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**Metro**

**FEBRUARY 17, 2012**

**TO: BOARD OF DIRECTORS**

**THROUGH: ARTHUR T. LEAHY**   
**CHIEF EXECUTIVE OFFICER**

**FROM:  DOUGLAS R. FAILING, P.E.**  
**EXECUTIVE DIRECTOR, HIGHWAY PROGRAM**

**SUBJECT: CALTRANS PARK AND RIDE LOTS STATUS**

**ISSUE**

As requested at the November 16, 2011 Planning and Programming Committee meeting, staff was asked to report on the prioritization process, as well as the potential environmental liabilities associated with the transfer of Caltrans Park and Ride Facilities.

**BACKGROUND**

At its September 22, 2011 meeting, the Board authorized staff to begin initial work on transferring up to 41 stated-owned park and ride lots to LACMTA. The Board also directed staff to accelerate the transfer of the Harbor Gateway Transit Center (HGTC), formerly Artesia Transit Center and suggested that staff: develop a process to prioritize acquisition of remaining park and ride lots; work with the Facilities Property Maintenance staff to refine repair costs and develop annual maintenance budget and schedule; consult with Risk Management staff to assess potential liability exposure; and coordinate with Los Angeles Metro Protective Services to assess enforcement and security needs.

On December 9, 2011, MTA released a Request for Proposal (RFP) for the Park and Ride Lot Right of Way Services. Five proposals were received December 28, 2011; and, proposals are currently being evaluated by MTA and Caltrans staff. The consultant services will be performing preliminary right-of-way engineering that will involve, in coordination with LACMTA and Caltrans staff: mapping and preparation of legal descriptions for all parcels; a listing of all required regulatory permits, third party coordination use agreements, Caltrans access control restrictions; preparation of new or transfer of existing permits use agreements, modification of existing access control requirements; identification of locations where shared use or new electrical, sewage, irrigation, lighting, communications, and landscaping issues may exist; list of locations

where a hybrid transfer of ownership may be possible; and recordation of deeds. A consultant team is expected to be on board by the end of February 2012.

The consultant team will be assisting staff on prioritizing the park and ride lot transfer based on three criteria: ease of acquisition, benefit to the transit system, and restriction by the Interstate 105 Amended Consent Decree. Per the direction of the Board, HGTC will be the first park and ride facility to be transferred. The rest of the park and ride facilities will be transferred based on Board direction or the criteria listed above.

### **Harbor Gateway Transit Center**

A number of concurrent activities are underway to accelerate the acquisition of the HGTC. The property transfer through the City of Los Angeles and Caltrans is being coordinated by staff. Due to legal restrictions, the State cannot relinquish properties directly to the MTA and must transfer property to the local jurisdiction via a California Transportation Commission (CTC) relinquishment action. Therefore, a cooperative agreement between the State and City of Los Angeles is required. Additionally, an agreement between Metro and City of Los Angeles is required to transfer the HGTC property to Metro.

Staff is coordinating with Caltrans on right of way activities for the HGTC property transfer. In order to accelerate the transfer, Caltrans is preparing the right of way mapping and necessary documentation while Metro brings the consultant team on board. Additionally, staff has begun the coordination with regulatory and external agencies for the transfer of easements and site agreements needed to change from ownership from Caltrans to Metro.

On a separate effort, staff is working with Caltrans' Legal Division to amend the Interstate 105 Amended Consent Decree to allow the State to relinquish the Park and Ride properties along I-105 and I-110. Metro has retained outside counsel to assist with the legal work necessary for Caltrans to pursue an amendment to the consent decree to allow the transfer of the I-105 and I-110 Park and Ride lots to Metro.

### **Clean Our Stations, Fleet and Roadways Initiative**

In support of the FY12 "Clean Our Stations, Fleet and Roadways" initiative, MTA implemented a pilot project to mitigate graffiti, remove debris and enhance the landscape along two freeway corridors. The purpose of the initiative is to have the Metro Freeway Crew improve the maintenance and appearance of the freeway environment by focusing on three key areas 1) graffiti abatement; 2) debris removal; and 3) landscape maintenance. In addition to focusing on transit stations, park and ride lots are also part of this initiative, which will allow Metro to begin the clean-up of Caltrans owned park and ride lots before Metro takes ownership. It is anticipated that the clean-up of all 41 proposed facilities to be transferred will be complete in the third quarter of FY 12.

## **ENVIRONMENTAL REVIEW**

During the development of the list of potential Caltrans' Park and Rides to be transferred to Metro, several parcels were identified to be encumbered with remaining level of environmental impact. Caltrans had mitigated the sites as part of their construction of the Park and Rides, in accordance with state and federal regulatory requirements. Additionally, Metro staff is taking a proactive approach of potential future liability by conducting a due diligence evaluation of the properties.

Metro routinely performs due diligence for any property transfer to identify any risks or encumbrances of said property. Metro staff will perform due diligence on the Caltrans' Park and Rides.

## **NEXT STEPS**

Several concurrent items are being addressed:

1. Metro staff expedited the due diligence effort at the Harbor Gateway Transit Center. The timeline for the due diligence may take up to six months. However, staff is doing everything possible to reduce this timeline.
2. A work plan is being set out by County Counsel and Caltrans legal staff to initiate the required amendment of the I-105 Consent Decree.
3. Caltrans is undertaking the mapping and conducting the research responsibility for all park and ride facilities, which will result in a time savings for Metro of about two months.
4. Lastly, towards the end of this month we should have a consultant on board that will begin the prioritization and transfer of the 41 park and ride facilities.

Upon the completion of work, staff will report back to the Board on the findings.