

CITY OF LOS ANGELES  
CALIFORNIA

JUNE LAGMAY  
City Clerk

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Executive Officer



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MAYOR

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When making inquiries relative to  
this matter, please refer to the  
Council File No.

[www.cityclerk.lacity.org](http://www.cityclerk.lacity.org)

August 17, 2011

To All Interested Parties:

The City Council adopted the action(s), as attached, under Council File No. 11-1333,  
at its meeting held August 12, 2011.

A handwritten signature in cursive script, appearing to read 'June Lagmay', is written in black ink.

City Clerk  
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Your

TRANSPORTATION

Committee

report as follows:

TRANSPORTATION COMMITTEE REPORT relative to a contract with ACS State & Local Solutions, Inc., the development and implement ExpressPark™, an intelligent parking management system for Downtown Los Angeles.

Recommendations for Council action:

1. AUTHORIZE the General Manager, Department of Transportation (DOT), to:
  - a. Execute a contract with ACS for the provision and installation of the systems and equipment necessary to develop and implement the ExpressPark™ project, in conformance with the details described in the draft contract, attached to the City Administrative Officer report to the Mayor dated July 27, 2011 (attached to the Council file), for a period of two years with two one-year options to extend the term, and total compensation not to exceed \$30.5 million over the term of the contract, subject to the approval of the City Attorney as to form and legality.
  - b. Pursue cost savings that could result in a decrease in the final contract amount without a reduction in project scope.
  - c. Use metered parking management tools, consistent with the provisions of the Los Angeles Municipal Code, as amended by City Attorney Ordinance dated August 8, 2011 (Council file No. 11-1379), within Parking Meter Zone Numbers 501, 537, 553, 554, 555, 565, 580, and 581, including modifying time-of-day rates, progressive rates, special event rates, and clearing the remaining paid time for a metered parking space after the vehicle vacates the space.
2. INSTRUCT DOT to report back to the Council:
  - a. On the progress of the project during the annual City budget process for consideration of funding for any contract extensions.
  - b. Every six months during the initial demonstration and evaluation period to ensure the timely completion of project milestones as detailed in the CAO report to the Mayor dated July 27, 2011.
  - c. On the results of the final evaluation at the completion of the project.

Fiscal Impact Statement: DOT reports that this action will not impact the General Fund. Funding for the ExpressPark™ project is provided through a \$15 million United States Department of Transportation Congestion Mitigation and Air Quality Improvement grant, administered through the City's Transportation Grant Fund, and a \$3.5 million match from the Special Parking Revenue Fund (SPRF). This funding is sufficient to cover the initial two-year period of the contract. An annual cost of \$4 million is the estimated minimum commitment required to continue the project operations beyond the initial contract period, and is an eligible expense of the SPRF. The funding required from SPRF in 2012-13 for the ExpressPark™

project area is estimated at \$964,000, and has been budgeted in DOT's SPRF Five-Year Operations and Maintenance Plan. Funding for the proposed future year options is subject to the availability of SPRF and any other eligible funds.

Community Impact Statement: None submitted.

### SUMMARY

In a report to the Mayor dated July 27, 2011 (attached to the Council file), the CAO states that DOT requests approval to execute a contract with ACS to implement ExpressPark™, an intelligent parking management system for the Downtown area. The CAO reports that Council approved a federal grant in the amount of \$15 million to develop an intelligent parking management system for a one-year demonstration in Downtown Los Angeles. The project is a comprehensive strategy to reduce traffic demand, relieve traffic congestion, reduce air pollution, and improve parking availability in the downtown area by implementing demand-based pricing and parking guidance.

The CAO goes on to report that ExpressPark™ uses vehicle sensors, enhanced meters, and a real-time parking guidance system in approximately 6,000 on-street metered parking spaces and 7,500 off-street parking spaces in seven City public parking facilities in the Downtown area. Data from these technologically-equipped meters and facilities will guide DOT in setting parking policies and pricing to achieve 70 to 90 percent occupancy at on-street parking spaces per block. In addition, the parking guidance system and meter technology enhancements will provide motorists with ease in finding and paying for parking, with visual and mobile real-time guides and additional payment and time expiration notification options. A Central Management System will collect, process and analyze all data to make recommendations for pricing, time limits, and hours of operation for on- and off-street parking.

At its meeting held August 10, 2011, the Transportation Committee discussed this matter with DOT staff. Concerns were expressed by Committee members regarding the sensors used by a sub-contractor selected for the project. In a similar project in San Francisco, the sensors did not meet contract performance specification and were replaced. A concern was also expressed as to whether the system would employ the fastest download of parking data to users. During the public comment period, the project contractor expressed confidence in the sub-contractor and noted the successful use of the sensors in a pilot operated in Hollywood. DOT staff stated that the sensors were tested successfully and meet project specifications. Staff expressed confidence in its evaluation of the proposal of ACS and in the contractor's ability to perform.

The Transportation Committee recommended that Council approve the above recommendations, authorizing DOT to execute the contract with ACS for the development and implementation of an intelligent parking management system for Downtown Los Angeles, as recommended by the CAO.

Respectfully submitted,

TRANSPORTATION COMMITTEE



MEMBER	VOTE
ROSENDAHL:	YES
LABONGE:	YES
ALARCON:	ABSENT
KORETZ:	YES
PARKS:	YES

JAW  
11-1333\_rpt\_tran\_8-11-2011

**ADOPTED**

AUG 12 2011

LOS ANGELES CITY COUNCIL

**FORTHWITH**

MOTION

I MOVE that the proposed ACS contract award for the installation of systems and equipment for the ExpressPark system be amended to allow the City to benefit from the pilot project by allowing the two industry leaders in this work, StreetLine and StreetSmart, to compete and demonstrate the future course of action for the City, by splitting the primary subcontract between the bidders;

I FURTHER MOVE that the sub contract be amended to equally split the Downtown's six identified zones and eight off street parking lots equally between the two contractors;

I FURTHER MOVE that the LA Department of Transportation be instructed to report back to the Transportation Committee within 30 days on the contract status and explain their comments that they made to the Committee that the separation of this contract was "impossible" given that other major jurisdictions, including New York have split their contracts to enable a competitive assessment of the approaches used by the two companies.

PRESENTED BY:   
Richard Alarcón, Council Member, Seventh District

SECONDED BY: 

AUG 12 2011

FAILED OF ADOPTION

AUG 12 2011

TC

ORIGINAL