

TRANSPORTATION COMMITTEE REPORT relative to using technology reduce street sweeping tickets.

Recommendations for Council action, as initiated by Motion (Bonin - Buscaino):

1. INSTRUCT the Los Angeles Department of Transportation (LADOT), Bureau of Street Services (BSS), and Information Technology Agency (ITA) to work with City Administrative Officer (CAO) and Chief Legislative Analyst (CLA) to identify the necessary funding to initiate the pilot program.
2. INSTRUCT the General Manager, LADOT, to execute a change order to the contract with Conduent (formerly Xerox) for the additional scope of work to implement the handheld integration with street sweeping data.
3. INSTRUCT the LADOT, ITA, and BSS to report back to the Transportation Committee in 120 days with an update on the progress of a pilot program.
4. INSTRUCT the LADOT, BSS and ITA to report in 60 days with a communications and outreach plan, to be approved by Council prior to the implementation of the pilot program.
5. INSTRUCT the LADOT, BSS and ITA to submit an Innovation Fund grant application to provide financial assistance for the pilot program.

Fiscal Impact Statement: The LADOT, ITA, and BSS report that the total estimated cost for delivering the six month pilot program is \$573,316, which includes the costs from Tables 2 and 3 of the August 2, 2017 joint LADOT, ITA, and BSS report, attached to the Council file. Table 2 costs represent one-time expenses and will not be a consideration when the notification program expands to include all posted sweeping routes citywide. Funding for the pilot has not yet been identified. The potential impact to the General Fund by the reduction in street sweeping citation revenue during the pilot program is estimated to be between \$82,000 to \$214,000. Conduent estimates the annual revenue impact by expanding the program citywide is between \$4.5 million and \$11.8 million. The Citywide estimate will be refined following an analysis of the revenue impact upon completion of the pilot program.

Community Impact Statement: None submitted.

(Also referred to the Public Works and Gang Reduction Committee)

Summary:

On March 23, 2016, your Committee considered a Motion (Bonin - Buscaino) relative to using technology reduce street sweeping tickets. According to the Motion, in June 2014, the Mayor engaged a group of Citywide stakeholders to discuss opportunities for the City to improve parking management. The Los Angeles Parking Reform Working Group (LAPRWG) was subsequently formed with residents, transportation, and planning/land use industry experts. The members divided themselves into two subcommittees to focus on two broad areas of parking - Management & Administration and Policy and Strategy.

Over the course of seven months, the LAPRWG reviewed and analyzed a wide variety of potential parking reforms and subsequently released their comprehensive report and recommendations for consideration in 2015. The LAPRWG made a series of recommendations that can help improve parking processes in the City. Using these recommendations as a starting point for this necessary conversation, Council should take further action to reform parking in Los Angeles, including reducing the overall number of street cleaning parking violations by better utilizing technology to improve the operational efficiency of and coordination between departments and the public.

Finally, the Motion calls for directing the LADOT, BSS, and CAO to report on efforts to: incorporate GPS tracking on all street sweeping vehicles; improve communication between sweeping vehicles, traffic control officers and the public; and examine the feasibility of creating a digital street cleaning notification system for subscribers. Also, the Motion called for directing the LADOT, BSS, and CAO to also report on efforts to map and catalog all street cleaning routes and reevaluate the schedules to ensure that street sweeping activities do not conflict with hours of peak parking demand and school pickup/drop-offs. After consideration and having provided an opportunity for public comment, the Committee moved to continue this matter pending a full report-back from the LADOT, BSS, and CAO.

On June 22, 2016, the Committee considered a June 16, 2016 report from the BSS in response to the Motion. According to the BSS, it was provided with funding in Fiscal Year (FY) 2015-16 to install GPS location devices and operational sensors in approximately 100 motor sweepers. The primary purpose of these devices is to enable the BSS to optimize efficiency and emergency response in the motor sweeping program. The Department of General Services (GSD) awarded a contract to Orpak USA Inc. (Orpak) for this project in late 2015, and the installation process began in early 2016.

As of the end of May, 2016, GSD and Orpak have completed installation of the GPS location devices in 99 of the 100 motor sweepers that service posted routes. Of those 99 installations, approximately 2/3 have also received the operational sensors. The BSS and GSD anticipate that installation of all GPS and operational sensor components will be completed by the end of FY 2015-16 or shortly thereafter. According to Orpak, once the GPS hardware is installed, it can take up to one month for calibration and commissioning until the real-time flow of location data is accurate. Thus BSS and GSD anticipate that real-time data on the location of the motor sweepers that service posted routes will be consistently available to BSS staff on a Citywide basis by September, 2016. After further consideration and having provided an opportunity for public comment, the Committee moved to further continue this matter.

On August 9, 2017, the Committee considered an August 2, 2017 joint LADOT, ITA, and BSS joint report and an August 9, 2017 joint LADOT and BSS reports relative to the above matter and specifically with an update on the efforts to develop digital street sweeping routes, communication system between street sweepers and parking enforcement handhelds, a notification system to inform residents of when they can park on a street after it has been swept, and resources needed to develop such a system. The joint LADOT, ITA, and BSS report states that based upon the result of an initial feasibility study, the ITA determined it is feasible to implement a notification system to inform residents of when the street has been swept and could be available for parking. The street sweeping status will be provided by Orpak Street Sweepers' GPS via a web service. It should be noted that the street will not necessarily be shown as

available for parking immediately after being swept. There may be a delay in releasing the street for multiple reasons including, but not limited to, allowing time for parking enforcement to cite the illegally parked vehicles that prevented the street sweeper from sweeping the curb and/or roadway. Communication of when it is legal to park will be critical to ensure motorists do not mistakenly assume that once the sweeper passes it is immediately safe to park on the street.

After further consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the recommendations contained in the August 2, 2017 joint LADOT, ITA, and BSS report. Also, the Committee moved to recommend instructing the LADOT, BSS and ITA to report in 60 days with a communications and outreach plan, to be approved by Council prior to the implementation of the pilot program and to submit an Innovation Fund grant application to provide financial assistance for the pilot program. This matter is now submitted to the Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
MARTINEZ:	YES
KORETZ:	ABSENT

ARL
8/9/17

-NOT OFFICIAL UNTIL COUNCIL ACTS-