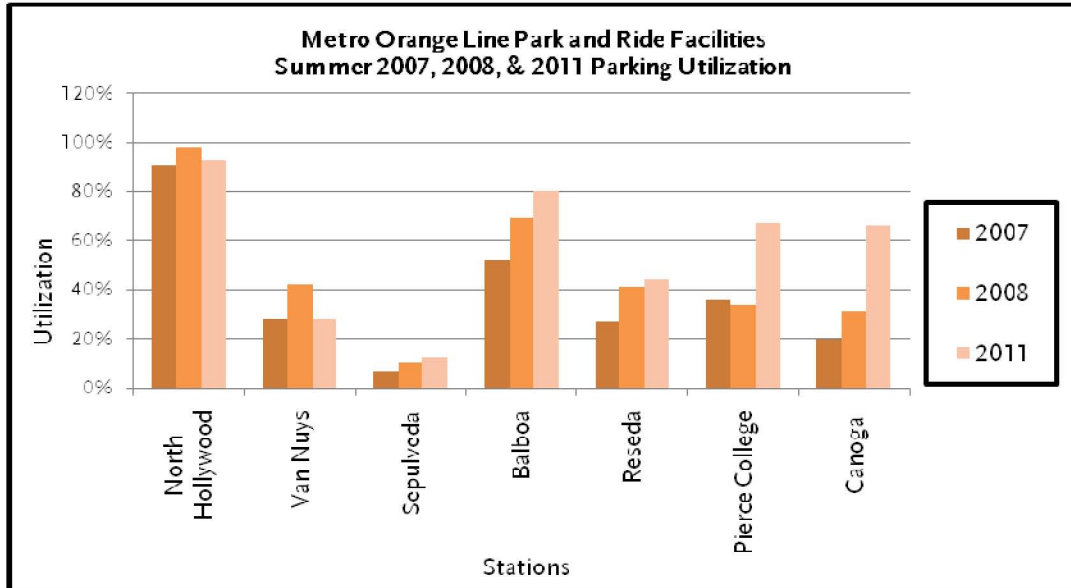
As shown on Graph 2-3, the Metro Blue Line parking usage has decreased at all park and ride lots since the 2008 count. Alternatively Florence, Del Amo, Wardlow and Willow are still operating near capacity. Utilization at the 103rd Street/Kenneth Hahn Station continues at zero.



Graph 2-3

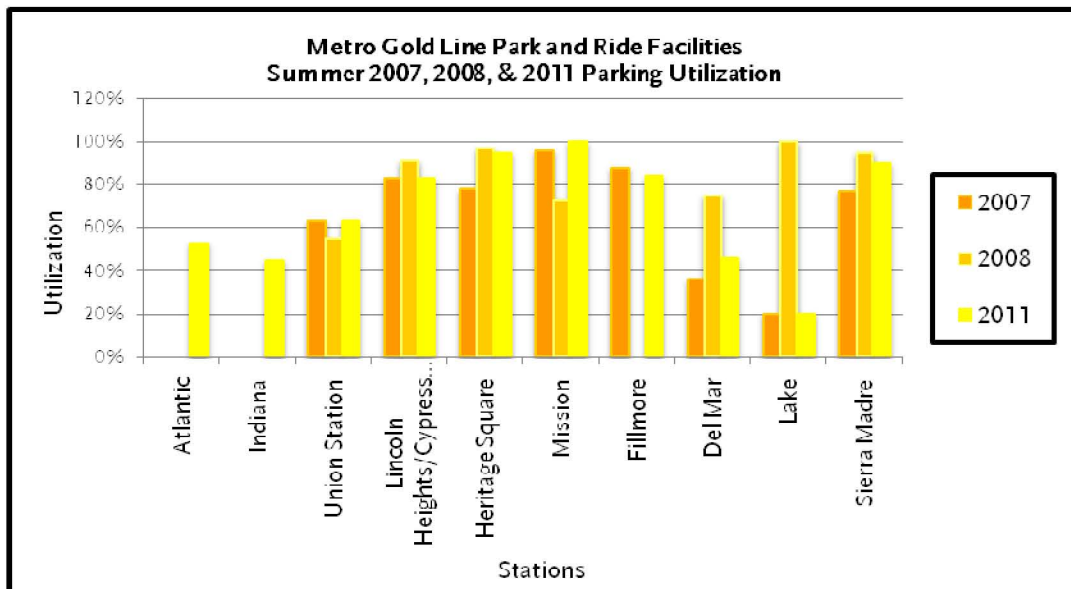
As shown on Graph 2-4 for the Metro Orange Line utilization has increased at all park and ride lots except North Hollywood and Van Nuys. Even with the increase, three of the four park

and ride locations continue at less than 50 percent capacity.



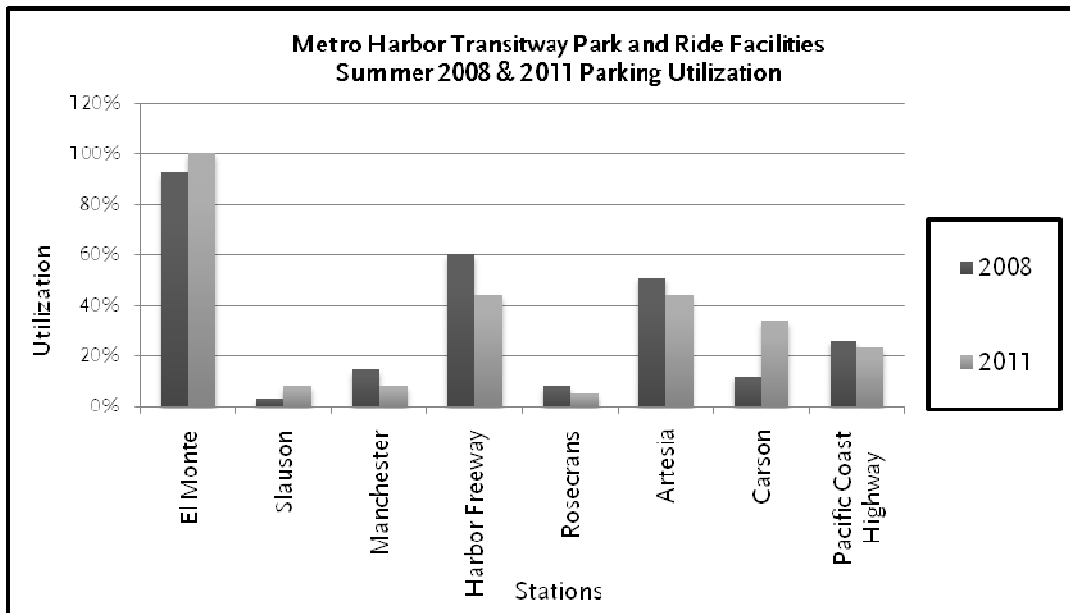
Graph 2-4

As shown on Graph 2-5, the Metro Gold Line parking utilization has only increased at the Mission garage. Parking at other stations has decreased. The Atlantic and Indiana Park and ride lots opened in 2009 therefore 2011 was the first year of parking counts. Fillmore is privately owned with no counts made in 2008. Utilization at the Lake Ave Station demonstrates a large increase and large fluctuations due to the changes in the number of parking spaces made available at that location over the years.



Graph 2-5

As shown Graph 2-6 parking utilization along the Metro Silver Line has increased at El Monte, Slauson and Carson Station. Parking utilization at all other stations has decreased.



Graph 2-6

Table 2-1 below highlights those park and ride lots with the highest parking utilization during summer 2011.

Table 2-1 Stations with Highest Parking Utilization During Summer 2011

Line	Station	Total No. of Spaces	Parking Utilization %	No. of Parking Spaces in Reserved Paid Parking Program	Reserved Paid Parking Utilization
Blue	Florence	115	95%	12	50%
	Del Amo	366	94%	35	34%
	Wardlow	115	91%	9	67%
Green	Norwalk	1,502	107%	0	NA
	Lakewood	414	108%	0	NA
	Aviation	390	102%	0	NA
Red	Universal	899	94%	96	65%
	North Hollywood	951	93%	305	91%
	Westlake MacArthur Park	18	94%	0	NA
Gold	Heritage Square	129	95%	0	NA
	Sierra Madre Villa	927	90%	63	54%
Silver	El Monte	1,153	100%	0	NA

Table 2-2 Stations with Lowest Parking Utilization during Summer 2011

Line	Station	Total No. of Spaces	Parking Usage
Blue	103rd Street/Kenneth Hahn	63	0%
Green	Avalon	158	7%
	Vermont	155	1%
Orange	Sepulveda	1,205	12%
Silver	Slauson	151	8%
	Manchester	247	8%
	Rosecrans	338	5%

Chapter 3

Cost Considerations & Funding

Chapter 3 Cost Considerations and Funding

3.1 Cost Considerations

Some of the parking management strategies require capital and operating funds in order to buy or lease additional parking facilities and to cover related operations and maintenance costs associated with new facilities. In certain cases the projected revenues from paid parking offset the increase in maintenance and operation costs for those locations. Conceptual alternatives and cost scenarios are summarized below.

- **High Cost.** Buy or lease underutilized parking lots or land in the area. The costs vary by location and significantly more if parking structures are added. Costs increase from the least expensive surface lot to the most expensive subterranean designs. Surface lot costs are estimated at \$4,000 per space exclusive of land costs with space costs increasing if mitigations are needed. “Barebones” structured costs are \$15,000 plus per space in addition to land cost. Structured space costs increase dramatically with conditions such as retaining walls or odd site configurations. Subterranean “barebones” spaces escalate for every subterranean level added with the first subterranean level starting at approximately \$30,000 per space and increasing to \$55,000 per space by the third subterranean level. Again, this assumes no significant unusual conditions or site inefficiencies.
- **Moderate Cost.** Provide real time information signage of parking availability. Dynamic signage could be part of a larger Metro program to improve information at the station and parking areas. Listed below are some of the projects that Metro has funded in the past under Metro’s Call for Projects competitive grant process with this type of technology:
 - City of Los Angeles – Hollywood Integrated Modal Information System Project
 - Santa Monica - Multi-Modal Travel Parking Systems Project
 - Santa Monica - Real Time Beach Parking Signs Project
 - Culver City Real - Time Motorist Parking Information Systems Demonstration Project
 - Long Beach - Parking Guidance and Wayfinding System (PGS) Project
- **Moderate Cost.** One method to reduce parking demand is to improve alternative access to the stations including bus, bicycle and pedestrian access. Improving the walking and wayfinding systems connecting to the stations encourages patrons to use other than parking access. Improvements to sidewalk infrastructure and other pedestrian amenities both on- and off- site. The cost of sidewalk infrastructure varies with length of sidewalk infrastructure, cost of construction, detail of the improvements, and other factors. Metro has worked successfully with adjacent municipalities through the “Call for Projects” to encourage construction of station-connecting improvements (“linkages”).
- **Low Costs.** Shared parking is a TDM strategy to manage parking supply and is more

effective when used with Transportation Demand Management efforts, such as “Multi-Mobility Hubs” or adjacent commercial and civic interests. The cost of implementing shared parking depends on the type of program, including the cost of any necessary staffing to operate the facilities, enforcement costs, and any parking charges, etc.

Metro currently implements shared parking at several stations, such as at Lake Ave Station, Fillmore and at the Sierra Madre Station parking garage along the Pasadena Gold Line.

The opportunities to increase parking supplies in some areas, or to encourage more efficient usage requires a case-by-case review. Facilities with high demand or those that pose safety and security challenges for transit patrons should be given top priority.

3.2 Sources of Funding

Possible funding sources for the parking improvements mentioned in this report come from a variety of sources. The *2008 Metro Funding Source Guide* provides a more comprehensive overview of local, state and federal sources for transportation funding in Los Angeles County (see Appendix C for Metro’s 2008 Funding Source Guide). Initial parking improvement actions mentioned in this report will likely be absorbed by normal marketing, operations and maintenance efforts. However, as indicated in the previous section, certain capital improvements will require additional expenditure by Metro or affected jurisdictions. Potential sources of funding for parking improvements include but are not limited to:

Call for Projects. Metro is the Regional Transportation Planning Agency for Los Angeles County with authority to program local, state and federal transportation funds to itself and other agencies in the region. Metro’s Call for Projects program is a competitive process that distributes discretionary capital transportation funds to regionally significant projects. Metro accepts Call for Projects applications in eight modal categories bi-annual grant process or as funding becomes available. Local jurisdictions, transit operators, and other public agencies are encouraged to submit applications proposing projects for funding. Table 3-1 provides information on the relevant modal categories and projects that are eligible for funding. As indicated in Table 3-1, improvements recommended in this report may be eligible through the Call for Projects program.

Table 3-1 Eligible Projects Available for Funding by Modal Category

Mode	Eligible Projects
Regional Bikeways and Pedestrian Improvements	Design, right-of-way acquisition and construction of bicycle lanes and paths, related project amenities such as bike racks, pedestrian access improvement projects and landscaping, signage, lighting and street furniture for bicycle and pedestrian facilities. Applicants must apply under Metro's Call for Projects competitive bi-annual grant process. Staff will recommend to the Metro Board those projects that score the highest for funding.
Transit Capital	Bus capital projects, improvements or construction of transit stations, transit centers and park and ride lots, commuter rail projects, bus stop improvements and transit vehicle or transit equipment purchases
Transportation Demand Management (TDM)	Shuttle and vanpool projects, technology based strategies, rideshare incentive/disincentive programs, transportation facilities/amenities, bicycle user amenities, commuter service centers, transportation/land use projects

Infrastructure State Revolving Fund (ISRF). The state provides programs on an on-going basis for low-cost financing to public agencies for a wide variety of infrastructure projects. Eligible projects include improvements to city streets, county highways, state highways, drainage, educational facilities, public transit, sewage collection and treatment, water treatment and distribution, public safety facilities, and power and communications facilities.

Compass Blueprint Demonstration Projects. Southern California Association of Governments (SCAG) provides cities, counties, sub regions and others the opportunity to become examples of great planning through their Compass Blueprint grant program. Qualifying demonstration projects include: partial General Plan updates, feasibility studies, visioning workshops, transit oriented developments, creation or addition to a downtown district, mixed use development; and pedestrian infrastructure.

Transportation, Community, and System Preservation Program. The Federal Highway Administration (FHWA) accepted applications for projects that would develop comprehensive initiatives including planning grants, implementation grants, and research to investigate and address the relationships among transportation, and community. Priority was given to projects that address livability, especially from a highway perspective. This includes, but is not limited to, activities such as: safety improvements, complete street strategies, and traffic calming street connectivity improvements.

Transit Planning Grant. Caltrans planning grants provide funding for projects that address transit planning issues of statewide or regional significance from cities, counties, regional transportation agencies and others. Qualifying projects include planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects.

3.3 Revenue Generation

The Metro Board of Directors adopted a systemwide parking policy (“Parking Policy”) in July 2003 and authorized the implementation of a Reserved Paid Parking system at Metro parking

facilities (see Appendix A for Metro’s Parking Policy). Reserved Paid Parking has been implemented at certain stations when parking demand meets or exceeds 90 percent of the parking supply. There remain a percentage of free spaces available for patrons at most paid locations with the exception of Union Station and Del Mar. Free parking spaces are on a first-come, first-serve basis, with no guarantee that a free space will be available.

The Parking Policy allows for all or a portion of the spaces in any parking area to be converted to a Reserved Paid Parking system. Patrons can reserve spaces via telephone for same day use (Park by Phone) or purchase a monthly permit to park at a specific station. Patrons who participate in the program will be guaranteed available parking from Monday through Friday before 11:00 a.m. After 11:00 a.m. unused spaces become available at no charge to all Metro patrons. Several stations offer Reserved Paid Parking, as shown in Table 3-2, with over 700 reserved spaces currently in the program.

Revenues from the paid parking program are placed in the general fund and used for the management, operation, bond financing and capital costs associated with the Metro system. Metro should consider segregating these funds and reserving them for the Parking Program.

Table 3-2. Stations with Reserved Paid Parking (2011)

Line	Station	Available Reserve Paid Parking Spaces	Currently Subscribed in the Program
Blue	Artesia	74	38
	Del Amo	35	17
	Florence	12	5
	Wardlow	9	7
	Willow	26	15
Red	Universal City	96	95
	North Hollywood	305	336
Gold	Lake	50	17
	Lincoln/Cypress	5	6
	Sierra Madre Villa	63	45
	Fillmore	30	6
Total		705	587

Table 3-2 shows Metro park and ride facilities with parking demand approaching, or exceeding capacity. The Del Amo and Willow Stations are the only facilities along the Blue Line with Reserved Paid Parking spaces. However, several park and ride facilities along this line are nearing capacity. Expansion of the paid parking program at these stations is being planned given the high parking demand.

The Green Line park and ride lots at Norwalk, Lakewood, and Aviation Stations are experiencing more than 100 percent utilization. Currently, these lots are owned by Caltrans, and Caltrans cannot charge under the current Caltrans federal/state operating rules. Parking facilities at Universal City and North Hollywood Stations along the Red Line and Lincoln Heights/Cypress Park, Heritage Square/Arroyo, and Sierra Madre Stations along the Gold

Line are also experiencing high parking demand. As indicated in Table 3-3, a Reserved Paid Parking program will either be initiated, advertized or expanded at these stations.

Table 3-3 Stations with Highest Parking Utilization During 2011

Line	Station	Total No. of Spaces	Parking Utilization %	No. of Spaces in Reserved Paid Parking Program	Reserved Paid Parking Utilization	Recommendations
Blue	Florence	115	95%	12	50%	Advertise Reserved Paid Parking
	Del Amo	366	94%	35	34%	Advertise Reserved Paid Parking
	Wardlow	115	91%	9	67%	Advertise Reserved Paid Parking
Green	Norwalk	1,502	107%	0	NA	Initiate Reserved Paid Parking
	Lakewood	414	108%	0	NA	Initiate Reserved Paid Parking
	Aviation	390	102%	0	NA	Initiate Reserved Paid Parking
Red	Universal	899	94%	96	65%	Advertise Reserved Paid Parking
	North Hollywood	951	93%	305	91%	Advertise Reserved Paid Parking
	Westlake MacArthur Park	18	94%	0	NA	Initiate Reserved Paid Parking
Gold	Heritage Square	129	95%	0	NA	Initiate Reserved Paid Parking
	Sierra Madre Villa	927	90%	63	54%	Advertise Reserved Paid Parking
Silver	El Monte	1,153	100%	0	NA	Initiate Reserved Paid Parking

Currently, monthly fees for the Reserved Paid Parking program range from \$20 to \$39 per month based on station location and demand, with a daily rate of \$3 regardless of location. As shown on Graph 3-1, total net revenue (total revenue minus operating costs) collected for year 2007 was \$213,173, increasing to \$227,220 in 2008 and to \$275,000 in 2011. Revenue is expected to increase as Metro’s Reserved Paid Parking program continues to grow.





Graph 3-1

Staff will evaluate reserved parking activities on site on a case-by case basis. The monthly charge and number of reserved paid spaces are based on demand. Implementation of paid parking will be balanced in order to minimize the loss of transit patrons as a main priority, as well as the potential for patrons to park off-site, in adjacent communities rather than pay a fee. Staff will continue to perform a case-by-case analysis of paid parking opportunities and implement the Reserved Paid Parking program in phases, beginning with those stations with the greatest opportunity and demand for parking. While the Parking Policy encourages parking fees, where appropriate, they are only allowed under the following conditions:

- Charges are not estimated to cause significant drops in ridership.
- Charges are not anticipated to cause significant spillover into adjacent business and residential areas, or if the spillover occurs, it cannot be mitigated.
- Rates for parking are competitive with adjacent parking facilities.
- The projected revenue from a parking location can exceed the management, operational and capital costs associated with implementing parking charges.

Chapter 4

Metro Blue Line



Chapter 4 Metro Blue Line Stations

The Metro Blue Line opened for service on July 14, 1990, and is the oldest light-rail line operating in Los Angeles County. The line runs south from downtown Los Angeles to the City of Long Beach. The Blue Line has a total of 22 stations. Most of the stations along the Blue Line are at-grade, with a few aerial stops.

The Blue Line has a total of 22 stations. Seven stations have park and ride facilities in the alignment. There are 156 Reserved Paid Parking spaces along the Blue Line at the following stations: Artesia (74), Del Amo (35), Florence (12), Wardlow (9), and Willow (26). All parking spaces are available on a first-come, first-served basis and become available to the general public after 11am.

General recommendations for Blue Line Stations include increased maintenance at the stations, parking facilities and encourage the city to improve maintenance conditions within a one-quarter mile radius. Several of the stations along this line have freight tracks adjacent to the line which have become collectors of trash and debris. Metro should encourage local cities to work with Metro to improve overall maintenance; and widen and repair sidewalks, and increase pedestrian amenities within a quarter-mile of the station, and increase pedestrian amenities. Metro should consider increasing surveillance efforts at the stations. Station-specific recommendations are detailed in this chapter.

Station: 7th Street/Metro Center

Address: 660 S Figueroa St
Los Angeles, CA 90017

No Metro Park and Ride at this Station.

Environmental Setting

The 7th Street/Metro Center Station is a transfer station for the Red, Purple and Blue Lines located in a high density area of downtown Los Angeles. The surrounding land uses include office towers, hotels, ground-level retail space, and residential development. The Central Library, Macy's Plaza and Fig at 7th are a few of the major destinations in close proximity to the station.

Parking and Site Assessment

Metro does not have a park and ride lot at the 7th Street/Metro Center Station. However, several public parking facilities are available in the area and can be considered if there is demand for transit parking at this station (see Table 4-1). On-street parking is typically metered and limited to one hour during non peak hours. Metro should consider increasing wayfinding and signage near the station to help direct transit patrons to the station.



Map 4-1

LEGEND

- * = 7th Street/ Metro Station
- = Potential Parking Location
- ■ ■ ■ = Red/Purple Line + Blue Line

Recommendation

- Improve off-site wayfinding and signage directing transit patrons to the station entrance.
- Provide wayfinding and signage to the elevator.

Table 4-1
Non-Metro owned parking lots near the Metro Station

No.	Location	Current Land Use	Capacity
1.	S. Figueroa Street & 8 th	Public Parking	Approx. 650 spaces
2.	S. Flower Street between 7 th & 8th	Public Parking	Approx. 300 spaces
3.	S. Flower Street between 7 th & 8th	Public Parking	Approx. 250 spaces

Station: Pico/Chick Hearn

Address: 1236 S Flower St
Los Angeles, CA 90015

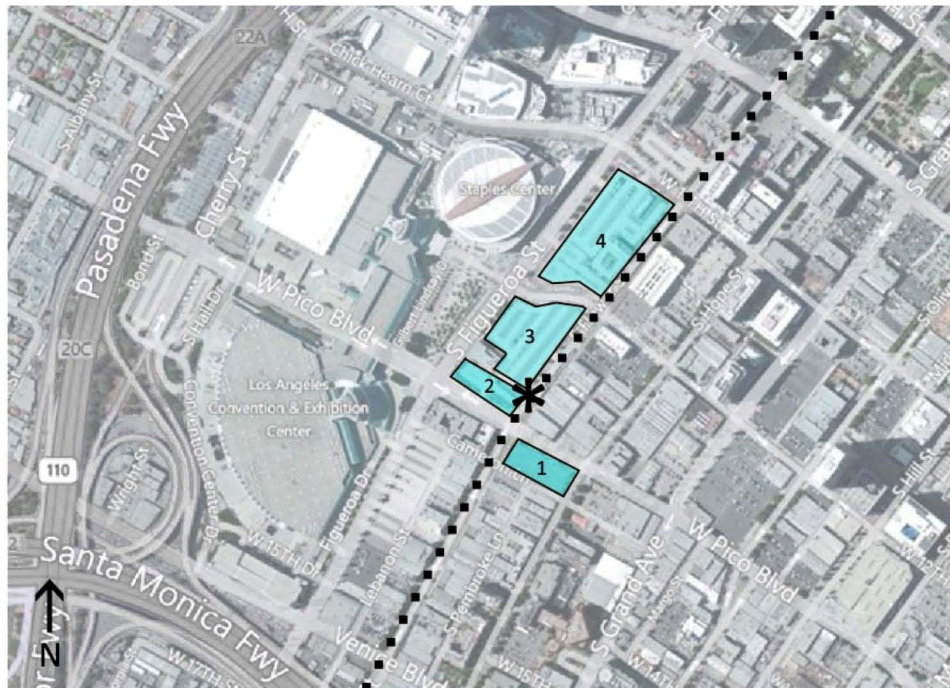
No Metro Park and Ride at this Station.

Environmental Setting

The Pico/Chick Hearn Station, located in the City of Los Angeles, is in close proximity to the Los Angeles Convention Center, Staples Center, LA Live, and the Nokia Center (see Figures 4-1 and 4-2). The station is approximately one-half mile east of State Route SR-110 (Pasadena Freeway) and less than one-half mile north of Interstate I-10 (Santa Monica Freeway). The surrounding area consists primarily of commercial, entertainment, and high-density residential development.

Parking and Site Assessment

Metro does not have a park and ride lot at the Pico/Chick Hearn Station. However, there are several public parking facilities serving the area that can be considered if there is demand for transit parking at this station (see Table 4-2). On-street metered parking is available along many of the surrounding streets. There is limited wayfinding and signage directing patrons to the station. The environment of the surrounding streets lacks pedestrian amenities and shade trees.



Map 4 -2

LEGEND

- * = Pico/ Chick Hearn
- = Potential Parking Location
- ■ ■ ■ = Blue Line

Recommendations

- Encourage the City of Los Angeles to maintain adequate sidewalk conditions.
- Encourage the City to improve the pedestrian environment connecting to the station.
- Encourage the city to improve wayfinding to the station.

Table 4-2

Non-Metro owned parking lots adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	Corner of Flower & Pico	Public Parking	Approx. 200 spaces
2.	Corner of Pico & Figueroa	Public Parking	Approx. 250 spaces
3.	Corner of 12 th & Figueroa	Staples Center Parking	Approx. 600 spaces
4.	Corner of 12 th & Figueroa	Staples Center Parking	Approx. 750 spaces



Figure 4-1 (left) Los Angeles Convention Center and Figure 4-2 (right) Staples Center are within walking distance of the Metro Blue Line Pico/Chick Hearn Station.



Figure 4-3. Public parking at the corner of Pico & Flower (#1 Table 4-2).



Figure 4-4. Public parking lot at the corner of 12th & Figueroa (#3 on Table 4-2)

Station: Grand

Address: 331 ½ W Washington Blvd
Los Angeles, CA 90015

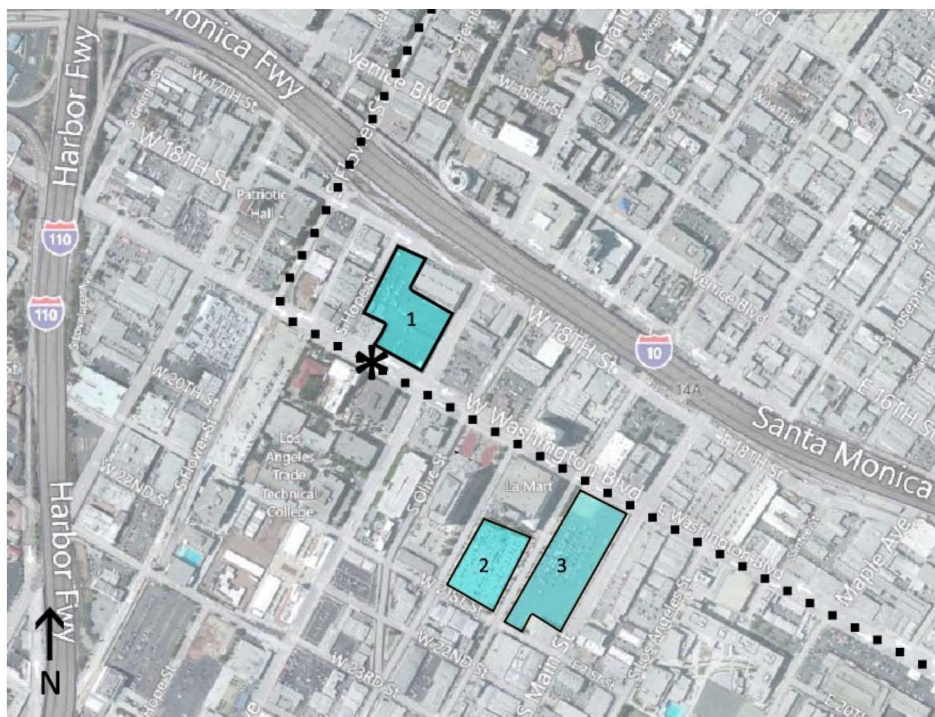
No Metro Park and Ride at this Station.

Environmental Setting

The Grand Station, located in the City of Los Angeles, is approximately one block south of the I-10 (Santa Monica Freeway) and approximately one-quarter mile east of SR-110 (Pasadena Freeway). The surrounding area consists of commercial, educational, and governmental development. The station is adjacent to Los Angeles Trade Tech College, the Traffic Court Building, and Los Angeles Mart (LA Mart).

Parking and Site Assessment

Metro does not have a park and ride lot at the Grand Station. However, there are several public parking facilities that serve the area that can be considered if there is demand for transit parking at this station (see Table 4-3). On-street parking near the station is limited to one hour during off-peak hours. There is high pedestrian activity along Washington Blvd. The streets within one quarter mile of Washington Blvd. and the station are in poor-state of repair. There is limited wayfinding and signage directing potential transit patrons to the station.



Map 4 -3

LEGEND

- * = Grand Station
- [Cyan Box] = Potential Parking Location
- = Blue Line

Recommendations

- Provide wayfinding signs on Washington Blvd and connecting streets directing transit patrons to the station entrance.
- Increase maintenance efforts at this station.
- Improve pedestrian connections to the station.
- Encourage the City of Los Angeles to maintain clean and adequate sidewalk conditions.

Table 4-3

Non-Metro owned parking lots adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	Corner of Washington &. Grand	Church Parking	Approx. 300 spaces
2.	Corner of Hill & 21 st Street	LA Mart Public Parking	Approx. 300 spaces
3.	Main between Washington & 21 st	Public Parking	Approx. 400 spaces

Station: San Pedro

Address: 767 E Washington Blvd
Los Angeles, CA 90021

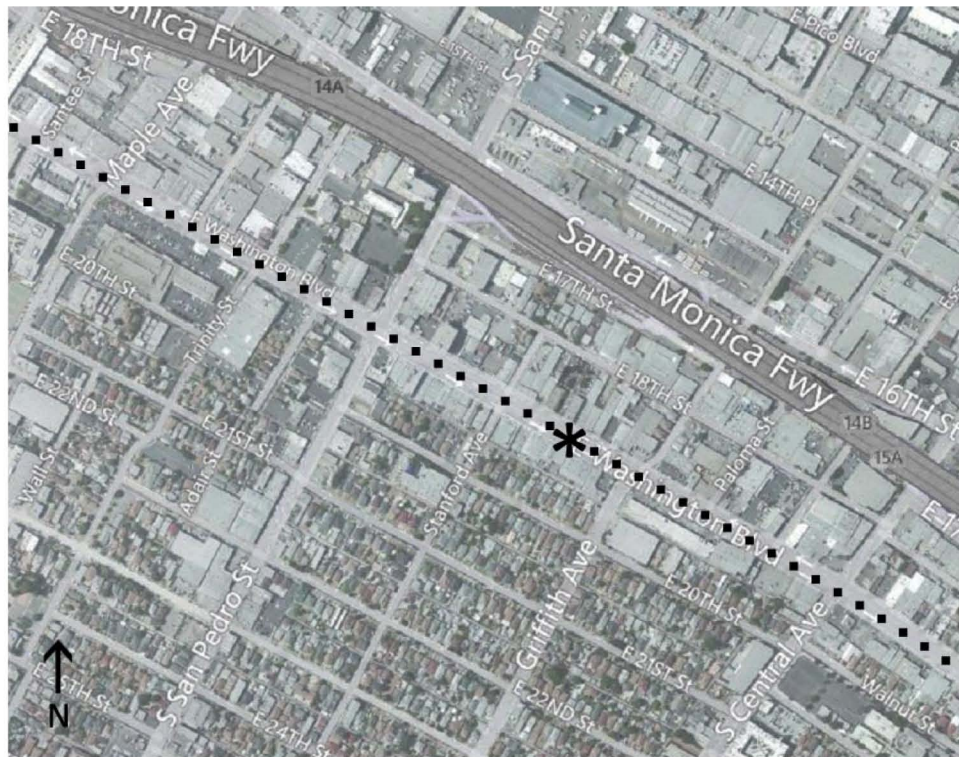
No Metro Park and Ride at this Station.

Environmental Setting

The San Pedro Station is located in the City of Los Angeles. The I-10 (Santa Monica Freeway) is less than one-quarter mile to the north, and SR-110 is less than one mile to the west of the station. Surrounding land uses consist of low-rise residential, commercial, and industrial development.

Parking and Site Assessment

Metro does not have a park and ride lot at the San Pedro Station. Vehicle traffic on Washington Blvd. is loud and contributes to an unpleasant walking environment. Vacant commercial buildings and storefronts contribute to an overall uninviting pedestrian experience. Sidewalks are littered with trash and there are many buildings with graffiti-covered walls (see Figure 4-5 and Figure 4-6).



Map 4-4

LEGEND

- * = San Pedro Station
- ■ ■ ■ = Blue Line

Recommendations

- Improve pedestrian connections to the station.
- Encourage the City of Los Angeles to maintain clean and adequate sidewalk conditions.
- Encourage City of Los Angeles to promote businesses in the area.



Figure 4-5. Several local businesses near the station closed.



Figure 4-6. Connections to the station are unpleasant and inadequate.

Station: Washington

Address: 1945 Long Beach Ave
Los Angeles, CA 90021

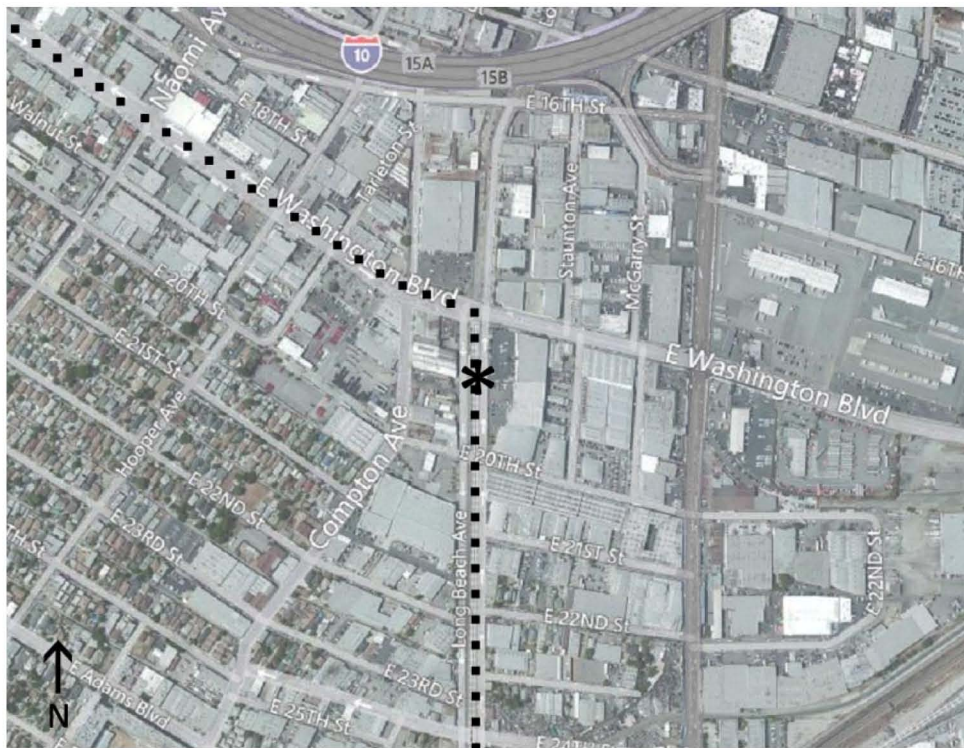
No Metro Park and Ride at this Station.

Environmental Setting

The Washington Station is located in the City of Los Angeles south of downtown. The station is located approximately one quarter mile south of the I-10 (Santa Monica Freeway). The surrounding land uses are predominantly industrial, commercial and some residential development.

Parking and Site Assessment

Metro does not have a park and ride at the Washington Station. On-street parking with time limits is available along Washington Blvd, Long Beach Ave, as well as on most streets near the station. The area lacks the perception of safety, and access to the station is impeded by poor pedestrian linkages.



Map 4-5

LEGEND

- * = Washington Station
- ■ ■ ■ = Blue Line

Recommendations

- Encourage the City of Los Angeles to maintain clean and adequate sidewalks.
- Encourage the City to improve pedestrian environment connecting to the station.



Figure 4-7. Surrounding uses to the station on Long Beach Blvd are predominantly industrial.

Station: Vernon

Address: 4421 Long Beach Ave
Los Angeles, CA 90021

No Metro Park and Ride at this Station.

Environmental Setting

The Vernon Station is located in the City of Los Angeles. The area west of the station is predominantly residential. To the east of the station is the Alameda Swap Meet and other commercial and industrial development. Fred Roberts Recreation Center is also in close proximity to the station.

Parking and Site Assessment

Metro does not have a park and ride lot at the Vernon Station. However, on-street parking is provided along Long Beach Ave, Vernon Ave., 45th, 46th, and 47th Streets, Staunton Ave. and Honduras St. As shown in Table 4-4, there is a parking lot serving the Alameda Swap Meet can be considered if there is demand for transit parking at this station. The station is poorly maintained. Sidewalks along Vernon Ave. and Long Beach Blvd. are littered with trash and debris. The perception of safety is low in this area.



Map 4-6

LEGEND

* = Vernon Station

■ = Potential Parking Location

■ ■ ■ ■ = Blue Line

Recommendations

- Encourage the City of Los Angeles to improve the pedestrian environment connecting to the station.
- Improve maintenance efforts at the station.

Table 4-4

Non-Metro owned parking lots adjacent to Metro Station

No.	Current Land Use	Current Land Use	Capacity
1.	N.E. corner of 47th & Staunton Av.	Swap meet parking	Approx. 200 spaces



Figure 4-8. Alameda Swap Meet Parking (#1 on Table 4-4). Access to the station is difficult due to nearby tracks and industrial development

Station: Slauson

Address: 5585 Randolph St
Los Angeles, CA

No Metro Park and Ride at this Station.

Environmental Setting

The Slauson Station is located in an unincorporated portion of Los Angeles County. The land uses in the area are predominately industrial to the east and residential mixed with industrial to the west (see Figures 4-8 and Figure 4-9).

Parking and Site Assessment

Metro does not have a park and ride lot at the Slauson Station. On-street parking is provided along parts of Slauson Ave, Randolph St, Holmes Ave, Miramonte Blvd and Lillian Ave. The areas under the elevated station platform and near the rail tracks are littered with trash and debris, creating an uninviting environment. Access to the station is difficult and may be perceived as challenging due to lack of a crosswalk or traffic signals, near the station.



Map 4-7

LEGEND

- * = Slauson Station
- ■ ■ ■ = Blue Line

Recommendations

- Increase maintenance efforts at this station.
- Improve pedestrian connections to the station.
- Encourage the County of Los Angeles to improve sidewalk conditions, install sidewalks and a traffic signal near the station.
- Improve sidewalk maintenance efforts.



Figure 4-9 (left) and Figure 4-10 (right). Land uses surrounding the station make the station uninviting and inaccessible to transit patrons.

Station: Florence

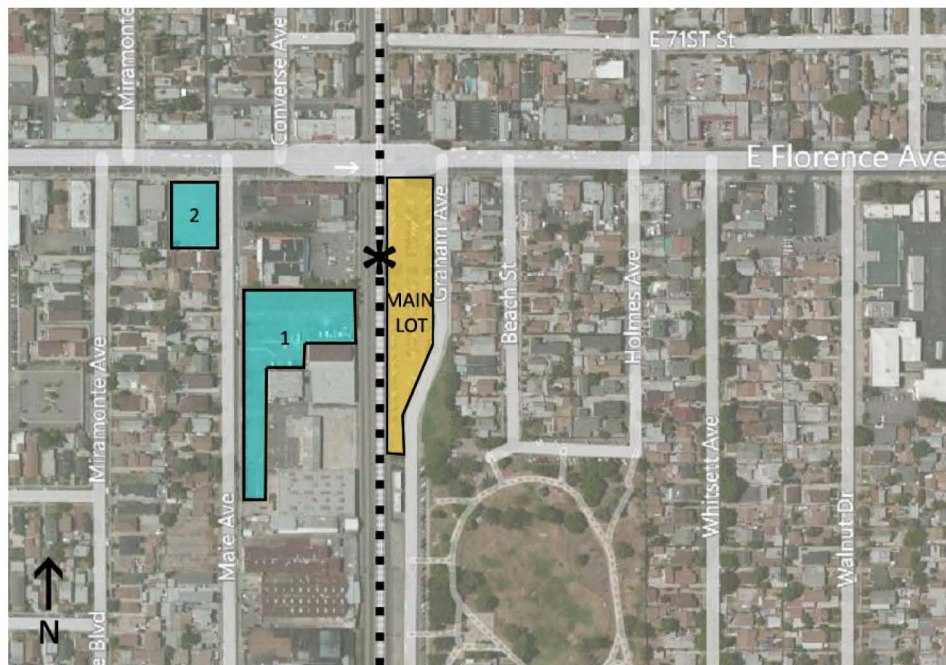
Address: 7225 Graham Ave
Los Angeles, CA 90001

Environmental Setting

The Florence Station is located in an unincorporated portion of Los Angeles County. The station is surrounded by residential and commercial development along Florence Ave. Roosevelt Park is within walking distance of the station.

Parking and Site Assessment

Metro owns and operates a park and ride lot with 115 spaces at the Florence Station. The park and ride lot is located east of the station (see Map 4-8). As shown on Table 4-5, 99 percent of the spaces were utilized in 2007 and all were occupied in 2008. In 2010, 12 free parking spaces were converted to reserve paid parking, reducing the number of free parking spaces from 115 to 103, as shown in Table 4-5. In 2011, all free parking spaces and 50 percent of the Reserved Paid Parking spaces were utilized.



Map 4-8

LEGEND

- * = Florence Station
- = Park and Ride
- = Potential Parking Location
- ■ ■ ■ = Blue Line

**Table 4-5
Florence Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Free	103	99%	100%	100%
Reserved Paid Parking	12	NA*	NA*	50%
TOTAL	115	99%	100%	95%

Note: During 2011, 5 paid parking permits were issued.
NA* – Metro did not offer Reserved Paid Parking during 2007 and 2008.

On-street parking is available on Florence Ave. and is predominantly used for local businesses. There are two lots in the area with potential for shared transit parking or acquisition (see Table 4-6). One vacant lot has an approximate capacity of 90 parking spaces. The other, a church parking lot, has approximately 350 spaces. The Metro park and ride lot needs entrance signs indicating the park and ride lot is only available to transit patrons, along with enforcement.

**Table 4-6
Non-Metro owned parking lots adjacent to Metro Station**

No.	Location	Current Land Use	Capacity
1.	Corner of Maie Ave & Florence Ave	Church Parking	Approx. 350 spaces
2.	Corner of Maie Ave& Florence Ave	Vacant Lot	Approx. 90 spaces

Recommendations

- Pursue acquisition or shared use of facilities listed in Table 4-6.
- Install wayfinding and signage at the entrance of this park and ride lot indicating this park and ride is for transit patrons.
- Increased marketing efforts of Reserved Paid Parking at the station.



Figure 4-11. During summer of 2011, 100% of all free parking spaces were occupied.



Figure 4-12. Pedestrians jaywalking from Roosevelt Park to access the station.



Figure 4-13. Vacant lot at Maie Ave & Florence Ave (#2 on Table 4-6)



Figure 4-14. Church parking on Maie Ave (#1 on Table 4-6).

Station: Firestone

Address: 8615 Graham Ave
Los Angeles, CA 90002

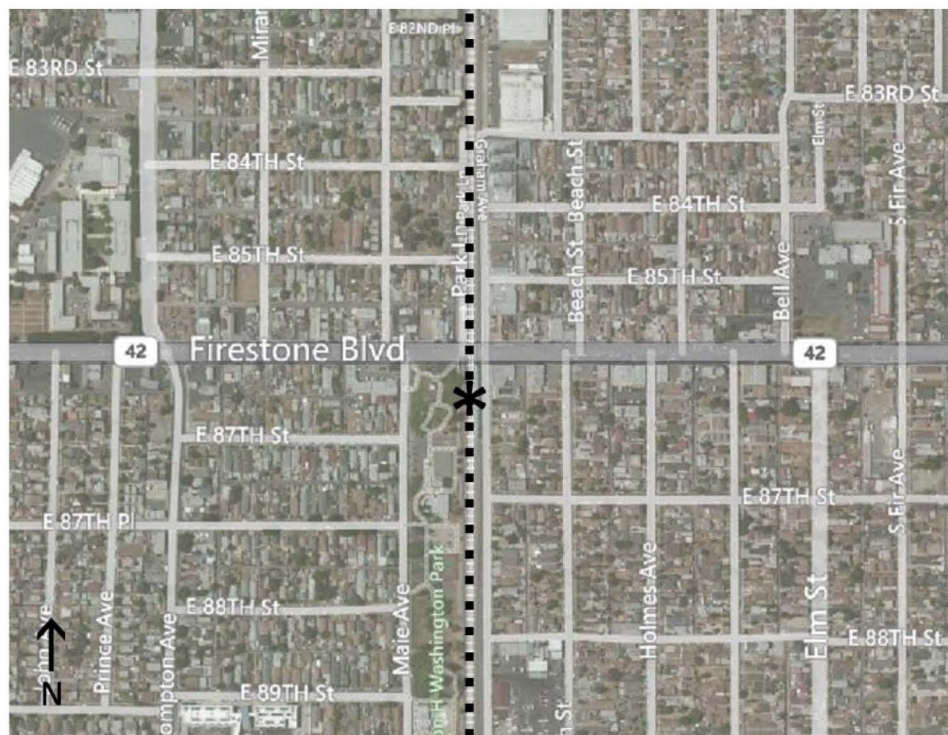
No Metro Park and Ride at this Station.

Environmental Setting

The Firestone Station is located in the Community of Walnut Park, an unincorporated portion of Los Angeles County. The station is surrounded by commercial and residential development. The Colonel Leon H. Washington County Park is adjacent to the station.

Parking and Site Assessment

Metro does not have a park and ride lot at the Firestone Station. On-street parking is available on most streets near the station. In 2011, a large number of transit patrons were seen standing while waiting for the bus (see Figure 4-15), demonstrating a need for better bus stop amenities. There is also limited wayfinding and signage directing transit patrons to the station entrance.



Map 4-9

LEGEND

- * = Firestone Station
- ■ ■ ■ = Blue Line

Recommendations

- Provide wayfinding signs directing transit patrons to the station entrance.
- Encourage the County of Los Angeles to improve pedestrian connections to the station, increase pedestrian amenities and bus stop improvements within a quarter mile of the station.
- Increase maintenance efforts at this station.



Figure 4-15. Several bus riders were seen during 2011 waiting for the bus at the Firestone Station.

Station: 103rd Street/Kenneth Hahn

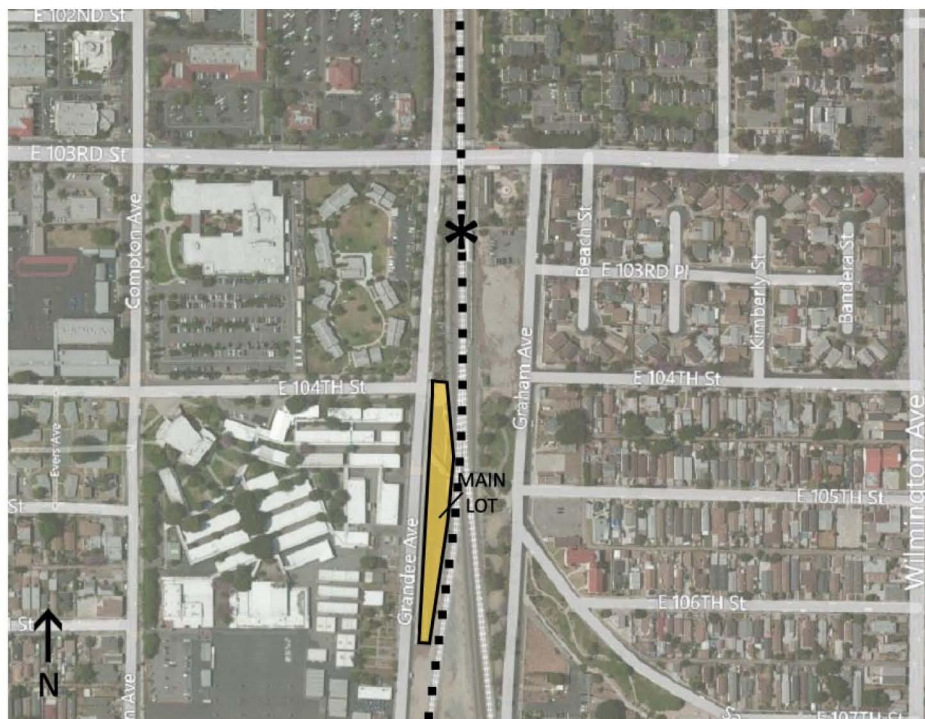
Address: 10100 Grandee Ave
Los Angeles, CA 90002

Environmental Setting

The 103rd Street/Kenneth Hahn Station is located in the City of Los Angeles. Surrounding land uses consist of commercial and residential development.

Parking and Site Assessment

There is one park and ride lot at the 103rd Station built by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) in 2008 with 65 parking spaces. Utilization at this park and ride remained at zero during 2007, 2008, and 2011. This parking lot lacks wayfinding and signage at the entrances to indicate that parking is for transit patrons. Landscape at the park and ride is poorly maintained and the area lacks the perception of safety. On-street parking is provided on Graham Ave, Century Blvd, and along 103rd and 104th Streets. The vacant lot along Graham Ave. stretching between 103rd and 107th Streets and adjacent to the 103rd Station, is scheduled for development as part of the Wattstar Theatre and Education Center project. This development will include a movie theater and an educational facility. There is limited wayfinding and signage within the one-quarter mile from the station directing patrons to the station.



Map 4-10

LEGEND

- * = 103rd Street/ Kenneth Hahn Station
- = Park and Ride
- ■ ■ ■ = Blue Line

Recommendations

- Provide wayfinding signs directing transit patrons to the station entrance.
- Improve maintenance efforts at the station.
- Improve maintenance efforts at park and ride lot.
- Coordinate closing lot with CRA/City of Los Angeles pending the status of the Wattstar Project.

Table 4-7
103rd Street/Kenneth Hahn Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	63	NA*	0%	0%
TOTAL	63	NA*	0%	0%

*NA – No counts are available for 2007.



Figure 4-16 (left) and Figure 4-17 (right). The park and ride lot at 103rd station is littered with graffiti, litter, and overgrown grass.

Station: Imperial/Wilmington/Rosa Parks

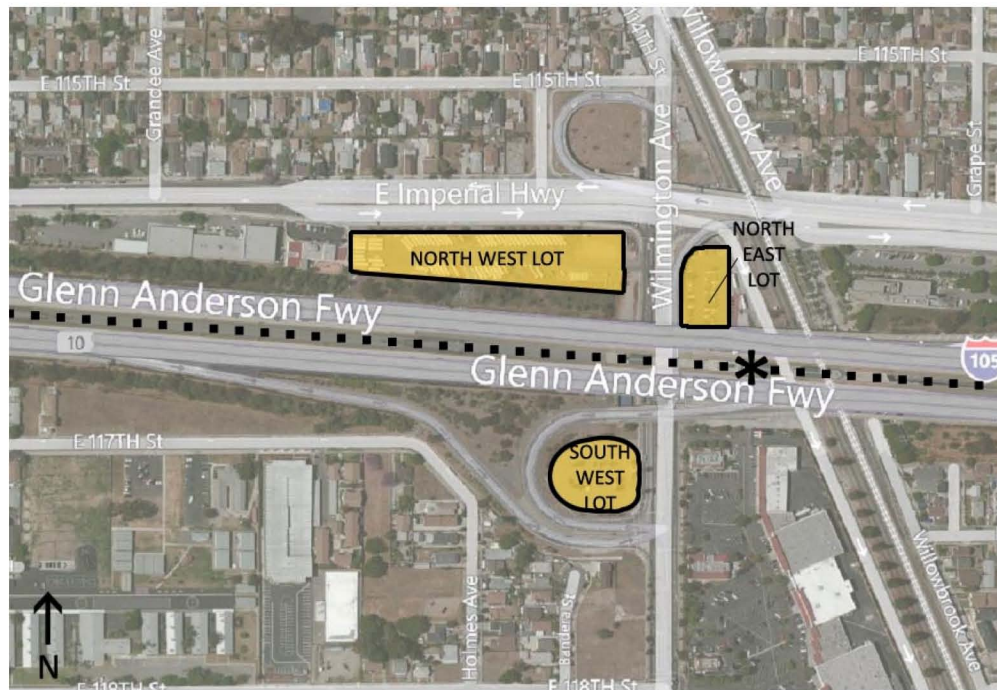
Address: 11611 Willowbrook Ave
Los Angeles, CA 90059

Environmental Setting

The Imperial/Wilmington/Rosa Parks Station is located along the median of I-105 (Glenn Anderson Freeway) in an unincorporated part of Los Angeles County and surrounded primarily by residential development to the north, and commercial and institutional to the south. The Charles R. Drew University of Medicine and Science is located to the south of the station.

Parking and Site Assessment

There are three park and ride lots with 335 parking spaces at the Imperial/Wilmington/Rosa Parks Station. The lots are owned by Caltrans and maintained by Metro. The lots are located on the east side of Wilmington Ave, between Imperial Hwy and I-105; at the northwest corner of Wilmington Ave and I-105 eastbound on- and off-ramps; and at the southwest corner of Wilmington Ave and Imperial Hwy (see Map 4-11).



Map 4-11

LEGEND

- * = Imperial/ Wilmington/ Rosa Parks Station
- = Park and Ride
- ■ ■ ■ = Green Line

As shown in Table 4-8 the park and ride lots were 47 percent occupied in 2007, but increased to 56 percent in 2008, and decreased to 44 percent in 2011. During visits in 2007, 2008 and 2011 police officers have always been visible in and around the station near the Blue Line

platform. Several homeless persons have been observed living in the freeway underpass, reinforcing the perception that safety is a concern in the area. Parking lots are littered with trash and debris, parking stall markings are fading and the section underneath the freeway is dark and uninviting (see Figure 4-18).

**Table 4-8
Imperial/Wilmington/Rosa Parks Station Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
North East Lot	138	99%	100%	91%
South West Lot	93	24%	53%	23%
North West Lot	104	0%	0%	0%
TOTAL	335	47%	56%	44%

Recommendations

- Work with Caltrans to acquire lots and re-stripe, improve maintenance and lighting.
- Improve pedestrian and bicycle connections to the station.
- Provide wayfinding signs directing transit patrons to the station entrance.
- Encourage the presence of vendors at this station to provide “eyes on the street”.
- Improve maintenance efforts at the station.
- Improve sidewalk maintenance efforts.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 4-18. Northeast lot was 91% occupied during summer 2011.



Figure 4-19. Southwest lot was 23% occupied during summer 2011.

Station: Compton

Address: 275 Willowbrook Ave
Compton, CA 90220

No Metro Park and Ride at this Station.

Environmental Setting

The Compton Station is located in the City of Compton. Development surrounding the station is predominantly commercial and residential. The Civic Center, City Hall and Sheriff's Department Buildings are within one-quarter of a mile from the station.

Parking and Site Assessment

Metro does not have a park and ride lot at the Compton Station. On-street parking, with time restrictions, is available on Willowbrook Ave. and Compton Blvd. The station needs a better perception of safety, security and improved maintenance. In 2010, the City of Compton began construction of a multi-modal transit center that will include a two-story, parking structure with 330 parking spaces shown as a potential parking location on Map 4-12. Construction for the multi-modal center is expected to be completed by summer 2013.



Map 4-12

LEGEND

- * = Compton Station
- = Potential Parking Location
- ■ ■ ■ = Blue Line

Recommendations

- Provide information to transit patrons that additional Metro parking is available at the Imperial/Wilmington/Rosa Parks Station, which is approximately 2.25 miles northwest of the Compton Station.
- Increase security and surveillance efforts near the station.
- Increase maintenance efforts at the station.
- Pursue shared parking opportunities with future transit center.
- Encourage the City of Compton to improve pedestrian connections to the station.

Station: Artesia

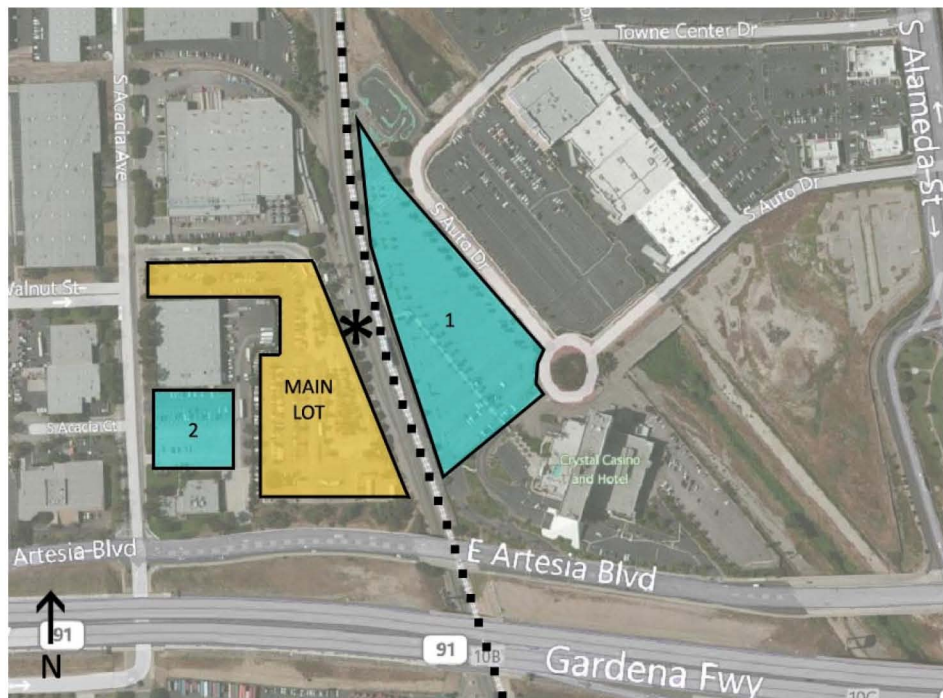
Address: 1920 ½ Acacia Ave
Compton, CA 90220

Environmental Setting

The Artesia Station, located in the City of Compton, is surrounded by commercial and industrial development. Crystal Casino Hotel is located to the east and in close proximity to the station. SR-91 (Gardena Freeway) is less than one-quarter mile to the south.

Parking and Site Assessment

Metro owns and maintains one park and ride lot at the Artesia Station with 272 parking spaces. The park and ride lot is located west of the station. In 2007, 92 percent of the spaces were utilized; by 2008, all spaces were occupied. In 2008, 74 free parking spaces were converted to Reserved Paid Parking spaces, reducing the total number of free parking spaces to 198. In 2011, all of the free and 36 percent of the Reserved Paid Parking spaces were occupied. The Crystal Casino Hotel and shopping center parking lots are adjacent to the station; however, they are separated from the station by a locked gate and prevent access to transit users. As shown on Table 4-10, nearby parking at the Crystal Casino and church can be considered for shared parking for this station in the future.



Map 4-13

LEGEND

- * = Artesia Station
- (Yellow) = Park and Ride
- (Cyan) = Potential Parking Location
- ■ ■ ■ (Dashed) = Blue Line

Table 4-9
Artesia Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	198	92%	100%	100%
Reserved Paid Parking	74	NA	NA	36%
TOTAL	272	92%	100%	83%

Note: During 2011, 38 paid parking permits were issued.

Table 4-10
Non-Metro owned parking lots adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	East of station	Crystal Casino Hotel parking lot	Approx. 350 spaces
2.	107 W. Artesia Blvd	Word of Faith Church Parking	Approx. 80 spaces

Recommendations

- Promote the Reserved Paid Parking program and free parking at this station.
- Install wayfinding and signage indicating the Reserved Paid Parking spaces are available to all transit patrons after 11am.
- Pursue opportunities to share one of the existing parking facilities listed in Table 4-10.
- Improve pedestrian connections to the station from the surrounding developments.
- Encourage the presence of vendors at this station to provide “eyes on the street”.
- Increase marketing efforts of Reserved Paid Parking at this station.



Figure 4-20. In 2011 36% of the Reserved Paid Parking spaces Figure 4-21. In 2011, free parking spaces were 100% utilized.



Figure 4-22. Crystal Casino parking lot (#1 on Table 4-10).



Figure 4-23. Word of Faith Church parking lot (#3 on Table 4-10).

Station: Del Amo

Address: 20220 Santa Fe Ave
Los Angeles, CA 90220

Environmental Setting

The Del Amo Station, located in unincorporated Los Angeles County, is surrounded by commercial and industrial development. The I-710 (Long Beach Freeway) is less than one-half mile to the west. The Del Amo Fashion Center is also located to the west of the station.

Parking and Site Assessment

Metro owns and maintains one park and ride lot at the Del Amo Station with 366 parking spaces and two motorcycle spaces (2011 count). Two motorcycle spaces were added after summer 2007. The station is located in the center of the park and ride lot (see Map 4-14). In 2007, 97 percent of the parking spaces and all 15 Reserved Paid Parking spaces were occupied. In 2008, all free and all Reserved Paid Parking spaces were utilized. In 2009, 20 additional free parking spaces were converted to Reserved Paid Parking. This reduced the total number of free parking spaces to 329 increasing the number of Reserved Paid Parking spaces to 35. In 2011, all free and 34 percent of the paid parking spaces were occupied.



Map 4-14

LEGEND

- * = Del Amo Station
- = Park and Ride
- ■ ■ ■ = Blue Line

**Table 4-11
Del Amo Station Parking Utilization Summary**

	Spaces Available in 2007	% Occupied in 2007	Spaces Available in 2008	% Occupied in 2008	Spaces Available in 2011	% Occupied in 2011
Main Lot	349	97%	349	100%	329	100%
Reserved Paid Parking	15	100%	15	100%	35	34%
Motorcycle	0	NA	2	0%	2	100%
TOTAL	364	97%	366	99%	366	94%

Note: During 2011, 17 paid parking permits were issued.

Recommendation

- Promote the Reserved Paid Parking program at this station.
- Install wayfinding and signage indicating the Reserved Paid Parking spaces are available to all transit patrons after 11am.
- Install wayfinding and signage directing transit patrons to nearby park and ride lots.



Figure 4-24. All free parking spaces were utilized during 2007, 2008, and 2011.

Station: Wardlow

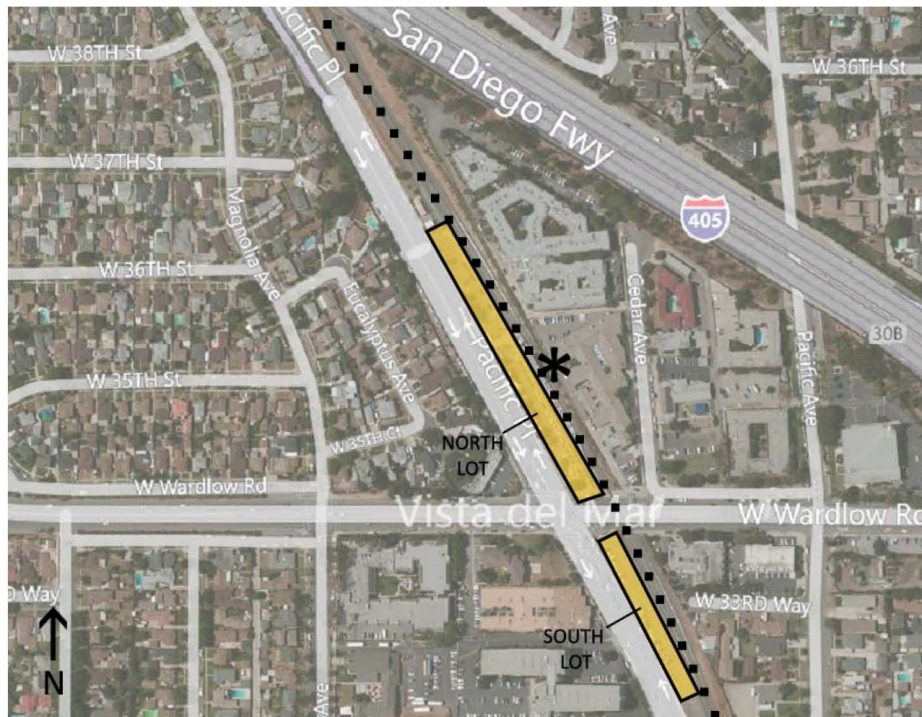
Address: 3400 N Pacific Ave
 Long Beach, CA 90802

Environmental Setting

The Wardlow Station is located in the City of Long Beach. Land use in the area consists of commercial and residential development. The station is less than one-quarter mile south of I-405 (San Diego Freeway) and less than three-quarters of a mile east of I-710.

Parking and Site Assessment

Metro owns and maintains two park and ride lots totaling 92 parking spaces (2007 and 2008 counts). The main lot is located north of Wardlow Rd., the smaller lot is located south of Wardlow Rd.



Map 4-15

LEGEND

- * = Wardlow Station
- = Park and Ride
- = Blue Line

In 2007, 97 percent of all parking spaces were utilized. In 2009, the main lot was re-striped, adding 23 additional parking spaces, of which nine spaces were converted to Reserved Paid Parking ; increasing the total number of parking spaces for both lots to 115 (see Table 4-12). In 2011, all free and 67 percent of the Reserved Paid Parking spaces were utilized. On-street parking is available on Wardlow Rd. and Pacific Pl.

**Table 4-12
Wardlow Station Parking Utilization Summary**

	Spaces Available in 2007 & 2008	% Occupied in 2007	% Occupied in 2008	Spaces Available in 2011	% Occupied in 2011
North Lot	52	94%	98%	59	100%
Reserved Paid Parking	0	NA	NA	9	67%
Motorcycle	0	NA	NA	7	0%
South Lot	40	100%	100%	40	100%
TOTAL	92	97%	99%	115	91%

During 2011, 7 paid parking permits were issued.

Recommendations

- Improve pedestrian connections to the station.
- Promote the Reserved Paid Parking program at this station.
- Install wayfinding and signage indicating the Reserved Paid Parking spaces are available to all transit patrons after 11am.



Figure 4-25 (left) The north lot and Figure 4-26 (right) South Lot In 2011.

Station: Willow

Address: 2750 American Ave
Long Beach, CA 90806

Environmental Setting

The Willow Station, located in the City of Long Beach, is surrounded by commercial and residential development. The station is less than one mile south of I-405 (San Diego Freeway) and east of I-710 (Long Beach Freeway). Veterans Memorial Park, Long Beach Memorial Medical Center, and Jackie Robinson Academy are adjacent to the station.

Parking and Site Assessment

Metro owns and operates three park and ride lots -- two surface lots and one parking structure --with a total of 899 parking spaces (2011 count). Surface Lot 1 is located immediately west of the station, surface Lot 2 is located immediately north of the station, both stretched along the west side of the Blue Line alignment. The four-level structure that offers 694 parking spaces is located south of the station and south of E. 27th St.



Map 4-16

LEGEND

- * = Willow Station
- = Park and Ride
- ■ ■ ■ = Blue Line

In 2007, 69 percent of the 891 parking spaces were occupied. In late 2008 eight motorcycle spaces were added, bringing the total number of parking spaces at this station to 899. Parking occupancy increased to 99 percent in 2008. In 2009, 11 free parking spaces were converted to Reserved Paid Parking; bringing the total number of paid parking spaces to 26 and reducing

the total number of free parking spaces to 873. Total occupancy at the Willow Station was 93 percent in 2011.

**Table 4-13
Willow Station Parking Utilization Summary**

	Spaces Available in 2007	% Occupied in 2007	Spaces Available in 2008	% Occupied in 2008	Spaces Available in 2011	% Occupied in 2011
Lot 1	79	77%	79	100%	68	100%
Reserved Paid Parking	15	47%	15	100%	26	38%
Motorcycle	0	NA	8	38%	8	25%
Lot 2	103	0%	103	100%	103	56%
Parking Structure	694	79%	694	100%	694	100%
TOTAL	891	69%	899	99%	899	93%

Note: During 2011, 15 paid parking permits were issued.

Recommendations

- Provide wayfinding and signage near the parking structure directing patrons to the station entrance.
- Increase marketing efforts of the Reserved Paid Parking program at this station.
- Provide information on Metro website regarding free and Reserved Paid Parking availability at this station.



Figure 4-27. P4 Level of the parking structure at the Willow Station.



Figure 4-28. In 2011, 38% of the Reserved Paid Parking spaces were occupied.

Station: Pacific Coast Highway

Address: 1798 N Long Beach Blvd
 Long Beach, CA 90813

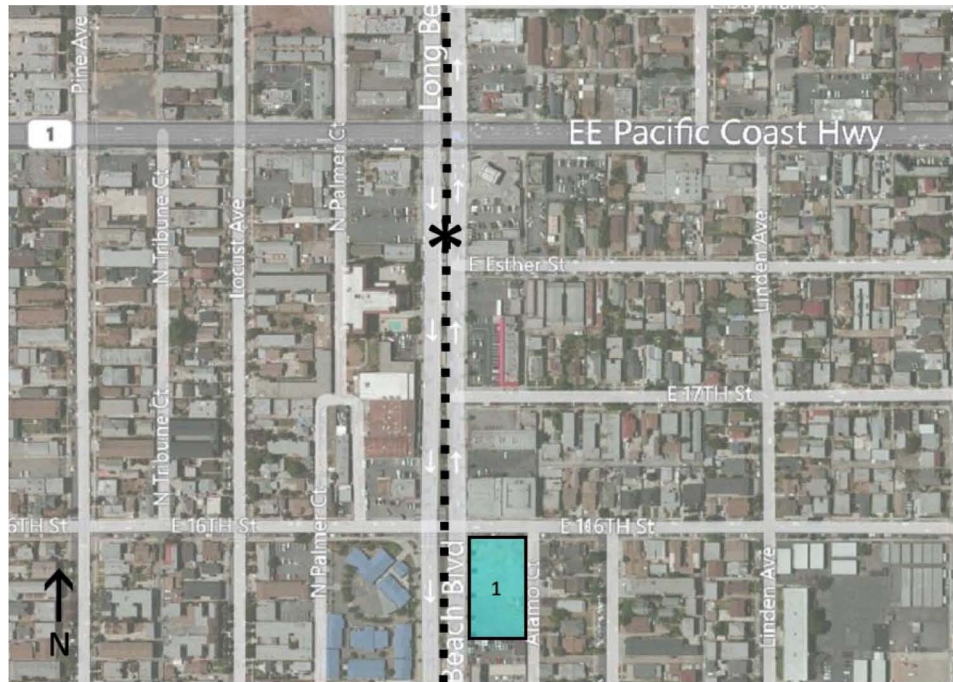
No Metro Park and Ride at this Station.

Environmental Setting

The Pacific Coast Highway Station is located in the City of Long Beach. It is approximately one mile east of I-710 (Long Beach Freeway). Surrounding land uses consist of commercial and residential developments.

Parking and Site Assessment

Metro does not have a park and ride at the Pacific Coast Highway Station. On-street parking with time restrictions is available on Long Beach Blvd and Pacific Coast Hwy. There is one vacant lot at the corner of 16th & Long Beach Blvd. with potential for future Metro transit parking (see Figure 4-29).



Map 4-17

LEGEND

- * = Pacific Coast Highway
- 1 = Potential Parking Location
- ■ ■ ■ = Blue Line

Recommendation

- Pursue opportunities to acquire vacant property listed on Table 4-14

Table 4-14

Non-Metro owned lots adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	SE corner of 16 th & Long Beach	Vacant property	Approx. 200 spaces



Figure 4-29. Vacant lot at 16th & Long Beach is available for parking (#1 on Table 4-14).

Station: Anaheim

Address: 1290 N Long Beach Blvd
 Long Beach, CA 90813

No Metro Park and Ride at this Station.

Environmental Setting

The Anaheim Station is located in the City of Long Beach, approximately one mile east of I-710 (Long Beach Freeway). Saint Mary Medical Center is located within walking distance of the station. Surrounding land uses include commercial and residential development. Currently under construction is a large mixed-use development adjacent to the station scheduled to offer approximately 12,000 sq. ft. of retail space and 350 housing units. This development is scheduled for completion in late 2012.

Parking and Site Assessment

Metro does not have a park and ride lot at this station. However, there are two vacant lots near the station that may be considered parking should there be demand. One potential lot is located south of the station on Locust Ave between E. Lily Way & W. 10th St. The second is located north of the station on the southeast corner of 14th St. and Locust Ave. (see Table 4-15).



Map 4-18

LEGEND

- * = Anaheim Station
- = Potential Parking Location
- ■ ■ ■ = Blue Line

Recommendation

- Pursue opportunities to acquire properties listed on Table 4-8.

Table 4-15

Non-Metro owned lots adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	1130 Locust Ave.	Vacant Lot	Approx. 150 spaces
2.	1401 Long Beach Blvd.	Vacant Property	Approx. 250 spaces



Figure 4-30. Vacant lot on Locust (#1 on Table 4-15).



Figure 4-31. Vacant lot on 14th & Long Beach (#2 on Table 4-15).

Station: 5th Street

Address: 598 N Long Beach Blvd
Long Beach, CA 90802

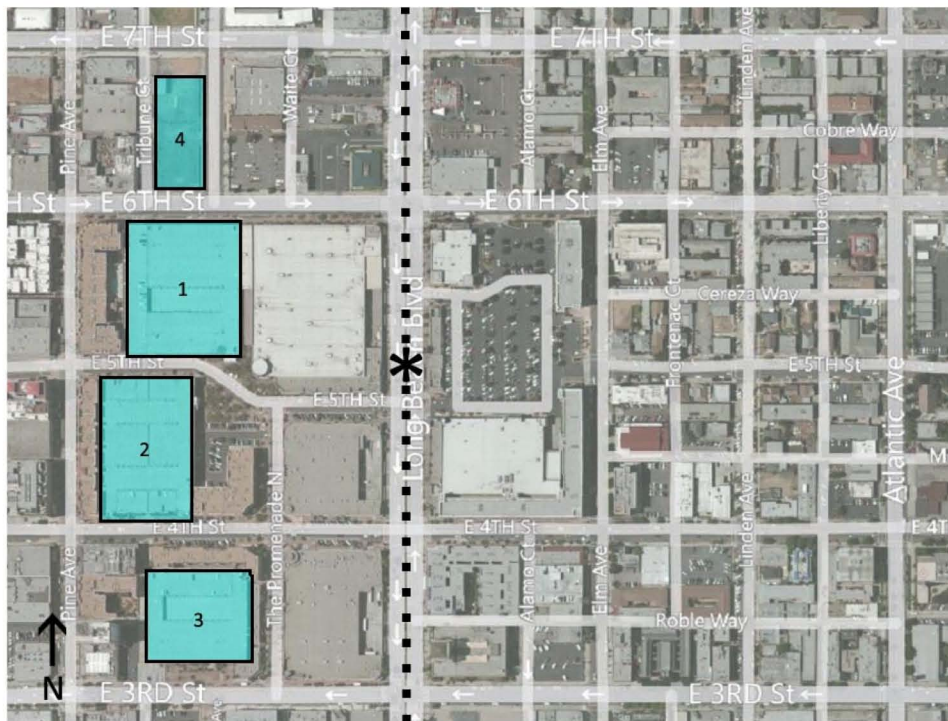
No Metro Park and Ride at this Station.

Environmental Setting

The 5th Street Station is located in Downtown Long Beach and approximately one mile east of I-710 (Long Beach Freeway). There are predominately commercial, residential, and mixed-use developments to the west of the station and commercial and residential uses to the east of the station.

Parking and Site Assessment

Metro does not have a park and ride at the 5th Street Station. However, several city-owned public parking facilities serve the area and may provide spaces should there be demand for transit parking at this station (see Map 4-19 and listed in Table 4-16). On-street metered parking with time restrictions is available on most adjacent streets.



Map 4-19

LEGEND

- * = 5th Street Station
- = Potential Parking Location
- ■ ■ ■ = Blue Line

Recommendation

- Provide information on Metro’s website regarding public parking available near the station.

Table 4-16
Non-Metro owned parking lots adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	50 East 6 th St	Public parking facilities, owned by City of Long Beach	Approx. 400 spaces
2.	50 East 5 th St		Approx. 400 spaces
3.	346 4 th St		Approx. 400 spaces
4.	6 th & Locust	Vacant Lot	Approx. 250 spaces



Figure 4-32. Vacant lot at 6th and Locust (#4 at Table 4-16).

Station: 1st Street

Address: 108 N Long Beach
Long Beach, CA 90802

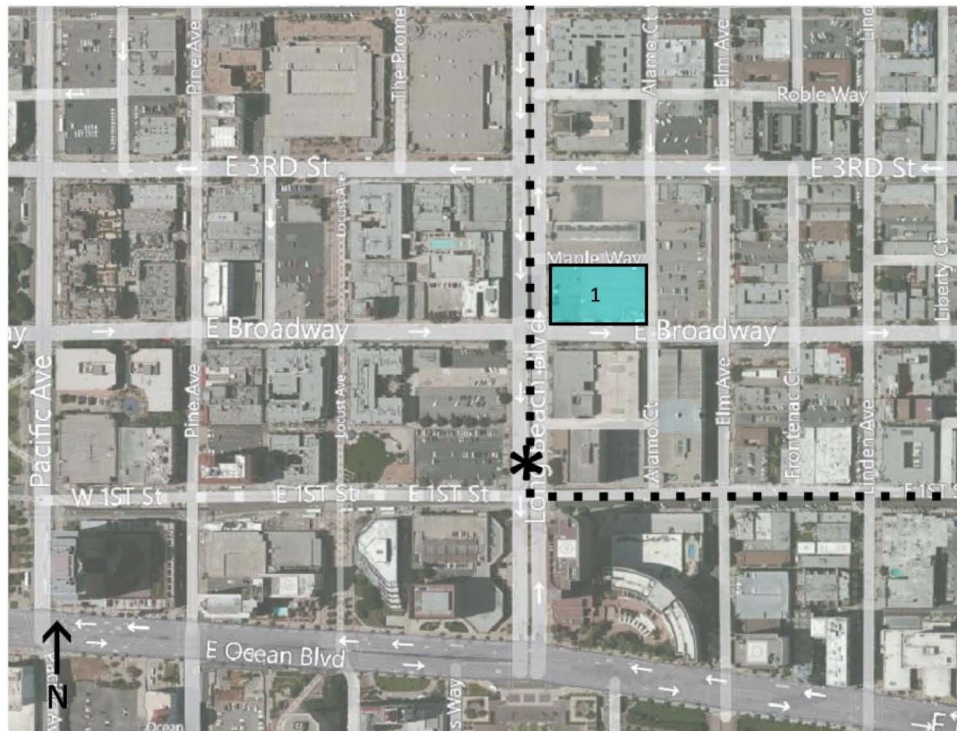
No Metro Park and Ride at this Station.

Environmental Setting

The 1st Street Station is located in downtown Long Beach and just north of the Long Beach Convention and Entertainment Center, Downtown Long Beach Marina, and the Aquarium of the Pacific. The Bikestation Long Beach, which offers 24-hour indoor bicycle parking (free during weekday business hours), bike rentals, professional repair services, and retail bike shop, is located across the street from this station.

Parking and Site Assessment

Metro does not have a park and ride lot at the First Street Station. However, there is one city owned public parking that serves the area and may provide spaces should there be demand for parking at this station (see Table 4-17 and Figure 4-33). Additionally, there are several other public parking facilities in the general area. On-street parking with time restrictions is available on 1st and 3rd Streets, Ocean Blvd, and Elm St.



Map 4-20

LEGEND

- * = 1st Street Station
- = Potential Parking Location
- ■ ■ ■ = Blue Line

Recommendation

- Provide information on Metro’s website regarding public parking facilities available near the station.

Table 4-17

Non-Metro owned parking lots adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1	Address Unknown	Public Parking	Approx. 400 spaces



Figure 4-33. City of Long Beach Lot 7 has very low use (#1 on Table 4-17).

Station: Transit Mall

Address: 128 W 1st St
Long Beach, CA 90802

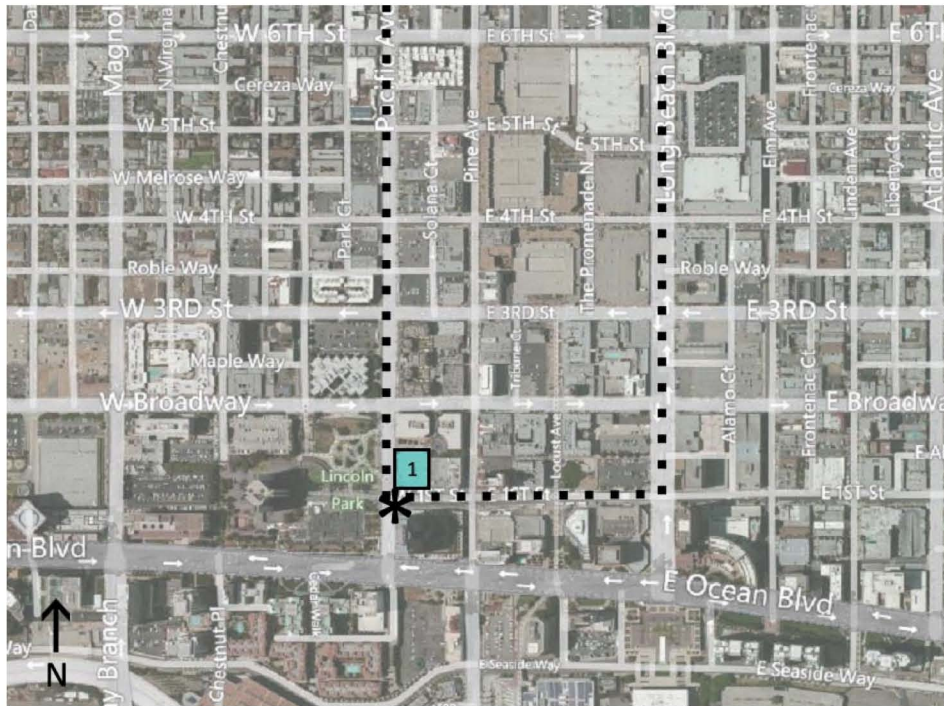
No Metro Park and Ride at this Station.

Environmental Setting

The Transit Mall Station is located in downtown Long Beach near the Long Beach Transit Gallery. South of the station is Long Beach Convention and Entertainment Center, Downtown Long Beach Marina, and Aquarium of the Pacific. North of the station are several mixed-use developments. This station is in close proximity to the 1st Street Station and shares a similar environmental setting.

Parking and Site Assessment

Metro does not have a park and ride lot at the Transit Mall Station. However, there is a parking facility that served the area and may provide spaces should there be demand for parking at this station (see Table 4-18). On-street parking with time restrictions is available on 1st and 3rd Streets, Ocean Blvd., and Elm St.



Map 4-21

LEGEND

- * = Transit Mall Station
- 1 = Potential Parking Location
- ■ ■ ■ = Blue Line

Recommendation

- Provide information on Metro’s website regarding public parking facilities located near this station.

Table 4-18

Non-Metro owned parking lot adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1	Pacific Ave. & 1 st St.	Autoport Public Parking	Approx. 350 spaces



Figure 4-34. Public Parking on Pacific Ave (#1 on Table 4-18).

Station: Pacific

Address: 498 Pacific Ave
Long Beach, CA 90802

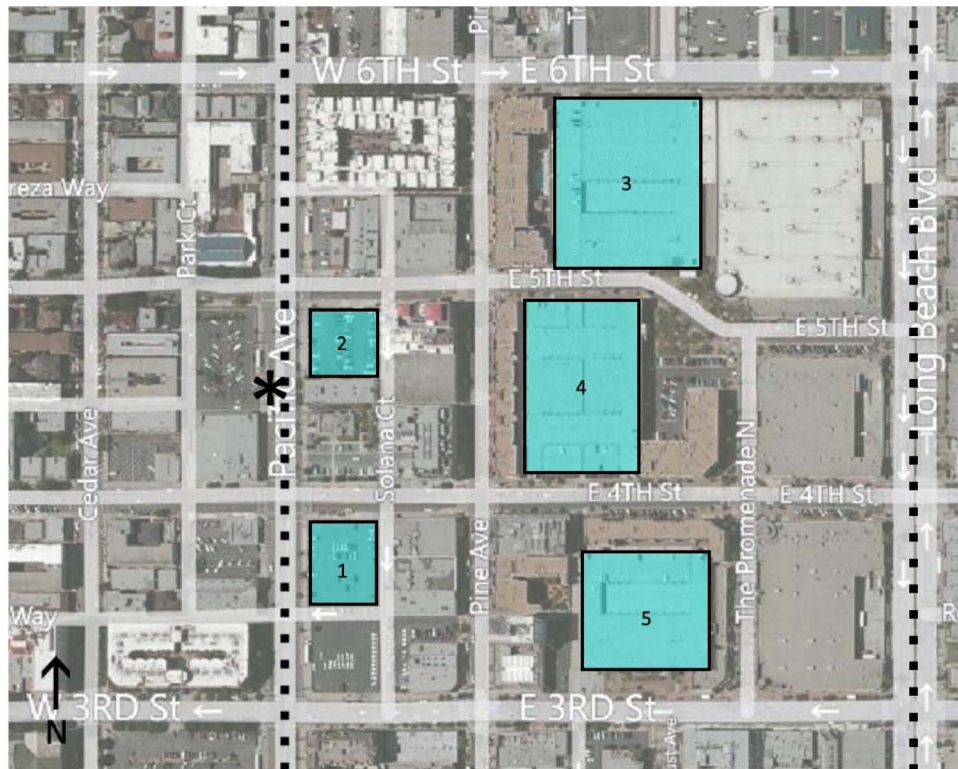
No Metro Park and Ride at this Station.

Environmental Setting

The Pacific Station is located in the Downtown Long Beach Pine Avenue District. This station is surrounded by residential, commercial, and mixed use development. The Long Beach Civic Center is located within walking distance of the station.

Parking and Site Assessment

Metro does not have a park and ride lot at the Pacific Station. However, there are several public parking facilities that serve the area and may provide spaces should there be demand for parking at the station (see Table 4-19). There is metered street parking along most streets in downtown Long Beach, most of which have two-hour parking limits. In addition, there are several small pocket lots that are available to the public. Parking rates in the area range from \$5.00 to \$10.50 per day or \$1.50 per 20-minutes. The City of Long Beach owns several of the parking facilities in the downtown area.



Map 4-22

LEGEND

- * = Pacific Station
- = Potential Parking Location
- ■ ■ ■ = Blue Line

Recommendation

- Provide information on Metro’s website regarding public parking facilities located near this station.

**Table 4-19
Non-Metro owned parking lots adjacent to Metro Station**

No.	Location	Current Land Use	Capacity
1	SE corner of 5 th and Pacific	Public Parking	Approx. 200 spaces
2	4 th & Pacific		Approx. 200 spaces
3	50 East 6 th St	Public Parking Facilities, owned by the City of Long Beach	Approx. 400 spaces
4	50 East 5 th St		Approx. 400 spaces
5	346 4 th St		Approx. 400 spaces



Figure 4-35. Public parking on 5th & Pacific (#1 on Table 4-19).



Figure 4-36. Public parking on 4th & Pacific (#2 on Table 4-19).

Chapter 5

Metro Green Line



Chapter 5 Metro Green Line Stations

The Metro Green Line opened on August 12, 1995, and is the second oldest light-rail line operating in Los Angeles County. The line runs east-west connecting Norwalk to Redondo Beach and cities in between. Most of the stations along the Green Line are located along the median of the I-105 (Glenn Anderson Freeway).

The Green Line has a total of 14 stations. It shares the Imperial/Wilmington/Rosa Parks Station with the Blue Line and Harbor Freeway Station with the Silver Line. Only one of the 14 stations, Mariposa Station, does not have a park and ride lot. Green Line park and ride lots that operate along the freeway are owned by Caltrans. Metro, Southern California Edison, and City of El Segundo each owns one park and ride lot. All parking spaces along the Green Line are available free of charge on a first-come, first-served basis. Caltrans policies prohibit charging for parking at their lots. Metro is working with Caltrans to transfer these lots to Metro. Tables in this chapter provide specific numbers of parking spaces available along the Green Line and how well they are utilized.

General recommendations for Caltrans-owned lots along the Green Line include; addressing poor maintenance, resurfacing and restriping, increasing lighting, improving wayfinding and signage directing transit patrons to station, informing users that parking is for transit patrons only. Station-specific recommendations along the Green Line are detailed in this chapter.

Station: Norwalk

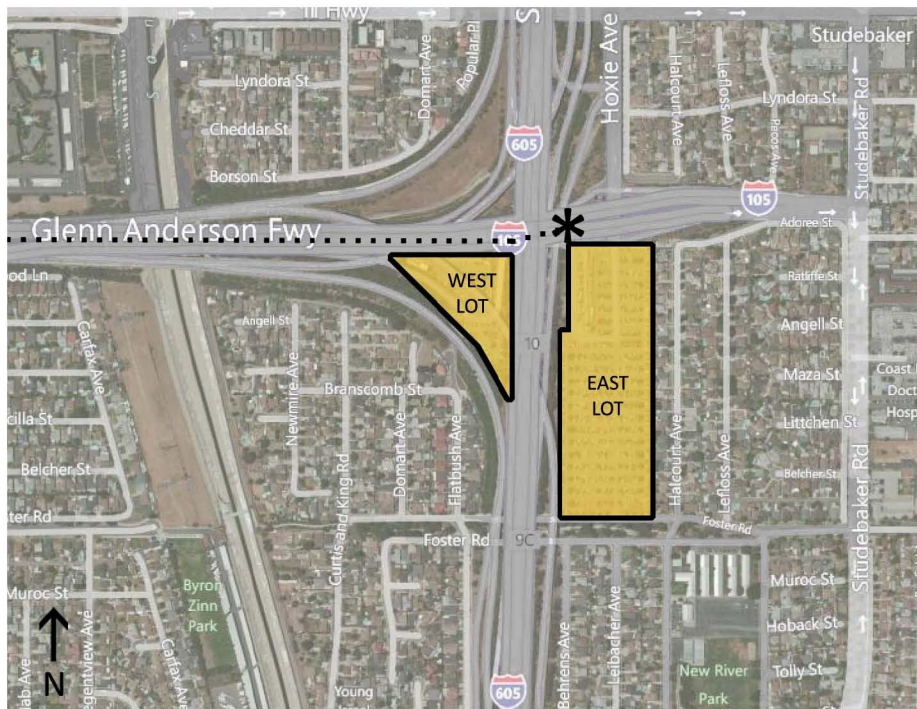
Address: 12901 Hoxie Ave
Norwalk, CA 90650

Environmental Setting

The Norwalk Station, located in the City of Norwalk, is the terminus station for the Metro Green Line. The station is located along the I-105 (Glenn Anderson Fwy) near the junction of I-605 (San Gabriel River Fwy). The surrounding area consists primarily of residential development.

Parking and Site Assessment

Caltrans owns two surface park and ride lots at the Norwalk Station offering 1,502 parking spaces. The West Lot is located southwest of the station and the I-105 and I-605 junction. The East Lot is located southeast of the station and the I-105 and I-605 junction as indicated in Map 5-1.



Map 5 - 1

LEGEND

- * = Norwalk Station
- = Park and Ride
- = Green Line

There is an over demand for parking at this station with all spaces occupied by 11:00 a.m. during the 2007 and 2008 counts, and fully occupied by 7:00 a.m. in 2011. In 2011, 103 cars were parked in unmarked parking spaces. In 2009, signs were installed at the entrance of the

parking lots indicating that parking at this location is only for transit purposes.

**Table 5-1
Norwalk Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
West Lot	1,300	105%	105%	106%
East Lot	202	108%	118%	114%
TOTAL	1502	106%	107%	107%

The lots are littered with trash and debris. In 2011, the Metro Board directed staff to begin the process of acquiring lots along the Green and Silver Lines and other locations from Caltrans ownership and to also assume responsibility for related maintenance and security matters. Caltrans policies prohibit paid parking at park and ride lots under its ownership. A Reserved Paid Parking program and an aggressive re-striping program would likely help resolve some of the parking issues specific to this location. This station has potential for the development of a large parking structure.

Pedestrian access is limited at these lots due to the close proximity to the freeways. Hoxie Ave, which is one of the primary streets providing access to the station from the north via walking, has long and narrow sidewalks. Both gates to the south of both lots have been locked at the request of the adjacent community. However, as was observed in 2011, the chain link fence on the southwest corner of the east lot has been cut to provide access to the station, as seen in Figures 5-3 and 5-4. In addition, the gate on the west lot has also been cut several times in order to provide access to the station. Caltrans has repaired the gate on the west lot several times. The public continues to cut the fence to access the station.

Recommendations

- Work with Caltrans to acquire these lots and initiate a Reserved Paid Parking program, implement an aggressive re-striping plan and improve maintenance efforts at this station.
- Increase parking enforcement at this location to discourage parking for non-transit purposes.
- Pursue opportunities to expand the park and ride lots and build a parking structure to accommodate increased parking demand.
- Install advanced parking technologies to provide transit patrons with real time parking availability information at these parking lots and nearby locations.
- Improve pedestrian and bicycle connections to the station.



Figure 5-1. West parking lot is fully occupied by 7 a.m



Figure 5-2. 33% motorcycle parking occupancy in 2011.



Figure 5-3. The chain link fence has been cut to access the station.



Figure 5-4. The lock on this fence has also been broken to access the station.

Station: Lakewood

Address: 12801 Lakewood Ave
Downey, CA 90241

Environmental Setting

The Lakewood Station is located in the City of Downey. The station is located along the I-105 (Glenn Anderson Freeway) median. Nearby uses consist of commercial and residential development.

Parking and Site Assessment

Caltrans owns two surface park and ride lots at the Lakewood Station offering 414 parking spaces. The North Lot is located on Lakewood Blvd, north of the I-105 westbound on- and off-ramps. The South Lot is located at the southwest corner of Lakewood Blvd. and the I-105 (see Map 5-2).



Map 5 - 2

LEGEND

- * = Lakewood Station
- = Park and Ride
- ■ ■ ■ = Green Line

In 2007, 95 percent of the parking spaces were occupied. Occupancy in 2008 and 2011 was over capacity at 108 percent occupancy. All parking spaces were occupied by 7:30 a.m. during the 2011 count and an additional 33 cars were parked in unmarked areas (see Figure 5-6). The lots are littered with trash and debris and much of the striping of parking stalls was faded and unclear. Caltrans policies prohibit paid parking for park and ride lots under its ownership. On-street parking with time restrictions is available on Lakewood Blvd., Dalen St. and

Gardendale St. There is lack of wayfinding and signage directing patrons to the station. Pedestrian access is limited at these lots due to the close proximity to the freeways.

**Table 5-2
Lakewood Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
North Lot	120	98%	109%	109%
South Lot	294	88%	108%	107%
TOTAL	414	95%	108%	108%

Recommendations

- Work with Caltrans to acquire these lots and initiate an aggressive re-striping plan and improved maintenance efforts at this station.
- Install advanced parking technology to provide transit patrons with real time parking availability information at these parking lots and nearby alternative parking locations.
- Increase parking enforcement at this location in order to discourage parking for non transit purposes.
- Improve pedestrian and bicycle connections to the station.



Figure 5-5. In 2011, the South lot was full by 7:30 am.

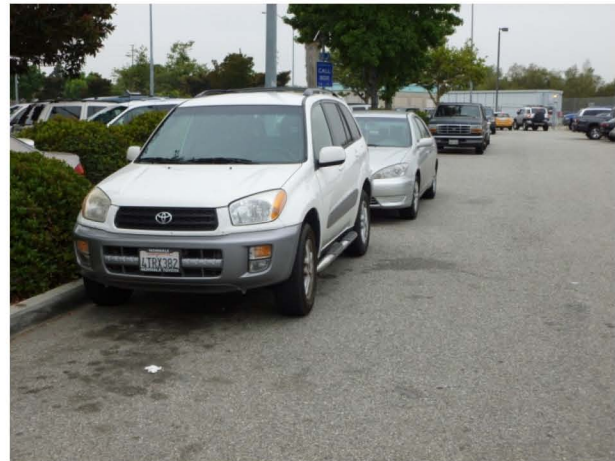


Figure 5-6. Cars would park in un-marked parking stalls in 2011.

Station: Long Beach

Address: 11508 Long Beach Blvd
Lynwood, CA 90262

Environmental Setting

The Long Beach Station is located in the City of Lynwood along the I-105 (Glenn Anderson Freeway) median. Nearby land uses consist primarily of commercial and residential development.

Parking and Site Assessment

Caltrans owns two surface park and ride lots at the Long Beach Station offering 646 parking spaces. The West Lot is located west of the station and straddles the I-105 Fwy to the north and south. The East Lot is located directly north of the station at the northeast corner of Long Beach Blvd. and the I-105 Fwy.



Map 5 - 3

LEGEND

- * = Long Beach Station
- = Park and Ride
- ■ ■ ■ = Green Line

In 2007, 24 percent of the parking spaces were occupied. In 2008, occupancy increased to 37 percent and in 2011, occupancy decreased to 23 percent (see Table 5-3). The lots are littered with trash and portions of the parking lots underneath the freeway are dark and uninviting, see Figure 5-7. Pedestrians walking to the station from the north and south are forced to cross

freeway ramps with high speed vehicles, making pedestrian access to the station hostile and challenging.

**Table 5-3
Long Beach Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
East Lot	253	32%	47%	28%
West Lot	393	18%	31%	20%
TOTAL	646	24%	37%	23%

Recommendations

- Work with Caltrans to acquire lots and re-stripe, improve maintenance and lighting at both lots.
- Install advanced parking technology to provide transit patrons parking availability information at this and nearby locations.
- Improve pedestrian and bicycle connections to the station.
- Provide wayfinding signs directing transit patrons to the station entrance.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 5-7. Portions underneath the freeway are dark and un-inviting.

Station: Imperial/Wilmington/Rosa Parks

Address: 11611 Willowbrook Ave
Los Angeles, CA 90059

Please refer to Chapter 4, Blue Line Station Imperial/Wilmington/Rosa Parks Station.

Station: Avalon

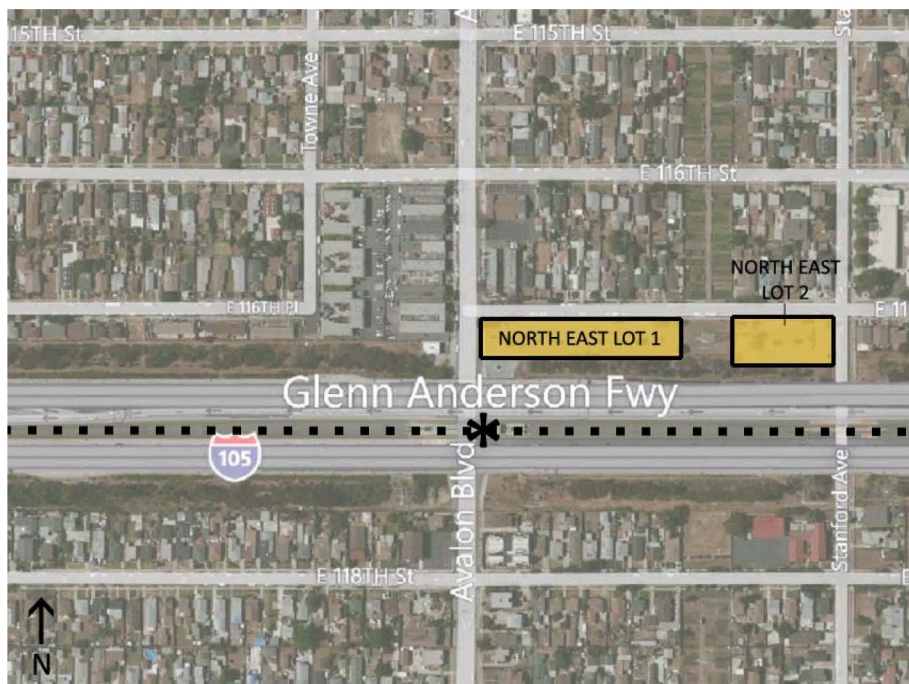
Address: 11667 S Avalon Blvd
Los Angeles, CA 90067

Environmental Setting

The Avalon Station is located in the city of Los Angeles along the I-105 (Glenn Anderson Freeway) median. Nearby development is primarily residential.

Parking and Site Assessment

Caltrans owns two surface park and ride lots at the Avalon Station offering 158 parking spaces. Lot 1 is located at the southeast corner of Avalon Blvd. and E. 116th Pl. Lot 2 is located at the southwest corner of Stanford Ave. and E. 116th Pl.



Map 5-4

LEGEND

- * = Avalon Station
- = Park and Ride
- ■ ■ ■ = Green Line

In 2007, occupancy was four percent, which increased to eight percent in 2008 and decreased to seven percent in 2011 (see Table 5-4). Both lots are littered with trash and debris and have poorly-maintained landscaping. There is a need for better wayfinding and signage in the parking lots directing people to the station entrance. Several of the entrance signs at this station have graffiti or are damaged.

**Table 5-4
Avalon Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
North East Lot 1	98	7%	12%	11%
North East Lot 2	60	0%	0%	0%
TOTAL	158	4%	8%	7%

Recommendations

- Work with Caltrans to acquire these lots and re-stripe, increase maintenance and lighting at both parking lots.
- Improve pedestrian and bicycle connections to the station.
- Install wayfinding and signage in the park and ride lots directing patrons to the station entrance.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 5-8. In 2011, Lot 2 had 0% occupancy.

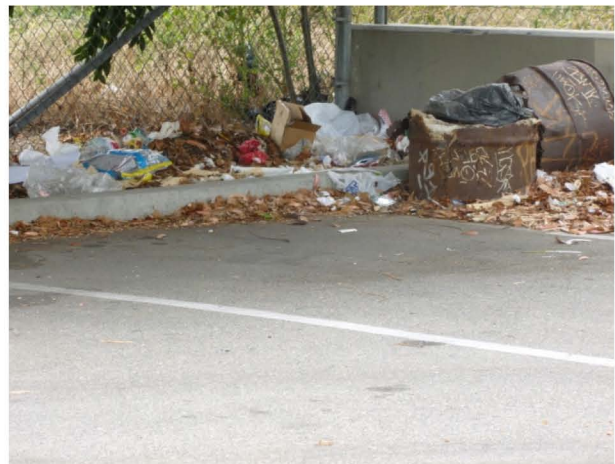


Figure 5-9. Trash and debris in various areas of Lot 1.

Station: Harbor Freeway

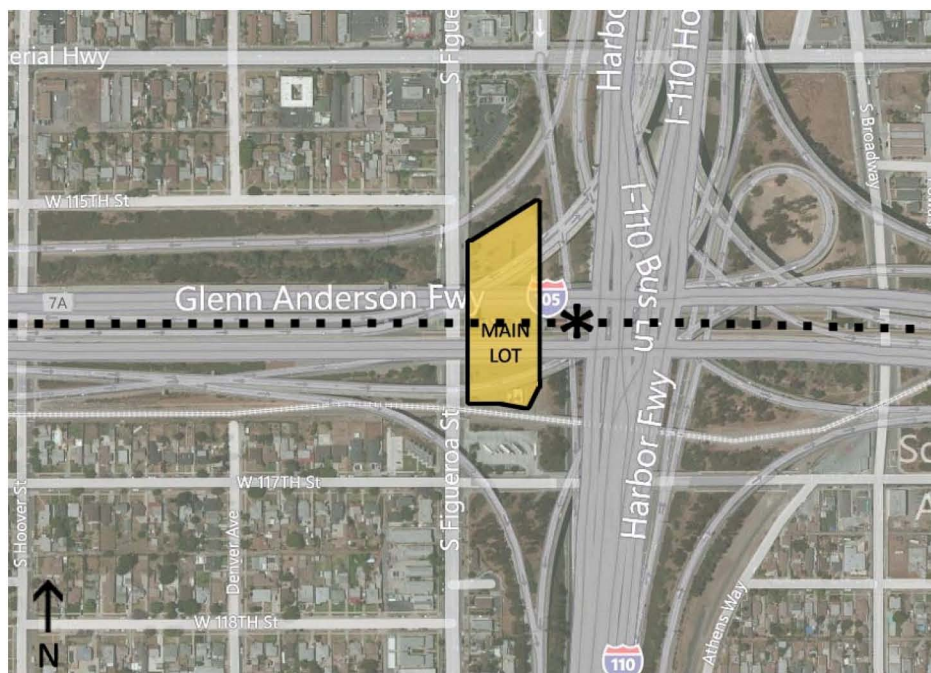
Address: 11500 S Figueroa St
Los Angeles, CA 90048

Environmental Setting

The Harbor Freeway Station is located in the City of Los Angeles, along the median of the I-105 freeway at the junction with the I-110 (Harbor Freeway). Nearby development is primarily commercial and residential.

Parking and Site Assessment

Caltrans owns one surface park and ride lot at the Harbor Freeway Station offering 253 parking spaces. The park and ride lot is located adjacent to the station on the west side.



Map 5-5

LEGEND

- * = Harbor Freeway Station
- = Park and Ride
- ■ ■ ■ = Green Line

In 2007, 47 percent of the lot was occupied. In 2008, utilization increased to 60 percent then decreased to 44 percent during 2011 (see Table 5-6). A portion of the park and ride lot lies underneath the I-105 (see Figure 5-10). There is a need for better wayfinding and signage directing patrons to the station entrance or the Silver Line Station. This Station is a major transfer point between the Green Line and Silver Line.

**Table 5-5
Harbor Freeway Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	253	47%	60%	44%
TOTAL	253	47%	60%	44%

Recommendations

- Work with Caltrans to acquire this lot and re-stripe, increase maintenance and lighting conditions.
- Provide wayfinding signs directing transit patrons to the station entrance.



Figure 5-10. In 2011, occupancy at the Harbor freeway station 44%.

Station: Vermont

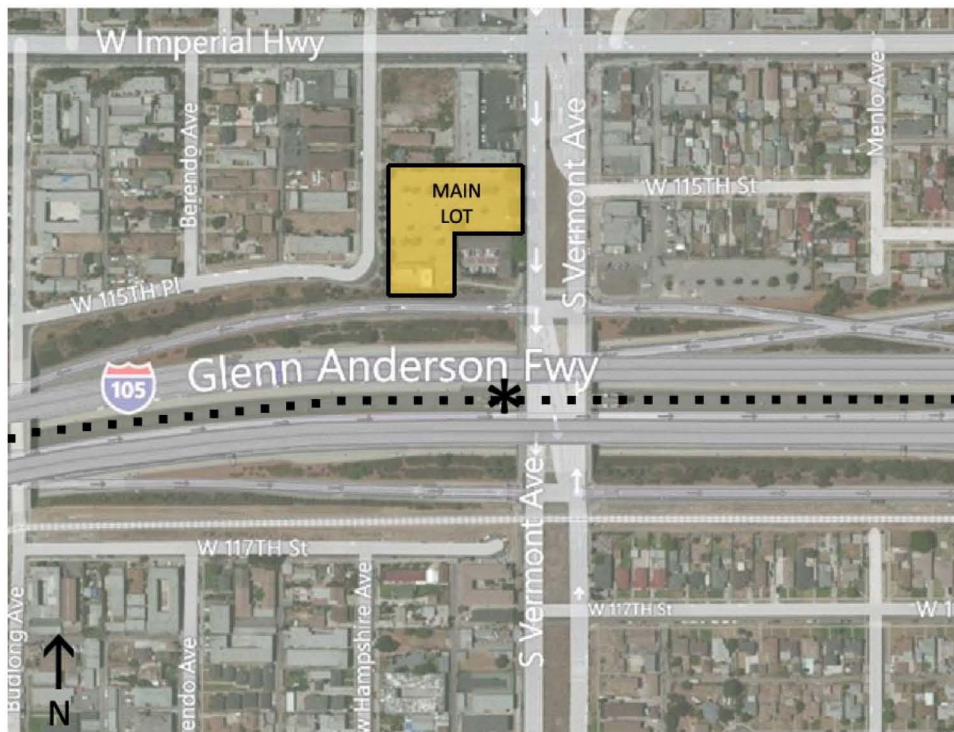
Address: 11603 S Vermont Ave
Los Angeles, CA 90048

Environmental Setting

The Vermont Station is located along the median of the I-105 Fwy in the City of Los Angeles, bordering unincorporated Los Angeles County. Commercial and residential development is located along Vermont Ave.

Parking and Site Assessment

Caltrans owns one park and ride lot at the Vermont Station offering 155 parking spaces. The park and ride lot is located on the northwest block of the I-105 Fwy and Vermont Ave., wrapping around a hotel located at the corner.



Map 5-6

LEGEND

- * = Vermont Station
- = Park and Ride
- ■ ■ ■ = Green Line

Utilization of the parking lot was four percent in 2007, five percent in 2008, and one percent in 2011 (see Table 5-6). The station and park and ride need maintenance. The park and ride lot is littered with trash and debris and smells of urine. The fence surrounding the lot is bent and broken in various areas as seen in Figure 5-12 below.

Table 5-6
Vermont Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	155	4%	5%	1%
TOTAL	155	4%	5%	1%

Recommendations

- Work with Caltrans to acquire this lot and increase maintenance and improve the general conditions of this parking lot.
- Improve pedestrian and bicycle connections to the station.
- Install wayfinding and signage in the park and ride lots directing patrons to the station entrance.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 5 -11. In 2011, parking occupancy at Vermont was 1%.



Figure 5 -12. Gates at Vermont Station are damaged and not maintained.

Station: Crenshaw

Address: 11901 S Crenshaw Blvd
Hawthorne, CA 90303

Environmental Setting

The Crenshaw Station is located in the city of Hawthorne along the I-105 Fwy. Hawthorne Municipal Airport is located adjacent to the station to the southwest. The station is surrounded by residential development to the north and commercial development to the south.

Parking and Site Assessment

Caltrans owns one lot at the Crenshaw Station with 513 parking spaces. The parking facility is located at the northwest corner of W. 120th St. and Crenshaw Blvd., as shown in Map 5-7.



Map 5-7

LEGEND

- * = Crenshaw Station
- = Park and Ride
- ■ ■ ■ = Green Line

Parking utilization in 2007 was 28 percent. In 2008, utilization increased to 48 percent and decreased to 24 percent in 2011. There is a need for better wayfinding and signage directing users to the station entrance. In 2007 and 2008, there were several trucks parked at this lot for extended periods of time. There were also a number of vehicles parked at this lot for non-transit purposes, such as commercial tour buses.

Table 5-7
Crenshaw Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	513	29%	42%	24%
TOTAL	513	29%	42%	24%

Recommendations

- Work with Caltrans to acquire this lot and restripe and increase maintenance efforts at this park and ride location.
- Improve pedestrian and bicycle connections to the station.
- Install wayfinding and signage in the park and ride lot directing patrons to the station entrance.
- Increase parking enforcement efforts and issue citations for non-transit and large oversized vehicle parking.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 5-13. Occupancy at Crenshaw Station was 24% in 2011.

Station: Hawthorne

Address: 11230 S Acacia St
Inglewood, CA 90304

Environmental Setting

The Hawthorne Station is located in the City of Inglewood, along the I-105 Fwy median on the east side of Hawthorne Blvd. The station is surrounded by residential, commercial and industrial development.

Parking and Site Assessment

Caltrans owns three surface park and ride lots at the Hawthorne Station totaling 613 parking spaces. The Northwest Lot is located northwest of the station, north of the I-105 Fwy and west of Hawthorne Blvd. The Northeast Lot is located north of the station, north of the I-105 Fwy and east of Hawthorne Blvd. The Southeast Lot is located south of the station, south of the I-105 Fwy and east of Hawthorne Blvd (see Map 5-8).



Map 5-8

LEGEND

- * = Hawthorne Station
- = Park and Ride
- ■ ■ ■ = Green Line

In 2007, utilization of these lots was 14 percent. Increasing to 16 percent in 2008 and to 19 percent in 2011 (see Table 5-8). Many cars that utilize the Northwest Lot belong to residents of the adjacent neighborhood. Several cars that utilize the Northeast Lot belong to those who attend the school across the street.

The parking facilities are poorly maintained and littered with trash. Weeds are growing throughout the various locations of the parking lots (see Figures 5-14 through 5-19). One

homeless person was observed living at one of the lots during 2011 (see Figure 5-17). The conditions observed during 2011 support a perception of lack of safety at these facilities. There is a need for better wayfinding and signage along Hawthorne Blvd informing and directing transit users to the park and ride lots.

**Table 5-8
Hawthorne Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
South East Lot	264	8%	14%	13%
North East Lot	313	10%	7%	12%
North West Lot	46	70%	93%	100%
TOTAL	623	14%	16%	19%

Recommendations

- Work with Caltrans to acquire lots and improve maintenance and general conditions of parking lots.
- Provide transit patrons parking availability information for these and other nearby locations.
- Improve pedestrian and bicycle connections to the station.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 5-14. Fences surrounding the Northwest Lot are broken causing a safety hazard.



Figure 5-15. Striping is faded, partly from oil leaks.



Figure 5-16. There is extensive litter in all three parking lots.



Figure 5-17. There is at least one homeless person living at one of the lots.



Figure 5 -18 and Figure 5 -19. Landscaping is poorly maintained throughout all three lots.

Station: Aviation/LAX

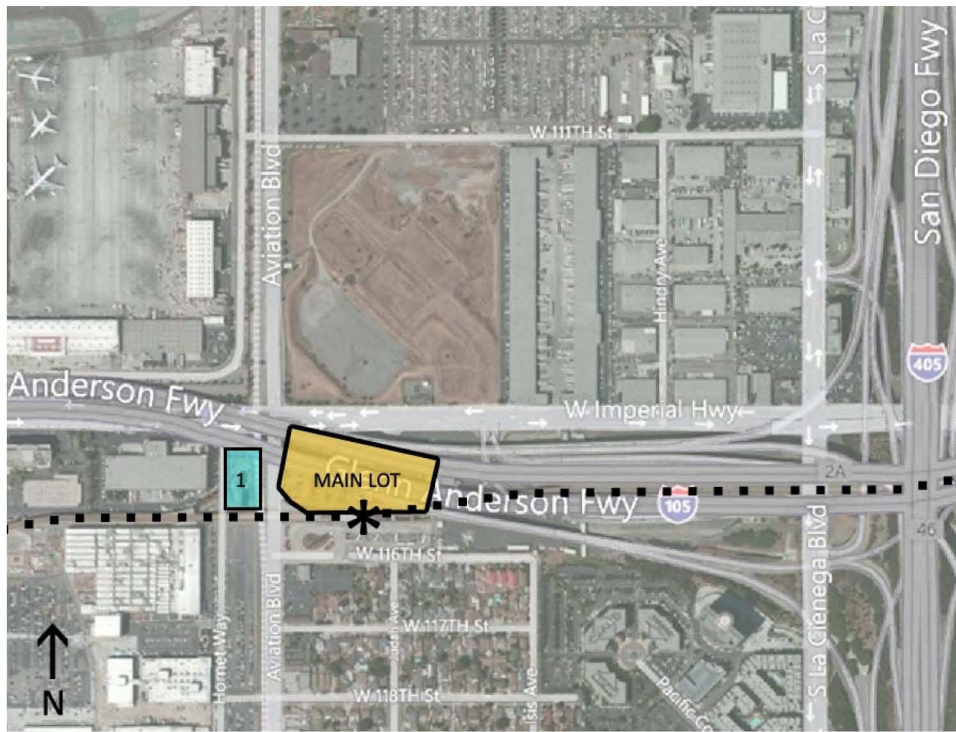
Address: 11500 Aviation Blvd
 Los Angeles, CA 90048

Environmental Setting

The Aviation/LAX Station is located in the City of Los Angeles, immediately south of the I-105 Fwy. The station is surrounded by commercial and industrial development, including the Los Angeles International Airport which is located three miles northwest of the station.

Parking and Site Assessment

Caltrans owns one surface lot at the Aviation Station with 390 parking spaces. The park and ride lot is located just north of the station, at the southeast corner of W. Imperial Hwy. and Aviation Blvd., shown in Map 5-9 below.



Map 5-9

LEGEND

- * = Aviation/ LAX Station
- = Park and Ride
- = Potential Parking Location
- ■ ■ ■ = Green Line

Parking utilization in 2007 was 93 percent and increased to 108 percent by 2008. In 2011 the lot was 100 percent occupied by 7:00 a.m. overall daily use was 102 percent in 2011. In 2011, eight cars parked in unmarked parking stalls, (see Figure 5-21).

In 2011, a number of airport employees were observed parking at this lot and taking the shuttle to the airport. Metro owns a large vacant lot near the southwest corner of W. Imperial Hwy. and Aviation Blvd. that should be considered for parking until further development in the area (see Figure 5-22 and Map 5-9).

**Table 5-9
Aviation Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	390	93%	108%	102%
TOTAL	390	93%	108%	102%

**Table 5-10
Non-Metro owned parking lots adjacent to Metro Station**

No.	Location	Current Land Use	Capacity
1.	Southwest corner of W. Imperial Hwy. and Aviation Blvd.	Vacant lot	Approx. 300 spaces

Recommendations

- Work with Caltrans to acquire this lot in order to increase enforcement, initiate a Reserved Paid Parking program, an aggressive re-striping plan and maintenance efforts.
- Pursue opportunity to convert the nearby Metro-owned vacant lot to a park and ride facility.
- Install advanced parking technology to provide transit patrons with real time parking availability information at these parking lots and nearby locations.
- Increase enforcement to deter not transit parking.



Figure 5-20. Park and ride at Aviation is usually full by 7am.



Figure 5-21. 8 cars were parked in unmarked parking spaces in 2011.



Figure 5-22. Across the street from the current park and ride lot is a vacant property owned by Metro.

Station: Mariposa

Address: 555 N Nash St
El Segundo, CA 90245

No Metro Park and Ride at this Station.

Environmental Setting

The Mariposa Station is in the City of El Segundo. The station is surrounded by industrial and commercial development.

Parking and Site Assessment

Metro does not have a park and ride at the Mariposa Station. The Mariposa Station is approximately one-half mile north of the El Segundo Station. Transit patrons arriving by car can use the park and ride lot at nearby El Segundo Station, which has capacity to accommodate additional parking demand. Additional parking capacity at this station is of marginal value at this time.



Map 5-10

LEGEND

* = Mariposa Station

■ ■ ■ ■ = Green Line

Recommendations

- Improve wayfinding and signage and walkway access to this station from the surrounding community.

Station: El Segundo

Address: 2226 E El Segundo Blvd
El Segundo, CA 90245

Environmental Setting

The El Segundo Station is located in the City of El Segundo. Nearby land uses consist of industrial development. There is a large non-Metro owned lot across from the station that is planned for mixed-used development.

Parking and Site Assessment

Metro owns one surface lot at the El Segundo Station with 91 parking spaces. The park and ride is located adjacent to the station on the east side. In 2007, 27 percent of the spaces were occupied. In 2008, occupancy increased to 31 percent and continued to increase to 76 percent occupancy rate at the 2011 count.



Map 5 - 11

LEGEND

- * = El Segundo Station
- = Park and Ride
- ■ ■ ■ = Green Line

Table 5-11
El Segundo Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	91	27%	31%	76%
TOTAL	91	27%	31%	76%

Recommendations

- Provide wayfinding signs directing transit patrons to the station entrance.



Figure 5-23. Parking occupancy at El Segundo was 76% in 2011.

Station: Douglas

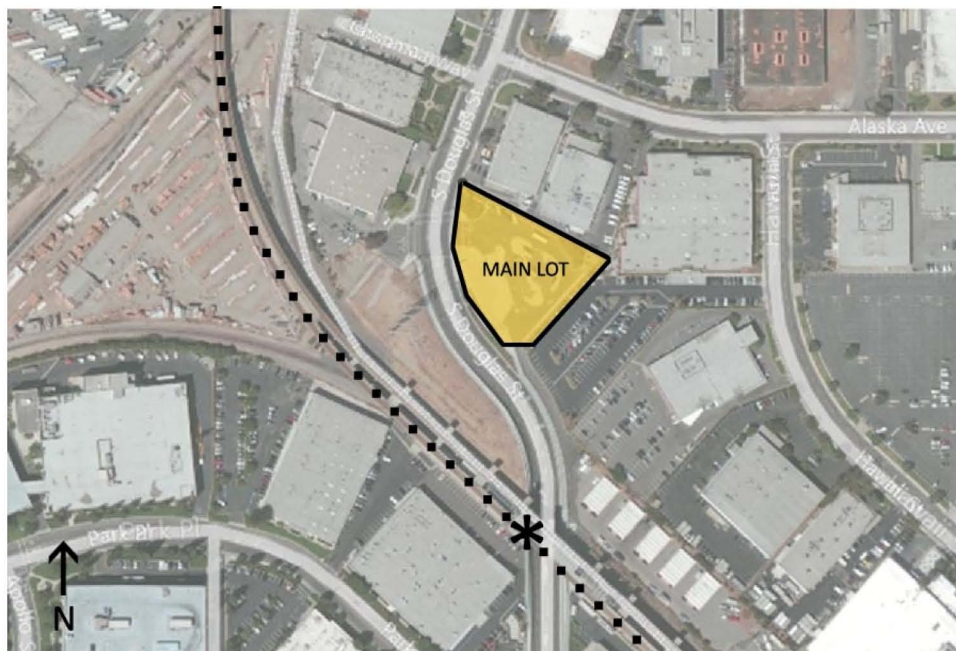
Address: 700 S Douglas St
El Segundo, CA 90245

Environmental Setting

The Douglas Station, located in the City of El Segundo, is surrounded by commercial and industrial uses.

Parking and Site Assessment

There is one park and ride lot built by the City of El Segundo. It continues to be owned and maintained by the City. The lot offers 30 parking spaces and is located north of the station along Douglas St.



Map 5 - 12

LEGEND

* = Douglas Station

■ = Park and Ride

■ ■ ■ ■ = Green Line

In 2008, 33 percent of the parking spaces were occupied. Demand has increased to 87 percent occupancy by 2011 (see Table 5-12). There is limited wayfinding and signage directing users to the station entrance. There is no wayfinding and signage at this station indicating that parking is available to transit patrons only.

Table 5-12
Douglas Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	30	NA	33%	87%
TOTAL	30	NA	33%	87%

Recommendations

- Provide wayfinding and signage directing transit patrons to the station.
- Install wayfinding and signage that indicates parking is for transit users.
- Inform users that additional parking is available at the El Segundo Station, which is less than one mile to the north.

Station: Redondo Beach

Address: 2406 & 5301 Marine Ave.,
Redondo Beach, CA 90278

Environmental Setting

The Redondo Beach Station is located in the City of Redondo Beach. The surrounding area consists of industrial development.

Parking and Site Assessment

Southern California Edison owns two surface lots at the Redondo Beach Station totaling 403 parking spaces. There is a license agreement between Metro and Southern California Edison to use the properties for parking. The Main Lot is located north of station, north of Marine Ave. Lot 2 is located south of the station, south of Marine Ave.



Map 5 - 13

LEGEND

- * = Redondo Beach Station
- = Park and Ride
- ■ ■ ■ = Green Line

In 2007, 30 percent of the spaces were occupied. In 2008, parking occupancy increased to 62 percent utilization rate. Occupancy decreased to 22 percent in 2011 (see Table 5-13). The current wayfinding and signage is not sufficient to inform patrons of park and ride opportunities.

Table 5-13
Redondo Beach Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
West Lot	325	37%	77%	27%
East Lot	78	0%	0%	1%
TOTAL	403	30%	62%	22%

Recommendations

- Install additional wayfinding and signage near the station and along Marine Ave directing transit patrons to the park and ride lot located south of Marine Ave and the station.



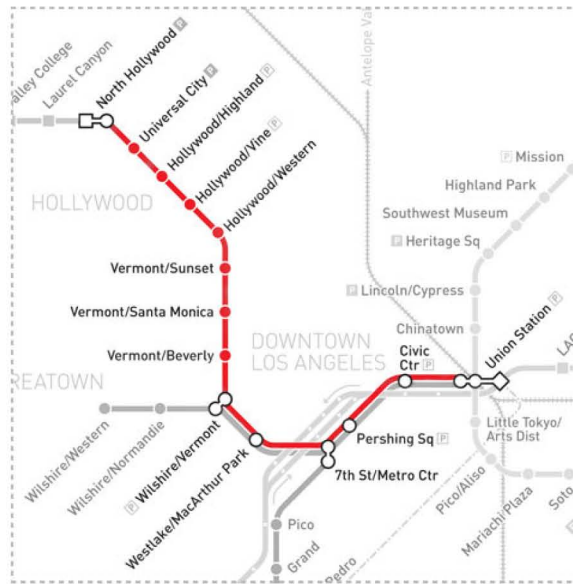
Figure 5-24. Redondo Beach Station Main Lot in 2011.



Figure 5-25. Redondo Beach second lot was 1% occupied in 2011.

Chapter 6

Metro Red & Purple Lines



Chapter 6 Metro Red and Purple Line Stations

The Metro Red Line opened on January 30, 1993. The Red Line connects Union Station in downtown Los Angeles to North Hollywood in the San Fernando Valley. On July 13, 1996 the Purple Line extension was completed. The Purple Line connects Union Station in downtown Los Angeles to the Mid-Wilshire and Koreatown districts. Since both subway lines share six subterranean stations between Union Station and Wilshire/Vermont, they have been combined into one chapter for this parking study.

The Red and Purple Lines have a total of 16 stations. Three of the stations have park and ride lots. There are a total of 401 Reserved Paid Parking spaces along the Red Line at the North Hollywood (305) and Universal (96) Stations. Reserved Paid Parking spaces are available at certain locations are available to the general public free of charge after 11:00 a.m. The remainder of the parking spaces is available on a first-come, first-served basis.

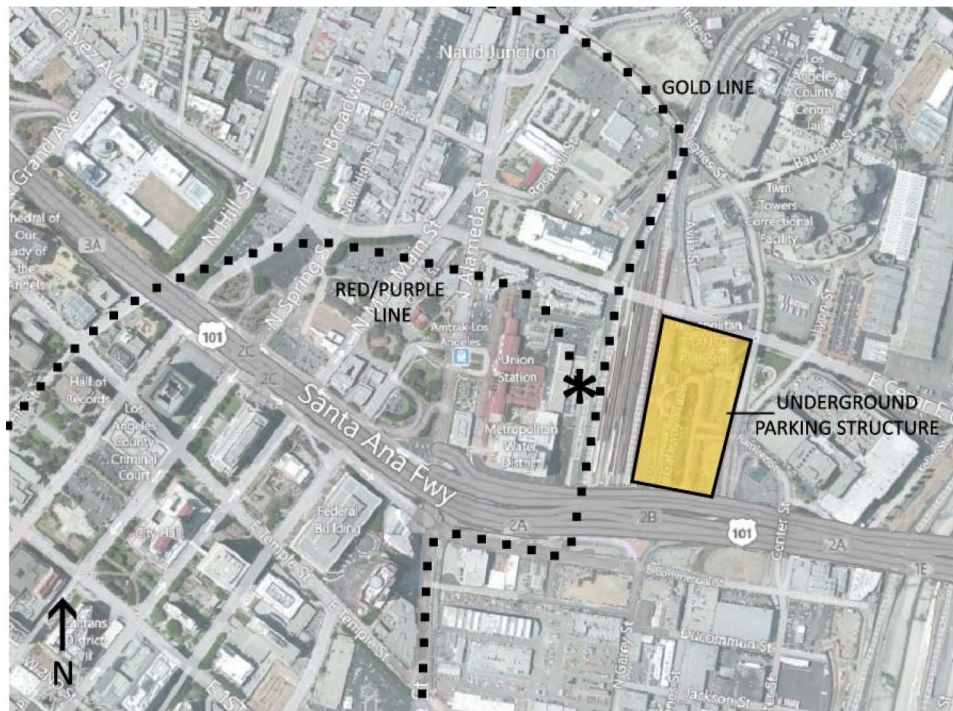
General recommendations for the Metro Red and Purple Line Stations include providing additional wayfinding and signage directing patrons to stations and parking lots. Other station-specific recommendations are made throughout the chapter.

Station: Union Station/Gateway Transit Center

Address: 801 Vignes St
Los Angeles, CA 90012

Environmental Setting

Union Station/Gateway Transit Center, near downtown Los Angeles, is the terminus of the Metro Red, Purple and Gold lines, Metrolink, and the western terminus of Amtrak. The station's west portal (Union Station) is located on N. Alameda St. between E. Cesar Chavez Ave. and US-101 (Santa Ana Freeway). The station's east portal (Gateway Transit Center) is located at the intersection of N. Vignes and Ramirez Streets. The surrounding area consists of a mix of land uses supporting the transportation hub and a diverse range of retail, industrial, commercial, and residential development. Cultural sites such as El Pueblo de Los Angeles Historic Monument, Little Tokyo, and Chinatown are in close proximity.



Map 6-1

LEGEND

- * = Union Station/ Gateway Transit Center
- = Park and Ride
- = Red/Purple Line + Gold Line

Parking and Site Assessment

The Union Station/Gateway Transit Hub contains a four-level below-grade parking structure with approximately 2,800 parking spaces, of which 1,860 spaces are open for public use (Table 6-1). During summer of 2007, parking utilization was 63 percent. In 2008, parking utilization decreased to 55 percent. Utilization has increased to 63 percent in 2011. The structure contains approximately 500 tandem spaces which are not used as this time due to lack of demand. Activation of the tandem spaces requires additional tandem parking personnel. The

500 spaces are reduced from the count available to the public. Other reductions include spaces assigned for fleet use such as Metrolink, TSA, Amtrak, Security services, storage, etc. Some of these areas are also used for construction staging while others have become inaccessible for security reasons. While many of these spaces are re-claimable if demand increases, the general parking counts consider them unavailable in order to maintain the consistency of multi-year comparisons.

Table 6-1
Union Station/Gateway Transit Center Station Parking Utilization Summary

	Spaces Available (2011 count)	%Occupied in 2007	%Occupied in 2008	%Occupied in 2011
Underground Parking	1,860	63%	55%	63%
TOTAL	1,860	63%	55%	63%

Recommendation

- Consider a reallocation of spaces and storage to maximize available non-tandem parking.
- Improve wayfinding signage in the parking garage.



Figure 6-1 & Figure 6-2 show how several parking spaces (P4) are now used for storage, reducing the total parking capacity.

Station: Civic Center/Tom Bradley

Address: 101 S Hill St
Los Angeles, CA 90013

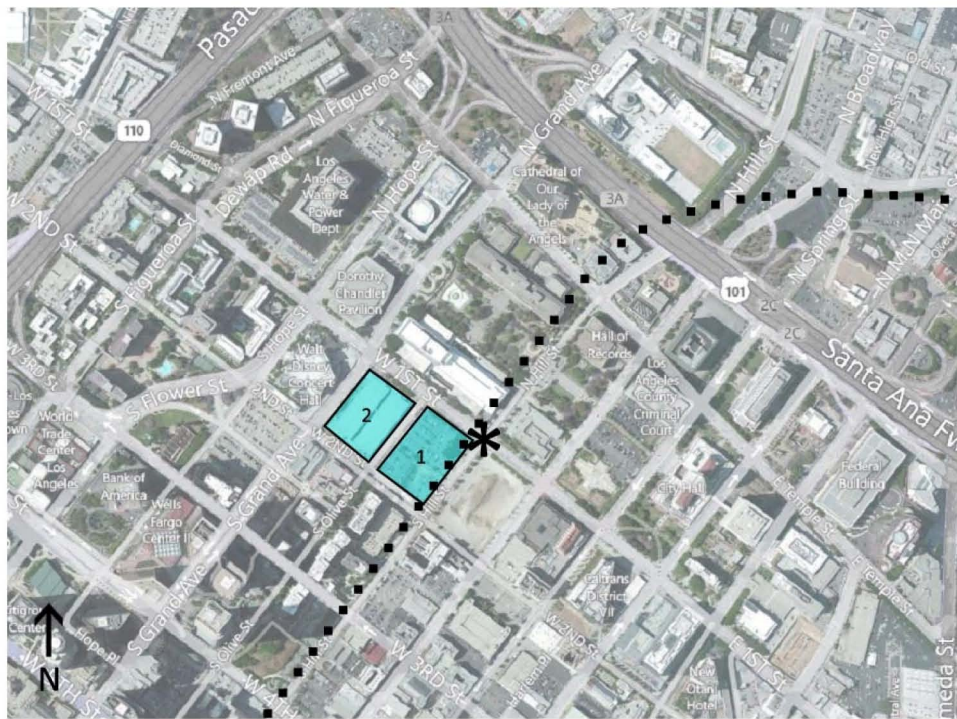
No Metro Park and Ride at this Station.

Environmental Setting

The Civic Center/Tom Bradley Station is located in the Civic Center area of downtown Los Angeles. Development in the area primarily consists of government and cultural buildings. The Los Angeles County Courthouse, Kenneth Hahn Hall of Administration, Hall of Records, Los Angeles Times Mirror Square, MOCA, Walt Disney Concert Hall, and the Dorothy Chandler Pavilion are among a few of the major destinations that are located near this station.

Parking and Site Assessment

Metro does not have a park and ride facility at the Civic Center/Tom Bradley Station. However, there are several public parking facilities serving the area and may provide spaces should there be demand for parking at this station (see Table 6-2). On-street parking in the area consists of spaces that are metered and limited to one-hour parking, with restrictions on nearly every street during the morning and evening rush hours.



Map 6-2

LEGEND

- * = Civic Center/ Tom Bradley Station
- = Potential Parking Location
- ■ ■ ■ = Red Line + Purple Line

Table 6-2

Non-Metro owned parking facilities adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	120 S. Olive St. (across the street from the court house)	Public Parking Lot	Approx. 500 spaces
2.	301 W. First Street	Public Parking Structure	Approx 400 spaces

Recommendation

- There is no parking recommendation for this station.

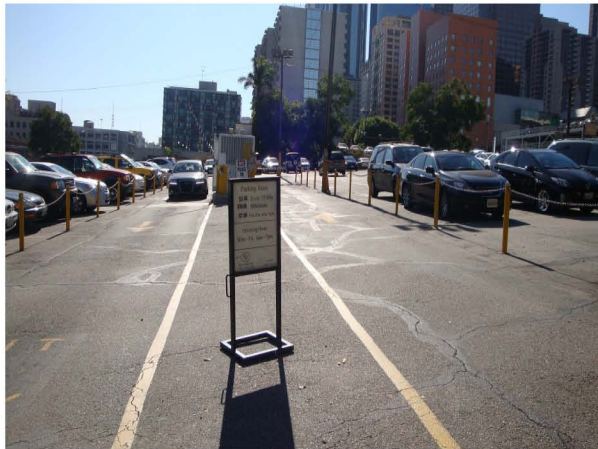


Figure 6-3 Public Parking on Olive (#1 on Table 6-2)



Figure 6-4 Public Parking structure on Olive. (#2 on Table 6-4)

Station: Pershing Square

Address: 500 S Hill St
Los Angeles, CA 90017

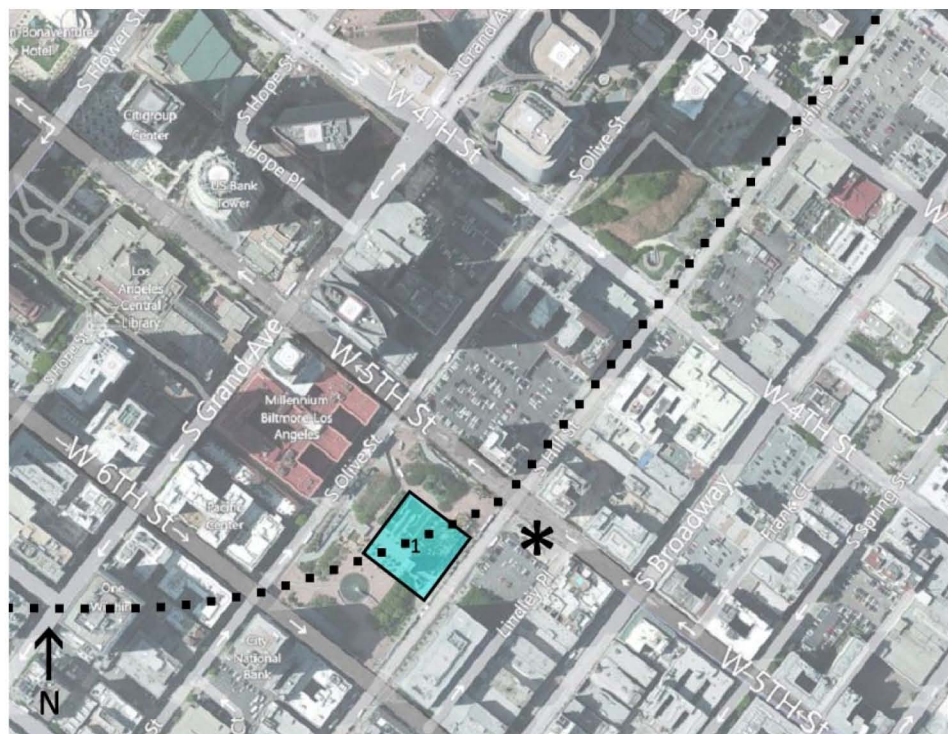
No Metro Park and Ride at this Station.

Environmental Setting

The Pershing Square Station is located in the Historic Core, adjacent to the Financial District of downtown Los Angeles. The station's south portal is across S. Hill St. from Pershing Square. The surrounding land uses include office buildings, ground-level retail space, and residential buildings. Major landmarks near this station include the Millennium Biltmore Hotel, Central Library, U.S. Bank Tower, and the Jewelry District.

Parking and Site Assessment

Metro does not have a park and ride at the Pershing Square Station. However, there are several parking facilities serving the area and may provide spaces should there be demand for parking at this station (see Table 6-3). The average rate for parking in the area is \$16 per day, or range between \$2 and \$3 per 15-minute duration. On-street parking options include spaces that are metered, limited to one-hour, and restricted during morning and/or afternoon rush hours.



Map 6-3

LEGEND

* = Pershing Square

■ = Potential Parking Location

■ ■ ■ ■ = Red Line + Purple Line

Table 6-3

Non-Metro owned parking facilities adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	530 S. Olive St.	Pershing Square Public Parking	NA

Recommendation

- There is no parking recommendation for this station.

Station: 7th Street/Metro Center

Address: 660 S. Figueroa St.
Los Angeles, CA 90017

No Metro Park and Ride at this Station.

Please refer to Chapter 4, Blue Line Station 7th & Metro Center Station.

Station: Westlake/MacArthur Park

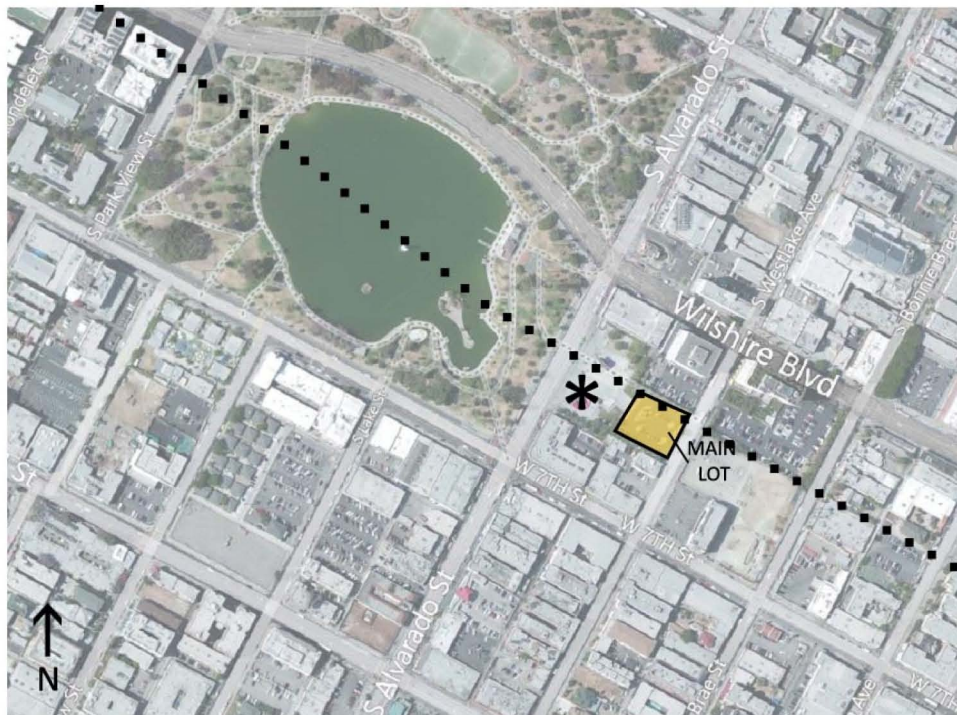
Address: 676 S. Alvarado St
Los Angeles, CA 90057

Environmental Setting

The Westlake/MacArthur Park Station is located in the Westlake community in the City of Los Angeles. The station is across MacArthur Park and approximately one mile west of SR-110 (Pasadena Freeway). The surrounding land uses are commercial and multi-family residential.

Parking and Site Assessment

Metro owns one park and ride lot at the Westlake MacArthur Park Station with 18 spaces (see Map 6-4). Because this facility was converted during the construction of the Metro joint development project, its first count was conducted in late 2011 with an 94 percent utilization rate. On-street metered parking, with time restrictions, is available on W. 7th St., Wilshire Blvd., Bonnie Brae St., and other collector streets. There are several public parking facilities in the area that charge an average rate of \$5 per 20-minute duration and a maximum daily rate of \$30.



Map 6-4

LEGEND

- * = Westlake/ MacArthur Park Station
- = Park and Ride
- ■ ■ ■ = Red Line

There is a transit-oriented development being built adjacent to the MacArthur Park Station offering affordable housing units, retail uses, and 100 parking spaces for transit patrons at the north corner of Bonnie Brae St. and W. 7th St. This structure is part of the Metro joint

development project. The first phase of the project is scheduled to be completed by summer 2012. The next phase of the project will include development directly above the station and will result in reconfiguration of the area including the existing 18-space lot.

The 2011 count also identified the need for increased scheduled maintenance. The station is located within a heavy pedestrian and transit-dependent area. The station and surrounding areas could benefit from additional pedestrian amenities and enhancement of the pedestrian experience for transit patrons.

Table 6-4
Westlake/MacArthur Park Station Parking Utilization Summary

	Spaces Available (2011 count)	%Occupied in 2007	%Occupied in 2008	%Occupied in 2011
Main Lot	18	NA	NA	94%
TOTAL	18	NA	NA	94%

Recommendations

- Increase station internal and external maintenance efforts including Metro parking lot.
- Increase surveillance efforts at the station.



Figure 6-5 A 2011 count observed 80% percent utilization of Metro’s park and ride lot at MacArthur Park Station.

Station: Wilshire/Vermont

Address: 3183 Wilshire Blvd
Los Angeles, CA 90010

No Metro Park and Ride at this Station.

Environmental Setting

The Wilshire/Vermont Station is located in the Mid-Wilshire/Koreatown District in the City of Los Angeles. The surrounding land uses are commercial and multi-family residential. Southwestern Law School is within close proximity to the station. Farmer’s market events are held once a week on Fridays at the Wilshire/Vermont Station (see Figure 6-6).

Parking and Site Assessment

Metro does not have a park and ride at the Wilshire/Vermont Station. However, there is one City of Los Angeles owned lot with approximately 75 parking spaces near the station that should be considered for acquisition for transit parking (see Map 6-5 and Figure 6-7 below). This lot is located north of the station at the southwest corner of Vermont Ave. and 6th St. There is a need for better wayfinding and signage directing patrons to the station and informing them that it is a transfer point between the Red and Purple Lines.



Map 6-5

LEGEND

- * = Wilshire/ Vermont Station
- = Potential Parking Location
- ■ ■ ■ = Red Line + Purple Line

Table 6-5
Non-Metro owned parking facilities adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	Address Unknown	Public Parking	Approx. 75 spaces

Recommendations

- Add wayfinding and signage at the station directing transit riders to correct rail line/destination.
- At minimum, develop consistent, high-quality wayfinding and signage directing patrons to the station and to the parking facility. Information including directions and parking rates could be provided on-line or on maps.
- Pursue acquisition of parking facilities listed on Table 6-5.

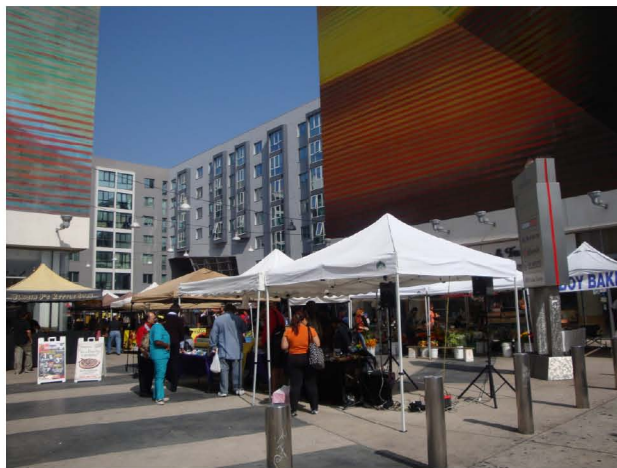


Figure 6-6 Farmer’s market event held weekly at the Wilshire/Vermont Station plaza.



Figure 6-7 City of Los Angeles owned lot at corner of Vermont & 6th St. (#1 on Table 6-5)

Station: Vermont/Beverly

Address: 310 N Vermont Ave
Los Angeles, CA 90004

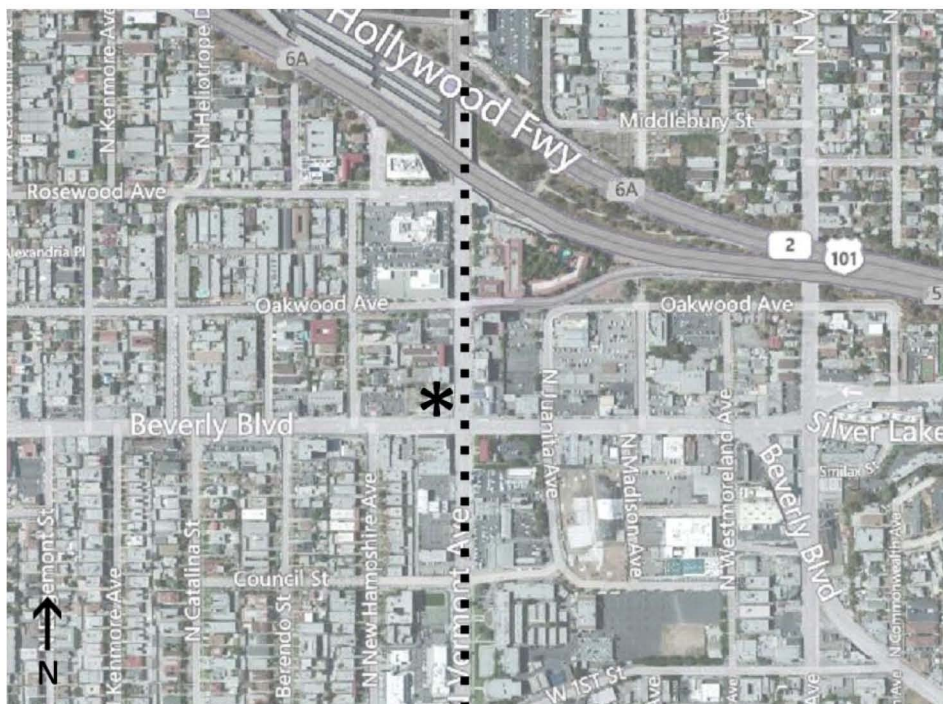
No Metro Park and Ride at this Station.

Environmental Setting

The Vermont/Beverly Station is located in the City of Los Angeles. The surrounding uses consist of commercial and residential developments. The U.S. Route 101 (Hollywood Freeway) is approximately one-quarter mile north of the station. The station is located on the northwest corner of Beverly Blvd. and N. Vermont Ave.

Parking and Site Assessment

Metro does not have a park and ride at the Vermont/Beverly Station. Metered on-street parking is available along Vermont Ave. and Beverly Blvd. The pedestrian environment surrounding this station is not ideal as there is insufficient shade around the station and along the main streets leading up to the station and bus stops nearby (see Figure 6-9).



Map 6-6

LEGEND

* = Vermont/Beverly Station

■ ■ ■ ■ = Red Line

Recommendations

- Encourage the City of Los Angeles to improve sidewalk conditions along Vermont Ave. and Beverly Blvd.
- Provide pedestrian upgrades to create an environment that is more pedestrian-oriented.
- Enhance the walking experience by adding benches, lighting and trees near the station.



Figure 6-8 bicycle amenities at Vermont/Beverly.



Figure 6-9 There are very few or no trees to provide shade for pedestrians accessing the station.

Station: Vermont/Santa Monica/LA City College

Address: 1041 N Vermont Ave
Los Angeles, CA 90029

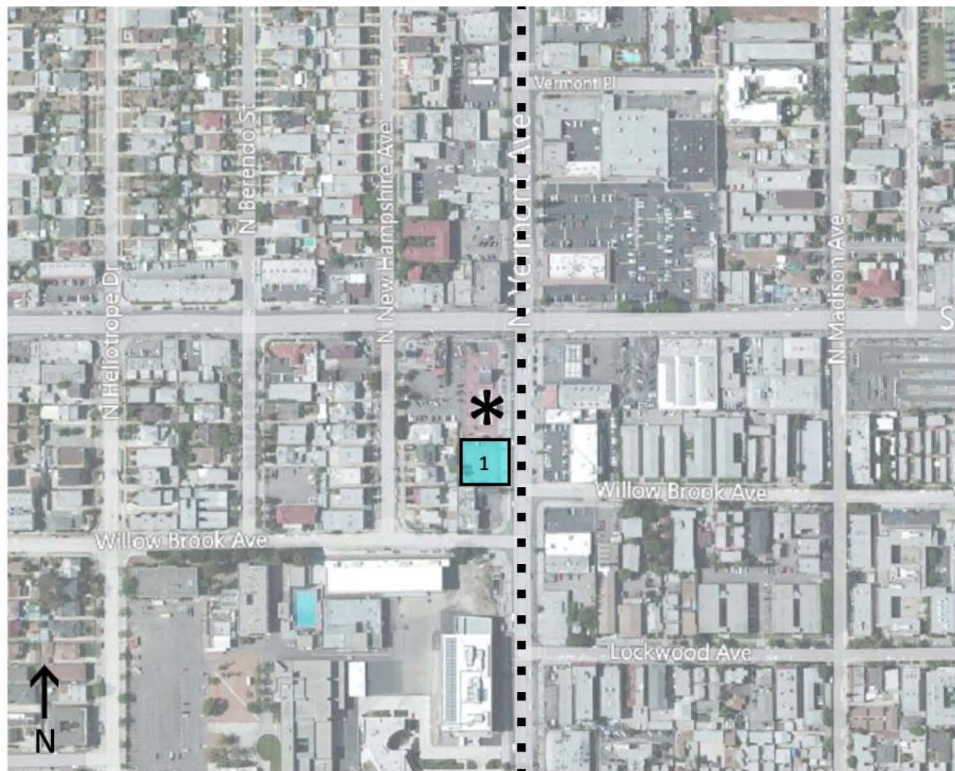
No Metro Park and Ride at this Station.

Environmental Setting

The Vermont/Santa Monica/LA City College Station is located in the City of Los Angeles. The station's south portal is adjacent to the Los Angeles City College. The surrounding land uses consist of commercial and multi-family residential developments.

Parking and Site Assessment

Metro does not have a park and ride lot at the Vermont/Santa Monica/LA City College Station. However, Metro owns one lot with approximately 70 parking spaces near the station that could be considered for transit parking (see Map 6-7 and Table 6-6). On-street metered parking is available on Santa Monica Blvd., Vermont Ave., and the south side of Willow Brook Ave. On-street parking on residential streets west of Vermont Ave has time restrictions, while parking on residential streets east of Vermont Ave is unrestricted.



Map 6-7

LEGEND

- * = Vermont/ Santa Monica/
LA City College
- = Potential Parking Location
- ■ ■ ■ = Red Line

Recommendation

- Convert Metro property to transit parking and install signage indicating parking for transit patrons is available.

Table 6-6

Non-Metro owned parking facilities adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	Address Unknown	Vacant lot	Approx. 70 spaces



Figure 6-10 Street vendors outside the Vermont/Santa Monica/LA City College Station.



Figure 6-11 Adjacent lot is closed to the public.

Station: Vermont/Sunset

Address: 1500 N Vermont Ave
Los Angeles, CA 90027

No Metro Park and Ride at this Station.

Environmental Setting

The Vermont/Sunset Station is located in the City of Los Angeles amidst a large concentration of major medical campuses. Kaiser Permanente Los Angeles, Children’s Hospital of Los Angeles, and Hollywood Presbyterian Medical Center are in close proximity to the station. Other land uses surrounding the station consist of commercial and residential developments.

Parking and Site Assessment

Metro does not have a park and ride lot at the Vermont/Sunset Station. Limited on-street metered parking with time limits is available on Catalina St., Vermont Ave., Sunset Blvd., and Fountain Ave. There is a need for better tree coverage along Sunset Blvd. and Vermont Ave. to provide shade for pedestrians accessing the station and nearby bus stops as shown in Figures 6-12 and 6-13 below.



Map 6-8

LEGEND

- * = Vermont/ Sunset Station
- ■ ■ ■ = Red Line

Recommendation

- Encourage the City to improve pedestrian amenities, including street trees for shade.



Figures 6-12 and 6-13. Existing tree coverage does not provide sufficient refuge for pedestrians accessing the station and nearby bus stops along Sunset Blvd. and Vermont Ave., respectively.

Station: Hollywood/Western

Address: 5454 Hollywood Blvd
Los Angeles, CA 90028

No Metro Park and Ride at this Station.

Environmental Setting

The Hollywood/Western Station is located in the City of Los Angeles. The station is integrated in a joint development project that includes affordable housing and commercial uses. Surrounding land uses also consist of commercial and multi-family residential development. Little Armenia, Thai Town, and the Hollywood Promenade commercial complex are a few major destinations located in close proximity to the station.

Parking and Site Assessment

Metro does not have a park and ride at the Hollywood/Western Station. Metered on-street parking is provided on Saint Andrews Pl, Western Ave, Hobart Blvd, and Hollywood Blvd. This station has unrestricted on-street parking available on Garfield Pl., Serrano Ave., Loma Linda Ave., Carlton Way, and Harold Way.



Map 6-9

LEGEND

- * = Hollywood/Western Station
- ■ ■ ■ = Red Line

Recommendation

- There is no parking recommendation for this station.



Figure 6-14 The Hollywood/Western Station has no park and ride lot.

Station: Hollywood/Vine

Address: 6250 Hollywood Blvd
Los Angeles, CA 90038

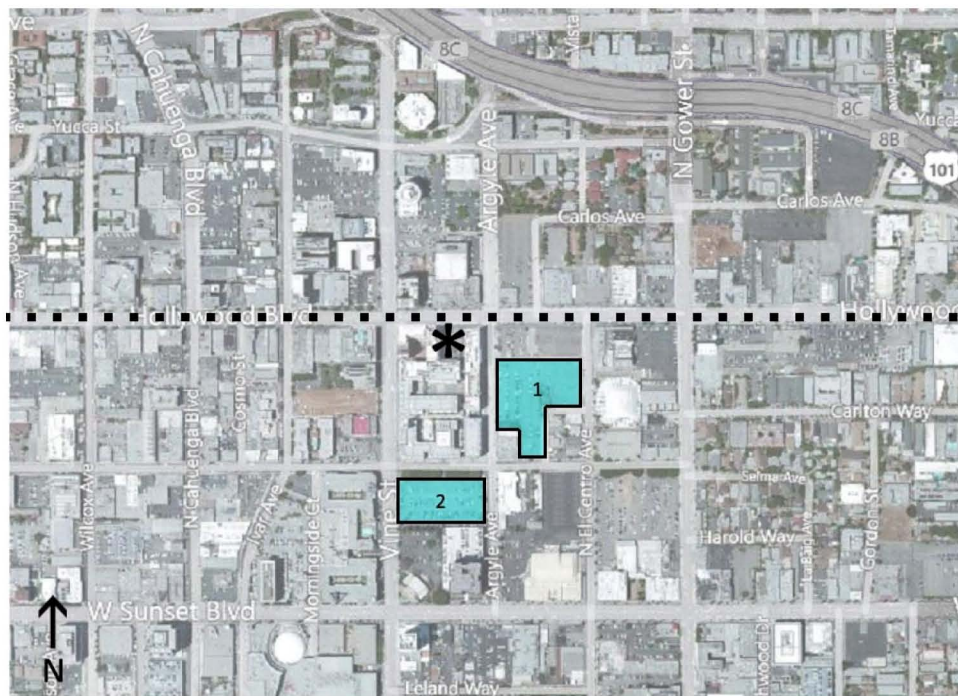
No Metro Park and Ride at this Station.

Environmental Setting

The Hollywood/Vine Station is located in the community of Hollywood in the City of Los Angeles. The station plaza is integrated into the W Hotel development. The surrounding land uses are primarily commercial, but also include a number of new multi-family residential developments. The Pantages Theater, Capitol Records building, Hollywood Palladium, and Henry Fonda Theater are few of the major landmarks located within close proximity of the station.

Parking and Site Assessment

Metro does not have a park and ride lot at the Hollywood/Vine Station. A park and ride facility existed where the W Hotel and Legacy Apartments project currently stands.



Map 6-10

LEGEND

- * = Hollywood/ Vine Station
- = Potential Parking Location
- ■ ■ ■ = Red Line

There are several public parking facilities serving the area that may be considered for parking should there be a demand for transit parking at this station (see Table 6-7). On-street parking is available on most streets and typically metered. Parking at 1640 Argyle Ave. between Hollywood Blvd. and Selma Ave. is available to the public and in close proximity to the

station. The rate at this location was \$8 per day (summer 2011). Sidewalks along Selma Ave. between Vine St. and Argyle Ave. need to be repaired due to ficus tree roots seriously damaging the sidewalks along Selma Ave.

Table 6-7

Non-Metro owned parking facilities adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	1634 Argyle Ave.	Public Parking	Approx. 500 spaces
2.	1540 Vine St.	Public Parking	Approx 350 spaces

Recommendation

- Improve pedestrian connections to the station and encourage the City to maintain clean and safe sidewalk conditions.



Figure 6-15 Public parking at 1634 Argyle Ave.



Figure 6-16 Public parking at 1540 Vine.

Station: Hollywood/Highland

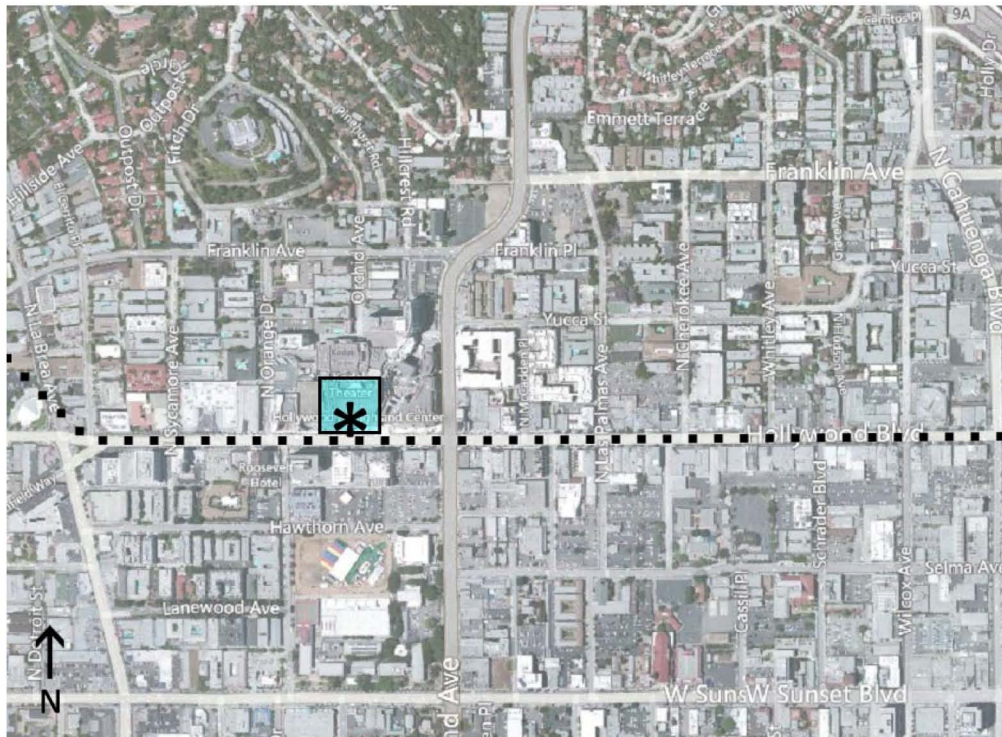
Address: Hollywood Blvd. & N Highland Ave.
Los Angeles, CA 90028

Environmental Setting

The Hollywood/Highland station is located in the Hollywood and Highland Center, a large retail and entertainment complex, in the City of Los Angeles. This station is located within a major tourist destination and serves entertainment centers such as the Kodak Theater, El Capitan Theater, the Roosevelt Hotel, the Hollywood Bowl, and the Wax Museum. Other surrounding land uses include commercial and multi-family residential developments.

Parking and Site Assessment

Metro does not have a park and ride at the Hollywood/Highland Station. There is an underground parking structure owned by the City of Los Angeles, which is a part of the Hollywood and Highland Center with 3,000 paid parking spaces that can be considered for transit parking (see Table 6-8). The underground parking structure is between 50 to 60 percent occupied on an average weekday. The maximum parking rate at this location is \$2 per two-hour period with validation, or \$10 dollars per day. There are additional public parking lots in the vicinity that serve the area. On-street metered parking with time restrictions is located on Highland Ave., Mc Cadden Pl., Las Palmas Ave., and Hollywood Blvd.



Map 6-11

LEGEND

- * = Hollywood/ Highland Station
- = Potential Parking Location
- ■ ■ ■ = Red Line

Table 6-8
Non-Metro owned parking facilities adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	Hollywood/Highland Center	Underground public parking	3,000 spaces

Recommendation

- Provide information on Metro’s website regarding public parking facilities located near the station.



Figure 6-17 High volumes of pedestrian traffic at the Hollywood/Highland Station.



Figure 6-18 There are 3,000 public parking spaces at the Hollywood/Highland development available to transit riders, although pricing may be prohibitive.

Station: Universal City

Address: Lankershim Blvd & Universal Terrace Pkwy
Los Angeles, CA 90028

Environmental Setting

The Universal City Station is located in the City of Los Angeles, just north of US-101 (Hollywood Freeway) and adjacent to the Campo de Cahuenga historic site. Surrounding land uses include commercial, residential, and entertainment developments. Patrons can walk to or access the Universal Studios theme park, Universal CityWalk, and the Gibson Amphitheatre via shuttle from the station. Shuttle service is also available to and from the Hollywood Bowl during special events.

Parking and Site Assessment

There are three surface park and ride lots at Universal City Station with a total of 899 parking spaces. The Main Lot is owned by Metro and is located directly above the underground station located at the northwest corner of Campo de Cahuenga Way and Lankershim Blvd. This lot has a total of 661 parking spaces with 96 Reserved Paid Parking spaces. Lot 1 is owned by Caltrans and is located at the northwest corner of Ventura and Lankershim Blvds. Lot 2 is owned by the County of Los Angeles and is located just north of Lot 1 on Ventura Blvd.



Map 6-12

LEGEND

- * = Universal City Station
- = Park and Ride
- ■ ■ ■ = Red Line

Total parking utilization for both paid and Reserved Paid Parking was 83 percent in 2007, and 96 percent in 2008 and 94 percent in 2011. Use of Reserved Paid Parking was less consistent over the years with a 75 percent utilization rate in 2007; 100 percent in 2008; and 65 percent in 2011.

**Table 6-9
Universal Station Parking Utilization Summary**

	Spaces Available (2011 count)	%Occupied in 2007	%Occupied in 2008	%Occupied in 2011
Main Lot	565	99%	100%	100%
Reserved Paid Parking	96	75%	100%	65%
Lot 1	78	94%	126%	119%
Lot 2	160	26%	67%	76%
TOTAL	899	83%	96%	94%

Note: During 2011, 95 paid parking permits were issued.

Parking stall markings are faded at both Lots 1 and 2 making it difficult to identify parking stall locations. Several cars were parked in unmarked spaces at both Lots 1 and 2 during the 2008 and 2011 counts.

The surrounding land uses and streets are auto-centric, which create an unfriendly pedestrian environment and difficult for pedestrians to access between the stations and the parking lots. In order to access the station from these lots, patrons must walk under the Hollywood Freeway along Ventura Blvd. and Lankershim Blvd. These streets are major traffic corridors which are heavily littered and very noisy. The undercrossing is not well lit, also littered with trash and debris, malodorous, and noisy. In addition, there is no crosswalk to connect Lots 1 and 2 (see Figure 6-19). In addition, Lot 1 does not have any wayfinding and signage near the entrance indicating that the lot is available to Metro transit patrons (see Figure 6-21).

Recommendations

- Provide wayfinding and signage at Lots 1 and 2 to direct transit patrons to the station entrance.
- Provide wayfinding and signage with maps at the Main Lot to inform transit patrons that additional parking is available at Lots 1 and 2.
- Provide wayfinding and signage to inform transit users that the Reserved Paid Parking spaces are available and free after 11:00 a.m.
- Build a parking structure or utilize car parking stackers at this station to increase capacity.
- Install parking technology to provide real-time parking information.



Figure 6-19 Reserved Paid Parking spaces were 65% utilized in 2011.



Figure 6-20 Lot 1 was 119% utilized in 2011.



Figure 6-21 There is no crosswalk to connect Lots 1 and 2.

Station: North Hollywood

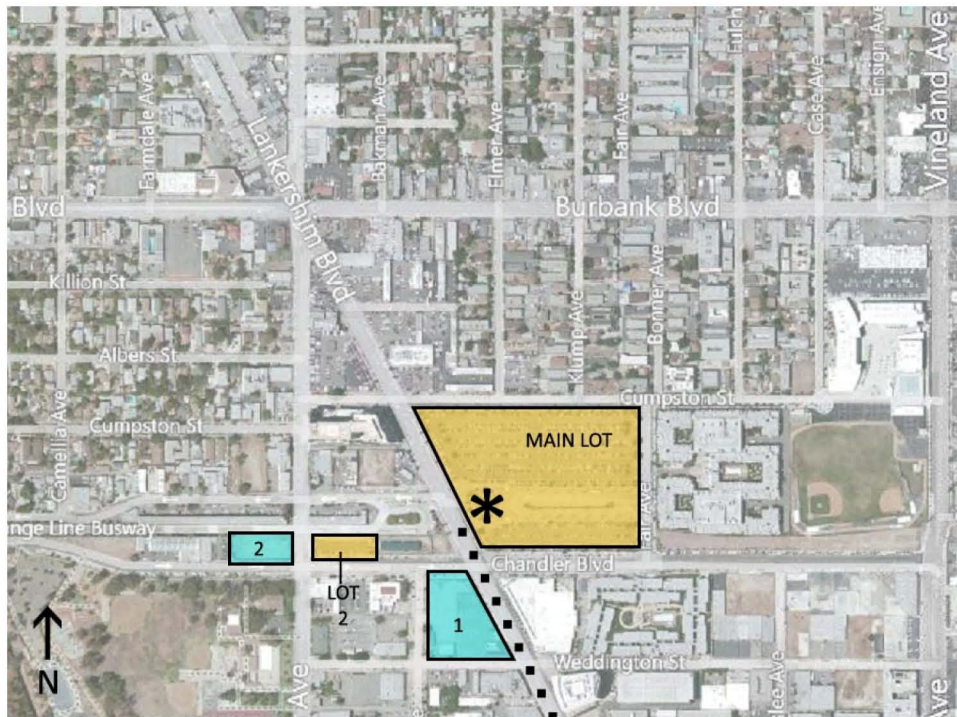
Address: 11211 Chandler Blvd.
North Hollywood, CA 91601

Environmental Setting

The North Hollywood Station, in the City of Los Angeles, is the terminus of the Metro Red Line and provides a connection to the terminus of the Orange Line Transitway. The station is less than one-half mile east of SR-170 (Hollywood Freeway). The surrounding land uses are primarily commercial and residential, including both multi-family and single-family residential developments. The NoHo Tower, NoHo Commons, the Academy of Television Arts & Sciences, and the NoHo Arts District are in close proximity to the station.

Parking and Site Assessment

Metro owns two park and ride lots at the North Hollywood Station totaling 951 parking spaces (see Map 6-13 and Table 6-10). The Main Lot is located east and north of the North Hollywood Station portal. Lot 2 is adjacent to the Orange Line bay at the northeast corner of Tujunga Ave. and Chandler Blvd.



Map 6-13

LEGEND

- * = North Hollywood Station
- = Park and Ride
- = Potential Parking Location
- ■ ■ ■ = Red Line

Utilization for both lots in 2007 was 91 percent. In 2008, utilization increased to 98 percent and decreased to 93 percent in 2011. Between 2008 and 2011, the number of Reserved Paid

Parking spaces increased from 218 to 305. Utilization of the Reserved Paid Parking spaces was 73 percent in 2007, 100 percent in 2008, and 85 percent in 2011. On-street parking in the area is available and typically metered. There are two vacant lots near the station. One is owned by Metro and is scheduled for development and the other is privately owned.

**Table 6-10
North Hollywood Station Parking Utilization Summary**

	Spaces Available in 2007 & 2008	%Occupied in 2007	%Occupied in 2008	Spaces Available in 2011	%Occupied in 2011
Main Lot	692	99%	100%	605	100%
Reserved Paid Parking	218	73%	100%	305	85%
Motorcycle	23	22%	17%	23	13%
Lot 2	18	89%	100%	18	89%
TOTAL	951	91%	98%	951	93%

Note: During summer 2011, 336 parking permits were issued.

**Table 6-11
Non-Metro owned parking facilities adjacent to Metro Station**

No.	Location	Current Land Use	Capacity
1.	5311 Lankershim Blvd. (Metro owned)	Vacant lot	Approx. 450 spaces
2.	11405 Chandler Blvd.	Vacant property	Approx. 80 spaces

Recommendations

- Pursue opportunities to provide Metro parking on the Metro joint development parcel and/or acquire the other property listed on Table 6-11 for parking.
- Build a parking structure or utilize car parking stackers at this station to increase capacity.
- Increase number of Reserved Paid Parking spaces.
- Increase wayfinding and signage informing transit users that the Reserved Paid Parking spaces are available and free after 11:00 a.m.
- Restripe Lot 1 to increase parking spaces.



Figure 6-22 All free parking spaces are occupied at by 7:00 a.m.



Figure 6-23 All parking spaces were occupied in 2008 and 2011 in Lot 2.



Figure 6-24 Metro-owned lot currently being leased.



Figure 6-25 Vacant lot on Chandler that could be used for Metro parking.



Figure 6-26 The No. Hollywood Station has historically had high bicycle parking demand.



Figure 6-27 There is a high demand for free and Reserved Paid Parking.

Station: Wilshire/Normandie

Address: 3510 Wilshire Blvd
Los Angeles, CA 90005

No Metro Park and Ride at this Station.

Environmental Setting

The Wilshire/Normandie Station is located between a food court and the Metroplex Wilshire office building near the southwest corner of Wilshire Blvd. and S. Normandie Ave. of the Wilshire Center/Koreatown District in the City of Los Angeles. The surrounding land uses consist of commercial and multi-family residential developments.

Parking and Site Assessment

There is no Metro park and ride facility at the Wilshire/Normandie Station. However, there are several parking facilities serving the area that can be considered for shared parking should there be a future demand for transit parking at this station (see Table 6-12). Typical parking rates in the area are approximately \$1.75 per 15-minute duration, or \$14 maximum per day. On-street parking on Wilshire Blvd. and W. 6th St. is typically metered and has time restrictions. Parking on nearby streets is typically limited to a two-hour period during the day.



Map 6-14

LEGEND

- * = Wilshire/ Normandie Station
- = Potential Parking Location
- ■ ■ ■ = Purple Line

Table 6-12

Non-Metro owned parking facilities adjacent to Metro Station

No.	Location	Current Land Use	Capacity
1.	3530 Wilshire Blvd.	Metroplex Wilshire parking	Approx. 2,000 spaces
2.	3440-70 Wilshire Blvd.	Central Plaza parking	Approx. 500 spaces

Recommendation

- There is no parking recommendation for this station.



Figure 6-28 Public parking at Central Plaza



Figure 6-29 Public parking at Metroplex Wilshire

Station: Wilshire/Western

Address: 642 N. Western Ave.
Los Angeles, CA 90004

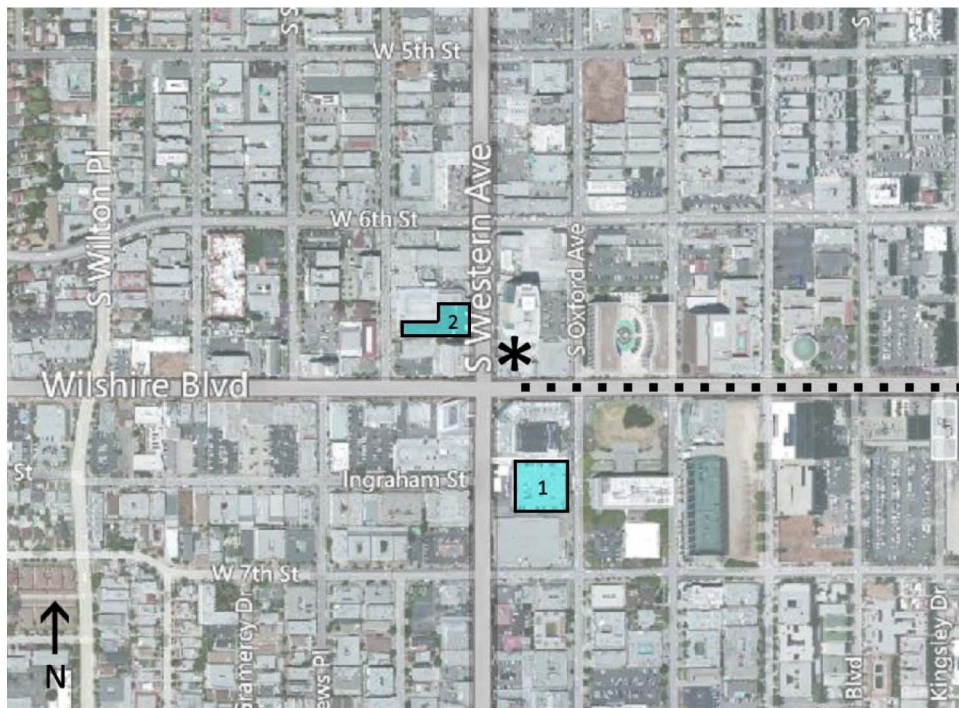
No Metro Park and Ride at this Station.

Environmental Setting

The Wilshire/Western Station is located in the Wilshire Center/Koreatown area at the northeast corner of Wilshire Blvd. and S. Western Ave in the City of Los Angeles. The subterranean station is located within Solair Wilshire, a Metro joint development project, which consists of residential condominiums, commercial and retail uses. The surrounding land uses also include commercial and multi-family residential developments. The Wiltern Theater and new Ma Dang Courtyard entertainment complex are in close proximity to the station.

Parking and Site Assessment

There is no Metro park and ride facility at Wilshire/Western Station. However, there are several parking facilities serving the area that may be considered should there be a demand for transit parking at this station (see Table 6-13).



Map 6-15

LEGEND

- * = Wilshire/ Western
- = Potential Parking Location
- ■ ■ ■ = Purple Line

Parking at this parking structure is \$10 per day or \$1 for every 15 minutes. On-street metered parking with time restrictions is available on Western Ave., 6th St., Wilshire Blvd. and Oxford Ave. Bus stops in the area are major transfer points and require additional bus stop capacity (see Figures 6-32 and 6-33).

Table 6-13
Non-Metro owned parking facilities adjacent to Metro Station

	Location	Current Land Use	Capacity
1	642 N. Western Ave.	Retail Parking	Approx.400 spaces
2	3780 Wilshire Blvd.	Public Parking	410 spaces

Recommendation

- Improve bus stop amenities near the station.

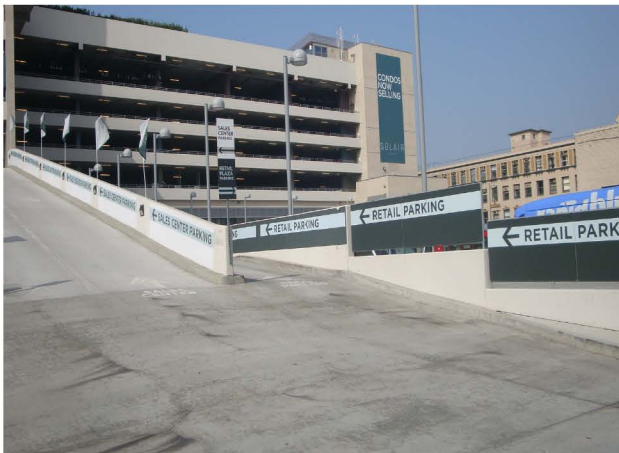


Figure 6-30 Parking at Wilshire/Western complex is not available to transit patrons. (#1 in Table 6-13)



Figure 6-31 Public parking on Western Ave. (#2 in Table 6-13)



Figures 6-32 and 6-33 Bus stops adjacent to the Wilshire/Western Station have high demand.

Chapter 7

Metro Gold Line



Chapter 7 Metro Gold Line Stations

The Metro Gold Line is a light rail line that opened in 2003. The line connects Union Station north to Pasadena. The Gold Line Eastside Extension opened in 2009 and extends the line east from Union Station to Atlantic Station in East Los Angeles.

The Gold Line has a total of 21 stations. Ten of the stations have park and ride facilities. There are a total of 148 Reserved Paid Parking spaces along the Gold Line at the following stations: Lake (50), Lincoln/Cypress (5), Sierra Madre Villa (63) and Fillmore (30). All parking spaces are available on a first-come, first-served basis and all Reserved Paid Parking spaces become available to the general public free of charge after 11:00 a.m.

Currently, Metro is managing the Eastside Access project that straddles jurisdictions of the City of Los Angeles and the unincorporated County of Los Angeles. This City portion of the project has recently finalized 30 percent design plans to improve linkages between four of the stations and its surrounding community. Improvements include enhanced sidewalks, bicycle lanes, and other pedestrian-oriented amenities, including landscaping, lighting and plazas, at the Pico-Aliso, Mariachi, Soto and Indiana stations. Final Design and construction is expected to be complete by 2015. Earlier this year Metro released a Request for Proposals for similar services along the stations in unincorporated East Los Angeles. It is expected that final design will be complete by late 2014 and with construction complete by 2018.

Station-specific recommendations for the Gold Line are listed in this chapter.

Station: Atlantic

Address: 5151 E. Pomona Bl.
Los Angeles, CA 90022

Environmental Setting

The Atlantic Station is located at the terminus of the Gold Line Station at the intersection of Atlantic Blvd. & Pomona Blvd. in East Los Angeles. The station is surrounded by commercial and residential development. Kaiser Permanente Hospital is across the street and East Los Angeles College is in close proximity to the station. The station is less than one-quarter mile from SR-60 (Pomona Freeway).

Parking and Site Assessment

Metro owns a four-level parking structure at this station with 262 parking spaces. Because this station and its associate parking lot opened in November 2009, the first parking count occurred in 2011, which was observed to be 53 percent. Pedestrian access is limited due to the large intersection pedestrians must cross to access the station. Nearby businesses have signs posted outside their parking lots indicating that Metro transit parking is not available. This may be indicative of insufficient wayfinding and signage directing transit patrons to the appropriate Metro parking structure location.



Map 7-1

LEGEND

- * = Atlantic Station
- = Park and Ride
- ■ ■ ■ = Gold Line

Table 7-1
Atlantic Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	262	NA	NA	53%
TOTAL	262	NA	NA	53%

Note: The Atlantic Station did not open until November 2009; therefore, there are no counts for 2007 and 2008.

Recommendation

- Install wayfinding and signage directing transit patrons to nearby Metro park and ride.



Figure 7-1. Parking structure entrance for the Atlantic Station.



Figure 7-2. Rooftop level at the Atlantic Station Lot had a 53% occupancy rate in 2011.

Station: East Los Angeles Civic Center

Address: 4780 E. 3rd Street
Los Angeles, CA 90022

No Metro Park and Ride at this Station.

Environmental Setting

The East Los Angeles Civic Center Station is located at the intersection of E. 3rd St. & Mednik Ave. in the East Los Angeles community of unincorporated Los Angeles County. The station is surrounded by commercial and residential developments. Belvedere Park, East Los Angeles Library, Sheriff's Station, Superior Court, community centers, several schools, and the East Los Angeles Civic Center are within close proximity to the station. The station is within one-half mile of SR-60 (Pomona Freeway).

Parking and Site Assessment

Metro does not have a park and ride at the East Los Angeles Civic Center Station. The Atlantic Station is approximately one-half mile from the East Los Angeles Civic Center Station. Patrons can use the park and ride at the Atlantic Station, which has the capacity to accommodate additional parking demand. Therefore, additional parking capacity at this station is currently unnecessary. Additional trees to provide shade and refuge for pedestrians along 3rd St. and Mednik Ave. could improve the connections to the station and nearby bus stops.



Map 7-2

LEGEND

- * = East LA Civic Center Station
- ■ ■ ■ = Gold Line

Recommendations

- Encourage the city to improve pedestrian amenities including adding trees near this station.
- Add wayfinding and signage to inform riders at this station that parking is available at the Atlantic Station.

Station: Maravilla

Address: 4520 E. 3rd Street
Los Angeles, CA 90022

No Metro Park and Ride at this Station.

Environmental Setting

The Maravilla Station is located on the east side of the intersection of E. 3rd St. & Ford Blvd. in the East Los Angeles community of unincorporated Los Angeles County. The station is surrounded by commercial and residential uses. The I-710 (Long Beach Freeway) and SR-60 (Pomona Freeway) are in close proximity to the station.

Parking and Site Assessment

Metro does not have a park and ride at the Maravilla Station. The Maravilla Station is approximately one mile from the Atlantic Station and less than two miles from the Indiana Station, both have a park and ride lot with the capacity to accommodate additional parking demand. Therefore, additional transit parking is unnecessary at this station at this time.



Map 7-3

LEGEND

- * = Maravilla Station
- ■ ■ ■ = Gold Line

Recommendation

- Wayfinding and signage directing parking to other stations.

Station: Indiana

Address: 210 S. Indiana Street
Los Angeles, CA 90063

Environmental Setting

The Indiana Station is located in the community of Boyle Heights in the City of Los Angeles. The station is surrounded by commercial and residential developments. El Mercado and Evergreen Cemetery are in close proximity to the station. The SR-60 (Pomona Freeway) is less than one mile from the station.

Parking and Site Assessment

Metro owns one park and ride lot at the Indiana Station with 42 parking spaces. In 2011, parking occupancy was 45 percent. The park and ride is not easily visible. There are several signs around the stations indicating where Metro parking is available for transit patrons. Sidewalks along First and Indiana Streets are narrow, limiting pedestrian access to the station (see Figure 7-5).



Map 7-4

LEGEND

- * = Indiana Station
- = Park and Ride
- ■ ■ ■ = Gold Line

Table 7-2
Indiana Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	42	NA	NA	45%
TOTAL	42	NA	NA	45%

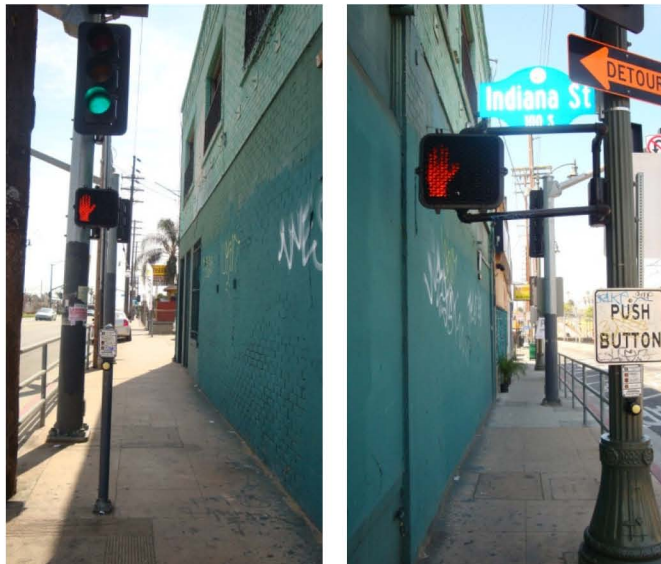
Note: The Indiana Station did not open until November 2009; therefore, there are no counts for 2007 and 2008.

Recommendation

- Encourage the City of Los Angeles and Los Angeles County to improve sidewalk conditions within their jurisdictions.



Figure 7-3. Occupancy at the Indiana Station was 45% in 2011.



Figures 7-4 and 7-5. Sidewalks at E. 3rd St. and Indiana Ave. are narrow.

Station: Soto

Address: 2330 E. First Street
Los Angeles, CA 90033

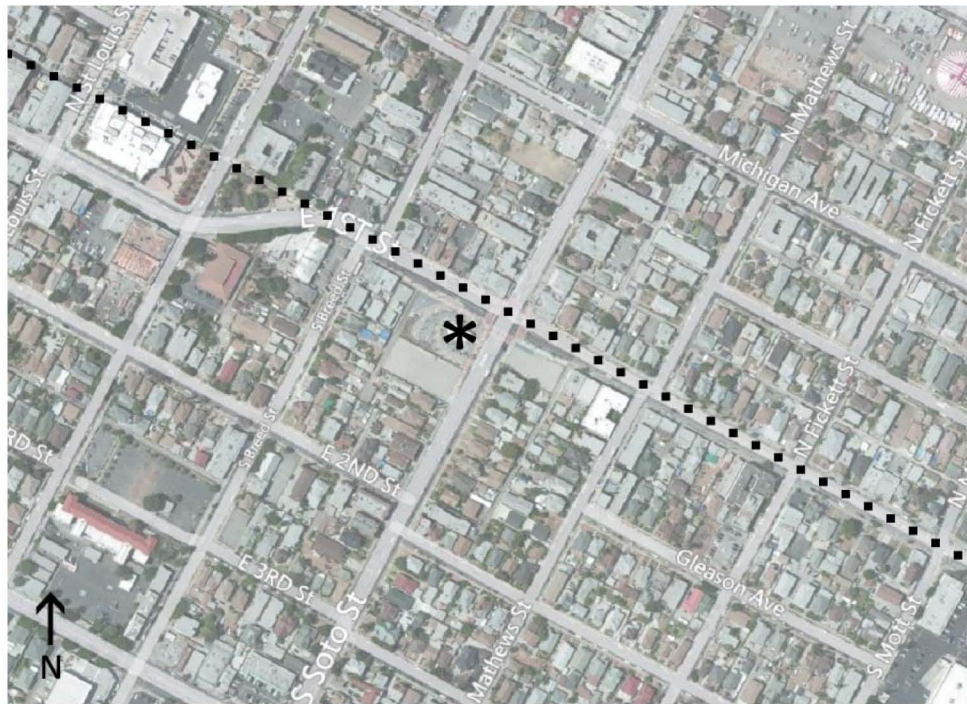
No Metro Park and Ride at this Station.

Environmental Setting

The Soto Station is located in the community of Boyle Heights in the City of Los Angeles. The station is surrounded by commercial and residential uses.

Parking and Site Assessment

Metro does not have a park and ride lot at the Soto Station. The Indiana Station is approximately one mile from the Soto Station. Transit patrons can use the park and ride lot at the Indiana Station. Therefore, additional parking capacity at this station is currently unnecessary. There are two lots adjacent to the Soto Station owned by Metro, but unavailable for parking as they are scheduled for transit-oriented development in the near future.



Map 7-5

LEGEND

- * = Soto Station
- ■ ■ ■ = Gold Line

Recommendation

- Encourage the City of Los Angeles to improve sidewalk conditions near the station.

Station: Mariachi Plaza

Address: 1831 E. First Street
Los Angeles, CA 90033

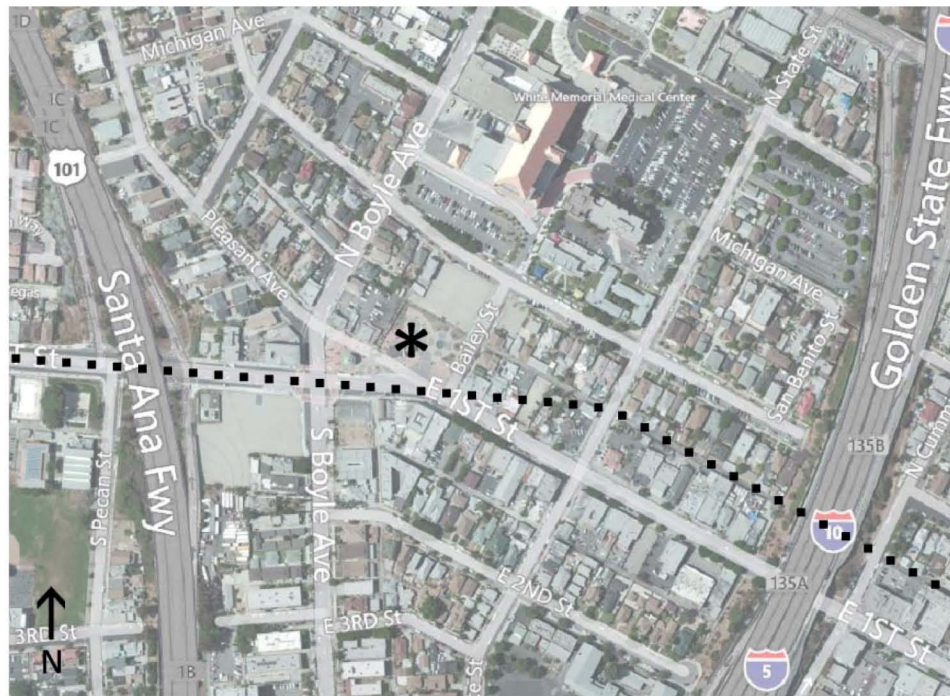
No Metro Park and Ride at this Station.

Environmental Setting

The Mariachi Plaza is located in the community of Boyle Heights in the City of Los Angeles. The station is surrounded by commercial and residential uses. The station is within walking distance of Hollenbeck Park, and adjacent to White Memorial Medical Center and Mariachi Plaza. The station is located near the 1-5 (Golden State Freeway) and I-10 (Christopher Columbus Transcontinental Freeway).

Parking and Site Assessment

Metro does not have a park and ride at the Mariachi Station. There are four vacant lots surrounding the station. One is owned by the Community Redevelopment Agency of Los Angeles (CRA/LA), the other three are owned by Metro. The Metro-owned lots are scheduled for transit-oriented development in the near future.



Map 7-6

LEGEND

- * = Mariachi Plaza Station
- ■ ■ ■ = Gold Line

Recommendation

- There is no parking recommendation for this station.

Station: Pico/Aliso

Address: 1311 E. First Street
Los Angeles, CA 90033

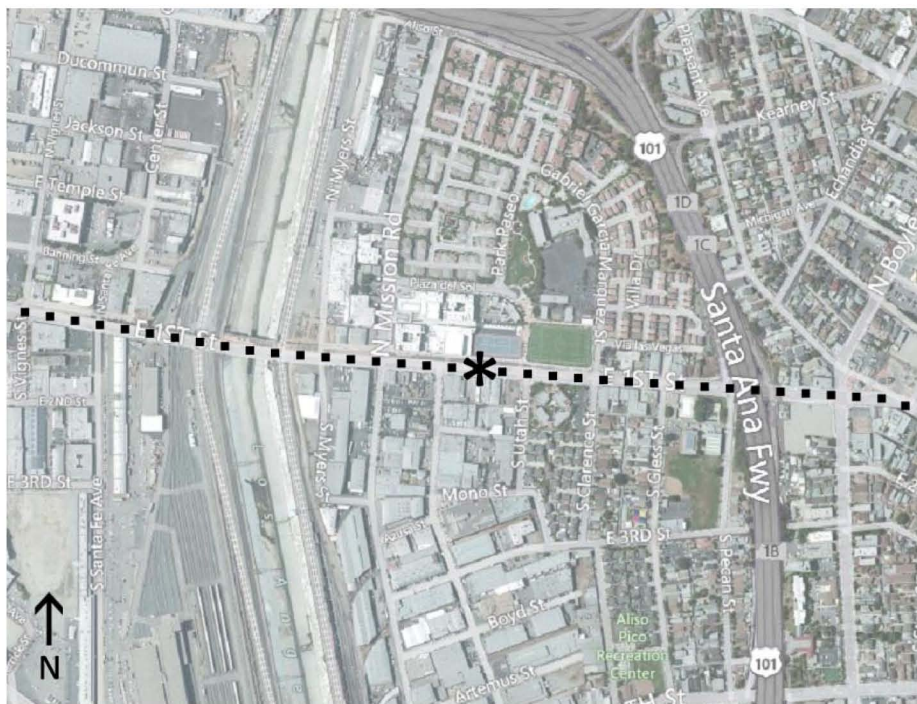
No Metro Park and Ride at this Station.

Environmental Setting

The Pico/Aliso station is located in the community of Boyle Heights in the City of Los Angeles. The station is surrounded by commercial and residential developments, and in close proximity to the Pueblo del Sol residential project and several schools.

Parking and Site Assessment

Metro does not have a park and ride at the Pico/Aliso Station. The Little Tokyo/Arts District Station is approximately one mile west of the Pico/Aliso Station. Transit patrons can use public parking facilities near the Little Tokyo/Arts District Station, which has the capacity to accommodate additional parking demand. Additional parking capacity at this station is currently unnecessary.



Map 7-7

LEGEND

- * = Pico Aliso Station
- ■ ■ ■ = Gold Line

Recommendation

- There is no parking recommendation for this station.

Station: Little Tokyo/Arts District

Address: 200 N. Alameda Street
Los Angeles, CA 90012

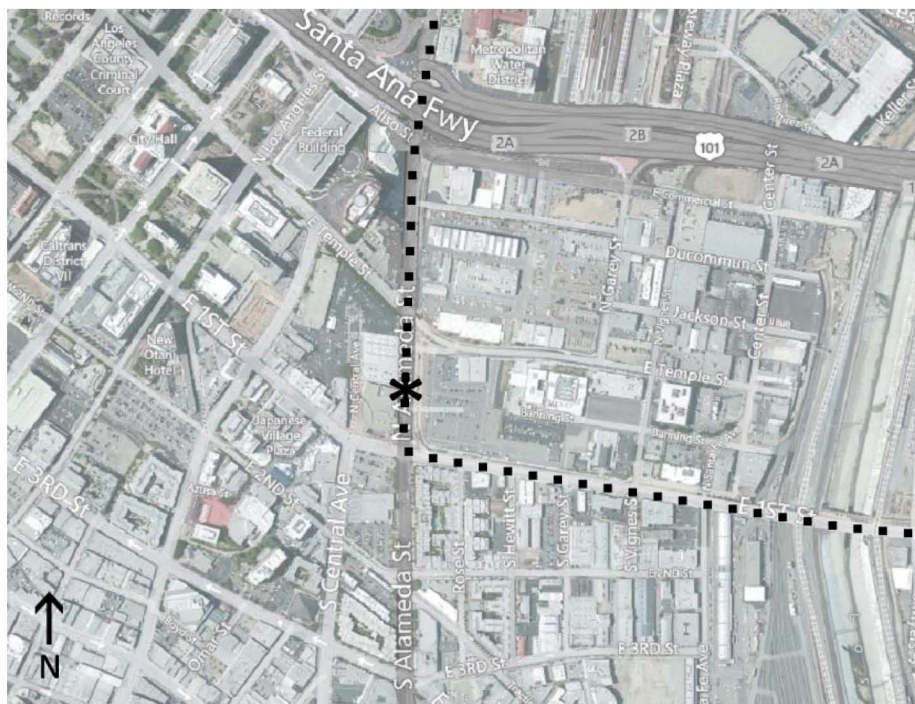
No Metro Park and Ride at this Station.

Environmental Setting

The Little Tokyo/Arts District station is located at the border of Little Tokyo and the Arts District. The station is surrounded by residential and commercial development. The Japanese American National Museum/Cultural Center, the MOCA Geffen Contemporary Art Museum, and several government buildings are in close proximity to the station.

Parking and Site Assessment

Metro does not have a park and ride at the Little Tokyo/Arts District Station. However, there are several public parking facilities serving the area with parking rates ranging from \$6 to \$8 dollars a day. On-street metered parking is provided along parts of Alameda St., Temple and S. Central St. with time limits ranging from one to four hours parking time limits. Due to future rail improvements no specific potential parking locations have been identified or recommended for this station.



Map 7-8

LEGEND

- * = Little Tokyo/
Arts District Station
- ■ ■ ■ = Gold Line

Recommendation

- There is no parking recommendation for this station.

Station: Union Station/Gateway Transit Center

Address: 801 Vignes St
Los Angeles, CA 90012

Please refer to Chapter 6, Metro Red & Purple Line Station for Union Station/Gateway Transit Center.

Station: Chinatown

Address: 901 N Spring Street
Los Angeles, CA 90012

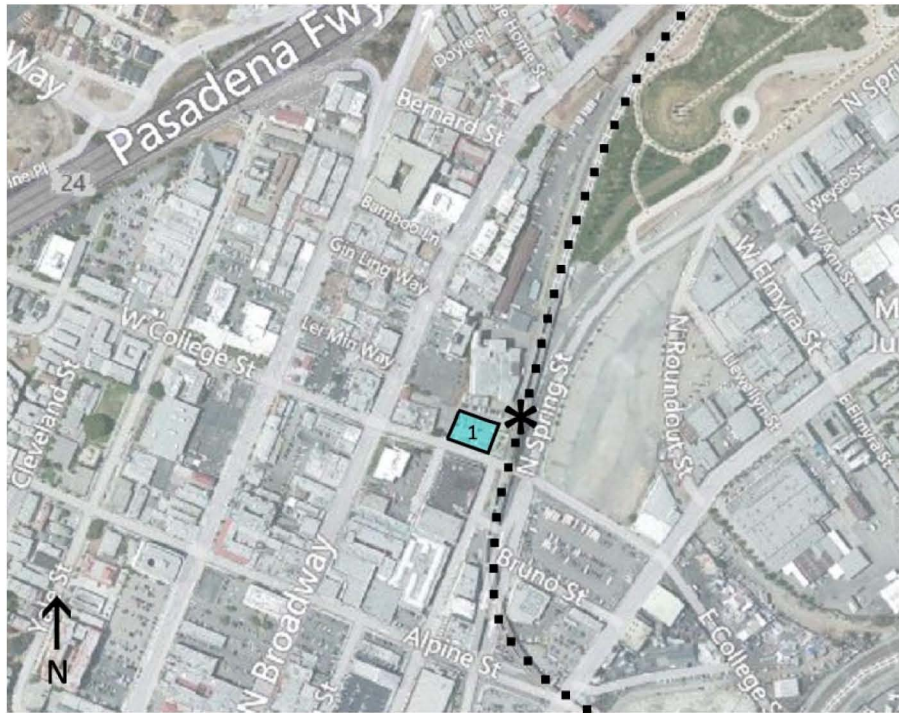
No Metro Park and Ride at this Station.

Environmental Setting

The Chinatown Station is located in the historic Chinatown community north of downtown Los Angeles. Nearby uses are primarily residential and commercial developments. The station is located immediately south of the Los Angeles State Historic Park (Cornfield State Park), about one-quarter mile southeast of SR-110 (Pasadena Freeway), and less than one mile north of US-101 (Hollywood Freeway).

Parking and Site Assessment

Metro does not have a park and ride at the Chinatown Station. However, there are several parking facilities serving the area (see Table 7-3). Adjacent to the station is a privately owned parking lot with a total of 60 parking spaces, 30 of which were occupied during the 2011 count. This lot is the future location of Blossom Plaza, a CRA/LA mixed-use development (see Figure 7-6). Pedestrian access to the station from the industrial areas east of the station is impeded by poor pedestrian linkages, cracked sidewalks at key intersections. There is limited wayfinding and signage directing patrons to the station entrance. On-street limited parking is available on Hill St., Broadway, Spring St., Alameda St., Alpine St., and College St.



Map 7-9

LEGEND

- * = Chinatown Station
- = Potential Parking Location
- ■ ■ ■ = Gold Line

Table 7-3
Non-Metro owned parking facilities adjacent to Metro Station.

No.	Location	Current Land Use	Capacity
1.	900 N. Broadway	Paid Public Parking	60 spaces

Recommendations

- Provide parking information on Metro website regarding transit patron parking at Union Station, less than one mile south of Chinatown Station.
- Provide information on Metro’s website regarding public parking facilities serving the area.
- Improve wayfinding by providing wayfinding and signage in Chinatown directing transit patrons to the station entrance.
- Improve pedestrian connections to the station and encourage the City to maintain clean and adequate sidewalk conditions.



Figure 7-6. Future location for Blossom Plaza from the Chinatown Station aerial platform.

Station: Lincoln/Cypress

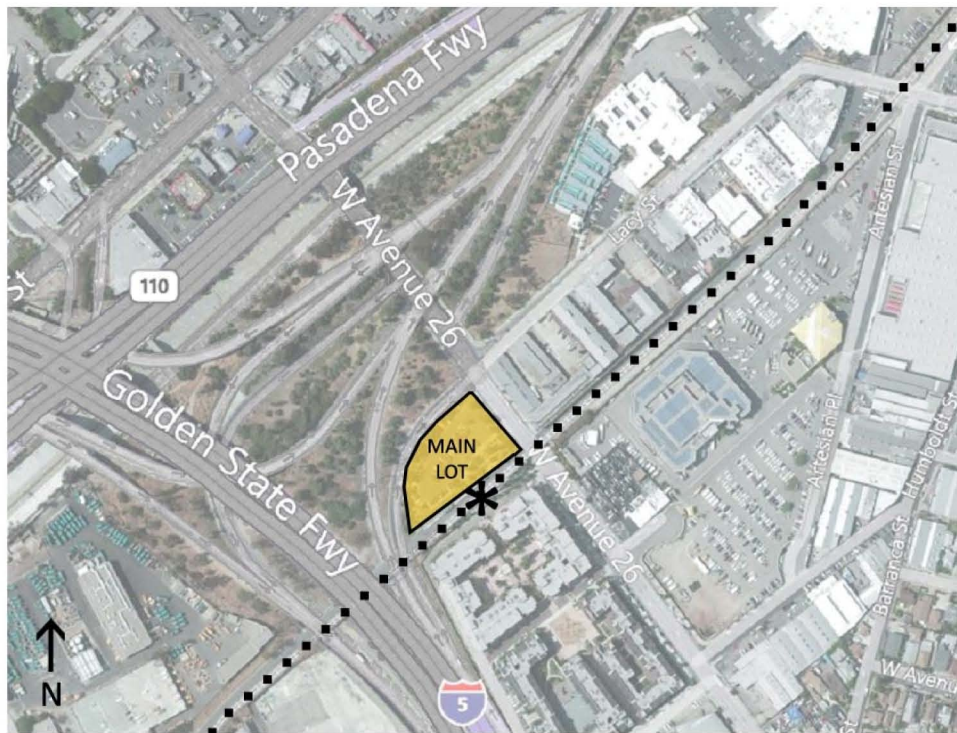
Address: 370 W. Avenue 26
Los Angeles, CA 90031

Environmental Setting

The Lincoln/Cypress station is located southeast of the SR-110 (Pasadena Freeway) and I-5 (Golden State Freeway) interchange. Nearby uses consist of industrial and residential developments.

Parking and Site Assessment

Metro owns one park and ride lot at the Lincoln/Cypress Station with 94 parking spaces. Utilization has been relatively stable over the years. In 2007, utilization was 84 percent. By 2008, demand increased to 94 percent. Usage slightly decreased to 83 percent by 2011. There are five Reserved Paid Parking spaces at the park and ride lot. Parking occupancy for the reserved program increased from zero to 40 percent from 2007 to 2008. In 2011, parking utilization of reserved spaces increased to 80 percent. On-street parking, many with time restrictions, is available on many of the adjacent streets.



Map 7-10

LEGEND

- * = Lincoln/ Cypress Station
- = Park and Ride
- ■ ■ ■ = Gold Line

**Table 7-4
Lincoln/Cypress Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	89	89%	97%	83%
Reserved Paid Parking	5	0%	40%	80%
TOTAL	94	84%	94%	83%

Note: In 2011, 6 permits were issued under the Reserved Paid Parking program.

Recommendation

- There is no parking recommendation for this station.



Figure 7-7. Park and ride lot at Lincoln/Cypress was 83% occupied in 2011.

Station: Heritage Square/Arroyo

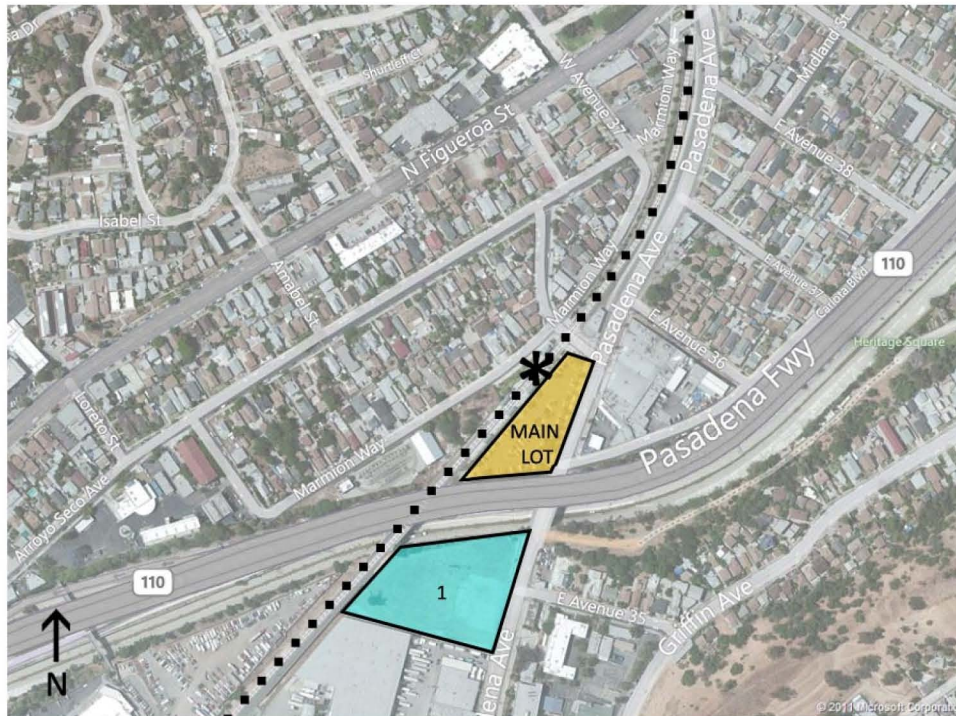
Address: 3545 Pasadena Ave
Los Angeles, CA 90031

Environmental Setting

The Heritage Square Station is located in the City of Los Angeles, immediately north of SR-110 (Pasadena Freeway) and the Arroyo Seco Parkway. Nearby uses primarily consist of residential developments.

Parking and Site Assessment

Metro owns one park and ride lot at the Heritage Square/Arroyo Station with 129 free parking spaces. In 2007, 78 percent of the spaces were occupied; 97 percent in 2008; and 95 percent in 2011. There is a vacant lot south of the SR-110, on the east side of Pasadena Ave. which is available for development (see Figure 7-9). The size of the lot and its proximity to the station makes it a potential site for transit parking or transit-oriented development. On-street parking is available on Marmion Way, Carlota Blvd., Ave. 35, and Ave. 36.



Map 7-11

LEGEND

- * = Heritage Square/ Arroyo Station
- = Park and Ride
- = Potential Parking Location
- ■ ■ ■ = Gold Line

Table 7-5
Heritage Square/Arroyo Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	129	78%	97%	95%
TOTAL	129	78%	97%	95%

Table 7-6
Non-Metro owned facilities adjacent to Metro Station.

No.	Location	Current Land Use	Capacity
1.	Southwest corner of Pasadena Ave and Pasadena Freeway	Vacant lot	Approx. 400 spaces

Recommendations

- Pursue opportunity to acquire vacant lot for additional transit patron parking.
- Initiate Reserved Paid Parking at this station.



Figure 7-8. Occupancy at Heritage Square/Arroyo was 95% in 2011.



Figure 7-9 Vacant lot south of SR-110, on the east side of Pasadena Ave.

Station: Southwest Museum

Address: 4600 Marmion Way
Los Angeles, CA 90065

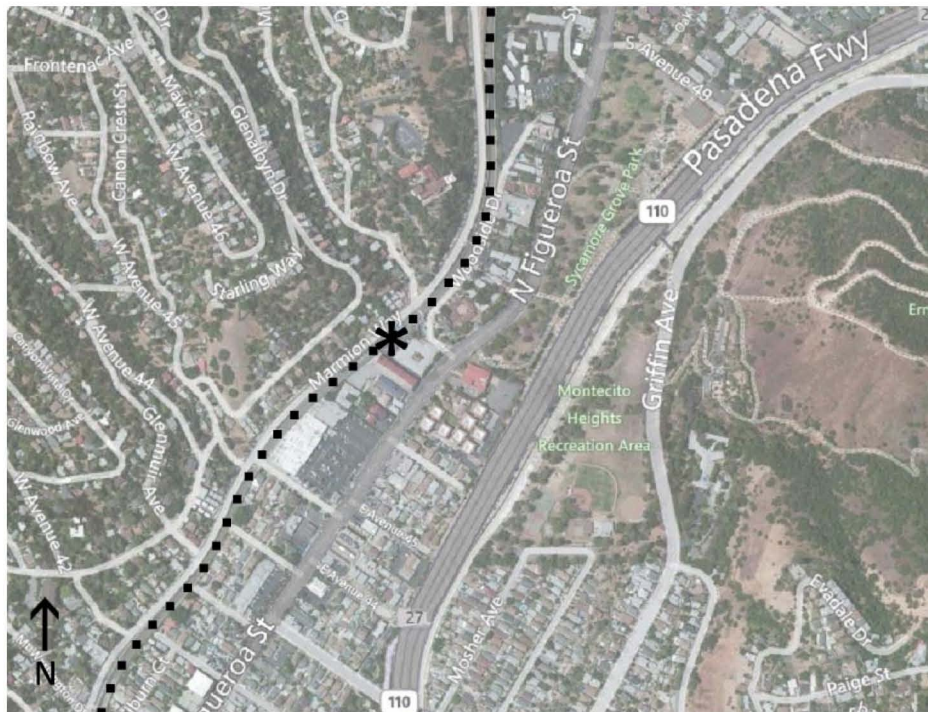
No Metro Park and Ride at this Station.

Environmental Setting

The Southwest Museum Station is located in the City of Los Angeles. Surrounding uses are residential and commercial. Southwestern Museum, Sycamore Grove Park, Montecito Heights Recreation Center and Ernest E. Debs Regional Park are located nearby.

Parking and Site Assessment

Metro does not have a park and ride at the Southwest Museum Station. There is unrestricted on-street parking available on Marmion Way. This station lacks appropriate pedestrian linkages, which creates barriers to transit use. Sidewalks are narrow along Marmion Way and north of Museum Dr. In 2008, pedestrians were observed walking towards the station sharing the roadway with fast-moving vehicles (see Figure 7-10). On the east side of Marmion Way, south of the station, sidewalk infrastructure is discontinuous. On the west side of Marmion Way near Ave. 45, the sidewalk is narrow and uneven, creating a hostile environment for pedestrians and limiting access for ADA patrons. Near the entrance of the station on Marmion Way and Museum Dr., the sidewalk is narrow, uneven, and obstructed by roadwork signs. The area needs better wayfinding and signage directing transit patrons trying to access the station from Figueroa St.



Map 7-12

LEGEND

- * = Southwest Museum Station
- ■ ■ ■ = Gold Line

Recommendations

- Improve wayfinding by providing wayfinding and signage on Figueroa St. and Marmion Way to the station entrance.
- Improve pedestrian connections to the station, and encourage the City to maintain clean and adequate sidewalk conditions.
- Encourage the City to construct new sidewalks.



Figure 7-10. Inadequate sidewalk infrastructure on Marmion Way.

Station: Highland Park

Address: 151 N. Ave 57
Los Angeles, CA 90042

No Metro Park and Ride at this Station.

Environmental Setting

The Highland Park Station is located in the City of Los Angeles. Nearby uses consist of residential and commercial development.

Parking and Site Assessment

Metro does not have a park and ride at the Highland Park Station. There are three parking lots nearby that are owned by the City of Los Angeles (see Map 7-13 and Table 7-7). Parking at these lots is metered with a maximum time limit of 2 hours. The lots have graffiti. On-street parking is available on Figueroa St. and along Avenues 55 to 59.



Map 7-13

LEGEND

- * = Highland Park Station
- = Potential Parking Location
- ■ ■ ■ = Gold Line

Table 7-7

Non-Metro owned parking facilities adjacent to Metro Station.

No.	Location	Capacity
1.	Southside of Marmion Way, between Ave. 57 & Ave. 58 (City of LA Lot No. 636)	More than 100 spaces
2.	South corner of Marmion Way & Ave. 59 (City of LA Lot No. 637)	Approx. 35 spaces
3.	Southside of Figueroa St, between Ave. 56 & Roselawn Pl. (City of LA Lot No. 639)	Approx. 45 spaces

Recommendation

- Pursue opportunities for shared or acquisition of parking facilities listed on Table 7-7.



Figures 7-11 and Figure 7-12. Parking lots adjacent to the station are owned by the City of Los Angeles.

Station: Mission

Address: 905 Meridian Ave
South Pasadena, CA 91030

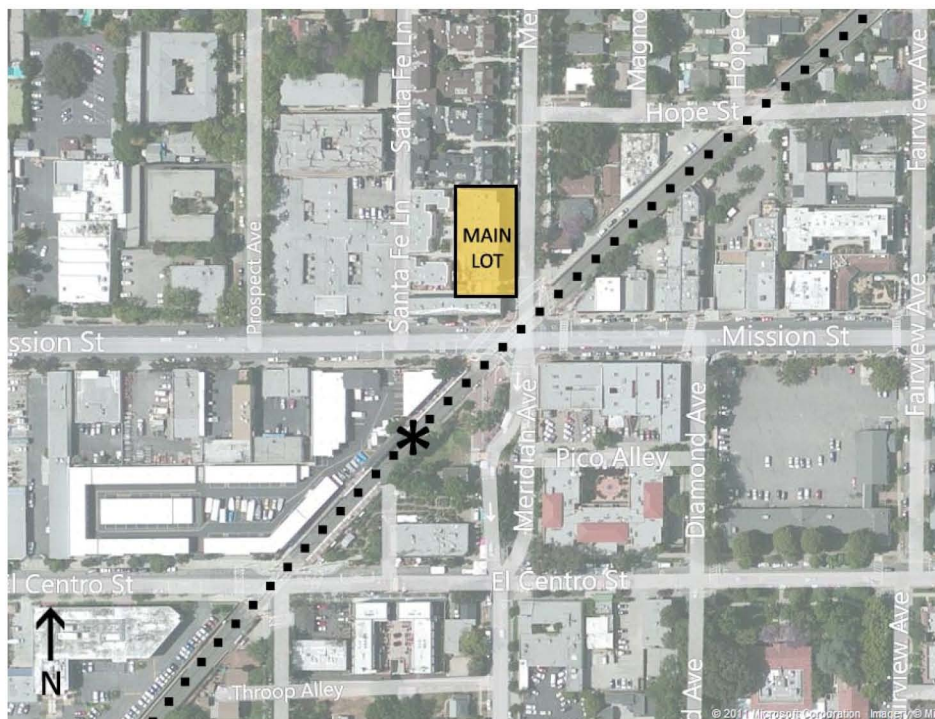
No Metro Park and Ride at this Station.

Environmental Setting

The Mission Station is located in the City of South Pasadena approximately one-quarter mile south of the SR-110 (Pasadena Freeway). Nearby uses consist of residential and commercial development.

Parking and Site Assessment

The City of South Pasadena owns one parking structure near this station providing 142 transit parking spaces. The parking structure at this location is shared with a mixed-use development. Occupancy in 2007 was at 96 percent; 73 percent in 2008; and 100 percent in 2011. Currently there are no signs at the parking structure entrance indicating transit parking is available.



Map 7-14

LEGEND

- * = Mission Station
- = Park and Ride
- ■ ■ ■ = Gold Line

Table 7-8
Mission Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Paid	142	96%	73%	100%
TOTAL	142	96%	73%	100%

Note: This facility is not owned by Metro; therefore paid parking at this location is not part of Metro’s Reserved Paid Parking program.

Recommendation

- Provide wayfinding and signage directing transit patrons to the Mission Meridian parking facility.

Station: Fillmore

Address: 95 Fillmore St
Pasadena, CA

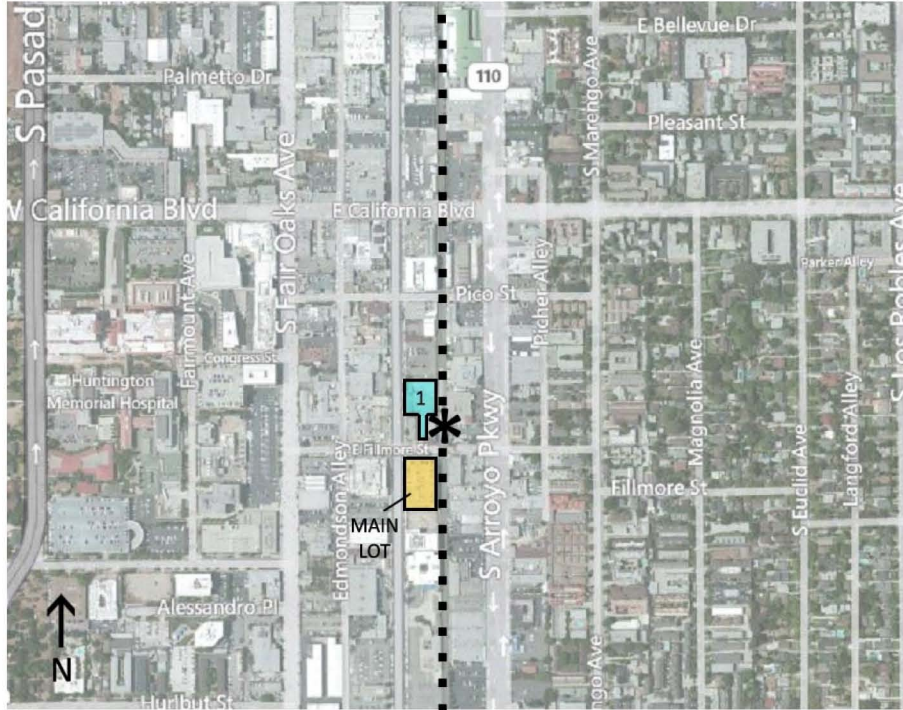
Environmental Setting

The Fillmore Station is located in the City of Pasadena. Nearby uses consist of commercial and residential development. Huntington Memorial Hospital is approximately one-quarter mile west of the station.

Parking and Site Assessment

In 2007, a temporary park and ride lot at Fillmore Station was provided to transit patrons. At the time it offered 134 parking spaces and was 90 percent occupied. Occupancy of the 14 Reserved Paid Parking spaces was 14 percent in 2007. There are no occupancy counts for 2008 because parking was not available at the time due to construction. A new parking structure was opened in late 2008 offering 400 parking spaces. Metro's contribution to the development of the parking structure secured 160 parking spaces for transit patrons. Parking at this facility is shared with a medical office that is adjacent to the parking structure. Metro transit patrons must obtain a ticket from a ticket machine at the entrance of the structure to park for free. Only 130 tickets are available to transit riders each day on a first-come, first-served basis in addition to the 30 reserved spaces. In 2011, all the free tickets were claimed by 7:30 a.m. Transit patrons that are part of the Reserved Paid Parking program must scan their key card to access the structure. Occupancy of reserved spaces was 13 percent in 2011.

The lot adjacent to the Metro station was previously used for temporary Metro parking and is currently available and may be considered should transit parking demand increase. On-street parking with time restrictions is available on Pico St., Fillmore St., Arroyo Parkway, and Marengo Ave. Raymond Ave. has on-street parking without time restrictions. Sidewalks on Arroyo Parkway, between California Blvd. and Pico St. are uneven and create difficult and unsafe conditions for patrons in wheelchairs and pedestrians accessing the station.



Map 7-15

LEGEND

- * = Fillmore Station
- Yellow box = Park and Ride
- Cyan box = Potential Parking Location
- = Gold Line

**Table 7-9
Fillmore Station Parking Utilization Summary**

	Spaces Available in 2007	% Occupied in 2007	Spaces Available in 2008	% Occupied in 2008	Spaces Available in 2011	% Occupied in 2011
Parking Structure	120	96%	NA	NA	130	100%
Reserved Paid Parking	14	43%	NA	NA	30	13%
TOTAL	134	90%	NA	NA	160	84%

Note: In 2011, 6 people were registered under the Reserved Paid Parking program.

**Table 7-10
Non-Metro owned parking facilities adjacent to Metro Station.**

No.	Location	Current Land Use	Capacity
1.	Northeast corner of Fillmore S. Raymond Ave	Paid Public Parking	Approximately 134 spaces

Recommendations

- Increase marketing efforts for Reserved Paid Parking at this location.
- Explore opportunity to lease or purchase paid parking lot adjacent to the Metro station.
- Improve Metro parking control system to maximize use of Metro spaces in private garage.



Figure 7-13. 100 percent of all the free parking spaces at Fillmore were occupied in 2011.

Station: Del Mar

Address: 230 S Raymond Ave
Pasadena, CA 91105

Environmental Setting

The Del Mar Station, located in the City of Pasadena, is surrounded by commercial and residential uses. The station is within walking distance of Old Town Pasadena, Paseo Colorado shopping center, Pasadena City Hall and Civic Auditorium, as well as the Pasadena Central Park.

Parking and Site Assessment

There are 290 spaces set aside for transit patrons at the Del Mar Station, 36 percent of which were utilized in 2007, and 75 percent in 2008. Parking utilization at this station increased in 2008 because the park and ride facility at the Fillmore station was closed and patrons were directed to park at the Del Mar parking facility. In 2011, utilization was 46 percent (see Table 7-10). Parking at Del Mar is shared with customers of the Archstone mixed-use development. Metro transit patrons pay \$2 per day with transit validation.



Map 7-16

LEGEND

- * = Del Mar Station
- = Park and Ride
- ■ ■ ■ = Gold Line

Table 7-11
Del Mar Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
P1	138	72%	98%	84%
P2	152	3%	55%	11%
TOTAL	290	36%	75%	46%

Note: This is a publicly owned parking facility that is privately operated. Paid parking at this facility is not part of Metro’s Reserved Paid Parking program.

Recommendations

- Increase marketing efforts of parking at this station.
- Improve wayfinding and signage at this station directing patrons to underground parking facilities and to train platforms from parking structure.



Figure 7-14. Occupancy at the Del Mar Station was 46% during 2011.

Station: Memorial Park

Address: 125 E Holly St
Pasadena, CA 91103

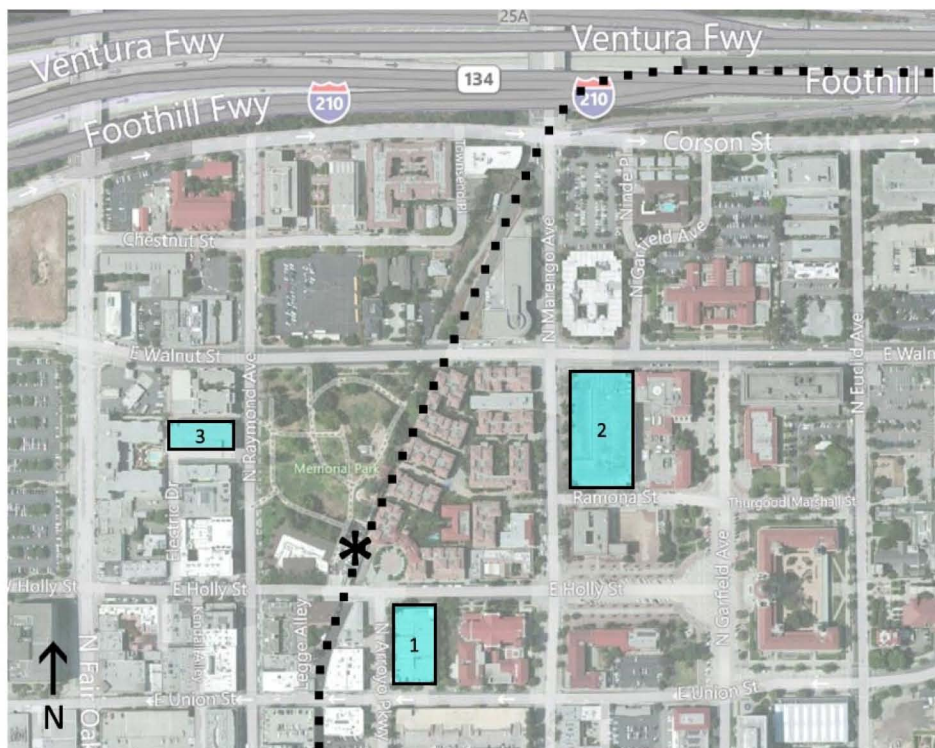
No Metro Park and Ride at this Station.

Environmental Setting

The Memorial Park Station, in the City of Pasadena, is surrounded by commercial and residential uses. Old Town Pasadena, Paseo Colorado shopping center, and Pasadena City Hall are within walking distance of the station.

Parking and Site Assessment

Metro does not have a park and ride lot at the Memorial Park Station. There are several parking facilities serving the area that may be considered for shared parking if there is demand for transit parking at this station (see Table 7-12). The Memorial Park Station is less than one-half mile away from the Del Mar Station which has the capacity to accommodate additional parking demand. On-street metered parking is available on Walnut St., Holly St., Union St., and Colorado Blvd., Fair Oaks Ave., Raymond Ave., Arroyo Parkway, Marengo Ave, and Garfield Ave.



Map 7-17

LEGEND

- * = Memorial Park Station
- = Potential Parking Location
- ■ ■ ■ = Gold Line

Table 7-12

Non-Metro owned parking facilities adjacent to Metro Station.

No.	Location	Current Land Use	Capacity
1.	135 E. Union St. (southeast corner of Holly & Arroyo)	First Baptist Church parking structure	Approx. 450 spaces
2.	240 Ramona Place (on Marengo between Ramona Place & Walnut)	Paid public parking structure	Approx. 600 spaces
3.	N. Raymond between Walnut & Holly	Public Parking	Approx. 300 spaces

Recommendation

- Explore shared parking opportunities with one or more of the existing parking facilities indicated in Table 7-12 if demand for parking at the Del Mar Station exceeds supply.



Figure 7-15. First Baptist Church parking structure (#1 on Table 7-11)



Figure 7-16. LA County parking structure at the corner of Ramona and Marengo (#2 on Table 7-11).

Station: Lake

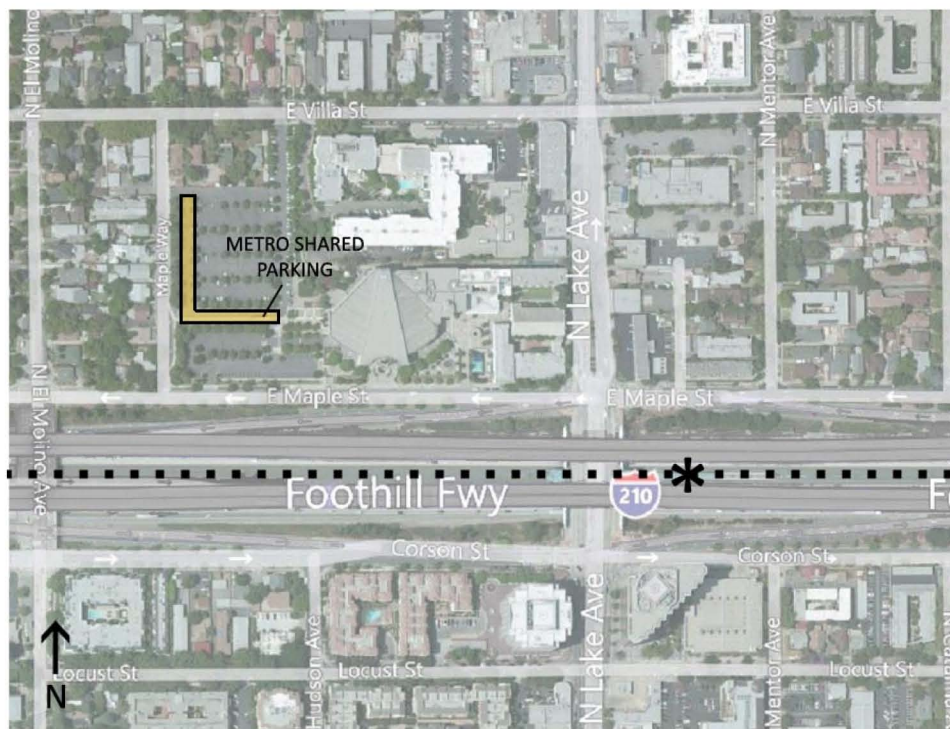
Address: 340 N Lake Ave
Pasadena, CA 91101

Environmental Setting

Lake Station is located along the median of I-210 (Foothill Freeway) in the City of Pasadena. Nearby uses consist of commercial and residential development.

Parking and Site Assessment

In 2007, Metro leased approximately 20 parking spaces from the Lake Ave. Church for transit patrons, and 20 percent were utilized at the time of the count. These spaces were dedicated to the Reserved Paid Parking program. In 2008, parking utilization increased to 100 percent. Since 2008, 30 additional parking spaces were added to the program bringing the total number of parking spaces to 50. At this time, Metro no longer leases the spaces. However, the Lake Ave Church continues to make the spaces available to patrons and works directly with the Reserved Parking Program vendor. All proceeds from the reserved spaces are sent directly to the Lake Ave. Church. In 2011, occupancy was observed to revert back to 20 percent. There is no wayfinding and signage at the entrance of the church parking lot indicating that Metro shared-parking is available at this station.



Map 7-18

LEGEND

- * = Lake Station
- = Park and Ride
- • • • = Gold Line

Table 7-13
Lake Ave Station Parking Utilization Summary

	Spaces Available in 2007 & 2008	% Occupied in 2007	% Occupied in 2008	Spaces Available in 2011	% Occupied in 2011
Reserved Paid Parking	20	20%	100%	50	20%
TOTAL	20	20%	100%	50	20%

Note: In 2011, 17 permits were issued under the Reserved Paid Parking program.

Recommendations

- Increase marketing efforts of Reserved Paid Parking program at this station.
- Work with church to add wayfinding and signage at the entrance of the church indicating Metro shared-parking is available.

Station: Allen

Address: 395 N Allen Ave
Pasadena, CA 91106

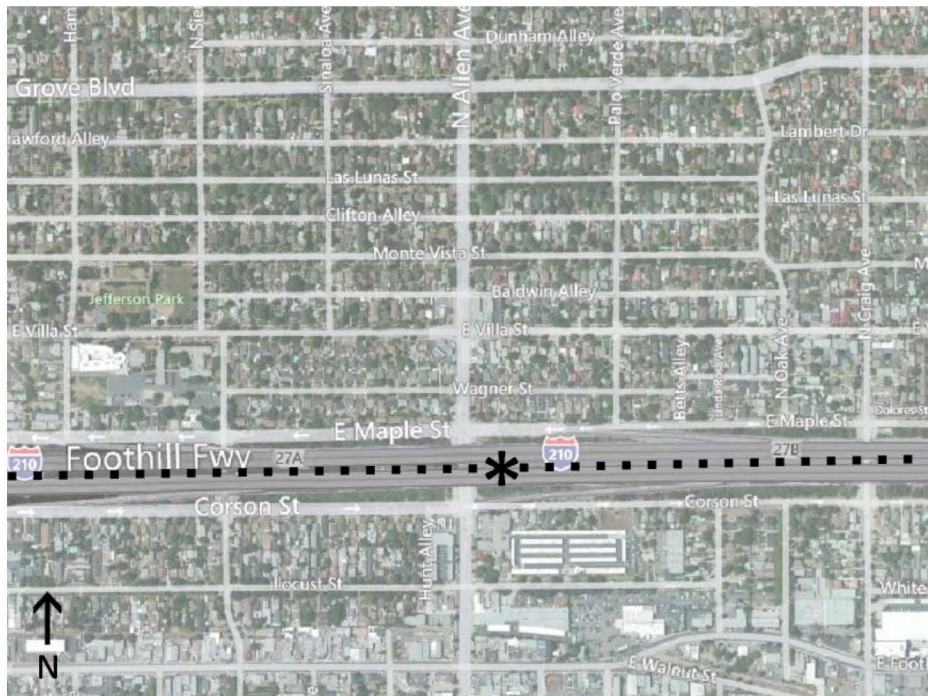
No Metro Park and Ride at this Station.

Environmental Setting

The Allen Station is located along the median of I-210 (Foothill Freeway) in the City of Pasadena. The station is surrounded by commercial and residential development.

Parking and Site Assessment

Metro does not have a parking facility at this station. Generally, Allen Street and east-west streets near the vicinity of the station require a parking permit for on-street parking and/or have time restrictions. There are no vacant or underutilized parking lots in the area that can either be shared or purchased by Metro for transit parking.



Map 7-19

LEGEND

- * = Allen Station
- ■ ■ ■ = Gold Line

Recommendation

- There is no parking recommendation for this station.

Station: Sierra Madre Villa

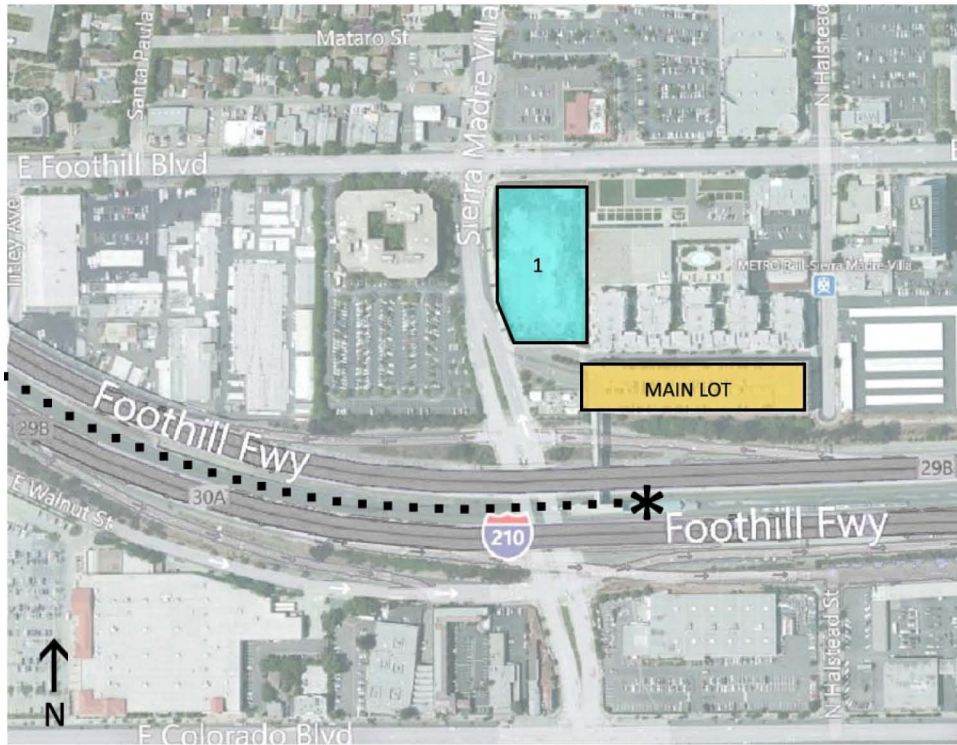
Address: 149 N Halstead St
Pasadena, CA 91107

Environmental Setting

The Sierra Madre Villa Station is located in the City of Pasadena along the I-210 (Foothill Freeway) median. Nearby land uses consist primarily of residential and commercial developments.

Parking and Site Assessment

Metro owns one parking structure located at the Sierra Madre Villa Station with 958 parking spaces. In 2007, 77 percent of the spaces were utilized. In 2008, utilization increased to 95 percent. In 2011, parking utilization was 90 percent. The parking structure has 63 Reserved Paid Parking spaces, 71 percent of which were utilized in 2007; 100 percent in 2008; and 54 percent in 2011 (see Table 7-14). Table 7-15 provides information on nearby potential location for overflow parking. The vacant lot is part of the adjacent development and is likely being held for a future phase. Metro does not anticipate the need for additional parking at this station in the near future due to the anticipated parking utilization decrease as a result of the Foothill Extension. Currently, the adjacent theater uses the parking at off-peak hours and is required to ensure security and maintenance during that time. These remain cost-effective options to increase available parking in the area while controlling costs. On-street parking with time restrictions is available on Foothill Blvd., Colorado Blvd., Sierra Madre Villa Ave., and Halstead St.



Map 7-20

LEGEND

- * = Sierra Madre Station
- Yellow box = Park and Ride
- Cyan box = Potential Parking Location
- = Gold Line

**Table 7-14
Sierra Madre Villa Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Free	895	78%	95%	93%
Reserved Paid Parking	63	71%	100%	54%
TOTAL	958	77%	95%	90%

Note: In 2011, 45 permits were issued under the Reserved Paid Parking program.

**Table 7-15
Non-Metro owned parking facilities adjacent to Metro Station**

No.	Location	Current Land Use	Capacity
1.	Southeast corner of Foothill Blvd & Sierra Madre Villa Ave	Vacant lot	Approx. 78,000 square feet

Recommendation

- Install advanced parking technology to provide transit customers with real time information on parking availability at this facility, and on Metro website.

- Work with existing vacant lot owners to determine future shared parking opportunities for property listed on Table 7-15.



Figure 7-17. Vacant lot adjacent to Sierra Madre Villa Station.



Figure 7-18. Occupancy at the Sierra Madre Villa parking structure in 2011.

Chapter 8

Metro Orange Line



Chapter 8 Metro Orange Line

The Metro Orange Line opened October 29, 2005, operates in its own dedicated busway. The Orange Line connects North Hollywood to Warner Center in Woodland Hills, serving the various communities in-between with several stations. The Orange Line has a total of 14 stations. Metro owns and operates all the park and ride facilities associated with this line and offers parking free of charge at all seven lots. The tables in this chapter provide detailed information on the number of parking spaces available at each of the stations and their utilization rate.

The Orange Line Extension is a four-mile extension adding four new stations between the existing Canoga Station and the Chatsworth Metrolink Station as its new terminus. The Extension is expected to open in summer 2012.

General recommendations for all Metro-owned park and ride lots along the Orange Line include improvements to wayfinding between the station and the parking facility. Station-specific recommendations for each station along the Orange Line are detailed in this chapter.

Station: North Hollywood

Address: 11211 Chandler Blvd.
Los Angeles, CA 91601

Please refer to Chapter 6, Metro Red & Purple Line Station for North Hollywood Station.

Station: Laurel Canyon

Address: 5371 Laurel Canyon Blvd (WB)
5370 Laurel Canyon Blvd. (EB)
Los Angeles, CA 91607

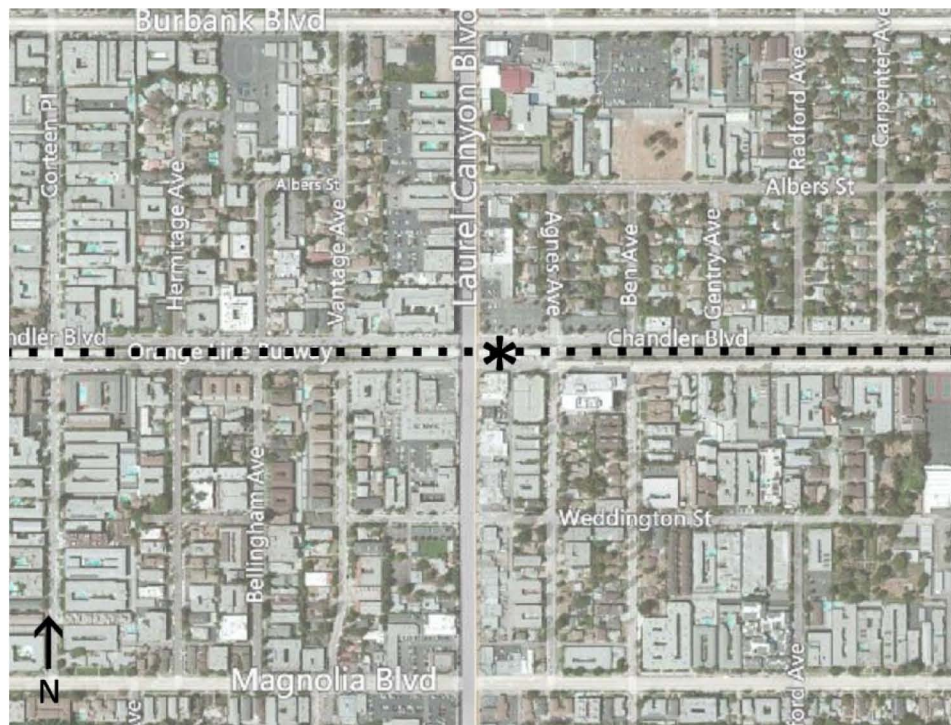
No Metro Park and Ride at this Station.

Environmental Setting

The Laurel Canyon Station serves the community of Valley Village in the City of Los Angeles. Nearby land uses consist of commercial and residential developments. The station is approximately three-quarters of a mile west of SR-170 (Hollywood Freeway) and one mile north of US-101 (Ventura Freeway).

Parking and Site Assessment

Metro does not have a park and ride at the Laurel Canyon Station. However, there is on-street parking available on Chandler and Laurel Canyon Blvds. The Van Nuys Station is approximately four miles away and has the capacity to accommodate additional parking demand. Therefore, additional parking at this station is not necessary.



Map 8-1

LEGEND

- * = Laurel Canyon Station
- ■ ■ ■ = Orange Line

Recommendation

- There is no parking recommendation for this station.

Station: Valley College

Address: 13240 W Burbank Blvd (EB)
Sherman Oaks, CA 91401

No Metro Park and Ride at this Station.

Environmental Setting

The Valley College Station is located in the Sherman Oaks district of the City of Los Angeles. Nearby uses are primarily residential and educational. Los Angeles Valley College is within walking distance from the station.

Parking and Site Assessment

Metro does not have a park and ride at the Valley College Station. On-street parking, with time restrictions, is available on Fulton Ave. and Burbank Blvd. There is a need for adequate wayfinding and signage near Los Angeles Valley College to direct transit users to the station.



Map 8-2

LEGEND

- * = Valley College Station
- ■ ■ = Orange Line

Recommendation

- Provide wayfinding and signage near Los Angeles Valley College to direct transit patrons to the station.

Station: Woodman

Address: 13620 W Oxnard St (WB)
 13622 W Oxnard St (EB)
 Van Nuys, CA 91401

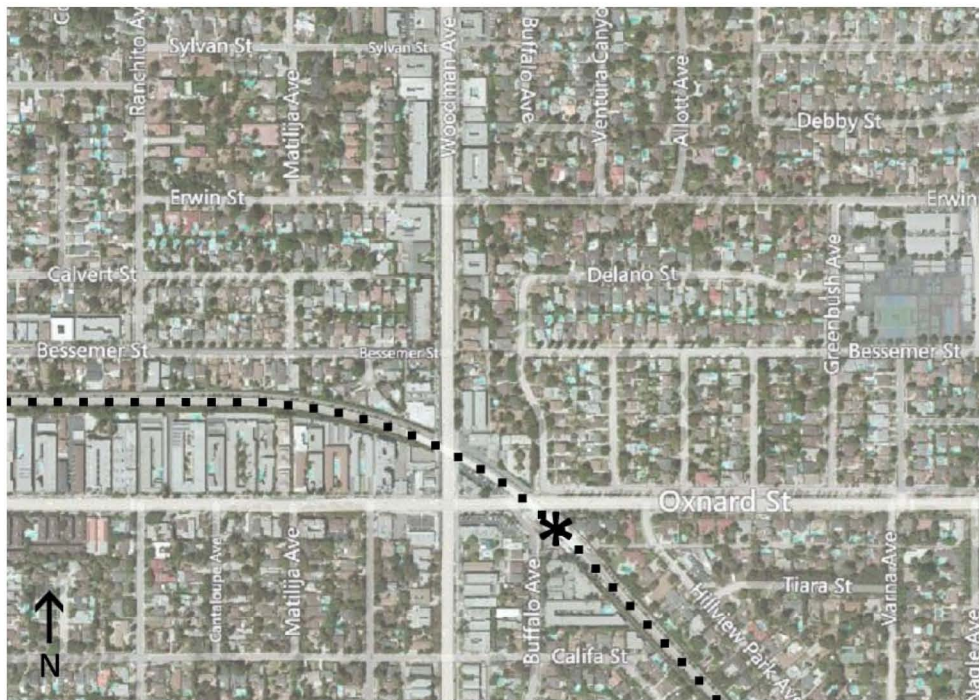
No Metro Park and Ride at this Station.

Environmental Setting

The Woodman Station is located in the City of Los Angeles. Surrounding land uses are primarily residential with some commercial development.

Parking and Site Assessment

Metro does not have a park and ride at the Woodman Station. The Van Nuys Station is located approximately one mile west of the Woodman Station. Patrons can use the park and ride lots available at the Van Nuys Station, which have the capacity to accommodate additional parking demand. On-street parking with time restrictions is available on Woodman Ave., Oxnard St., and other nearby streets.



Map 8-3

LEGEND

- * = Woodman Station
- ■ ■ ■ = Orange Line

Recommendation

- Inform transit users that additional parking is available at the Van Nuys Station, which is approximately one mile west of the Woodman Station.

Station: Van Nuys

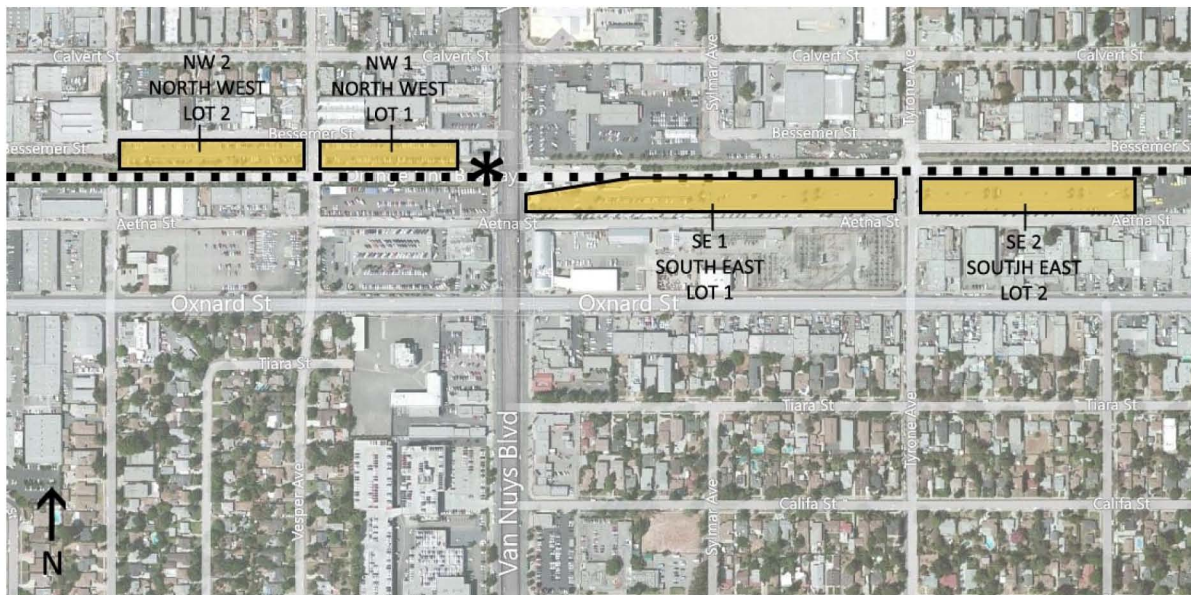
Address: 6062 Van Nuys Blvd (WB)
 6060 Van Nuys Blvd (EB)
 Van Nuys, CA 91411

Environmental Setting

The Van Nuys Station serves the community of Van Nuys in the City of Los Angeles. The station is surrounded by industrial, commercial and residential development. The Civic Center, City Hall, and governmental buildings are located within one-half of a mile of the station to the northeast.

Parking and Site Assessment

Metro owns four park and ride lots at the Van Nuys Station totaling 776 parking spaces. In 2007, 28 percent of all lots were occupied (see Table 8-2). In 2008, the Southeast Lot 2 with 293 parking spaces was leased to an auto dealership; reducing the total number of parking spaces to 483. Utilization of the remaining three lots in 2008 was 42 percent. In 2011, Southeast Lot 2 was no longer being leased and the total number of parking spaces at that location reverted back to 776 with a 28 percent utilization for all four lots. Street parking, with time restrictions, is provided on most streets near the station. There is a need for better wayfinding and signage at all four lots to direct transit patrons to the station.



Map 8 - 4

LEGEND

- * = Van Nuys Station
- = Park and Ride
- ■ ■ ■ = Orange Line

Table 8–2
Van Nuys Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Southeast Lot 1	270	33%	28%	33%
Southeast Lot 2	293	0%	NA	0%
Northwest Lot 1	87	87%	85%	87%
Northwest Lot 2	126	37%	44%	37%
TOTAL	776	28%	42%	28%

Recommendations

- Inform transit patrons that park and ride facilities at Van Nuys Station can also serve the parking needs of nearby Woodman Station.
- Provide wayfinding and signage directing transit patrons to the Van Nuys Station and parking lots.
- Increase marketing efforts of parking at this station.
- Explore alternative use for southeast and southwest lots.
- Consider temporary closing off or leasing portions of Metro owned underutilized parking areas until such time as demand increases or necessary improvements are implemented.

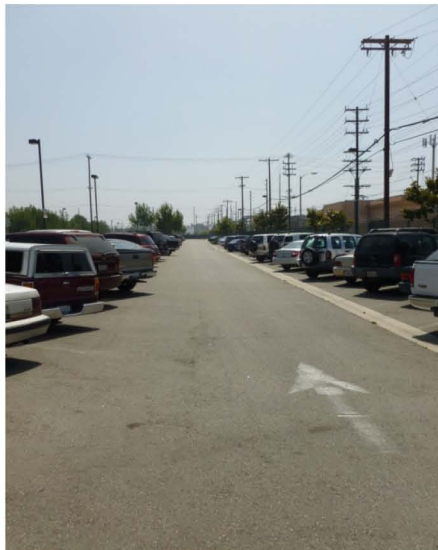


Figure 8-1. Northwest Lot 1 was 87% occupied in 2011.



Figure 8-2. The Southeast Lot with a 0% occupancy rate in 2007 and 2011.

Station: Sepulveda

Address: 15430 W Erwin St (WB)
 15432 W Erwin St (EB)
 Los Angeles, CA 91411

Environmental Setting

The Sepulveda Station, in the city of Los Angeles is located in a primarily commercial area. The station is approximately 600 feet east of I-405 (San Diego Freeway). A shopping center is located east of the station.

Parking and Site Assessment

Metro owns one park and ride facility at the Sepulveda Station with 1,250 parking spaces. In 2007, seven percent of the parking spaces were occupied; and 10 percent of spaces were occupied in 2008. In 2011, utilization at this station increased to 12 percent (see Table 8-3). The park and ride lot is over 12 acres in size and has potential for transit-oriented development. Figure 8-3 illustrates the low parking occupancy of the lot. Both the station and parking lot are not visible from Sepulveda Blvd. or Erwin St.



Map 8 - 5

LEGEND

- * = Sepulveda Station
- = Park and Ride
- ■ ■ ■ = Orange Line

Table 8-3
Sepulveda Station Parking Utilization Summary

	Spaces Available (2011 count)	%Occupied in 2007	%Occupied in 2008	%Occupied in 2011
Main Lot	1,250	7%	10%	12%
TOTAL	1,250	7%	10%	12%

Recommendations

- Pursue opportunities for transit-oriented development while maintaining parking for Metro transit riders.
- Improve wayfinding and signage indicating where the Sepulveda Station and park and ride facilities are located.



Figure 8-3. In 2011, utilization at the Sepulveda Station park and ride was 12%.

Station: Woodley

Address: 6381 N Woodley Ave (WB)
 6380 N Woodley Ave (EB)
 Los Angeles, CA 91406

No Metro Park and Ride at this Station.

Environmental Setting

The Woodley Station in the city of Los Angeles approximately 900 feet north of Woodley Avenue Park, approximately 900 feet southeast of the Van Nuys Golf Course, and less than one-half mile west of I-405 (San Diego Freeway).

Parking and Site Assessment

Metro does not have a park and ride lot at the Woodley Station. The Sepulveda Station is approximately one mile southeast of the Woodley Station. Patrons can use the park and ride lot at the Sepulveda Station, which has the capacity to accommodate additional parking demand. Therefore, additional parking capacity at this station is currently unnecessary. There is a need for better wayfinding and signage to direct transit users to the bus station.



Map 8-6

LEGEND

- * = Woodley Station
- ■ ■ ■ = Orange Line

Recommendation

- Upgrade existing or provide new wayfinding and signage directing transit users to the bus station.

Station: Balboa

Address: 6340 N Balboa Blvd (WB)
 6338 N Balboa Blvd (EB)
 Los Angeles, CA 91316

Environmental Setting

The Balboa Station, located in the City of Los Angeles, is adjacent to commercial, residential, educational and recreational development. The station is north of the Anthony C. Beilenson Park and Sepulveda Dam Recreation and 1.5 miles west of I-405.

Parking and Site Assessment

Metro owns one park and ride lot at the Balboa Station with 270 parking spaces. In 2007, 52 percent of the lot was occupied. Parking utilization increased to 69 percent during 2008. In 2011, parking utilization was 80 percent. There is no Reserved Paid Parking at this location. There is a need for better wayfinding and signage at this station. The park and ride entrance sign faces south and is largely covered by trees. Signs and furniture at the station are covered with graffiti and the dumpster in the parking lot is frequently overflowing. This station has high pedestrian activity.



Map 8-7

LEGEND

- * = Balboa Station
- = Park and Ride
- ■ ■ ■ = Orange Line

Table 8-4
Balboa Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	270	52%	69%	80%
TOTAL	270	52%	69%	80%

Recommendations

- Improve overall maintenance efforts, including landscape maintenance, at this park and ride.



Figure 8-4. Utilization at the Balboa Station was 80% in 2011.

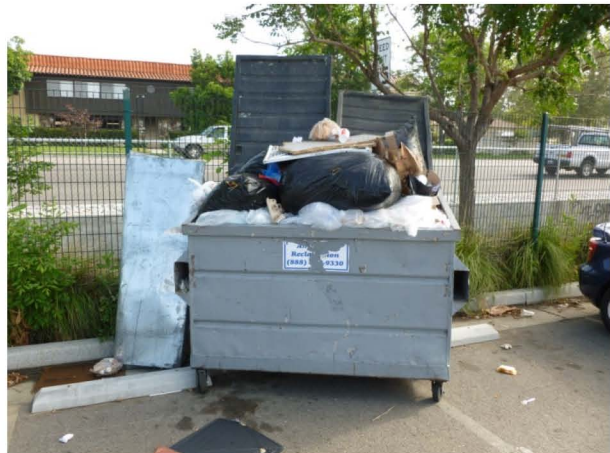


Figure 8-5. Garbage dumpster is overflowing and occupying parking spaces.

Station: Reseda

Address: 6065 N Reseda Blvd (WB)
 6064 N Reseda Blvd (EB)
 Los Angeles, CA 91335

Environmental Setting

The Reseda Station, in the City of Los Angeles, is located approximately one-half mile north of US-101 (Ventura Freeway). Surrounding development consists primarily of commercial and residential uses.

Parking and Site Assessment

Metro owns three park and ride lots at the Reseda Station with 522 parking spaces. In 2007, 27 percent of the spaces were occupied, subsequently increasing to 41 percent in 2008. By 2011, utilizations was 44 percent (see Table 8-10). Figure 8-6 shows parking conditions at one of the three park and ride lots. There is a high amount pedestrian activity at this station and in the surrounding area.



Map 8-8

LEGEND

- * = Reseda Station
- = Park and Ride
- ■ ■ ■ = Orange Line

**Table 8-5
Reseda Station Parking Utilization Summary**

	Spaces Available (2011 count)	%Occupied in 2007	%Occupied in 2008	%Occupied in 2011
Southeast Lot	184	28%	52%	41%
Southwest Lot	101	27%	43%	50%
Northwest Lot	237	27%	33%	43%
TOTAL	522	27%	41%	44%

Recommendations

- Increase maintenance efforts at the station, including the parking lots.
- Consider temporary closing off or leasing portions of Metro owned underutilized parking areas until such time as demand increases or necessary improvements are implemented.



Figure 8-6. Occupancy at the North West lot was 43% in 2011.



Figure 8-7. Occupancy at the South East lot was 41% in 2011.

Station: Tampa

Address: 6101 Tampa Ave (WB)
6100 Tampa Ave (EB)
Los Angeles, CA 91335

No Metro Park and Ride at this Station.

Environmental Setting

The Tampa Station, in the City of Los Angeles, is approximately one-half mile north of US-101 (Ventura Freeway). The station is primarily surrounded by residential development with commercial development generally located along Tampa Ave. and Topham St.

Parking and Site Assessment

Metro does not have a park and ride lot at the Tampa Station. Both the Reseda and Pierce College Stations are approximately one mile away from the Tampa Station. Patrons can use the park and ride lots at these stations, both which have the capacity to accommodate additional parking demand. On-street parking with time restrictions is available on Tampa Ave. and Topham St. There is a need for better wayfinding and signage directing transit patrons to the station. Connections to the station are not pedestrian-friendly and have a limited amount of shade trees along pedestrian routes.



Map 8-9

LEGEND

- * = Tampa Station
- ■ ■ ■ = Orange Line

Recommendations

- Inform transit users that Metro parking is available at Reseda and Pierce College Stations, which are one mile east and one mile northwest of the Tampa Station, respectively.
- Add trees near the station to provide shade for pedestrians accessing the station and the nearby bus stops.

Station: Pierce College

Address: 6425 Winnetka Ave (WB)
 6424 Winnetka Ave (EB)
 Los Angeles, CA 91367

Environmental Setting

The Pierce College Station, in the City of Los Angeles, is located approximately one mile north of US-101. Surrounding land uses are primarily residential, with Los Angeles Pierce College located southwest of the station.

Parking and Site Assessment

Metro owns one park and ride at the Pierce College Station with 373 parking spaces. In 2007, 36 percent of the parking spaces were occupied. Parking utilization decreased slightly to 34 percent during 2008. In 2011, utilization increased to 67 percent. There is a need for better wayfinding and signage to direct transit patrons to the station. Infrequent maintenance has led to large amounts of litter accumulating around the station and in the landscaped areas.



Map 8-10

LEGEND

- * = Pierce College Station
- = Park and Ride
- ■ ■ ■ = Orange Line

**Table 8–6
Pierce College Station Parking Utilization Summary**

	Spaces Available (2011 count)	%Occupied in 2007	%Occupied in 2008	%Occupied in 2011
Main Lot	373	36%	34%	67%
TOTAL	373	36%	34%	67%

Recommendations

- Provide new wayfinding and signage to direct transit patrons to the station.
- Improve maintenance efforts at the station, including the parking lot and street.



Figure 8-18. Occupancy at the Piece College Station park and ride lot was 67% in 2011.

Station: De Soto

Address: De Soto Ave & Victory Blvd
Los Angeles, CA 91367

No Metro Park and Ride at this Station.

Environmental Setting

The De Soto Station is in the City of Los Angeles and located approximately 1.5 miles north of US-101. Surrounding land uses are primarily residential and commercial, with Los Angeles Pierce College located directly southeast of the station.

Parking and Site Assessment

Metro does not have a park and ride at the De Soto Station. On-street parking is available on Deering Circle St. and De Soto St. The Pierce College Station is approximately one mile from the De Soto Station. Patrons can use the park and ride lot at the Pierce College Station, which has the capacity to accommodate additional parking demand. Pedestrian access to De Soto Station is difficult due to lack of sidewalk infrastructure along Deering Circle St., adjacent to the De Soto Station (see Figure 8-13).



Map 8-11

LEGEND

- * = De Soto Station
- ■ ■ = Orange Line

Recommendations

- Inform transit patrons that Metro parking is available at Pierce College and Canoga Stations, which are approximately one mile east and one-half mile northwest of the De Soto Station, respectively.
- Improve pedestrian connections to the station, and encourage the City to improve the sidewalk along Deering Circle St.



Figure 8-19. Unpaved sidewalk along Deering Circle St. adjacent to the De Soto Station.

Station: Canoga

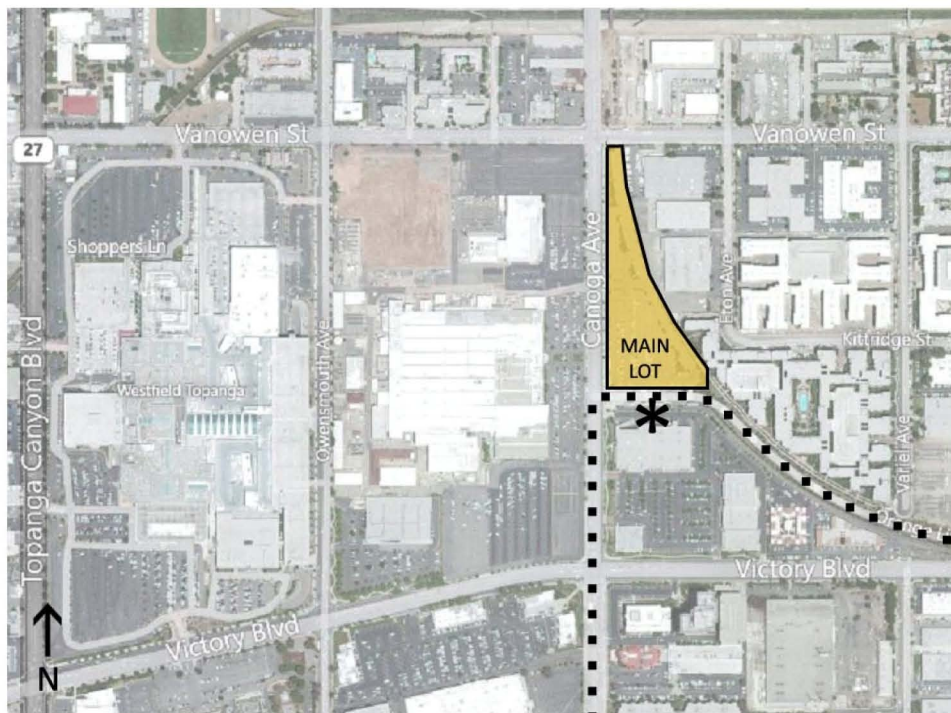
Address: 6610 Canoga Ave
Los Angeles, CA 91303

Environmental Setting

The Canoga Station, in the Canoga Park community of the City of Los Angeles, is primarily surrounded by commercial development with some residential development adjacent to the park and ride lot. The station is approximately one-quarter mile east of the Westfield Topanga Shopping Mall and 1.5 miles north of US-101.

Parking and Site Assessment

Metro owns one park and ride lot at the Canoga Station with 612 parking spaces: with 20 percent occupied during 2007, and 31 percent occupied in 2008. During 2011, the Canoga Station was reduced by 324 spaces as part of the construction of the Orange Line Extension, of the remaining 288 spaces 66 percent of the spaces were utilized. (see Table 8-7). Parking utilization has not been significantly affected by the construction.



Map 8-12

LEGEND

- * = Canoga Station
- = Park and Ride
- ■ ■ ■ = Orange Line

Table 8–7
Canoga Station Parking Utilization Summary

	Spaces Available in 2007 & 2008	%Occupied in 2007	%Occupied in 2008	Spaces Available in 2011	%Occupied in 2011
Main Lot	612	20%	31%	288	66%
TOTAL	612	20%	31%	288	66%

Recommendation

- Improve pedestrian connections to the station and add shade trees for pedestrians accessing the station.



Figure 8-10. Half of the park and ride lot at Canoga Station has been closed off due to the extension of the Orange Line.



Figure 8-11. Parking occupancy at the Canoga Station was 66% in 2011.

Station: Warner Center

Address: 6101 ½ Owensmouth Ave
Los Angeles, CA 91367

No Metro Park and Ride at this Station.

Environmental Setting

The Warner Center Station, located in the Woodland Hills area of the City of Los Angeles, is less than one mile north of US-101. The station is adjacent to the Westfield Promenade shopping mall. The station is in close proximity to major employment and commercial centers.

Parking and Site Assessment

There is no park and ride facility at the Warner Center Station. However, there are several existing parking facilities nearby. The Canoga Station, located approximately one mile from the Warner Center Station, has the capacity to accommodate additional parking demand.



Map 8-13

LEGEND

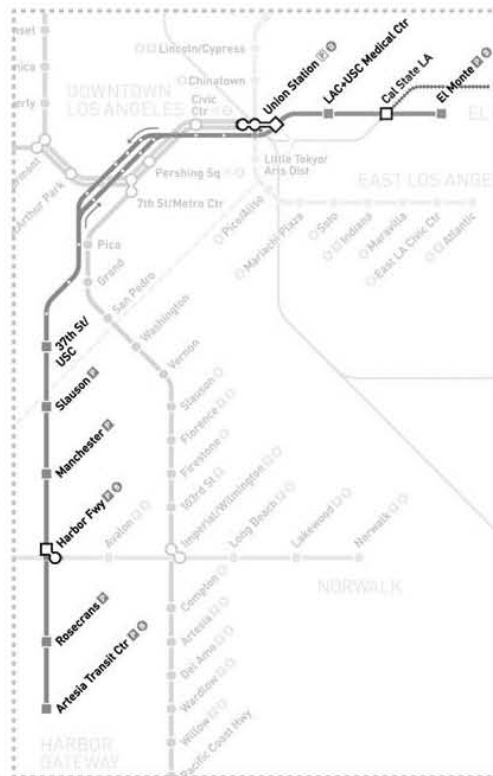
- * = Warner Center Station
- ■ ■ ■ = Orange Line

Recommendations

- Inform transit patrons that parking is available at Canoga Station, which is approximately one mile from Warner Center Station.
- Improve pedestrian connections to the station and add shade trees for pedestrians accessing the station.

Chapter 9

Metro Silver Line



Chapter 9 Metro Silver Line

The Metro Silver Line is a bus rapid transit line opened in 2009. The Silver Line connects El Monte Station to the Artesia Transit Center. For much of the route, the line runs along the Harbor Transitway and El Monte Busway/HOV Lane.

The Silver Line has a total of 10 stations. In addition, two other stations Carson and Pacific Coast Highway provide a connection to the Silver Line to and from the south. A total of 12 stations will be discussed in this chapter, eight of which have a park and ride offering parking free of charge. All park and ride facilities discussed in this Chapter are owned by Caltrans. Tables in this chapter provide detailed utilization information for all park and ride facilities. All parking spaces are available on a first-come, first-served basis.

General recommendations for Caltrans-owned lots along the Silver Line and Harbor Transitway Stations, include; addressing poor maintenance, need for resurfacing and restriping, increased lighting, improved wayfinding and signage directing transit patrons to stations, informing parkers that parking is for transit patrons only, and general increases in cleanliness and maintenance. Station-specific recommendations along the Silver Line are detailed in this chapter.

Station: El Monte

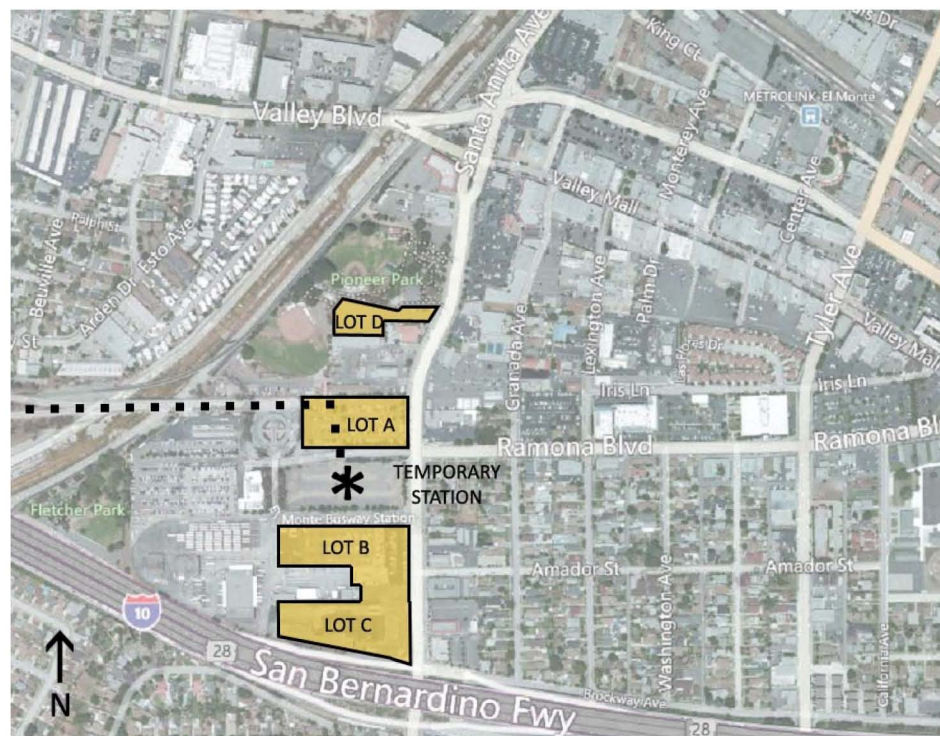
Address: 3501 Santa Anita Ave.,
El Monte, CA 91731

Environmental Setting

The El Monte Station is located in the city of El Monte and is a large regional transportation hub off the I-10 (San Bernardino Freeway). The El Monte Station is served by the Metro Silver Line, Metro buses, Greyhound Lines, and bus services operated by Foothill Transit and El Monte Transit.

Parking and Site Assessment

Caltrans owns and operates four parking lots near this station. In 2008, El Monte Transit Station had a total of 1,524 parking spaces of which 93 percent were utilized. During summer 2011, El Monte Transit Station was under construction and parking lot locations were moved decreasing capacity to 1,153 parking spaces with 100 percent utilization. The reconstruction of the El Monte Transit Station is scheduled to be complete in the fall of 2012, significantly increasing the size of the station. Improvements include an increase of bike lockers, increased capacity for additional bus service and articulated buses, retail space and a transit store. Once construction is complete, the total number of parking spaces provided for this station will be 1,444.



Map 9-1

LEGEND

- * = El Monte Station
- [Yellow Box] = Park and Ride
- = Silver Line

Table 9-1
El Monte Transit Station Parking Utilization Summary

	Spaces Available in 2007 & 2008	% Occupied in 2007	% Occupied in 2008	Spaces Available in 2011	% Occupied in 2011
Main Lot	1,524	NA	93%	1,153	100%
TOTAL	1,524	NA	93%	1,153	100%

Recommendations

- Work with Caltrans to acquire these lots.
- Incorporate Reserved Paid Parking at this location if appropriate.

Station: Cal State Los Angeles

Address: 5151 State University Dr.
Los Angeles, CA 90032

No Metro Park and Ride at this Station.

Environmental Setting

The Cal State Los Angeles Station is located in the City of Los Angeles. The station is located along the I-10 (San Bernardino Freeway) and is adjacent to the I-10 and I-710 (Long Beach Freeway) interchange. The California State University, Los Angeles (Cal State L.A.) campus and the Cal State L.A. Metrolink Station are immediately adjacent to this station.

Parking and Site Assessment

Metro does not have a park and ride at the Cal State Los Angeles Station. The El Monte Transit Center Station is approximately eight miles east and has reached capacity. Parking opportunities in the area are limited.



Map 9-2

LEGEND

- * = California State University Los Angeles Station
- ■ ■ ■ = Silver Line

Recommendation

- There are no parking recommendations for this station.

Station: LA County + USC Medical Center

Address: 1930 Pomeroy Ave.
Los Angeles, CA 90033

No Metro Park and Ride at this Station.

Environmental Setting

The LA County + USC Medical Center Station is located in the City of Los Angeles near the I-5 (Golden State Freeway) and I-10 (San Bernardino Freeway) interchange. LA County Medical Center is in close proximity to the station.

Parking and Site Assessment

Metro does not have a park and ride lot at the LA County + USC Medical Center Station; Union Station is approximately two miles west of this station and has the capacity to accommodate additional parking demand. There are no parking recommendations at this time.



Map 9-3

LEGEND

- * = LA County + USC Medical Center Station
- ■ ■ ■ = Silver Line

Recommendation

- There are no parking recommendations for this station.

Station: Union Station/Gateway Transit Center

Address: 801 Vignes St
Los Angeles, CA 90012

Please refer to Chapter 6, Metro Red & Purple Line Station for Union Station/Gateway Transit Center

Station: 37th Street/USC

Address: 421 ½ W. 37th Street
Los Angeles, CA 90007

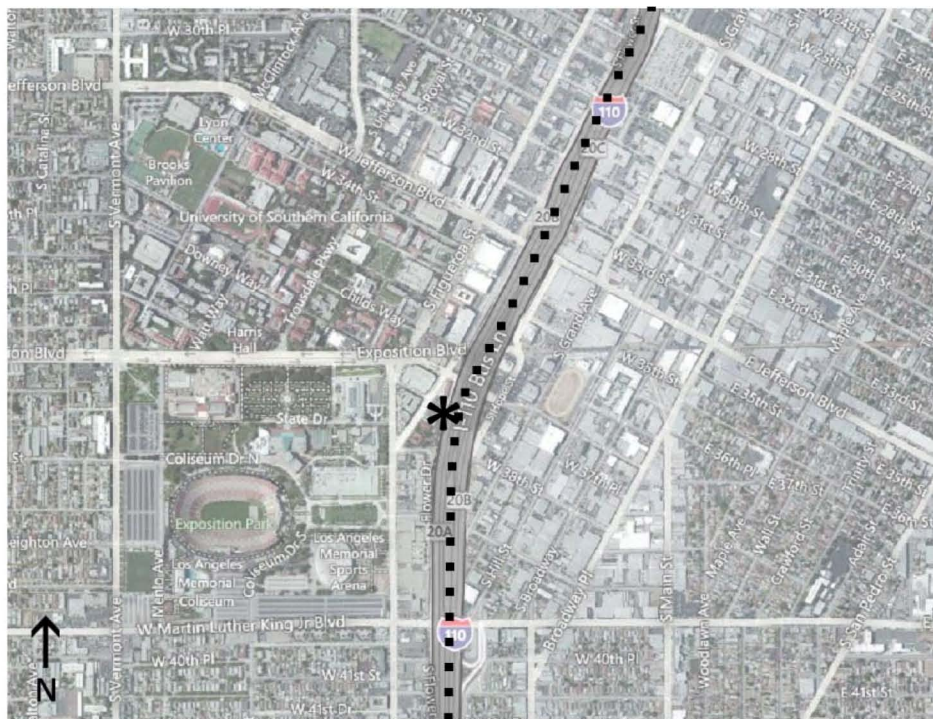
No Metro Park and Ride at this Station.

Environmental Setting

The 37th Street/USC Station is located in the City of Los Angeles along the 1-110 (Harbor Freeway), between Exposition Blvd. and Martin Luther King, Jr Blvd. The University of Southern California (USC) is in close proximity to this station.

Parking and Site Assessment

There is no park and ride lot at the 37th Street/USC Station.



Map 9-4

LEGEND

- * = 37th Street Station
- ■ ■ ■ = Silver Line

Recommendation

- There are no parking recommendations for this station.

Station: Slauson

Address: 350 ½ W. Slauson Ave.
Los Angeles, CA 90003

Environmental Setting

The Slauson Station, located in the City of Los Angeles, is adjacent to the I-110. Surrounding land use consist primarily of residential and some commercial development.

Parking and Site Assessment

Caltrans owns two surface lots at the Slauson Station with 151 parking spaces. The West Lot is located on the southwest corner of the I-110 and W. Slauson Ave. The East Lot is located on the southeast corner of the I-110 and W. Slauson Ave. Total utilization in 2008 was three percent, and eight percent in 2011, (see Table 9-2). The lots are both poorly maintained and littered with trash and debris. There is poor pedestrian access to the station.



Map 9-5

LEGEND

- * = Slauson Station
- = Park and Ride
- ■ ■ ■ = Silver Line

Table 9–2
Slauson Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
East Lot	65	NA	6%	13%
West Lot	86	NA	1%	5%
TOTAL	151	NA	3%	8%

Recommendations

- Work with Caltrans to acquire these lots.
- Restripe parking stalls, increase maintenance, and improve lighting conditions.
- Increase parking enforcement at this location in order to increase safety and deter parking for non-transit purposes.
- Improve pedestrian and bicycle connections to the station.
- Provide wayfinding and signage directing transit patrons to the station entrance.
- Improve maintenance efforts at the station.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 9-1. East Lot at the Slauson station was 13% occupied in 2011.



Figure 9-2. West Lot at the Slauson Station was 5% occupied in 2011.

Station: Manchester

Address: 452 ½ W. Manchester Ave.
Los Angeles, CA 90003

Environmental Setting

The Manchester Station is located in the City of Los Angeles along the I-110. Surrounding land uses are primarily commercial and some residential.

Parking and Site Assessment

Caltrans owns two surface lots at the Manchester Station with 247 parking spaces. The West Lot is located on the northwest corner of Manchester Ave. and I-110 (Harbor Freeway). The East Lot is located on the southeast corner of Manchester and the I-110 Fwy. The station is unkempt and heavily littered with debris. The park and ride lots are also poorly maintained with weeds growing throughout the lots and landscaping is in need of attention. Utilization at this location was 15 percent in 2008, and eight percent in 2011. Wayfinding and signage at the station is in poor condition and covered with graffiti.



Map 9-6

LEGEND

- * = Manchester Station
- = Park and Ride
- ■ ■ ■ = Silver Line

**Table 9-3
Manchester Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
East Lot	112	NA	15%	6%
West Lot	135	NA	16%	10%
TOTAL	247	NA	15%	8%

Recommendations

- Work with Caltrans to acquire these lots.
- Restripe parking stalls, increase maintenance, and improve lighting conditions.
- Improve pedestrian and bicycle connections to the station.
- Provide wayfinding and signage directing patrons to the station entrance.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 9-3. Occupancy at the Manchester Station was 8% in 2011.

Station: Harbor Freeway

Address: 11500 S Figueroa St
Los Angeles, CA 90048

Please refer to Chapter 5, Metro Green Line Harbor Freeway Station

Station: Rosecrans

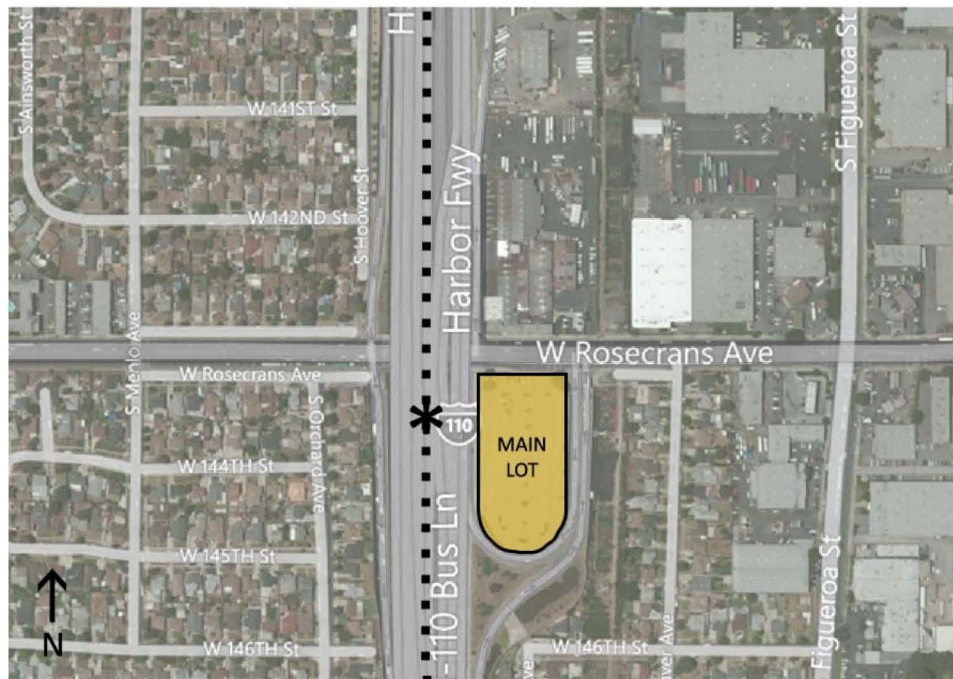
Address: 622 W. Rosecrans Ave.
Gardena, CA 90248

Environmental Setting

The Rosecrans Station is in the City of Gardena; it is located along the I-110, just south of Rosecrans Ave. The station is surrounded by residential and commercial development.

Parking and Site Assessment

Caltrans owns one park and ride lot at the Rosecrans Station with 338 parking spaces. The park and ride facility is located on the southeast corner of the I-110 and W. Rosecrans Ave. Utilization of parking spaces at this station was eight percent in 2008, and five percent in 2011. The park and ride lot is poorly maintained, with litter strewn across the lot and overgrown landscaping. Wayfinding and signage at the station is in poor condition and covered with graffiti.



Map 9-7

LEGEND

- * = Rosecrans Station
- = Park and Ride
- • • • = Silver Line

**Table 9-4
Rosecrans Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	338	NA	8%	5%
TOTAL	338	NA	8%	5%

Recommendations

- Work with Caltrans to acquire the park and ride lot
- Restripe parking stalls, increase maintenance, and improve lighting conditions.
- Increase parking enforcement at this location in order to increase safety and deter parking for non transit purposes at these lots.
- Improve pedestrian and bicycle connections to the station.
- Provide wayfinding and signage directing transit patrons to the station entrance.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.



Figure 9-4. Occupancy at the Rosecrans Station was 5% in 2011.

Station: Artesia

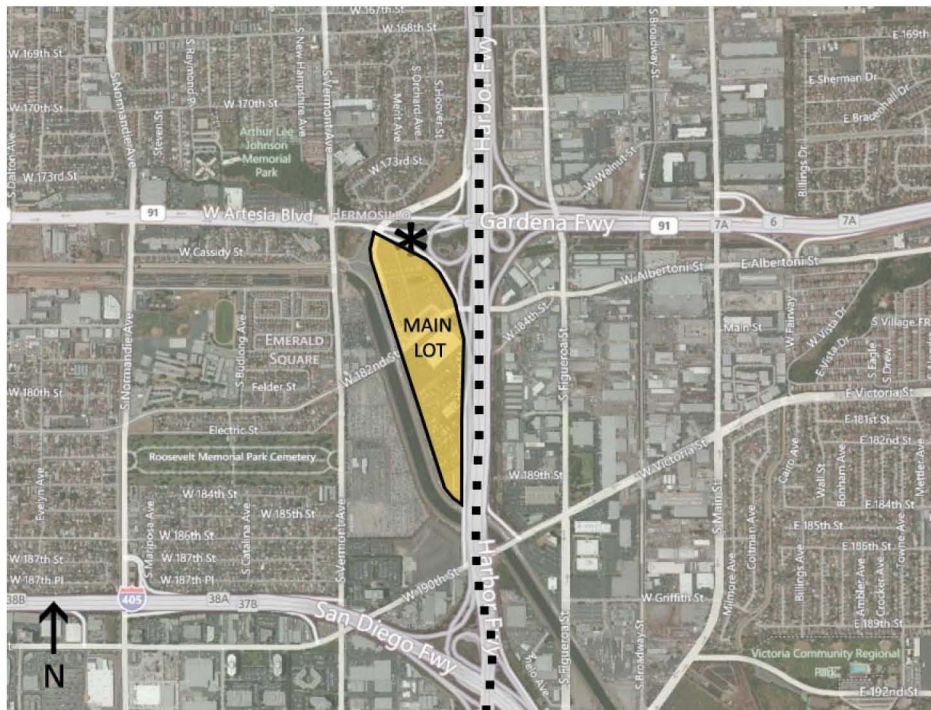
Address: 731 w. 182nd St.
Gardena, CA 90248

Environmental Setting

The Artesia Station is part of the Artesia Transit Center. It is located at the southwest corner of the I-110 (Harbor Freeway) and SR 91 (Gardena Freeway) in the City of Gardena. The station is served by Metro local and express buses, Torrance Transit, Gardena Transit, and other local transit service providers. This station is surrounded primarily by commercial development.

Parking and Site Assessment

There is one large Caltrans owned parking facility at the Artesia Station with 980 parking spaces. In 2007, 51 percent of the parking spaces were utilized, decreasing to 44 percent in 2011. The station is difficult to access for bicyclists or pedestrians.



Map 9-8

LEGEND

- * = Artesia Station
- = Park and Ride
- ■ ■ ■ = Silver Line

Table 9-5
Artesia Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	980	NA	51%	44%
TOTAL	980	NA	51%	44%

Recommendation

- Work with Caltrans to acquire this lot.
- Restripe parking stalls, increase maintenance, and improve lighting conditions.
- Improve pedestrian and bicycle connections to the station.
- Provide wayfinding signs directing transit patrons to the station entrance.

Station: Carson

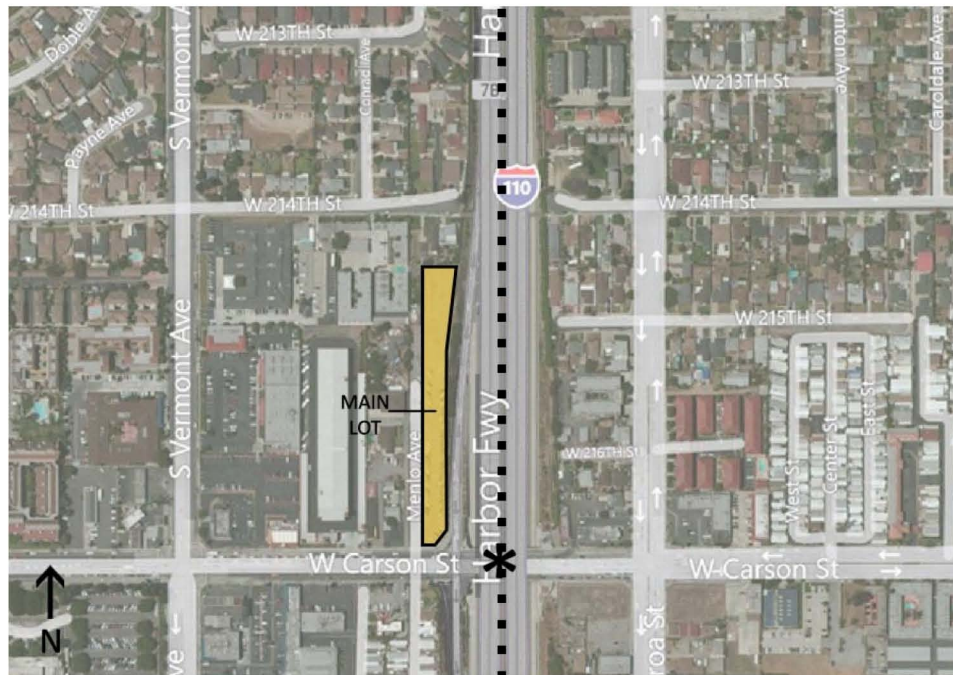
Address: 711 W. Carson St.
Torrance, CA 90502

Environmental Setting

The Carson station is located in the City of Torrance along the I-110 at W. Carson Street. Surrounding land use consists of commercial and residential developments.

Parking and Site Assessment

Caltrans owns one parking lot at the Carson Station located on the northwest corner of the I-110 and W. Carson Street. The parking facility at this station has 143 parking spaces; 12 percent of which were utilized in 2008, and 34 percent utilized in 2011. Pedestrian access to this station is challenging because of the limited crosswalks in the area. The parking lot is poorly maintained with faded stall markings and litter strewn across the lot. Parking and station wayfinding and signage are in poor condition and covered with graffiti.



Map 9-9

LEGEND

- * = Carson Station
- = Park and Ride
- ■ ■ ■ = Silver Line

Table 9-6
Carson Station Parking Utilization Summary

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	143	NA	12%	34%
TOTAL	143	NA	12%	34%

Recommendations

- Work with Caltrans to acquire the parking lot.
- Restripe parking stalls, increase maintenance, and improve lighting conditions.
- Improve pedestrian and bicycle connections to the station.
- Provide wayfinding signs directing transit patrons to the station entrance.



Figure 9-5. Occupancy at Carson was 34% in 2011.

Station: Pacific Coast Highway

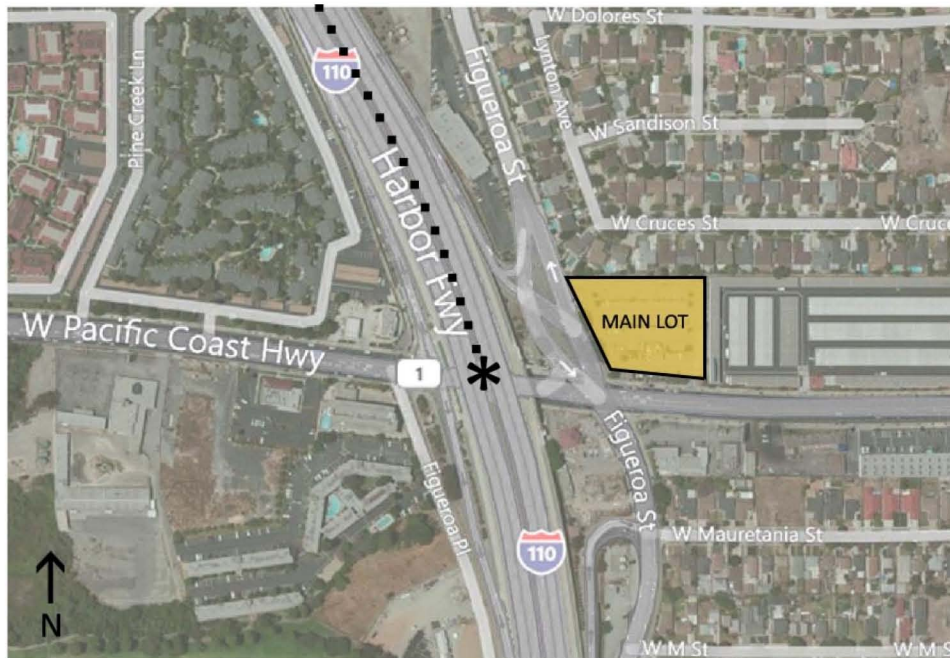
Address: 1345 W. Pacific Coast Highway
Wilmington, CA 90744

Environmental Setting

The Pacific Coast Station is located in the Wilmington district in the City of Los Angeles, adjacent to the I-110 at the W. Pacific Coast Highway. The station is primarily surrounded by commercial development.

Parking and Site Assessment

Caltrans owns one park and ride lot at the Pacific Coast Highway Station with 234 parking spaces. The parking facility is located in the northeast corner of the I-110 and W. Pacific Coast Highway. Utilization of the parking facility was 26 percent in 2008, and 23 percent in 2011. This park and ride facility is in poor condition as part of the lack of maintenance. Parking and station wayfinding and signage are in poor condition and covered with graffiti.



Map 9-10

LEGEND

- * = Pacific Coast Highway Station
- = Park and Ride
- ■ ■ ■ = Silver Line

**Table 9-7
Pacific Coast Highway Station Parking Utilization Summary**

	Spaces Available (2011 count)	% Occupied in 2007	% Occupied in 2008	% Occupied in 2011
Main Lot	234	NA	26%	23%
TOTAL	234	NA	26%	23%

Recommendation

- Work with Caltrans to acquire the parking lot.
- Resurface the lot, restripe parking stalls, increase maintenance, and improve lighting conditions.
- Improve pedestrian and bicycle connections to the station.
- Provide wayfinding signs directing transit patrons to the station entrance.
- Consider alternative temporary programs to reduce maintenance costs and increase safety at park and ride lots.

Chapter 10

Conclusion

Chapter 10 System-wide Issues & Strategies

The following is a summary of issues that have been identified along with system-wide recommendations. Issues and recommendations by station are detailed in “Station Issues & Recommendations” (see Appendix B).

10.1 Wayfinding and Signage

Wayfinding

Wayfinding within the Metro system is primarily associated with pedestrian improvements and supporting the connection to and from Metro stations. Wayfinding can simply be defined as the inherent “logic” of a place communicated through landmarks, colors, signage, pathways, and environmental cues to help visitors navigate and experience a site without confusion. These cues should be well planned, seamlessly connected and aesthetically pleasing; thus, creating a positive first impression and a sense of security, comfort and well-being. Wayfinding is not simply signage; rather signs are a part of wayfinding.

Metro has historically addressed wayfinding through various programs within the agency -- pedestrian, bicycle, TDM, and Transportation Enhancement Activities (TEA). Pedestrian “linkages”, bicycle paths, monuments, gateways, sidewalks, landscape and other similar “reorganizing” of the environment have successfully “linked” or connected the stations to the surrounding communities.

Stations and pedestrian connections to surrounding communities and other transit services consist of a certain logical layout. This logic could either be coherent, assisting the user along to their destination; or poorly organized, which would create confusion and uncertainty for the user. Coherent wayfinding “logic” can create a sense of security, safety or efficiency. Visual dominance of entrances, definition of public space from private space, and the ability to visually separate one functional zone from another, all play an important role in being able to easily navigate a space.

Metro’s transit stations and parking lots can be described in terms of paths, edges, open space, nodes, activities, landmarks, and districts. Wayfinding is the way we organize these items to create an inviting connection. When wayfinding logic and cues are coherent and purposefully presented, people effortlessly find their way. When they are inconsistent, people get lost. The more unfamiliar a cue, the harder it is to communicate to the user.

Wayfinding is influenced by many environmental factors such as built form, symmetry, user expectation, language, signage, and cultural expectation. Developing a successful wayfinding system for a region like Los Angeles that is made up of vastly diverse peoples and languages can be difficult when wayfinding is overly reliant on just signage. The expanded usage of universal symbols has increased the level of information available to Metro patrons, but there are limited universal symbols that can communicate detailed transportation information. Wayfinding should not be considered a separate or different activity from traditional “signage design”, but rather a broader, more inclusive way of assessing the environmental issues

which affect our ability to find our way. People using the transit system bring with them unique navigating abilities, limitations and previous experiences, which must be considered when developing wayfinding solutions. While signage alone may benefit the majority population, which is literate in the English language and has adapted to the existing convention of wayfinding; alternatives must be developed in order to address the vast diversity of the region as well as the generational and knowledge gaps in the use of technology. The more unfamiliar wayfinding cues are to a user, the more difficult the trip is for new transit users to navigate. These issues are compounded when language is an added barrier and English may not be a user's primary language. Additional considerations that highlight the importance of proper wayfinding and being able to address a user's transportation information needs include: aging populations, cultural differences, mobility impairment, impacts of new technologies, familiarity with technology, and the general familiarity of transit use. A more comprehensive and effective wayfinding program would result in less confusion, allow new users to be self-reliant and require less assistance to navigate stations and the system.

Recommendations

- Continue to expand the pedestrian, bicycle and wayfinding programs to integrate the transit stations into the surrounding communities. The Call for Projects program is often a potential source of funding for local municipalities pursuing this solution.

Signage

Metro's signage system has evolved and adapted over the last 20 years, including signage focused on parking lots. Signs and signage information that is station-specific and located within station parameters are consistently updated. However, signage outside of the station including those in the parking lots, are rarely updated and may contain outdated information. The lack of attention to signage outside of the station especially those located farther from a station, result in such signs being more likely vandalized. As in the case of Green Line stations, signage is not located on Metro property and not included in signage updates in order to reflect new sign programs or system updates. In some cases, signage on adjacent property directing patrons to Metro facilities is poorly maintained, incomplete or not updated. There is limited coordinated off-site wayfinding signage designed to direct transit patrons to some Metro stations and parking facilities. Lack of appropriate signage creates confusion for patrons trying to access transit services. Further, the consequence of an unsuccessful wayfinding and signage system include misinformation to transit patrons, unenforceable parking citations, user frustrations, and a negative transit use experiences. The proposed acquisition of Caltrans park and ride lots will provide opportunities to rectify the current conditions.

Recommendations

- Maintain and replace inadequate wayfinding and signage.
- Explore options for graffiti abatement and prevention.
- Where the responsibility of developing and installing signage lies outside the jurisdiction of Metro, staff recommends coordination with the relevant municipality or property owner to encourage development of a wayfinding system directing transit patrons to Metro stations.

10.2 Pedestrian and Bicycle Access to Stations

A number of stations have inadequate bicycle and pedestrian connections to transit stations from the surrounding areas (see Appendix B). Lack of a coordinated wayfinding system, minimal safety features, missing sidewalk infrastructure, and poor connections to other modes create impediments for users trying to access transit by cycling or walking. Non-motorized access, such as bicycle and pedestrian modes, are critical components of a successful transit system and provide alternative access to transit. Improvements to non-motorized access would allow users to easily access buses and trains without having to drive a vehicle to and from the station. Improving non-motorized access would also reduce the need to build extensive parking facilities and enable Metro to better manage existing parking resources.

Metro has an active Bicycle Parking Program that offers 523 bicycle lockers (for rent) at 42 stations and bicycle racks at most transit stations. Utilization of the bicycle rental lockers was 63 percent, with demand at several stations higher than 90 percent. The Red Line stations continue to have the highest bicycle parking usage and the Gold Line stations have the lowest with 50 percent. Currently, 70 people are on a wait list for lockers at the following 20 stations:

- Blue Line: Wardlow
- Green Line: Redondo Beach, Aviation, Douglas, El Segundo, Lakewood, Norwalk
- Red Line: North Hollywood, Universal City, Hollywood/Western, Vermont/Sunset, Vermont/Santa Monica, Union Station
- Purple Line: Wilshire/Western, Union Station
- Gold Line: Highland Park, Sierra Madre, Union Station
- Orange Line: Reseda, Balboa, Woodley, Sepulveda

Recommendation

- Since most pedestrian and bicycle access improvements are located outside of Metro's stations and facilities, coordination with local municipalities is critical to improve the quality of non-motorized access. Metro should continue to work with local municipalities and stakeholders to promote and encourage improvements to transit access environments through workshops, symposiums and other outreach efforts that encourage greater transportation opportunities, including walking, bicycling and the use of public transit. Metro has a history of partnering with other organizations to pursue and implement grants that fund and construct improved pedestrian and bicycle access. Staff recommends that the applicable Metro departments continue these and other efforts that encourage alternative access to the stations (e.g. wayfinding, pedestrian and bicycle access, etc.). The Call for Projects continues to support local jurisdictions efforts to improve linkages to transit stops. Coordinated public policy, adoption of appropriate regulatory standards coupled with targeted funding will continue to be the major method to develop safe, interconnected and pedestrian/bicycle friendly environments that support walking and bicycling access to transit.

10.3 Innovative Technology

Issues: Parking demand at some stations is at capacity while nearby stations remain underutilized. Balancing and redirecting patrons to nearby facilities can redistribute parking

demand and reduce the need to add additional parking supply at high demand parking lots.

Recommendations

- Provide information on station parking availability and redirect patrons to nearby park and ride facilities from full lots to underutilized, off-site locations parking supply. This may include coordinated technologies, web-based information, responsive signs, real-time updates, brochures, maps, and inclusion of parking information into marketing materials and at parking locations. When applicable, staff recommends that the appropriate Metro department coordinate with the local jurisdictions to implement the above recommendations. As an example: when a parking facility is owned and operated by another agency or private party, technologies assisting parking management and operations may include installation of sensor loops and LED signage that count cars and assess peak parking demands or, electronic signage that provides real time information on parking availability at high demand facilities along with information on alternative parking sites. Other programs may include “Park 2 Ride” passes that combine the day pass with a parking pass, etc. Countywide Planning & Development is coordinating with our New Business Development Department on the feasibility of implementing Transit Access Pass (TAP) technology in the development of parking facilities such as Universal Studios and North Hollywood joint developments. Staff will continue to investigate coordinated TAP and parking activities where feasible.

10.4 Station-level Issues

10.4.1 Inadequate Parking Facilities located Adjacent to Stations that are not owned by Metro

Issue: A number of stations have adjacent parking lots that are not owned by Metro. These facilities are often poorly maintained and filled with trash and graffiti. Their proximity to Metro stations may influence patron perceptions of safety in the station area.

Recommendations

- Encourage parking facility operators to maintain upkeep of the parking facility and explore opportunities to negotiate partnership agreements, funding lot upgrades and maintenance as part of a shared use agreement.

10.4.2 Maintenance at Parking Facilities that are Owned or Available to Metro patrons

Issue # 1: Park and ride lots at some stations have litter and debris, creating an unfriendly environment for transit patrons.

Recommendation

- Increase maintenance efforts at these stations.

Issue # 2: A number of park and ride lots lack activity and the perception of safety.

Recommendation

- Activate spaces around the station area and encourage greater pedestrian activity and “eyes on the street”, which may include vendors, secondary uses, community activities, etc.

10.4.3 Parking violation.

Issue: Some park and ride facilities are used for non-transit purposes.

Recommendation

- Increase parking enforcement efforts and issue citations for violation of parking infractions at park and ride lot.

10.4.4 Improve Efficiency of Existing Parking Facilities.

Issue # 1: Several park and ride lots are approaching or beyond capacity, as shown in Table 2-1. Parking is available to patrons on a first-come, first-served basis. This creates inconvenience and uncertainty for patrons who arrive at the park and ride facility and cannot find a parking space.

Recommendation

- Expand Reserved Paid Parking program at Metro-owned park and ride facilities with high parking utilization. Expansion provides transit users with additional options and flexibility. See Table 2-2.

Issue #2: Many of the park and ride lots along the Green Line are owned by Caltrans, which currently prohibit Metro from charging for parking. The park and ride lots at the Lakewood and Norwalk Stations are owned by Caltrans and have reached capacity.

Recommendation

- Work with Caltrans to transfer ownership of the facilities to Metro and implement existing parking management tools available through Metro’s Parking Policy.

Issue #3: Park and ride facilities with Reserved Paid Parking spaces operate below capacity.

Recommendation

- Advertise and promote Reserved Paid Parking at parking lots with available reserved spaces. Metro staff should investigate impacts (both positive and negative) of reducing parking rates.

Appendix A

Los Angeles County Metropolitan Transportation Authority (Metro)
Metro's Parking Policy
July 2003

PURPOSE

This Parking Policy document has been developed to assist Metro in managing its existing parking resources. In a region where auto usage represents over 85% of the regional trips, adequate parking near transit facilities is a crucial component of the transit system. Many, and potentially all of the Metro parking facilities that operate with available capacity today will likely have demands that exceed current capacity in the foreseeable future. Metro will assess the usage of parking facilities and the projected needs for new facilities annually and present the findings to the Metro Board. This policy applies specifically to Metro facilities. Metro will work with the jurisdictions adjacent to Metro facilities to encourage them to consider and implement the policies included in this document.

The policy provides for a “tool box” approach where multiple programs can be combined at any specific parking location. The parking management policy emphasizes two primary courses of actions, modify demand or increase supply, and in the long term to anticipate the need for both.

POLICY

1. SYSTEMWIDE IMPROVEMENTS: –

Metro shall periodically investigate the need and feasibility of the following actions at all transit stops/stations.

- a. **Improve Alternative Access to Transit:** This includes strategies that improve walking, cycling, ridesharing, and transit services.
 - i. **Bicycle Facilities and Walking Connections at Transit Facilities:** Expand bicycle-supporting facilities at transit centers along with pedestrian improvements within the first half-mile of a transit center.
 - ii. **Improve Accessibility to Corridor Transportation Alternatives:** Increase connecting transit services or options such as the Bus Rapid Transit (BRT), local transit services, fare free zones serving transit centers, shuttles or carpools.
 - iii. **Provide Parking and Access Information to Users:** Provide information on station parking availability, alternative modes of access, and alternative off-site parking locations, using signs, brochures and maps, websites, and parking

information incorporated into general marketing materials and at parking locations.

2. EXISTING PARKING FACILITIES: –

Metro shall analyze, and where appropriate (i.e., parking lots at 75% capacity), pursue the following:

a. **Support the Formation of Parking “Districts” or Parking Authorities Including such strategies as:**

- i. **Shared Parking Between Sites or Users:** Pursue opportunities to share the use of off-street parking facilities among different buildings or operators in an area to take advantage of different peak periods. Example: a transit center can efficiently share parking facilities with a shopping mall, restaurant or theaters.
- ii. **Universal Mediums:** Use universal fee collection mediums that allow on-street and off-street parking to be priced the same and paid for with the same medium (like phone calling cards). Partner with Others: Work cooperatively with other parking providers to implement policies or practices that improve access and parking operations in proximity to Metro facilities.

b. **Implement Charges for Parking:**

- i. **Charging Guidelines:** Charges shall be instituted when:
 - 1. Charges are not estimated to cause significant drops in ridership
 - 2. Charges are not anticipated to cause significant and unmitigatable adverse parking spillover into adjacent business and residential areas.
 - 3. Charge rates for parking are generally competitive with the adjacent parking facilities.
 - 4. The projected revenue from a parking location can exceed the management, operational and capital costs associated with implementing parking charges.
- ii. **Institute Variable Pricing:** Use pricing that is higher during peak periods and lower at other times, or pricing that is time graduated.
- iii. **Combine Fare Medium with Parking Costs:** Develop a payment form that combines transit fare and parking charges to maximize user convenience and discourage non-

transit parking in transit parking facilities. A combined medium penalizes non-transit parking use in transit parking facilities.

c. **Improve the Efficiency of Parking:**

- i. **Give Preferences:** Carpoolers/vanpoolers, motorcycles and bicycles move more people per parking space. Designate areas or spaces for their exclusive use in close proximity to the station entrance
- ii. **Regulate Time:** Limit the maximum time a vehicle can park in more convenient spaces, to encourage turnover and shift long-term parkers to less convenient facilities.
- iii. **Install Innovative Technology:** Consider the use of new parking technologies to assist in parking management and operations such as sensor loops and LED signage that count cars and assess peak parking demands. New systems being developed by the parking industry allow more flexibility and better information to both the user and the operator.

d. **Pursue Lower Cost Options that Increase Parking Supply in the Existing Facilities:**

- i. **Re-Stripe the Current Lot:** Gains of 5-15% more parking can often be achieved with a re-stripe plan. Consider the increase in vehicle size including SUV's, in any re-stripping plans
- ii. **Hire Parking Personnel for Tandem Parking:** Valet or leave your keys type parking can add 30-50% more parking in the same space. Private operators already do this to maximize use.
- iii. **Consider installation of Mechanical Systems:** Lower cost mechanical lift systems already exist that can often double the parking capacity on the same land areas currently used as surface parking areas.

3. HIGH DEMAND FACILITIES:

Where existing park-and-ride lots are projected to operate at high utilization rates, Metro shall analyze, pursue, and as appropriate increase the parking supply by the following methods:

a. Create Off-Street Parking Near Transit Facilities:

- i. **Buy or Lease:** underutilized parking lots or land in the area.
- ii. **Build:** parking lots and/or structures.
- iii. **Partnerships:** with local jurisdictions or private entities to provide parking or to implement Shared-Parking programs. Include spaces or shared parking with local businesses.

b. Work with Local Jurisdictions: to Consider Methods to Increase On-Street Parking:

- i. **Minimize:** restrictions for on-street parking.
- ii. **Convert:** traffic lanes to parking lanes: where such conversion does not have significant impacts to CMP objectives.
- iii. **Set up On-street Parking Zones:** near transit centers that either increase available parking or increase the number of short term parking for local businesses.

4. EXISTING SERVICES WITHOUT PARKING AND/OR PROPOSED SERVICES:

Assess existing and proposed new services such as Metro Rapid Bus to determine parking needs. Recommend cost-effective methods to increase parking supply where needed to accommodate existing or encourage new riders using the methods described in this policy.

5. INVESTIGATE LONG-TERM IMPACTS AND SUPPORT CHANGES IN PUBLIC POLICY THAT IMPROVE ACCESS TO TRANSIT FACILITIES:

Metro has historically focused on developing or improving parking in the immediate proximity of Metro transit facilities. But other alternatives, including advocating changes in public policy, may have a significant positive impact on parking near transit facilities. A listing of several options follows:

a. **Work with Cities to Develop Better Land Use and Transportation Integration:**

- i. **City Parking Requirements:** Local city-parking requirements, parking locations or method of payments can be integrated with the regional transportation system through an integrated land use strategy. Work with local cities to develop mutually beneficial parking policies and parking practices as part of the general plan or land use plan updates.
- ii. **Un-bundle Parking:** Separate parking development from businesses or housing development, so residents or employers pay only for the parking spaces they need.

b. **Work with State and Local Jurisdictions to Change Ordinances that Improve Local Parking Controls:**

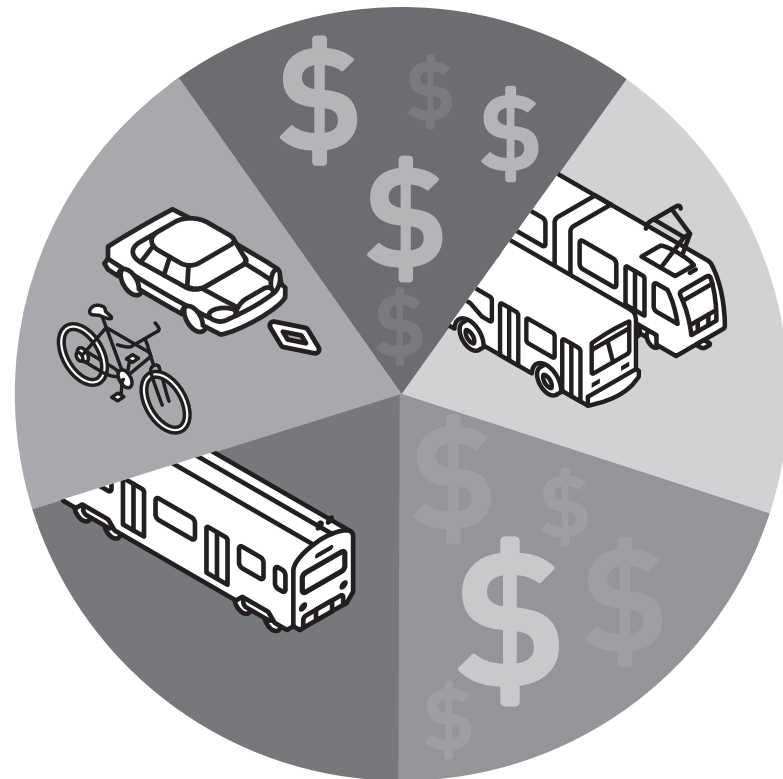
- i. Pricing on street parking in residential neighborhoods as part of a Parking Benefit Districts, with revenues used to benefit local communities or mitigate overflow-parking impacts.
- ii. Allow residents and firms in conformity with state and local laws to lease on-street parking spaces in front of their homes or business, for customers and personal use.
- iii. Reduce or eliminate employee parking subsidies, so automobile commuters pay some or all of their parking costs. Cash out free parking, so employees who use alternative commute modes receive a comparable benefit.

Appendix B

Appendix C

2008

METRO FUNDING SOURCES GUIDE



Los Angeles County
Metropolitan Transportation Authority

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213.922.9200 Tel
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INTRODUCTION

This Metro Funding Sources Guide provides an overview of the sources available for transportation funding in Los Angeles County. Transportation finance is extremely complex with funds coming from the local, state, and federal governments through their taxing sources. The Metro Funding Sources Guide is intended to assist the reader in understanding the origins and eligible uses of the various funding sources available Countywide. This Guide separately presents the three distinct governmental sources of revenue (local, state, and federal) by program source, and where appropriate, estimates of the funding available in Los Angeles County.

This Metro Funding Sources Guide is divided into three sections:

- Section I includes a brief list of all Local, State, and Federal funding sources available in Los Angeles County and a chart of funding eligibility.
- Section II provides basic information about each funding source within each category (local, state, and federal). Metro receives, programs, or monitors many of these funds and other agencies may also directly receive transportation revenues. Since each State and Federal funding program has more extensive requirements and restrictions than are described in this Guide, the reader is encouraged to consult California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) web sites for complete details. Useful *Transportation Funding in California* charts may be found on Caltrans web site: <http://www.dot.ca.gov/hq/tpp/offices/ote/fundchrt.html>.
- Section III contains the Appendices. Appendix I outlines additional transportation funding sources that may be allocated directly by State or Federal agencies to cities or agencies in Los Angeles County. Appendix II is a list of acronyms used in this Guide. Appendix III is a chart of timely use of funds requirements.

Please direct comments to:
Los Angeles County Metropolitan Transportation Authority
RE: 2008 Metro Funding Sources Guide
Programming and Policy Analysis, MS 99-23-3
One Gateway Plaza
Los Angeles, CA 90012

OVERVIEW

The Los Angeles County Metropolitan Transportation Authority (Metro) is the designated Regional Transportation Planning Agency (RTPA) for Los Angeles County with authority to program, to itself and other agencies, regional transportation funds in Los Angeles County. Programming means the actual assignment of funds to specific projects or functions within a given timeframe. Metro uses a Call for Projects process for programming most regional funds to cities, the County, and local agencies. Some regional funds are programmed by the Metro Board to Metrolink, Access Services, Incorporated, and for major Metro projects. Certain local, state and federal transit operating and capital funds are allocated to Los Angeles County jurisdictions, transit operators and Metro Operations through the Metro Formula Allocation Procedure (FAP). Metro is also guided by its annual Board-adopted budget, *Financial Standards*, and *Debt Policy*.

The primary sources of Countywide transportation funds are local sales taxes, a portion of the 18-cents per gallon state gasoline tax, a portion of the 18.4-cents per gallon federal gasoline tax, and the California sales tax on motor vehicle fuel. Metro is legally authorized to administer the three voter-enacted local sales tax initiatives – Proposition A, Proposition C, and Measure R – which each imposed a sales and use tax of 1/2 cent in the County. The Measure R sales and use tax has a sunset provision and will expire in 2039. These local sales taxes flow directly to Metro to be used by Metro or programmed to other agencies according to requirements of the applicable ordinances. Non-regional local transportation funds, such as gas tax subventions, go directly to other agencies. State and federal transportation-related taxes, through various funding programs, flow directly to recipients or are programmed by Metro to itself and other cities and agencies.

The total estimated amount of transportation revenues available Countywide for the period from Fiscal Year 2005 through Fiscal Year 2009 is \$23 billion – with 44% of this amount from local, 40% from state, and 16% from federal sources. Of the estimated \$5.0 billion in transportation revenues available in Los Angeles County in FY 2009, \$3.4 billion is included in the Metro budget. Local sources consist mostly of the local sales taxes designated for transportation purposes (Propositions A and C and Measure R), ¼ cent of the 7.25 cent statewide retail sales tax collected in L.A. County (Transportation Development Act), and fare revenues. Bond financing increases the amount of local sources depending on the bonding level assumed.

Proposition 42 provides a significant source of state transportation funds. Approved by the voters in 2002, Proposition 42 amended the State Constitution to transfer state sales tax on gasoline from the State General Fund to transportation purposes beginning in FY 2004. The transfer, which may be suspended in the event of a State General Fund fiscal emergency, was partially suspended in FY 2004 and fully suspended in FY 2005. In 2006, voters approved

Proposition 1A to amend the State Constitution to further limit suspensions of the Proposition 42 transfers. In addition, the FY 2004 and FY 2005 suspensions must be repaid by June 30, 2016, at a minimum rate of repayment each year. The FY 2008 State Budget fully funded the transfer of \$1.5 billion, plus the Proposition 1A loan repayment of \$83 million. Beginning FY 2009, the funds are to be distributed 20% to the Public Transportation Account (PTA), 40% to the State Transportation Improvement Program (STIP), and 40% to local streets and roads. SB 717 (2007) codifies this formula for future years and changes the allocation of the 20% PTA transfer, which originally was 50% for STIP transit capital improvements, 25% allocated based on the State Transit Assistance (STA) Operator Revenue share, and 25% allocated based on the STA Population share. Under SB 717, the split will be 25% to the STIP for transit capital improvements, 37.5% allocated based on the STA Operator Revenue share, and 37.5% allocated based on the STA Population share.

Federal transportation funding was last reauthorized in August 2005 with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU,) which covers Federal Fiscal Years 2005 - 2009. For Federal Fiscal Year 2004, program authorizations were extended in a series of six short-term extensions of the previous 1998 six-year act (the Transportation Efficiency Act for the 21st Century [TEA-21]). SAFETEA-LU essentially maintains the programmatic structure and funding balance established in TEA-21 and represents an overall 42% average annual increase over TEA-21. SAFETEA-LU nationally authorizes \$190 billion for highways, \$45 billion for transit, and \$5.7 billion for safety enhancement for a total of \$241 billion for fiscal years 2005 through 2009. Authorization levels represent the maximum funding available. Annually, the United States Congress must also appropriate the specific Federal Highway Trust Funds authorized in SAFETEA-LU. Appropriations are usually less than the authorized level.

SAFETEA-LU continues the five core formula programs: Interstate Maintenance (IM), National Highway System (NHS), Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and the Highway Bridge Program; adds a new Highway Safety Improvement Program (HSIP); and provides an approximate 80:20 ratio of highway to transit funding. The Equity Bonus program (equivalent to TEA-21's Minimum Guarantee program) ensures each state a minimum rate of return on its fuel tax revenue contributions to the Federal Highway Trust Fund. Donor states, such as California, are guaranteed a minimum of 90.5 percent return in 2005 and 2006, 91.5 percent in 2007, and 92.0 percent in 2008 and 2009. Equity Bonus funds may be used for any transportation project eligible for funding under the major highway formula programs. In addition, SAFETEA-LU includes 204 earmarks that provide partial funding for specific highway and transit projects in Los Angeles County.

In California, most Federal and State transportation funds are deposited into the State Highway Account, a portion of which the California Transportation Commission (CTC) allocates by both formula and for specific projects according to statutes.

SECTION I: Listing of Local, State, and Federal Funding Sources and Major Funding Sources Eligibility Chart

Following is a brief listing of the Local, State, and Federal transportation funding sources available in Los Angeles County and a chart of eligible uses by mode of the major funding sources. The flow of funds is complex: some funding sources belong directly to Metro or other agencies, some are received by Metro and allocated to itself and/or other agencies, and some are not received by Metro but are programmed by Metro to itself or other agencies subject to CTC, FHWA, and/or FTA approvals. See Section II for more information. Also, consult Caltrans, FHWA, and FTA web sites for complete details.

Funding Source		
LOCAL	LOCAL (cont.)	FEDERAL
Proposition A	Interest Earnings on Propositions A, C, TDA (Metro)	Homeland Security Grants
5% Administration (off the top)	Local Agency Match Funds for Metro Call for Projects	
25% Local Return	Local Agency Street and Road Funds	FEDERAL -- SAFETEA-LU HIGHWAYS
35% Rail Development Program	Miscellaneous (Metro lease, advertising, other)	Congestion Mitigation & Air Quality Program (CMAQ)
40% Discretionary (95% of 40% discretionary)	Mobile Source Emissions Credits	Equity Bonus Program
Incentive Program (5% of 40% discretionary)	Public/Private Joint Development	Freight Intermodal Distribution Pilot Grant Program
Proposition C	Service Authority for Freeway Emergencies (SAFE)	High Priority Projects (HPP) (earmarks)
1.5% Administration (off the top)		Highway Bridge Program (HBP)
5% Rail and Bus Security		Highway Safety Improvement Program (HSIP)
10% Commuter Rail/Transit Centers	STATE	Intelligent Transportation Systems Research & Dev.
20% Local Return	AB 2766 Program, Air Quality Vehicle Registration Fee	Nat'l Corridor Infrastructure Improvement (earmarks)
25% Transit Related Improvements	Carl Moyer Memorial Air Quality Standards Attainment	Projects of National & Regional Significance (earmarks)
40% Discretionary	Environmental Enhancement & Mitigation (EEM)	Safe Routes to Schools Program (SR2S)
Measure R	Petroleum Violation Escrow Account (PVEA)	Surface Transportation Program (STP):
1.5% Administration (off the top)	Proposition 1B State Infrastructure Bonds	Regional share (RSTP)
2% Rail Capital General Improvements	Proposition 42 Funds for Cities and LA County	Transportation Enhancements (TE)
3% Metrolink	Public Transportation Account (PTA)	Transportation Improvements (earmarks)
5% Rail Operations	PUC Grade Separation Program	FEDERAL -- SAFETEA-LU TRANSIT
15% Local Return	State Gas Tax Subventions To Cities	Section 5307 -- Urbanized Area Formula Grants
20% Bus Operations	State Highway Account -- for Caltrans Operations	Section 5308 -- Clean Fuels Grants
20% Highway Projects	State Highway Account -- for Freeway Service Patrol	Section 5309 -- Bus & Bus Facility Grants
35% Transit Capital- Specific Projects	State Highway Operation & Protection Prog. (SHOPP)	Section 5309 -- Fixed Guideway Modernization
Transportation Development Act (TDA)	State Infrastructure Bank (SIB)	Section 5309 -- New Starts
Administration	State Transit Assistance (STA)	Section 5309 -- Small Starts & Very Small Starts
TDA Article 3 (Bicycle and Pedestrian)	Population Share	Section 5310 -- Elderly & Persons with Disabilities
TDA Article 4 (Public Transportation)	Operator Revenue Share	Section 5311 -- Non-Urbanized Area Formula Grants
TDA Article 8 (Transit & Paratransit Unmet Needs)	State Transportation Improvement Program (STIP):	Section 5314 -- National Research Program
Benefit Assessments	Interregional Improvement Program (IIP)	Section 5316 -- Job Access & Reverse Commute (JARC)
Bond Financings	Regional Improvement Program (RIP)	Section 5317 -- New Freedom Program
Fare Revenues	Traffic Congestion Relief Program (TCRP)	Section 5339 -- Alternative Analysis Program
HOV Violation Fund		Section 5340 -- Growing States & High Density

Major Funding Sources Eligibility

Revenue Source	Government Entity Allocating	Allocation Process	Allocated To	Bus Eligible		Rail Eligible		New Subway Eligible		Highway Eligible	
				Cap	Ops	Cap	Ops	Cap	Ops	Hwys	TDM
Proposition A - 1/2 cent L.A. County Sales Tax	Local										
Admin (5%)		Metro Board	Metro	N	N	N	N	N	N	N	N
25% - Local Return		Ordinance	Cities by Population	Y*	Y*	N	N	N	N	N	N
35% - Rail Development		Metro Board	Metro	N	N	Y	Y	N	N	N	N
40% - Discretionary 95% of 40%		FAP	Metro and Municipal Operators	Y	Y	Y	Y	N	N	N	N
40% - Incentive Prog. 5% of 40%		FAP	Municipal Operators	Y	Y	Y	Y	N	N	N	N
Interest		FAP	Metro and Municipal Operators	Y	Y	Y	Y	N	N	N	N
Proposition C - 1/2 cent L.A. County Sales Tax	Local										
Admin (1.5%)		Ordinance	Metro	N	N	N	N	N	N	N	N
5% - Transit Security		Metro Board	Metro and Municipal Operators	Y	Y	Y	Y	N	N	N	N
10% - Commuter Rail & Transit Centers		Metro Board	Metro, Local Agencies, Metrolink (projs)	N	N	N	N	N	N	N	Y
20% - Local Return		Ordinance	Cities by Population	Y*	Y*	N	N	N	N	Y	Y
25% - Transit-related Highway Improvements		Metro Board	Metro and Local Agencies for Projects	N	N	N	N	N	N	Y	Y
40% - Discretionary		Metro Board	Metro & Others (Discretionary)	Y	Y	Y	Y	N	N	N	N
Interest		Metro Board	Metro & Others (Discretionary)	Y	Y	Y	Y	N	N	N	N
Measure R - 1/2 cent L.A. County Sales Tax	Local										
Admin (1.5%)		Ordinance	Metro	N	N	N	N	N	N	N	N
2% - Rail Capital General Improvements		Metro Board	Metro	N	N	Y	N	Y	N	N	N
3% - Metrolink		Metro Board	Metrolink	N	N	Y	N	N	N	N	N
5% - Rail Operations		Metro Board	Metro	N	N	N	Y	N	Y	N	N
15% - Local Return		Ordinance	Cities and County Unincorp. by Population	Y	Y	Y	Y	Y	Y	Y	Y
20% - Bus Operations		Metro Board	Metro and Municipal Operators	Y	N	N	N	N	N	N	N
20% - Highway Projects		Metro Board	Metro and Local Agencies for Projects	N	N	N	N	N	N	Y	Y
35% - Transit Capital Specific Projects		Metro Board	Metro	N	N	Y	N	Y	N	N	N
Interest (same eligibility as subfund)		Metro Board	Allocated to Each Subfund	Y	Y	Y	Y	Y	Y	Y	Y
Transportation Development Act (TDA) - 1/4 cent State Sales Tax	State										
Admin (1% Metro, \$1 M SCAG)	State	Metro Board	Metro, SCAG, LA County Auditor	N	N	N	N	N	N	N	N
Article 3 - Bikeways, Pedestrian Facilities	State	State Law	Cities by Population	N	N	N	N	N	N	N	Y
Article 4 - Transit Capital & Operating	State	FAP	Metro and Municipal Operators	Y	Y	Y	Y	Y	Y	N	Y
Article 4 - Interest	Local	FAP	Metro and Municipal Operators	Y	Y	Y	Y	Y	Y	N	Y
Article 8 - Transit/Paratransit Unmet Needs	State	State Law	Cities & Unincorporated County not served by Metro, by Population	Y*	Y*	N	N	N	N	Y	Y

Major Funding Sources Eligibility

Revenue Source	Government Entity Allocating	Allocation Process	Allocated To	Bus Eligible		Rail Eligible		New Subway Eligible		Highway Eligible	
				Cap	Ops	Cap	Ops	Cap	Ops	HWys	TDM
Public Transportation Account (PTA) - State Transit Assistance (STA)	State										
Population Share	State	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Operator Revenue Share	State	FAP	Metro and Municipal Operators	Y	Y	Y	Y	Y	Y	N	N
Operator Revenue Share Interest	Local	FAP	Metro and Municipal Operators	Y	Y	Y	Y	Y	Y	N	N
Service Authority for Fwy Emergencies (SAFE)-Call Boxes	State	SAFE Board	Restricted to Call Box Program	N	N	N	N	N	N	Y	N
Metro General Revenues											
Fares	Local	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Advertising Revenues	Local	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Other General Revenues	Local	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
Lease and Leaseback Revenues	Local	Metro Board	Metro	Y	Y	Y	Y	Y	Y	N	N
State Transportation Improvement Program (STIP)											
Regional Improvement Prog. (RIP) (mostly federal STP)	State	Metro Board and CTC	Metro & Local Agencies for Projects	Y	N	Y	N	Y	N	Y	Y
Surface Transportation Program (STP)											
Surface Transp.Prog.-Regional (RSTP)-flexible to transit	Federal/FHWA	Metro Board	Metro & Local Agencies for ASI & Projects	Y	N	Y	N	Y	N	Y	Y
Surface Transportation Program-Local (STP-L)	Federal/FHWA	State Law	Fixed Amounts to Cities & L.A. County	N	N	N	N	N	N	Y	Y
Surface Transp.Prog.-10% Transp. Enhancements (TEA)	Federal/FHWA	Metro Board	Metro/Local Agencies-Projects	N	N	N	N	N	N	Y	Y
Congestion Mitigation & Air Qual.(CMAQ)-flexible to transit	Federal/FHWA	Metro Board	Metro/Local Agencies-Projects	Y	Y**	Y	Y**	Y	Y**	Y	Y
Section 5307 - Urbanized Area Formula Program											
Section 5307 - 85% Capital Formula	Federal/FTA	Metro Board	Metro and Municipal Operators	Y	N	Y	N	Y	N	N	N
Section 5307 - 15% Capital Discretionary	Federal/FTA	Metro Board	Metro and Municipal Operators	Y	N	N	N	N	N	N	N
Section 5309-Fixed Guideway Modernization Formula Prog.	Federal/FTA	Metro Board	Metro	Y	N	Y	N	Y	N	N	N
Section 5309-New Starts	Federal/FTA	Metro Board	Metro for Earmarked Projects	N	N	Y	N	Y	N	N	N
Section 5309-Bus and Bus Related	Federal/FTA	Metro Board	Metro/Local Agencies-Earmarked Projs	Y	N	N	N	N	N	N	N

* Muni Bus use only. ** First three years of new transit services only.

SECTION II: Description of Local, State, and Federal Funding Sources

Local Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Proposition A \$694 million	A voter-enacted (1980) ½-cent sales tax in Los Angeles County. Metro is responsible for administering the funds. Funds flow to Metro which allocates to itself and other agencies according to the Metro Formula Allocation Procedure and Metro Board actions. These funds can be leveraged by bonding for capital projects. Ordinance specifies the following apportionments:	To improve and expand public transit in L.A. County. Eligible uses are defined in the Ordinance. Per the 1998 Reform and Accountability Act, these funds cannot be used for planning, design, construction or operation of any new underground subway (including any extension or operating segment thereof) other than Metro Red Line MOS-1, MOS-2 and MOS-3-North Hollywood.
\$35 million	<ul style="list-style-type: none"> • Administration – Metro has elected to use up to 5% for administration 	Planning, management, execution, use and conduct of the projects and programs funded by Proposition A.
\$165 million	<ul style="list-style-type: none"> • 25% Local Return Program – distributed to L.A. County and the cities in L.A. County on a per capita basis for public transit uses <ul style="list-style-type: none"> – Prop A Local Return (does not apply to Prop C) may be traded to other jurisdictions in exchange for general or other funds if the traded funds are used for public transit purposes – Requires annual project descriptions – Metro conducts fiscal and compliance audits upon project completion – Can establish capital reserves with Metro Board approval 	Exclusively to benefit public transit: expenditures related to fixed route and paratransit services, Transportation Demand Management (TDM), Transit Systems Management (TSM), and fare subsidy programs that exclusively benefit transit. See Guidelines for complete details. Metro web site: http://www.metro.net/projects_programs/local_return.htm Metro contact for Local Return Guidelines or further information: Susan Richan or Nalini Ahuja
\$231 million	<ul style="list-style-type: none"> • 35% Rail Development Program <ul style="list-style-type: none"> – Metro frequently leverages these funds by bonding in accordance with adopted debt policy to finance major construction projects such as the Blue, Green, Red and Purple Lines 	Bond debt service (principal and interest on bonds to finance major rail construction projects) has first claim. Acquisition, renovation, rehabilitation, and replacement of rail vehicles, rail facilities, & wayside systems. Operation of rail systems. Acquisition & maintenance of rights of way.
\$264 million \$251 million	<ul style="list-style-type: none"> • 40% Discretionary – allocated as follows per Metro Board policy: <ul style="list-style-type: none"> – 40% (95% of 40%) Discretionary– for county bus operators by formula based on projected receipts plus CPI, adjusted once during the mid-year reallocation. Growth above CPI, if any, is transferred to Proposition C 40% Discretionary per the Discretionary Grant Program and Incentive Program Guidelines. SB 1755 (Calderon, 1991) mandates adherence to the Transit Operator Formula Funds (Formula Allocation Procedure) unless changed by ¾ vote of Metro Board. 	Any transit purpose, but current practice limits expenditures to bus capital and operations Metro contact for Guidelines or further information: Nalini Ahuja.

Local Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Proposition A continued \$13 million	<ul style="list-style-type: none"> - 5% of 40% Incentive Program – for paratransit programs. The County, cities, and public transit operators may apply. Private operators may only receive funds through sponsorship by an eligible operator. 	Sub-regional paratransit programs, special transit programs, community transportation programs, voluntary NTD reporting. Metro contact for Incentive Program Guidelines or further information: Jay Fuhrman or Susan Richan
Proposition C \$694 million	A voter-enacted (1990) ½-cent sales tax for public transit purposes. Metro is responsible for administering the funds. Funds flow to Metro which allocates to itself and other agencies according to the Metro Formula Allocation Procedure, the Metro Call for Projects, and Metro Board actions. An MOU is executed for each project in the Metro Call for Projects. These funds can be leveraged by bonding for capital projects. Ordinance specifies the following apportionments:	Eligible uses are defined in the Ordinance. Per the 1998 Reform and Accountability Act, these funds cannot be used for planning, design, construction or operation of any new underground subway (including any extension or operating segment thereof) other than Metro Red Line MOS-1, MOS-2 and MOS-3-North Hollywood.
\$10 million	<ul style="list-style-type: none"> • Administration – Metro may use up to 1.5% for administration 	Planning, management, execution, use and conduct of the projects and programs funded by Proposition C.
\$34 million	<ul style="list-style-type: none"> • 5% Rail and Bus Security – Per SB 1755 (Calderon, 1991), 90% is allocated based on unlinked passenger trips. 10% is allocated to Metro for internal security. 	Improve and expand rail and bus security such as new rail line security, transit service and facilities security, security incentives, security improvements, and demonstration projects. Metro contacts: Rufus Cayetano or Nalini Ahuja.
\$68 million	<ul style="list-style-type: none"> • 10% Commuter Rail/Transit Centers – Generally allocated to the Southern California Regional Rail Authority (SCRRA) for operation and maintenance of the Metrolink commuter rail system. Additional Prop C 10% funds, if any, are allocated through the Metro Call for Projects process to other eligible agencies for specific projects. 	Planning, construction and operation of commuter rail such as Metrolink including vehicles and equipment, and right-of-way improvements to tracks, bridges and signal systems. Other capital projects such as transit centers, freeway bus stops, park-n-ride lots. Bond debt service. Metro contact: Patricia Chen.
\$137 million	<ul style="list-style-type: none"> • 20% Local Return – distributed to cities on a per capita basis exclusively for public transit purposes <ul style="list-style-type: none"> - Requires annual project descriptions - Metro conducts fiscal and compliance audits upon project completion - Can establish capital reserves with Metro Board approval - May not be traded to other jurisdictions 	Exclusively to benefit public transit: expenditures related to fixed route and paratransit services, Transportation Demand Management (TDM), Transit Systems Management (TSM), fare subsidy programs that exclusively benefit transit, Congestion Management Programs, commuter bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects. See Guidelines for details. Metro web site: http://www.metro.net/projects_programs/local_return.htm Metro contact for Local Return Guidelines or further information: Susan Richan or Nalini Ahuja.

Local Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Proposition C continued \$171 million	<ul style="list-style-type: none"> • 25% Transit-related Improvements to Freeways and State Highways and public mass transit improvements to railroad rights-of-way Generally awarded to Metro, the County, cities and local agencies through the Metro Call for Projects or other Metro Board action. Recipients must provide for ongoing maintenance and operations. Metro frequently leverages these funds by bonding. 	New or improved facilities that reduce congestion such as carpool lanes, transitways, signal coordination/TSM improvements on arterial streets used by transit, grade separations, incident management programs, arterial widening, interchanges, ridesharing, and bond debt service. Metro Call for Projects contacts: Heather Hills or Mona Jones.
\$274 million	<ul style="list-style-type: none"> • 40% Discretionary – currently allocated at discretion of Metro Board to Metro and non-Metro operators and agencies after all other funding opportunities are exhausted. Programs currently funded with this source are: Foothill Mitigation, transit service expansion, base restructuring, Municipal Operator Service Improvement Program (MOSIP), over-crowding relief, bus security enhancements, and Metro Consent Decree. 	Improve and expand rail and bus transit Countywide, provide fare subsidies, increase graffiti prevention and removal, and increase energy-efficient, low polluting public transit service. May be used for Call for Projects and other regionally significant transit programs at discretion of Metro Board. May not be used for Metro Rail improvements between Union Station and Hollywood.
Measure R FY 11 est. \$738 million	A voter-enacted (2008) ½-cent sales tax for public transit purposes for a period of 30 years beginning July 1, 2009 (Rail Expansion, Local Street Improvements, Traffic Reduction, Better Public Transportation, Quality of Life). Metro is responsible for administering the funds. Funds flow to Metro which allocates to itself and other agencies according to the Ordinance, Metro Formula Allocation Procedure, and Metro Board actions. Provides for the following subfunds: Transit Capital, Highway Capital, Operations, and Local Return. Ordinance specifies the following apportionments:	Eligible uses are defined in the Ordinance. Projects are specified in the Measure R Expenditure Plan.
FY 11 est. \$11 million	<ul style="list-style-type: none"> • Administration – Metro may use 1.5% for administration 	Planning, management, execution, use and conduct of the projects and programs funded by Measure R.
FY 11 est. \$15 million	<ul style="list-style-type: none"> • 2% Rail Capital General Improvements – Allocated to Metro for capital improvements to Metro’s rail system. 	Metro rail capital - system improvements, rail yards, and rail cars.
FY 11 est. \$22 million	<ul style="list-style-type: none"> • 3% Metrolink – Allocated to the Southern California Regional Rail Authority (SCRRA) for capital improvements to the Metrolink commuter rail system. 	Metrolink capital improvement projects within Los Angeles County. Operations, maintenance, and expansion.
FY 11 est. \$36 million	<ul style="list-style-type: none"> • 5% Rail Operations – Allocated to Metro for operation and maintenance of new transit projects. 	New transit project operations and maintenance.
FY 11 est. \$109 million	<ul style="list-style-type: none"> • 15% Local Return – distributed to the incorporated cities within Los Angeles County and to Los Angeles County for the unincorporated area of the County on a per capita basis 	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.

Local Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Measure R continued FY 11 est. \$145 million	<ul style="list-style-type: none"> • 20% Bus Operations – Allocated to Metro and non-Metro operators and agencies for bus operations. Suspends a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund. 	Countywide bus service operations, maintenance, and expansion.
FY 11 est. \$145 million	<ul style="list-style-type: none"> • 20% Highway Projects – Capital project allocations per Metro Board action. 	Construction of specific list of carpool lanes, highways, goods movement, grade separations, and soundwalls.
FY 11 est. \$255 million	<ul style="list-style-type: none"> • 35% Transit Capital Specific Projects – Allocated to Metro for new Rail and/or Bus Rapid Transit Capital Projects. 	Construction of specific list of new rail and/or bus rapid transit capital projects. Project definition depends on final environmental review.
Transportation Development Act (TDA) (considered a local source) \$352 million	A Local Transportation Fund (LTF) for each county derived from ¼ cent of the 7.25 cent statewide retail sales tax. The funds are apportioned to each county by the State Board of Equalization according to the amount of tax collected in the county. The funds are held by the County of Los Angeles which deducts for its administrative costs and distributes the balance as directed by the Metro Accounting Department. Public Utilities Code 99200	Metro allocates to itself and non-Metro transit operators based on established criteria and formula including the Metro Formula Allocation Procedure.
\$6 million	<ul style="list-style-type: none"> • Administration (PUC 99233.1) • Planning and Programming (PUC 99233.2) 	<ul style="list-style-type: none"> • Such sums as may be necessary for Metro administrative responsibilities including performance audits • Up to 1% may be used by Metro and ¾% (up to \$1 million) by SCAG for planning and programming
\$7 million	<ul style="list-style-type: none"> • 2% TDA Article 3 (Bicycle & Pedestrian Facilities) – allocated to local jurisdictions based 85% on population and 15% to City of LA and LA County unincorporated areas for maintenance of regionally significant Class I bicycle facilities. 	Bicycle and pedestrian facilities. Metro web site: http://www.metro.net/projects_programs/tda.htm Metro contact: Susan Richan.
\$320 million	<ul style="list-style-type: none"> • TDA Article 4 (Public Transportation Systems) <p>TDA Article 4.5, for community transit services for riders such as handicapped who cannot use conventional transit, is not utilized since Prop A Incentive Program serves this purpose.</p>	Public transportation systems, bus capital or operating. Available only to Metro and “eligible” municipal operators subject to the Formula Allocation Procedure based on vehicle service miles and fare revenue. Often used as local match. Metro contact: Rufus Cayetano
\$19 million	<ul style="list-style-type: none"> • TDA Article 8 – For areas within LA County not served by Metro, North County unincorporated area, Palmdale, Lancaster, Santa Clarita, and Avalon. Allocated to the eligible local jurisdictions based on population. Requires annual public hearings. FY 09 amount is 5.8% of TDA funds net of administration and planning. 	Transit and paratransit programs to fulfill unmet transit needs in areas not served by Metro. If there are no unmet transit needs, may be used for street and road improvements. Metro contact: Susan Richan

Local Funding Source & Annual Amount (approx.)

Description

Eligible Uses

Benefit Assessments \$21 million

Special property tax assessments levied on commercial properties within ½ mile of Metro Red Line Segment 1 stations in district A1 and 1/3 mile in district A2. District A1 is downtown and A2 is the Westlake/MacArthur Park district. The final assessment will occur in 2008-2009 with the final debt service payment in September 2009.

Debt service on the \$162 million in assessment district bonds issued in 1992 to partially fund construction of the Metro Red Line stations. Metro web site: http://www.metro.net/projects_programs/bad.htm
 Metro contacts: David Sikes or James Allen
 Metro has a Debt Policy, updated each June, which outlines the appropriate uses of debt financing.
http://www.metro.net/about_us/finance/debt.htm
 Metro contact: Mike Smith
 Financing of large lease projects, primarily rail system rolling stock, buses, and bus/rail facility construction.

Bond and Lease Financing (variable)

Debt and lease instruments are used to leverage future revenues to currently pay for capital projects that will provide long-term benefits over the repayment period.

Certificates of Participation (COP): A lease obligation frequently used to finance a capital project or acquisition when a debt instrument may not be suitable. May be taxable or tax exempt.

Commercial Paper (CP): A short-term debt instrument with maturities ranging from 1 to 270 days frequently used as interim financing. May be either taxable or tax exempt.

Financing of capital costs related to acquisition, construction, and equipment for bus, rail, and other transit related capital projects

Cross Border Leases: A taxable transaction where a foreign-domiciled equity investor holds the title to the leased asset and Metro benefits from a low-cost financing which may be able to be structured into an upfront cash benefit.

Buses and rail vehicles are the most likely to qualify. These leases typically require that the equipment be delivered directly from the vendor into the lease. Must be investigated well in advance of planned equipment delivery.

Bonds: long-term debt instrument used to leverage future revenues by borrowing to pay the current capital costs of projects that will provide future benefit over the life of the repayment period, which should not exceed the useful life of the asset. The bonds Metro issues would typically be tax-exempt so long as the project complies with the private use rules of the Federal tax code.

Financing of capital costs related to acquisition, construction, and equipment for bus, rail, and other transit-related capital projects. Should ideally be limited to funding of significant assets that require large amounts of upfront cash for construction or acquisition, and that will have long useful lives. Examples include construction of rail lines, busways and operating facilities. Repetitive capital costs such as annual bus acquisitions are generally not good candidates for bond financing. The useful life of the financed assets should be at least equal to the average life of the bonds providing the funding. Metro's 30-year bonds have an average life of about 19 years.

Local Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Fare Revenues \$434 million \$322 M Metro \$ 83 M Non-Metro Operators \$ 29 M Metrolink	Metro bus and rail transit fares, non-Metro bus transit fares (“Municipal” and Other Operators, ASI), and Metrolink fares including cash fares, daily and monthly passes, discounted student, senior, and disabled passes, and other fare media.	Funds belong to each operator. Metro contact: Marcelo Melicor
HOV Violation Fund \$0.5 million	Revenue generated from fines collected from violations of Los Angeles County carpool lanes and for crossing double-double solid yellow lines. Metro receives 1/3 of the first \$100 if the violation occurs in a city within the County and ½ if in un-incorporated areas of the County.	Metro programs these funds for the Freeway Service Patrol Program in which Metro contracts for tow trucks to patrol the freeways to improve traffic flow. Metro contact: Ken Coleman
Interest Earnings on Propositions A and C (Metro) \$3.5 million FY 08	Interest earned by Metro on Propositions A and C funds. Allocated at discretion of Metro Board through annual budget or specific action. If allocated to Metro Operations, Municipal Operators receive their share according to the Formula Allocation Procedure.	See 1996 Propositions A and C Interest Guidelines. Formula Allocation Procedure applies when Metro uses these funds directly or indirectly for a purpose historically covered by the Formula Allocation procedure or if Metro Board elects to use the funds for new programs or services in conjunction with the Municipal Operators. Metro contact: Nalini Ahuja.
Interest Earnings on TDA (Metro) \$1.0 million	Interest earned by Metro on TDA Article 4 funds. Allocated at discretion of Metro Board through annual budget. If allocated to Metro Operations, Municipal Operators receive their share according to the Formula Allocation Procedure.	Metro contact: Nalini Ahuja.
Local Agency Match Funds	For projects awarded regional funds through the Metro Call for Projects, local agency recipients are generally required to provide, from their direct funds, usually 20% of the project’s cost	Match for Call for Projects
Local Agency Street and Road Funds	Local agencies’ own funds that they use for street maintenance	Street maintenance
Miscellaneous Metro revenues \$59 million	Fees collected by Metro for advertising, chartering, leasing, ridesharing, and other miscellaneous services.	Allocated in Metro budget, usually for Metro Transit capital and operations
Mobile Source Emission Credits (MSERCs) Variable depending on market demand	Under South Coast Air Quality Management District (SCAQMD) Rule 1612, Metro generates MSERCs when it operates alternative fuel buses with engines cleaner than state requirements. MSERCs can be traded into RECLAIM credits and be sold in SCAQMD emissions trading market.	Metro bus and rail transit operations (fuel parts, labor, etc.) Metro contact: Stacy Alameida

Local Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Public/Private Joint Development \$2 million	Revenue generated from public/private joint developments of Metro-owned property near rail lines and Metro rail transit stations.	Real estate development on Metro-owned property near rail stations Metro contact: Nelia Custodio
Service Authority for Freeway Emergencies (SAFE) \$7 million	Revenue generated from a \$1.00 annual registration fee on vehicles in Los Angeles County. SAFE is an independent agency with its own board. Policies and guidelines are developed by the State and implemented by SAFE.	Emergency call box operation and maintenance, Freeway Service Patrol, motorist aid Metro contact: Ken Coleman

State Funding Source & Annual Amount (approx.)	Description	Eligible Uses
AB 2766 Program (Air Quality Vehicle Registration Fee) \$30 million countywide \$0.2 million Metro discretionary estimate	Annual \$6 vehicle registration surcharge in the South Coast Air Quality Management District (SCAQMD) to fund air pollution efforts per AB 2766 (1990). \$4 of this fee is divided as follows: 30% is used by SCAQMD to reduce motor vehicle air pollution and implement the California Clean Air Act, 40% is distributed based on population to cities and counties to reduce motor vehicle air pollution, and 30% is discretionary, on a competitive basis, recommended by the Mobile Source Air Pollution Reduction Review Committee (MSRC) to the SCAQMD Board.	Projects that reduce motor vehicle air pollution Metro contact: Stacy Alameida http://www.aqmd.gov/trans/ab2766.html Health and Safety Code 44220-44247
Carl Moyer Memorial Air Quality Standards Attainment Program (variable) \$30 million for SCAQMD area	State program created in FY 1999 to facilitate the move to cleaner burning engines. Funded with \$2 of the aforementioned \$6 vehicle registration surcharge and portion of the tire fee. Funds are discretionary and are awarded by SCAQMD.	Purchase of clean fuel heavy vehicles and retrofitting of older diesel engines. AB 923 includes agricultural sources of air pollution and light-duty trucks in the program. Applicant projects must meet SCAQMD cost effectiveness limits. Metro contact: Stacy Alameida http://www.aqmd.gov/tao/Implementation/carl_moyer_program_2001.html SB 1107 and AB 923 (2004), AB 1390 (2001) Health and Safety Code 44275-44299
Environmental Enhancement and Mitigation (EEM) \$10 million statewide \$1 million LA County discretionary estimate	State program established in 1989. Local, state, and federal agencies and nonprofit organizations may apply to the California State Resources Agency which reviews and recommends a list of projects to the CTC for funding. Once the annual EEM program is adopted, the projects are administered by Caltrans.	Projects that mitigate the negative environmental effects, over and above that required, of transportation facilities modified or constructed in 1990 or later. Grants are generally limited to \$350,000. http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm

State Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Petroleum Violation Escrow Account (PVEA) (variable)	Nationwide refunds for price overcharges on crude oil and refined petroleum products during the period from September 1973 through January 1981 held in escrow by the U.S. Department of Energy. Although match is not required, PVEA funds must supplement funds already available for the project. Can be used as match for other Federal funds. There are strict mandatory reporting requirements.	Projects that save or reduce energy and demonstrate near-term direct quantifiable results. Local agencies should contact their local State Legislator to request allocation legislation. Projects must be proposed to the California Energy Commission and approved by the U. S. Department of Energy. See Caltrans <i>Local Assistance Program Guidelines</i> , Chapter 22. Metro contact: Stacy Alameida
Proposition 1B State Infrastructure Bonds \$5 billion estimated for LA County from all bond categories For specific projects, LA County received \$ 1.19 billion from the CMIA and \$998 million from the TCIF major discretionary programs.	In November 2006, California voters approved the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. Statewide categories and amounts: Corridor Mobility Improvement Account (CMIA) - \$4.5 billion Route 99 Corridor Account - \$1.0 billion Trade Corridors Improvement Fund (TCIF) - \$2.0 billion STIP Augmentation - \$2.0 billion State Highway Operation and Protection Program (SHOPP) - \$500 million Traffic Light Synchronization - \$250 million State-Local Partnership Program Account - \$1.0 billion Local Bridge Seismic Retrofit Account - \$125 million Highway-Railroad Crossing Safety Account - \$250 million Intercity Rail Improvement - \$400 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) - \$3.6 billion Local Street and Road, Congestion Relief, and Traffic Safety Account - \$2 B Goods Movement Emission Reduction Program - \$1.0 billion School Bus Retrofit and Replacement Account - \$200 million Port, Harbor, and Ferry Terminal Security Account - \$100 million Transit System Safety, Security and Disaster Response Account - \$1 billion	Bond categories are either discretionary or are allocated by formula. Each bond category has specific formulas and/or guidelines. Funding for categories must be included in the annual State Budget. Such appropriations may vary each year and are expected for six to ten years. http://www.dot.ca.gov/hq/transprog/ibond.htm
Proposition 42 Funds for Local Roads \$119 million estimate	Allocations began in FY 2001 but were suspended in fiscal years 2004 and 2005. Beginning in FY 2009, 40% of the total Prop 42 funds will be allocated and paid quarterly for local streets and roads purposes: 20% to Counties based on miles and vehicles and 20% to cities based on population.	Local street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. State Controller's Office web site: http://www.sco.ca.gov/ard/payments/traffic/index.shtml

State Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Public Transportation Account (PTA)	<p>A transportation trust fund that derives its revenue from the sales and use taxes on diesel fuel and gasoline plus the transfer of “Spillover” from the State General Fund. Spillover is 4.75% of sales tax revenues on all sales including gasoline minus 5% of sales tax revenue on all sales except gasoline. PTA funds flow to Los Angeles County through the STIP and through STA (see those sections). SB 717 (2007) changes the allocation of the PTA beginning in FY 2009. Originally the funds were split 50% for STIP transit capital improvements, 25% allocated based on the State Transit Assistance (STA) Operator Revenue share, and 25% allocated based on the STA Population share. Under SB 717, the funds will be split 25% to the STIP for transit capital improvements, 37.5% allocated based on the STA Operator Revenue share, and 37.5% allocated based on the STA Population share.</p> <ul style="list-style-type: none"> • 4 ¾ % sales tax on diesel fuel • 4 ¾% sales tax on 9 cents of the state excise tax on gasoline 	<p>Transit projects excluding rolling stock.</p> <p>Revenue and Taxation Code 7102 Public Utilities Code 99310-99316</p>
PUC Grade Separation Program \$15 million statewide	<p>A State funding program to help local agencies finance the high costs of grade separating highway-rail crossings. In general, allocations are limited to \$5 million each fiscal year per project or 80 percent of the project cost not to exceed \$20 million, whichever is less. There is also a minimum match requirement of 10 percent non-State and 10 percent railroad, however when Federal funds (Title 23) are part of the project budget, then the railroad match can be 5 percent. California Public Utilities Commission establishes a funding priority list of grade crossing projects most urgently in need of separation or alteration.</p>	<p>Highway-rail crossings nominated by a city, county, or public entity providing passenger rail services. Streets and Highways Code Sections 190, 2450- 2453. http://www.cpuc.ca.gov/PUC/Transportation/crossings/grade+sep+formula.htm</p>
State Gas Tax Subventions \$290 million est.	<p>Highway Users Tax Fund gas taxes that are directly disbursed by the State Controller to the cities and the county. Cities must be in conformance with Congestion Management Plan certified by Metro. State Controller’s Office apportionment web site: http://www.sco.ca.gov/ard/payments/highway/index.shtml</p>	<p>Recipient chooses street and highway projects that increase capacity, busways, and repaving. Cannot be used to purchase transit vehicles. Streets & Highways Code Sections 2105-2107, 2107.5</p>
State Highway Account -- for Caltrans Operations	<p>Caltrans District 7 budgeted allocation for operation and maintenance</p>	<p>Caltrans District 7 operations</p>
State Highway Account for Freeway Service Patrol \$11 million	<p>A line item (Budget Change Proposal) in the California State budget, allocated annually. The minimum local match is 25%.</p>	<p>Freeway Service Patrol Program in which Metro contracts for tow trucks to patrol the freeways to improve traffic flow. Metro contact: Ken Coleman</p>

State Funding Source & Annual Amount (approx.)	Description	Eligible Uses
State Highway Operation and Protection Program (SHOPP) \$158 million estimate	A four-year State program of capital projects whose purpose is to maintain the safety and integrity of the State Highway System. Most of the projects are for pavement and bridge rehabilitation and traffic safety improvements. Funding is comprised of state and federal gas taxes. The California Transportation Commission must allocate to the individual projects.	Capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane. Caltrans web site: http://www.dot.ca.gov/hq/transprog/shopp.htm
State Infrastructure Bank (SIB) Program Variable	To increase the efficiency of transportation investment and leverage Federal resources by attracting non-Federal public and private investment by establishing infrastructure revolving funds using up to 10% of apportioned Federal transportation funds. SIBs provide below-market rate subordinate loans, interest rate buy-downs on third party loans, guarantees and other forms of credit enhancement. SAFETEA-LU Section 1602; 23 USC 610	Projects eligible under Title 23 and Title 49 section 5302 of the United States Code Federal share is generally 80%.
State Transit Assistance (STA) \$96 million countywide	Through FY 2008, funded from 50% of the PTA funds, apportioned 50% to Population Share and 50% to Operator Revenue Share (see below). SB 717 (2007) changes the allocation of the PTA beginning in FY 2009. Under SB 717, STA will be funded from 75% of the PTA funds, apportioned 50% to Population Share and 50% to Operator Revenue Share. Claimants must meet one of the following eligibility tests: 1. Latest audited operating cost per revenue vehicle hour does not exceed the sum of the preceding year's operating cost per revenue vehicle hour and an amount equal to the product of the percentage change in CPI for the same period multiplied by the preceding year's operating cost per revenue vehicle hour. 2. Latest audited 3-year average operating cost per revenue vehicle hour does not exceed the sum of the average of the operating cost per revenue vehicle hour in the 3 years preceding the latest audited year and an amount equal to the product of the average percentage change in CPI for the same period multiplied by the average operating cost per revenue vehicle hour in the same 3 years.	Claimants must also be eligible for TDA Article 4 funds. Claim must be consistent with claimant's Short Range Transit Plan and Short Range Transportation Improvement Program. Metro contacts: Nalini Ahuja and Gloria Anderson State Controller's Office apportionment web site: http://www.sco.ca.gov/ard/payments/transit/index.shtml
\$43 million	<ul style="list-style-type: none"> • Population Share: 50% to counties based on population 	Transit operations or roads. Metro allocates to Metro Rail Operations. PUC 99313
\$53 million	<ul style="list-style-type: none"> • Operator Revenue Share: 50% to counties based on the ratio of each transit operator's revenues to the revenues of operators in the State. 	Transit operations or capital. Metro allocates to itself and other operators according to the Formula Allocation Procedure. PUC 99314

State Funding Source & Annual Amount (approx.)	Description	Eligible Uses
State Transportation Improvement Program (STIP)	A five-year state-regional program, adopted every two even years, of capital improvements on and off the State Highway System that increase the capacity of the transportation system. The STIP is funded from the State Highway Account (SHA), the primary funds of which are the \$0.18 cents per gallon state gasoline tax and Federal (primarily STP) funds.	The California Transportation Commission (CTC) must approve each County's STIP in its entirety. Allocation by the CTC is required by the end of the fiscal year that the project is listed in the STIP. For STIP Guidelines, see Caltrans web site: http://www.dot.ca.gov/hq/transprog/ocip.htm
\$28 million IIP estimate	<ul style="list-style-type: none"> • Interregional Improvement Program (IIP): 25% of STIP funds for capacity enhancing highway improvements proposed and administered by Caltrans, and for intercity rail capital improvements. 	Interregional roads and intercity rail projects (Caltrans). May contribute funding for projects in the RIP portion of the STIP. Subject to CTC approval.
\$200 million RIP estimate	<ul style="list-style-type: none"> • Regional Improvement Program (RIP): 75% of STIP funds distributed 60% by formula to the 13 southern counties and 40% to the northern counties. Metro as RTPA proposes regional projects for itself, Caltrans and local agencies. Subject to CTC approval. Since Metro receives no federal metropolitan planning funds, Metro may propose to use up to 5% of its RIP share for project Planning, Programming and Monitoring (PPM) which may be used for project planning including studies and alternatives analyses but not including preliminary engineering; program development, including the preparation of Regional Transportation Improvement Programs and supporting studies; and monitoring implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and CTC guidelines. 	Capital acquisition and construction of State highways and freeways, carpool lanes, local roads, public transit, pedestrian and bike facilities, grade separations, TDM, soundwalls, safety projects. Projects are selected through the Metro Call for Projects process or other Metro Board action. Metro contact: Toye Oyewole
	<i>Related Mechanisms:</i>	
	Grant Anticipation Revenue Vehicles (GARVEE) bonds issued for up to 12 years in anticipation of future federal funds. STIP projects are partially funded from the bond proceeds while the debt service payments on the bonds are funded from the STIP. Subject to CTC approval.	STIP or SHOPP projects which are ready-to-go and critical to be advanced; for right-of-way or construction costs only. For Guidelines, see: http://www.dot.ca.gov/hq/innovfinance/garvee_bond/garvee_guidelines2.htm
	AB 1012: Advance up to 2 years of only the design component of future STIP projects to accelerate delivery. Subject to CTC approval	Only for design for STIP projects not yet programmed for right-of-way or construction. For Guidelines, see: http://www.dot.ca.gov/hq/LocalPrograms/AB1012/ab1012.htm
	AB 3090: Local agency advances STIP projects using its own local funds; reimbursement or replacement project is programmed in the STIP in the future. Subject to CTC approval. Maximum reimbursement is \$50 million for an agency or county in any one fiscal year.	STIP projects ready to be advanced. For Guidelines: http://www.dot.ca.gov/hq/transprog/stip/AB%203090/AB%203090%20Request%20Guidelines.htm

State Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Traffic Congestion Relief Program (TCRP)	<p>In 2000, the Legislature enacted the Traffic Congestion Relief Act, a six-year funding plan to address state and local transportation needs. The Act created two funds both of which receive funding from a combination of General Fund revenues (one-time) and gasoline sales taxes (ongoing) that previously did not go to transportation.</p> <ul style="list-style-type: none"> • Traffic Congestion Relief Fund (TCRF): \$4.9 billion statewide (\$1.5 billion General Fund and \$3.4 billion gasoline sales tax revenues) to support 141 specific projects to reduce congestion of which \$1.7 billion was for LA County. Due to the State's fiscal condition in the early 2000s, much of the funding was loaned to the General Fund. As a result, later statutes extended the annual transfer of revenues to the TCRF through FY 2008 and specified repayment of prior-year loans which will likely continue into the next decade. Legislation: AB 2928 (Torlakson), SB 1662 (Burton) • Transportation Investment Fund (TIF): Allocates revenues from gasoline sales taxes by formula to various transportation purposes: 40% for local streets and road improvements, 40% to STIP, and 20% to PTA. The PTA is further split between STIP and STA (see STA section). In 2002, voters passed Proposition 42 which made the transfer of gasoline sales tax revenues to the TIF permanent. The amount is estimated at \$1.4 billion for FY 2008. The TIF funds were loaned to the General Fund in previous years. However, Proposition 1A, approved by the voters in 2006, restricts the state's ability to borrow these funds. 	<p>28 projects in L.A. County as specified in the legislation. CTC approves project applications, amendments, and allocations. For Guidelines, see: http://www.dot.ca.gov/tcrp/</p>

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Homeland Security Grants \$3.5 million estimate	Discretionary grant programs to make America more secure against the threat of terrorism and other hazards. First responder programs, disaster/ response programs, training programs, research programs, non-disaster programs. Most grants are administered directly through state agencies. Amount varies annually, usually \$2 to \$4 million.	Discretionary grants awarded to Metro and other transit agencies for specific projects Metro contact: James Allen
SAFETEA-LU	<i>Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU nationally authorizes \$190 billion for highways, \$45 billion for transit, and \$5.7 billion for safety enhancement for a total of \$241 billion for fiscal years 2005 through 2009. Authorization levels represent the maximum funding available. Annually, the United States Congress must also appropriate the specific Federal Highway Trust Funds authorized in SAFETEA-LU. Appropriations are usually less than the authorized level.</i>	<i>SAFETEA-LU and/or United States Code section numbers are listed for each program</i>
The following are SAFETEA-LU HIGHWAYS PROGRAMS	<i>For more details on each program, see highway provision fact sheets at: www.fhwa.dot.gov/safetealu/factsheets.htm</i>	<i>All projects are subject to advance FHWA approval</i>
Congestion Mitigation and Air Quality Improvement Program (CMAQ) \$137 million for Los Angeles County	Funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation-related emissions. Funds are apportioned by formula based on population and severity of pollution in ozone and carbon monoxide areas. Federal share is generally 80%, but is 90% or 100% in certain cases. Funds may be flexed or transferred to the FTA in order to be used for transit projects. SAFETEA-LU Sections 1101(a)(5), 1103(d), 1808 23 USC 149, 104(b)(2), 126(c)	Priority for diesel retrofit projects and programs, cost-effective emission reduction activities, and congestion mitigation projects that provide air quality benefits. Metro programs to itself and other agencies through the Metro Call for Projects or other Metro Board action. Some TDM projects may be eligible. Caltrans web site: http://www.dot.ca.gov/hq/transprog/reports/Official_CMAQ_Web_Page.htm
Equity Bonus Program \$9.2 billion nationwide for FFY 08	Provides a minimum rate of return on a state's fuel tax contributions to the Federal Highway Trust Fund as follows: 90.5% for FFYs 05 and 06, 91.5% for FFY 07, and 92% for FFYs 08 and 09. Most of the funds are distributed to the core programs of Interstate Maintenance (IM), National Highway System (NHS), Bridge, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement Program (HSIP). Federal share is the same as that of the core program to which the funds are distributed or generally 80% for funds not distributed to the core programs. SAFETEA-LU Sections 1104, 1102	Same uses as that of the core program to which the funds are distributed. For the funds that are not distributed to the core programs, the uses are the same as the Surface Transportation Program.

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Freight Intermodal Distribution Pilot Grant Program \$5 million total for FFY 05-09	Grants to facilitate and support intermodal freight transportation initiatives at the State and local levels to relieve congestion and improve safety and to provide capital funding to address infrastructure and freight distribution needs at inland ports and intermodal freight facilities. SAFETEA-LU Section 1306	One earmarked project: item C, Ports of Los Angeles and Long Beach. Allocation is \$1 million per year from FFY 05-09.
High Priority Projects (HPP) \$234 million total for FFY 05-09 for Los Angeles County	Designated (earmarked) funding for specific projects identified in SAFETEA-LU, each with a specified amount of funding for FFY 05-09. Funds and associated obligation authority designated for a project are available only for that project except for projects numbered 3677 and higher which may be used for certain other earmarked projects in the same state. If used for other projects, restoration provisions apply. Federal share is 80%, available until expended. SAFETEA-LU Sections 1101(a)(16), 1102, 1701, 1702, 1913, 1935, 1936. 23 USC 117.	Project development, right-of-way, and construction of 156 identified projects in Los Angeles County. http://www.fhwa.dot.gov/safetealu/factsheets/highproj.htm
Highway Bridge Program (HBP) \$4.4 billion nationwide for FFY 08 \$27 million estimate for Los Angeles County	Federal Highway Bridge Program funds that are administered by Caltrans with varying local match requirements depending on project type. 45% of HBP funds flow through the SHOPP and 55% flow directly to local agencies primarily for safety improvements such as replacing or rehabilitating public highway bridges over waterways, topographical barriers, highways, or railroads when the State and FHWA determine that a bridge is significantly important and is unsafe. Federal share is 80%, 90% for projects on the Interstate System. SAFETEA-LU Sections 1101 (a)(3), 1114; 23 USC 144	Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement, and ferry service replacement. http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm
Highway Safety Improvement Program (HSIP) \$1.3 billion nationwide for FFY 08	A new core funding program beginning FY 06 whose purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. \$220 million is set-aside for the Railway-Highway Crossing Program. Balance is apportioned to the states based 1/3 on Federal-aid highway lane miles, 1/3 on vehicles miles traveled on lanes on Federal-aid highways, and 1/3 on number of fatalities on the Federal-aid system. Federal share is generally 90%. SAFETEA-LU Section 1101 (a)(6), 1401	Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. http://safety.fhwa.dot.gov/state_program/hsip/

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Intelligent Transportation Systems (ITS) Research and Development Prog. \$110 million per year nationwide	<p>A discretionary program subject to Congressional appropriation to expedite deployment and integration of intelligent transportation systems for consumers of passenger and freight transportation, and related activities.</p> <p>SAFETEA-LU Sections 5301 - 5310</p>	<p>ITS is defined as electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.</p>
National Corridor Infrastructure Improvement Program (NCIIP) \$100 million total for L.A. County for FFY 06-09	<p>A discretionary program for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. Funds designated for a project are available only for that project except for projects numbered 28 and higher which may be used for certain other earmarked projects in the same state. Federal share is generally 80% and may be higher in certain cases.</p> <p>SAFETEA-LU Sections 1101 (a) (10), 1102, 1302, 1935, 1936, 1953</p>	<p>One earmarked project: #18, I-405 HOV Lane</p>
Projects of National and Regional Significance (PNRS) \$131 million estimated total for FFY 06-09 for L.A. County	<p>Specific high cost projects of national or regional importance. Funds designated for a project are available only for that project except for projects numbered 19 and higher which may be used for certain other earmarked projects in the same state. Federal share is generally 80% and may be higher in certain cases, available until expended.</p> <p>SAFETEA-LU Sections 1101 (a) (15), 1102, 1301, 1935, 1936, 1953, 1959, 1964</p>	<p>Two earmarked projects: #9, Alameda Corridor East, \$125 M including any sub-projects outside Los Angeles County and #14, Gerald Desmond Bridge, \$100 M.</p>
Safe Routes to Schools Program (SRTS) \$150 million nationwide for FFY 08	<p>To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to improve safety, reduce traffic and air pollution in the vicinity of schools. Apportioned to states based on their relative shares of total primary and middle school enrollment. The State, local, and regional agencies including non-profit organizations may receive the funds. Federal share is 100%.</p> <p>SAFETEA-LU Sections 1101 (a) (17), 1404</p>	<p>Infrastructure-related projects that improve the ability of students to walk and bicycle to school, such as sidewalks, traffic calming and speed reduction, pedestrian and bicycle crossings, bicycle and pedestrian facilities, secure bike parking, and traffic diversion within approximately 2 miles of schools. 10% to 30% of the State funds must be set aside for non-infrastructure related activities to encourage walking and bicycling to school, such as public awareness and outreach, education, and training.</p>

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Surface Transportation Program (STP)	Flexible funding apportioned to states based 25% on total lane miles of Federal-aid highways, 40% on vehicles miles traveled on Federal-aid highways, and 35% on highway users' tax payments into the Highway Account of the Highway Trust Fund. Federal share is generally 80% and may be higher in certain cases. Funds may be flexed or transferred to the FTA in order to be used for transit projects SAFETEA-LU Sections 1101(a)(4), 1103(f), 1113, 1603, 1960, 6006 23 USC 133, 104(b)(3), 140 Allocated as follows:	Projects on Federal-aid highways, bridge projects on any public road, transit capital projects, and intra- and inter-city bus terminals and facilities. New eligible uses include truck stop electrification systems, Federal-aid highway intersections that have high accident rates and high congestion, environmental restoration and pollution abatement, and control of terrestrial and aquatic noxious weeds.
\$12 million	10% Transportation Enhancement (TE) Program set-aside from State's STP apportionment (included in the STIP – see STIP in the State Funding Sources section) To strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. Metro allocates the L.A. County share to itself and other agencies through the Metro Call for Projects or other Metro Board action. Federal share is generally 80%. SAFETEA-LU Sections 1113, 1122, 6003.	Design and construction of improvements that beautify or enhance the interface of transportation systems and adjacent communities including pedestrian facilities, acquisition of historic or scenic sites, landscaping, mitigation of water pollution due to highway run-off. http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm
	STP State: Of the STP funds remaining after the TE set-aside, 27.5% is retained for the state to use at its discretion.	
\$113 million	Regional Surface Transportation Program (RSTP): Of the STP funds remaining after the TE set-aside, 62.5% is divided among sub-State areas based on population. Metro programs the L.A. County share to itself and other agencies through the Metro Call for Projects or other Metro Board action. Federal share payable is 88.53% (100% if safety related and 80% for bicycle or pedestrian-related projects). <ul style="list-style-type: none"> STP Local (STP-L): Metro allocates \$30.7 million per year of RSTP on a per capita basis to the County of Los Angeles and to each of the 88 jurisdictions in the County. 	Regional Projects such as roadway construction, rehabilitation, or restoration; transit projects and facilities; carpool projects; bicycle and pedestrian walkways. Caltrans web site: http://www.dot.ca.gov/hq/transprog/reports/Official_RSTP_Web_Page.htm Roadway construction, rehabilitation, or restoration; transit projects and facilities; carpool projects; bicycle and pedestrian walkways.
Transportation Improvements \$63 million total for FFY 06-09	Provides designated funding for specific projects identified in SAFETEA-LU. However, funds allocated for these projects may be obligated for certain other earmarked projects in the same state. Federal share is generally 80%, available until expended. SAFETEA-LU Sections 1102, 1913, 1934, 1935, 1936, 1941, 1949, 10210	Three earmarked Section 1934 projects: #17, Century Blvd Pedestrian Safety and Transportation Improvements (\$3 M), #20, Widen northbound I-405 between I-10 and US-101 for HOV Lane (\$30 M), and #21, Alameda Corridor East Construction Authority (\$30 M).

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
The following are SAFETEA-LU TRANSIT PROGRAMS	<i>For more details on each program, see : http://www.fta.dot.gov/index_4696.html for SAFETEA-LU Fact Sheets and Frequently Asked Questions and http://www.fta.dot.gov/funding/grants_financing_263.html for detailed grant program information</i>	
Section 5307 Urbanized Area Formula Grants \$149 million	Formula grants for Urbanized Areas (UZA) designated by the U.S. Census Bureau for public transportation capital investments from the Mass Transit Account of the Highway Trust Fund. After a 1% takedown for Small Transit Intensive Cities under 200,000 population, the formula is based on population, population density, and level of transit service. One percent for transit enhancements is no longer a set-aside but Designated Recipients must certify that the Region will spend 1% of apportioned Section 5307 funds on transit enhancements. Metro allocates 15% on a discretionary basis and 85% by formula to itself and the non-Metro operators. SAFETEA-LU Section 3009, 49 USC 5307, 5340, 5336(j)	Preventive maintenance and other bus and/or rail capital uses. Non-DOT federal funds can be used as match.
Section 5308 Clean Fuels Grant Program \$3 million est.	Discretionary capital grants for clean fuel buses and related facilities in air quality non-attainment and maintenance areas. Funding is transferred annually to the Section 5309 Bus and Bus Facilities program. In FY 2008 \$28 mil was made available for discretionary allocation. In addition, 16 projects have been designated in SAFETEA-LU, but their funding is subject to annual Congressional appropriation. Section 5307 program requirements apply. Federal share is 80%. SAFETEA-LU Section 3010, 49 USC 5308	Purchase or lease of clean fuel buses including up to 25% clean diesel and buses built with lightweight composite materials. Construction of clean fuel buses. Construction or lease of electrical recharging facilities and related equipment. Construction or improvement of public transportation facilities to accommodate clean fuel buses.
Section 5309 Bus and Bus Facility Grants \$20 million FFY 2008 Countywide	Approximately 50% is allocated in SAFETEA-LU section 3044(a) for specific projects including Clean Fuels program. Subject to annual Congressional appropriation. Congress may choose to earmark the remaining funds during the annual appropriations process. Federal share is generally 80%. SAFETEA-LU Section 3011 and 3044, 49 USC 5309, 5318	Purchase of buses for fleet or service expansion, bus-related facilities such as maintenance and transfer facilities, terminals, the intercity bus portion of an intermodal facility, computers, garage equipment, bus rebuilds, and passenger shelters.

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Section 5309 Fixed Guideway Modernization \$42 million	<p>A seven-tier formula program allocated to urbanized areas of 200,000 or more population with fixed guideway systems that have been in operation for at least seven years. Fixed guideway refers to any transit service that uses exclusive or controlled rights-of-way or rails -- entirely or in part. Federal share is 80%.</p> <p>SAFETEA-LU Section 3011 49 USC 5309</p>	<p>Capital projects to modernize or improve existing fixed guideway systems including purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, systems extensions, and preventive maintenance including preservation of fixed guideway infrastructure such as maintenance of vehicles, buildings, equipment, electric power facilities, vehicle movement control systems, fare collection and counting equipment, structures, tunnels, subways, and roadways.</p>
Section 5309 New Starts \$80 million	<p>Funding primarily for major fixed guideway capital investment projects based on formal FTA review of alternatives analysis, justification, local financial commitment, rating of project, and reliability of ridership and cost forecasts. Multiyear Full Funding Grant Agreement with the FTA is required. Total Federal share of a project is \$75 million or more with a maximum share of 80%, with ridership, cost estimate, and cost control incentives.</p> <p>SAFETEA-LU Section 3011 49 USC 5309(d), (e), (m)</p>	<p>Large, new, heavy rail, light rail, and bus rapid transit fixed guideway system projects. Current funding only for Metro Gold Line Eastside Extension.</p>
Section 5309 Small Starts \$17 million	<p>Discretionary grant program for public transportation capital projects that run along a dedicated corridor or a fixed guideway, have a total project cost of less than \$250 million, and are seeking less than \$75 million in Small Starts Program funding. The Small Starts program is a component of the New Starts program.</p> <p>SAFETEA-LU Section 3011</p>	<p>Potential projects must be based on regional multi-modal planning and an alternatives analysis. Potential projects include commuter rail, streetcars, trolleys, and bus rapid transit projects. Must be a fixed guideway or a corridor-based bus project.</p>

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Section 5309 Very Small Starts Amount to be determined	<p>New discretionary grant program begun in 2007 for simple, low-risk public transportation capital projects. In order to qualify for the streamlined Very Small Starts evaluation and rating process, a project must be a bus, rail or ferry project and contain the following features:</p> <ul style="list-style-type: none"> Transit Stations Signal Priority/Pre-emption (for Bus/LRT) Low Floor / Level Boarding Vehicles Special Branding of Service Frequent Service - 10 min peak/15 min off peak Service offered at least 14 hours per day Existing corridor ridership exceeding 3,000/day Less then \$50 million total cost Less then \$3 million per mile (excluding vehicles) <p>The Very Small Starts program is a component of the New Starts program. SAFETEA-LU Section 3011</p>	<p>Potential projects must be existing corridors where funding will help to solve problems or enhance service. Potential projects include rail and bus rapid transit projects.</p>
Section 5310 Elderly and Persons with Disabilities \$0.4 million	<p>Formula program which provides funding to States for capital projects to assist in meeting the needs of the elderly and persons with disabilities. The State administers the program. Metro applies competitive project selection criteria and applicant eligibility to recommend projects to the State for funding. Those eligible to receive funding include private non-profit agencies, public bodies approved by the State to coordinate services for the elderly and persons with disabilities, or public bodies which certify to the Governor that no non-profit corporations or associations are readily available in an area to provide the service. Federal share is 80%.</p> <p>SAFETEA-LU Section 3012 49 USC 5310</p>	<p>Capital costs of providing services to the elderly and persons with disabilities including acquisition of accessible vans, buses and communication equipment. Projects must be included in a locally-developed coordinated public transit-human service transportation coordination plan beginning in FY 2007. Non-DOT federal funds can be used as match. Metro contact: Larry Torres. Metro web site: http://www.metro.net/projects_programs/fta5310/default.htm</p>
Section 5311 Non-Urbanized Area Formula Grants \$180,000	<p>Formula grants that provide capital and operating assistance for rural and small urban public transportation systems. Funds are distributed 80% based on non-urbanized population and 20% through a tier-based formula based on land area. Federal share is generally 80% for capital costs and 50% for operating costs.</p> <p>SAFETEA-LU Section 3013, 49 USC 5311</p>	<p>Capital, operating, and project administration in areas less than 50,000 population (in L.A. County this is the unincorporated areas of the Antelope Valley). Non-DOT federal funds can be used as match.</p>

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
Section 5314 National Research Program \$1.48 million total for FFY 06-09	Grants for national research and technology programs. SAFETEA-LU Section 3046.	One earmarked project: #25, Southern California Regional Transit Training Consortium Pilot Program.
Section 5316 Job Access and Reverse Commute Program (JARC) \$6 million	Formula program, based on the number of low-income persons, to provide transportation services so that welfare recipients and eligible low-income individuals can access jobs and job-related activities. Funding is subject to annual Congressional appropriation. Eligible sub-recipients include state and local governments, nonprofit organizations, and public transportation operators. Federal share is generally 80% for capital costs and 50% for operating costs. SAFETEA-LU Section 3018 49 USC 5316	Competitive selection of projects that provide access to employment opportunities, public transportation for low-income workers, transit vouchers for welfare recipients and low-income individuals, employer-provided transportation, reverse commute services, shuttle vans or buses, public transportation to suburban employment opportunities, etc. Projects must be included in a locally-developed coordinated public transit-human service transportation coordination plan beginning in FY 2007. Non-DOT federal funds can be used as match. Metro contact: Vincent Lorenzo
Section 5317 New Freedom Program Variable \$3 million est.	Formula funding based on population of persons with disabilities to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act (ADA) or to continue existing service that exceeds ADA requirements. Federal share is 80% for capital and 50% for operating. SAFETEA-LU Section 3019 49 USC 5317	Capital and operating costs. Competitive selection of projects that encourage services and facility improvements to address the transportation needs beyond those required by ADA. Projects must be included in a locally-developed coordinated public transit-human service transportation coordination plan beginning in FY 2007. Metro contact: Vincent Lorenzo
Section 5339 Alternatives Analysis Program \$0.1 million	Provides grants to develop alternatives analyses for potential New Starts projects. Federal share is 80%. SAFETEA-LU Section 3037 49 USC 5339	Earmark for Red Car Trolley Engineering Study.

Federal Funding Source & Annual Amount (approx.)	Description	Eligible Uses
<p>Section 5340 Growing States and High Density States \$1.6 billion nationwide for FFY 2006-2009 \$7 million countywide for FFY 08</p>	<p>Half of the funds are made available under the Growing States factors and are apportioned based on State population forecasts for 15 years beyond the most recent census. Amounts apportioned for each State are then allocated to urbanized and rural areas based on the State's urban/rural population ratio. The High Density States factors distribute the other half of the funds to States with population densities greater than 370 people per square mile and are apportioned only to urbanized areas within those States. High Density factors do not apply to California since its population density of 217 people per square mile is less than 370.</p> <p>The funds are combined with Section 5307 urbanized area formula and the Section 5311 rural formula funds for national distribution.</p> <p>SAFETEA-LU Section 3038 49 USC 5340</p>	<p>See Sections 5307 and 5311. Metro allocates funds distributed to UZA 2 (LA-Long Beach-Santa Ana) to Metro rail operations.</p>

Section III: Appendices

APPENDIX I: Other State and Federal Funding Sources: Provides brief information on other State and Federal funding sources. Metro does not have programming authority over these funding sources. These funding sources are provided for general information purposes only.

Funding Source or Program	Funding	Description	Programmed or Administered By
Alternative Transportation in Parks & Public Lands Program – Section 5320	\$25 million nationwide for FFY 2008	Improving mobility and reducing congestion and pollution in national parks SAFETEA-LU Section 3021	Federal Transit Administration (FTA)
Bicycle Transportation Account (BTA)	\$7.2 million statewide for FY 2008	State funds for up to 90% of city and county projects that improve safety and convenience for bicycle commuters. http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm	Caltrans
Coordinated Border Infrastructure Program	\$190 million nationwide for FFY 2008	To expedite safe and efficient vehicle and cargo movements at or across the land borders between the United States and Canada and between the United States and Mexico. SAFETEA-LU Section 1303	FHWA
Emergency Relief Program	The maximum amount available to a single State cannot exceed \$100 million per disaster	Assists State and local governments with the expense of repairing serious damage to Federal-aid highways resulting from natural disasters or catastrophic failures. SAFETEA-LU Sections 1112; 23 USC 125	Caltrans and State Office of Emergency Services
Construction of Ferry Boats and Ferry Terminal Facilities Program	\$65million nationwide for FFY 2008	Discretionary program for construction of ferry boats and ferry terminal facilities. SAFETEA-LU Sections 1101(a)(13), 1801 23 USC 147 and 129(c)	Caltrans
Federal Lands Highways Program	\$954 million nationwide for FFY 2008	For highways, roads, parkways, and transit facilities that provide access to or within public lands, national parks, and Indian reservations. SAFETEA-LU Section 1119; 23 USC 202, 203, 204	Caltrans
High Risk Rural Roads Program	\$90 million per year nationwide	A set-aside from the Highway Safety Improvement Program for safety improvements on high risk rural roads to reduce fatalities. SAFETEA-LU Section 1404(f); 23 USC 148	Caltrans

Funding Source or Program	Funding	Description	Programmed or Administered By
Highways for LIFE Pilot Program	\$75 million nationwide per year FFY 2006-09, to fund up to 20% but not more than \$5 million of the cost of up to 15 projects per fiscal year	Incentive grants to foster the use of state-of-the-art technologies, elevated performance standards, and new business practices in highway construction that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction. Up to 10% of IM, NHS, STP, and CMAQ funds may be used for these projects. Federal share up to 100%. SAFETEA-LU Section 1502	Caltrans
Innovative Bridge Research & Deployment Program	\$13 million nationwide for FFY 2005 through 2009	To promote, demonstrate, evaluate, and document the application of innovative designs, materials, and construction methods in the construction, repair, and rehabilitation of bridges and other highway structures. SAFETEA-LU Section 5202(b)	Caltrans
Interstate Maintenance Program (IM)	\$5 billion nationwide for FFY 2006	For resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System. Funds are apportioned to States based on lane miles and total vehicle miles traveled on the Interstate System, and on a State's annual contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles. Federal share is 90-100%. SAFETEA-LU Sections 1101(a)(1), 1111; 23 USC 119, 104(b)(4), 118(c)	Caltrans
National Highway System (NHS)	\$6 billion nationwide for FFY 2008 plus share of Equity Bonus Program	For improvements to rural and urban roads that are part of the National Highway System, including the Interstate System and designated connections to major intermodal terminals. Apportioned to states based on lane miles and vehicle miles of travel on principal arterials, and diesel fuel used on all highways. Federal share is generally 80%. SAFETEA-LU Section 1101(a)(2), 1103, 6006. 23 USC 103, 104(b)(1)	Caltrans
National Historic Covered Bridge Preservation Program	\$10 million nationwide for FFY 2008	To provide for the rehabilitation, repair, or preservation of historic covered bridges. Federal share is generally 80%. SAFETEA-LU Section 1804	FHWA makes grants based on applications from States
National Scenic Byways Program	\$40 million nationwide for FFY 2008	Funding for projects on National Scenic Byways, All-American Roads or state designated scenic byways. To recognize and enhance roads (other than passing lanes) having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for such designations of these roads. Federal share is generally 80%. SAFETEA-LU Sections 1101(a)(12), 1802; 23 USC 162	Caltrans

Funding Source or Program	Funding	Description	Programmed or Administered By
Railroad/ Highway Crossings	\$220 million nationwide for FFY 2008	To reduce the number of fatalities and injuries at public highway-rail grade crossings through elimination of hazards and/or installation/upgrade of protective devices at crossings. Funded from a set-aside from the Highway Safety Improvement Program. Apportioned to states based on STP formula factors and number of public highway-railway crossings. Federal share is 90%. Fifty percent of each state's apportionment must be used for installation of protective devices at crossings. SAFETEA-LU Section 1401; 23 USC 130	Caltrans
Recreational Trails	\$80 million nationwide for FFY 2008	To develop and maintain recreational trails that include pedestrian, equestrian, bicycling, non-motorized snow activities, and off-road motorized vehicle activities. SAFETEA-LU Section 1109	Caltrans
Safe Routes to School Program (SR2S)	\$20 million statewide	To fund bicycle and pedestrian infrastructure improvements for children in grades K-12 using federal transportation funds.	Caltrans
Transit Cooperative Research Program - Section 5313		Statewide planning and other technical assistance activities, planning support for non-urbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, university research, and human resource development. SAFETEA-LU Section 3015	Caltrans
Transportation, Community, and System Preservation Program	\$61 million nationwide per year through FFY 2009	Research and grants to integrate transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. SAFETEA-LU Section 1117	FHWA Grants may be awarded through the traditional Federal-aid mechanism or directly to grantees.
Transportation Infrastructure Finance and Innovation Act (TIFIA)	\$122 million nationwide per year through FFY 2009	Federal credit assistance (e.g., direct loans, loan guarantees, and lines of credit) to nationally or regionally significant highway, transit and rail transportation projects to fill market gaps and leverage substantial private co-investment by providing supplemental or subordinate debt. Projects must be in the STIP and cost at least \$50 million (\$15 million for intelligent transportation system projects). SAFETEA-LU Section 1601; 23 USC 601-609	Caltrans, FHWA

Funding Source or Program	Funding	Description	Programmed or Administered By
Value Pricing Pilot Program	\$59 million nationwide through FFY 2009	To support the costs of implementing up to fifteen variable pricing pilots nationwide (all currently underway) to manage congestion and benefit air quality, energy use, and efficiency. Value pricing, also known as congestion pricing or peak-period pricing, entails fees or tolls for road use, typically assessed electronically, which vary by level of congestion. Federal share is 80%. SAFETEA-LU Section 1604(a)	Caltrans
Work Zone Safety Program	\$5 million nationwide per year FFY 2006-09	To fund work zone safety training. SAFETEA-LU Section 1402	Caltrans

APPENDIX II: Acronyms Used In This Guide (for additional acronyms and glossary see www.fhwa.dot.gov/planning/glossary)

AB	Assembly Bill	MOSIP	Municipal Operator Service Improvement Program
ADA	Americans with Disabilities Act	MOU	Memorandum of Understanding
ASI	Access Services, Incorporated	MSERC	Mobile Source Emission Reduction Credits
BTA	Bicycle Transportation Account	MSRC	Mobile Source Air Pollution Reduction Review Committee
Caltrans	California Department of Transportation	NCIIP	National Corridor Infrastructure Improvement Program
CMAQ	Congestion Mitigation and Air Quality	NHS	National Highway System
COP	Certificate of Participation	NTD	National Transit Database
CP	Commercial Paper	OA	Obligation Authority
CPI	Consumer Price Index	PNRS	Projects of National and Regional Significance
CTC	California Transportation Commission	PTA	Public Transportation Account
DOT	Department of Transportation (U.S.)	PUC	Public Utilities Code
EEM	Environmental Enhancement & Mitigation	PUC	Public Utilities Commission
FFY	Federal Fiscal Year (ending Sept. 30) (e.g. FFY 08=10/1/07-9/30/08)	PVEA	Petroleum Violation Escrow Account
FHWA	Federal Highway Administration	RIP	Regional Improvement Program
FTA	Federal Transit Administration	RSTP	Regional Surface Transportation Program
FY	Fiscal Year (ending June 30) (e.g. FY 08 =7/1/07-6/30/08)	RTPA	Regional Transportation Planning Agency
GARVEE	Grant Anticipation Revenue Vehicle	SAFE	Service Authority for Freeway Emergencies
HBP	Highway Bridge Program	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
HOV	High Occupancy Vehicle (i.e. Carpool Lane, Diamond Lane)	SB	Senate Bill
HPP	High Priority Projects	SCAG	Southern California Association of Governments
HSIP	Highway Safety Improvement Program	SCAQMD	Southern California Air Quality Management District
IIP	Interregional Improvement Program	SCRRA	Southern California Regional Rail Authority (Metrolink)
IM	Interstate Maintenance	SHA	State Highway Account
ITS	Intelligent Transportation Systems	SHOPP	State Highway Operation and Protection Program
JARC	Job Access and Reverse Commute	SIB	State Infrastructure Bank
LOA	Letter of Agreement	SR2S	Safe Routes to Schools
LTF	Local Transportation Fund	STA	State Transit Assistance
Metro	Los Angeles County Metropolitan Transportation Authority	STIP	State Transportation Improvement Program

STP	Surface Transportation Program
STP-L	Surface Transportation Program - Local
TCRF	Traffic Congestion Relief Fund
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancements
TEA-21	Transportation Equity Act for the 21st Century
TIF	Transportation Investment Fund
TIFIA	Transportation Infrastructure Finance and Innovation Act
TSM	Transportation Systems Management
USC	United States Code
UZA	Urbanized Area

APPENDIX III: Timely Use of Funding Sources

Disclosure on Usage:

This chart is intended for comparative purposes only. Actual guidelines for funding sources may change. The user is cautioned to check up-to-date guideline information for each fund source and not rely solely on this document.

Funding Source	Obligation Authority/OA (Annual Federal Limit)/ State Funding Allocation ¹	Obligate ¹ (Federal Funds), Encumber State, & Spend Local	Supporting Documentation
Local⁸			
Prop A 25% - Local Return	Not Applicable	Year of allocation plus 3 years	Metro Proposition A Local Return Guidelines
Prop A 35%- Rail Development	Not Applicable	Indefinitely	Proposition A Ordinance
Prop A 40% - Discretionary Grant Program	Not Applicable	3 years Indefinite ²	Metro Formula Allocation Procedure & Proposition A 5% of 40% Incentive Guidelines
Prop C 5% - Security	Not Applicable	3 years	Metro Formula Allocation Procedure
Prop C 10% - Commuter Rail & Transit Centers	Not Applicable	36 months ³ Indefinite ⁴	Metro Call for Projects MOU, Proposition C Ordinance
Prop C 20%- Local Return	Not Applicable	Year of allocation plus 3 years	Metro Proposition C Local Return Guidelines
Prop C 25% - Transit-Related Highway Improvement	Not Applicable	36 months ³ Indefinite ⁴	Metro Call for Projects MOU, Proposition C Ordinance
Prop C 40% - Discretionary	Not Applicable	36 months ³ Indefinite ⁴	Metro Call for Projects MOU, Proposition C Ordinance
General Fund Revenue ⁵	Not Applicable	No restrictions on timely use	No legislative restrictions
State^{8,9}			
Air Quality Vehicle Registration Fee	Indefinitely	2 years	Policy guidelines by South Coast Air Quality Management District (SCAQMD)
Carl Moyer Memorial Air Quality Standards Attainment Program	Eighteen months	2 years after obligation	California Environmental Protection Agency's Air Resources Board
Petroleum Violation Escrow Account	Varies, based on the individual contracts between the California Energy Commission and contractors	Not Applicable	Policy guidelines by California Energy Commission
State Transit Assistance (STA)	Not Applicable	3 years	Metro Formula Allocation Procedure

Funding Source	Obligation Authority/OA (Annual Federal Limit)/ State Funding Allocation ¹	Obligate ¹ (Federal Funds), Encumber State, & Spend Local	Supporting Documentation
State (continued)^{8,9}			
State Transportation Improvement Program (STIP) - Preliminary Engineering (PE)	Available for allocation only until the end of the fiscal year identified in STIP	By the end of the second fiscal year following the fiscal year in which the funds were allocated (2 years)	STIP Guidelines - funds commonly called Regional Improvement Program (RIP) funds and include federal funds--STIP Letter of Agreement (LOA) if applicable
State Transportation Improvement Program (STIP) - Right of Way (R/W)	Available for allocation only until the end of the fiscal year identified in STIP	By the end of the second fiscal year following the fiscal year in which the funds were allocated (2 years)	STIP Guidelines STIP Letter of Agreement (LOA) if applicable
State Transportation Improvement Program (STIP)- Construction	Available for allocation only until the end of the fiscal year identified in STIP, funds allocated must be encumbered (by the award of a contract) within twelve months of the date of the allocation vote	A contract must be awarded within six months of allocation. Three years to spend funds after construction contract is awarded, additional 180 days after construction completion to make final payment or invoice Caltrans.	STIP Guidelines STIP Letter of Agreement (LOA) if applicable
Traffic Congestion Relief Program (TCRP)	Implementing agency must seek an allocation and start the first phase of work during the fiscal year scheduled	5 years to spend funds from date of allocation	California Transportation Commission (CTC) Guidelines for Traffic Congestion Relief Program
Federal⁶			
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	1 year to use obligation authority from start of fiscal year of appropriation	4 federal fiscal years including the federal fiscal year apportioned ^{6,7} -- ---State reduces to 3 years per AB 1012	CTC AB 1012 guidelines and legislation, Metro Call for Projects Letter of Agreement (LOA) if funds assigned
High Priority Projects (HPP)	Not Applicable	Not Applicable	Congressional Action/Discretionary
Regional Surface Transportation Program (RSTP)	1 year to use obligation authority from start of fiscal year of appropriation	4 federal fiscal years including the federal fiscal year apportioned ^{6,7} -- ---State reduces to 3 years per AB 1012	CTC AB 1012 guidelines and legislation, Metro Call for Projects Letter of Agreement (LOA) if funds assigned

Funding Source	Obligation Authority/OA (Annual Federal Limit)/ State Funding Allocation ¹	Obligate ¹ (Federal Funds), Encumber State, & Spend Local	Supporting Documentation
Federal (continued)⁸			
Section 5307 - Urban Formula Bus Capital/Preventive Maintenance Operations	1 year to use obligation authority from start of fiscal year of appropriation excluding General Fund revenue in Transit Account	4 years (includes year of appropriation)	US Code Title 49 Section 5307
Section 5309 - New Starts discretionary	1 year to use obligation authority from start of fiscal year of appropriation excluding General Fund revenue in Transit Account	3 years (includes year of appropriation)	US Code Title 49 Section 5309 and Annual Allocation Availability Notice by FTA
Section 5309 - Fixed Guideway formula	1 year to use obligation authority from start of fiscal year of appropriation excluding General Fund revenue in Transit Account	4 years (includes year of appropriation)	US Code Title 49 Section 5309 and Section 5337 (d), and Annual Allocation Availability Notice by FTA
Section 5309 - Bus/Bus Facilities discretionary	1 year to use obligation authority from start of fiscal year of appropriation excluding General Fund revenue in Transit Account	3 years (includes year of appropriation)	US Code Title 49 Section 5309 and Annual Allocation Availability Notice by FTA
Surface Transportation Program Local (STPL)	1 year to use obligation authority from start of fiscal year of appropriation	4 federal fiscal years including the federal fiscal year apportioned. State reduces to 3 years per AB 1012	Metro Lapsing Policy
Transportation Enhancements (TE)	1 year to use obligation authority from start of fiscal year of appropriation	3 years pursuant to state law to allocate/obligate funds with one time extension made at least a year in advance. After 4 years funds go back to federal government.	CTC AB 1012 guidelines and legislation, Metro Call for Projects Letter of Agreement (LOA) if funds assigned

Notes:

1. **Federal and State Processes**

Federal Funds:

Transportation Annual Appropriations ----->Obligation Authority ----->Allocation Process ----->Obligation (grant award)----->Expenditure
(Apportionment/Allocation fund amounts) (Annual limitation established) (Formula amounts/discretionary notice)

State Funds:

Budgeting -----> Programming -----> Allocation -----> Encumbrance -----> Expenditure

Federal Definitions

Authorization: Legislation, usually multi-year, that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is SAFETEA-LU.

Appropriations: Annually, Congress develops a bill approving funding levels for transit and highway programs. The funding levels can be project specific, program specific, or state specific -- whichever is applicable.

Obligation Authority: Amount of funds the federal highway trust fund is allowed to obligate in any federal fiscal year.

Apportionment: Statutorily prescribed division or assignment of funds based on formulas in the law; consists of dividing authorized obligation authority for a specific program among the states.

Allocation Process: Identifying exact share of appropriations or allocations that are to be awarded to individual user, program or project.

Obligation: Funding is set aside for a program or project when the grant is awarded by FTA or FHWA for a specific purpose.

Expenditure: Spending the funds on the project or program.

State Definitions

Budgeting: The state legislature develops a bill that approves funding levels for programs. The funding levels can be project specific, program specific, or county specific -- whichever is applicable.

Programming: Entering specific projects into the Statewide Transportation Improvement Program (STIP) and the Federal Transportation Improvement Program (FTIP) and indicating usage of funds appropriated.

Allocation: Approving funds for specific projects by the CTC or concurrence with state regulations by Caltrans.

Encumbrances: Funds are set aside where goods or services have not yet been received.

Expenditures: Spending the funds.

2. Often these funds are subject to the three-year time limit per the Metro Formula Allocation Procedure.
3. Although funds need to be expended within 36 months from July 1 of the fiscal year in which the funds are programmed, other stipulations apply as well, including:
 - (a) grantees must execute the Memorandum of Understanding (MOU) within 90 days of receiving formal transmittal of the MOU or by December 31 of the fiscal year, whichever date is later;
 - (b) contracts for construction or capital purchase shall be executed within nine months from the date of completion of design;
 - (c) project design must begin within six months from the milestone start date in the MOU; and
 - (d) funds programmed for project development or right-of-way costs must be expended by the second fiscal year following the year the funds were first programmed.
4. Often these funds are subject to a thirty-six month time limit per the Metro Call for Projects MOU guidelines.

5. Metro General Fund Revenues include: leases, interest, property sale revenue, employee activities among others.
6. CMAQ, RSTP, STIP, and TE funded projects are subject to the Letter of Agreement (LOA) guidelines when used for the Call for Projects or STIP processes. The LOA guidelines state that funds must be obligated within 36 months from the federal fiscal year apportioned. Other date specific performance criteria apply as well including:
 - (a) project sponsors must execute the LOA within 90 days of receiving formal transmittal of the LOA or by December 31 of the fiscal year, whichever date is later;
 - (b) contracts for construction or capital purchase shall be executed within nine months from the date of completion of design;
 - (c) project design must begin within six months from the milestone start date in the LOA;
 - (d) funds programmed for project development or right-of-way costs must be expended by the second fiscal year following the year the funds were first programmed;
 - (e) local timelines for meeting LOA milestones do not conflict with federal or state STIP regulations on fund usage since ultimate fund usage is the same at 36 months including year of apportionment. An LOA requires specific local performance milestones to ensure funds are progressing toward obligation. Required dates in LOA are intended to guarantee timely use of funds and avoid lapse; and
 - (f) funds not obligated within 36 months including year of apportionment become subject to usage by the state before the 48 month federal lapsing date occurs.
7. Flexible funds (CMAQ & RSTP) transferred to the Federal Transit Administration (FTA) become Section 5307 funds and the California AB 1012 restriction on three years to obligate does not apply. The federal standard of four years applies to obligation.
8. If funds are lapsed the following occurs:
 - (a) Local funds return to Metro for reprogramming in the next Call for Projects or become available local funds to be used in accordance with permitted use;
 - (b) STIP funds that have not been allocated by the CTC are returned to Metro for programming;
 - (c) STIP funds having had an allocation vote by the CTC and remaining unspent for four years go back to the state for reprogramming under the statewide STIP process. Funds are lost to the county, except for the limited amount returned through the STIP process; and
 - (d) Federal funds (RSTP/CMAQ/TE) that are not obligated within 36 months from federal fiscal year apportioned are returned to the state for usage within the 48 month required period. Other funds of the same source of funds are then reprogrammed to Metro by the state. Transportation Enhancement (TE) funds not allocated within 48 months are returned to the federal government if apportioned after federal fiscal year 1998.
9. In California, the annual Obligation Authority and obligation processes are evaluated from a statewide perspective and are not left entirely to the county or the jurisdictions receiving funding. Caltrans will annually adjust statewide distributions to ensure that obligation authority and obligation processes occur in a timely manner, thus ensuring apportionments or allocations are not returned to the federal government and that maximum expenditure occurs against the annual obligation authority. In accomplishing this, Caltrans may substitute funding types to local jurisdictions or mutually agree to exchange funding types or designate a later year's funding distribution to be applied.