

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Metro

Agenda - Final

Thursday, August 18, 2016

9:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Construction Committee

Don Knabe, Chair

Diane DuBois, Vice Chair

Mike Bonin

Jacquelyn Dupont-Walker

Sheila Kuehl

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL****16. APPROVE Consent Calendar Items: 17, 18 and 19.**

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

17. RECEIVE AND FILE status update report on the **Project Labor Agreement and Construction Careers policy programs** through the quarter ending June 2016. [2016-0520](#)

Attachments: [Attachment A - PLA CCP Report Data Through June 2016](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

18. RECEIVE AND FILE the **quarterly report on Crenshaw/LAX safety**. [2016-0132](#)

Attachments: [Attachment A - Safety Report on CrenshawLAX Project - August 2016](#)

19. RECEIVE AND FILE report on the first **Program Management Annual Program Evaluation (APE)**. [2016-0358](#)

Attachments: [Attachment A - Metro FY17 APE Summary](#)

NON-CONSENT

20. RECEIVE **oral report by the Program Management Chief Officer**. [2016-0576](#)

Attachments: [Program Management Chief Officer's Report - August 2016](#)

21. AUTHORIZE the Chief Executive Officer to **execute annual expenditure budget plan for the FY17 Annual Work Plan for the City of Los Angeles** in the amount of \$31,247,162. [2016-0559](#)

Attachments: [Attachment A - FY17 Annual Work Plan](#)

48. AUTHORIZE Contract Modification No. 184 by Caltrans for **construction contract of the Segment 4 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project)** under the Funding Agreement No. MOU.P0008355/8501 A/A6, in the amount of \$1,219,548.11. [2016-0623](#)

22. CONSIDER: [2016-0497](#)

A. AUTHORIZING the Chief Executive Officer (CEO) to:

1. EXECUTE Modification No. 13 for Phase 2 of Contract No. PS114330-2636 with STV/PB - ConnectLAX Joint Venture to prepare the Final Environmental Impact Report (EIR) and federal environmental documentation for the **Airport Metro Connector** (AMC) 96th Street transit station in the firm fixed amount of \$397,953 increasing the total contract value from \$6,886,444 to \$7,284,397;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS114330-2636, AMC, in the amount of \$150,000, increasing the total authorized CMA amount from \$1,800,255 to \$1,950,255; and

B. RECEIVING AND FILING:

1. Summary of Draft EIR and comments received during the public comment period (July 22, 2016 to August 6, 2016); and
2. quarterly status report on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - Executive Summary DEIR](#)
[Attachment D - June 2014 Board Motion](#)
[Attachment E - DEOD Summary](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2016-0520, **File Type:** Informational Report

Agenda Number: 36.

**EXECUTIVE MANAGEMENT COMMITTEE
CONSTRUCTION COMMITTEE
AUGUST 18, 2016**

**SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)
REPORT (DATA THROUGH JUNE 2016), AND 12-MONTH PILOT LOCAL HIRE INITIATIVE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status update report on the **Project Labor Agreement and Construction Careers policy programs** through the quarter ending June 2016.

ISSUE

In January 2012, the Board approved the Project Labor Agreement with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy. One benefit of the PLA is to encourage construction employment and training opportunities in economically disadvantaged geographic areas throughout the United States. Another benefit of the PLA is that work stoppages are prohibited.

Consistent with the Board approved PLA and CCP prime contractors are required to provide Metro with monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance policy and federal Executive Order 11246, the prime contractors provide Metro with worker utilization data by ethnicity and gender.

The attached report provides the current status (through June 2016) of construction projects subject to the PLA/CCP.

DISCUSSION

There are ten active construction contracts and nine completed contracts with the PLA/CCP program requirements, as of June 2016.

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	* Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	58.74%	19.31%	12.49%	40.40%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	57.12%	19.62%	8.46%	48.73%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	69.83%	15.00%	9.92%	62.26%
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	59.15%	24.34%	18.00%	83.23%
Universal City Pedestrian Bridge	Griffith Company	38.17%	27.98%	9.17%	64.18%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	67.16%	22.53%	22.79%	27.10%
Metro Blue Line Pedestrian and Swing Gates	Icon-West	50.90%	20.84%	4.36%	0.00%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	29.97%	13.99%	7.01%	98.69%
MRL Pershing Square Canopy Addition and Escalator Replacements	Clark Construction, LLC	72.34%	9.26%	47.81%	0.00%
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	62.17%	22.35%	47.00%	22.24%

In summary, of the ten active construction projects for this reporting period, eight contractors are exceeding the 40% Targeted Worker goal, five contractors are exceeding the 20% Apprentice Worker goal and five contractors are achieving the 10% Disadvantaged Worker goal.

*Percentage of Disadvantaged Worker Participation that have had involvement with the Criminal Justice System Category

Part of Metro's PLA/CCP workforce requirement is the utilization of Disadvantaged workers on projects. One of the nine criteria for a disadvantaged worker is "having a criminal record or other involvement with the criminal justice system". The data shown in the table above is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system and were given the opportunity to work in Metro's PLA/CCP projects.

Currently Active Contracts

Crenshaw/LAX Transit Corridor Project
Prime: Walsh/Shea Corridor Constructors

The Crenshaw/LAX Transit Corridor project contractor has completed 64.35% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 58.74%, Disadvantaged Worker goal at 12.49% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 19.31% and the 6.90% Female Participation goal at 3.11%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor has submitted a plan and schedule indicating that the apprentice goal for this project should be achieved in the middle of 2017. Staff will continue to work closely with the contractor towards meeting all worker goals for this project.

Regional Connector Transit Corridor
Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor Project has completed 9.21% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 57.12%, and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 19.62%, the 10% Disadvantaged Worker goal at 8.46% and the 6.90% Female Participation goal at 2.85%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. This project is still in the design-phase with limited construction activities and attainments are in line with the contractor's submitted Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met in the latter part of 2016.

Westside Subway Extension Project, Section 1 Design-Build
Prime: Skanska-Traylor-Shea, a Joint Venture (STS)

The Westside Subway Extension Project, Section 1 is underway and only 4.76% of the estimated

construction work hours for this project have been performed. The contractor is currently exceeding the Targeted Worker goal at 69.83% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 15.00%, the 10% Disadvantaged Worker goal at 9.92% and the 6.90% Female Participation goal at 4.74%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. This project is in the early stage of the design-phase with limited construction and the attainments are in line with the contractor's submitted Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met in Mid-2018.

Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance
Prime: Skanska

The Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance project contractor has completed 91.95% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 59.15%, Apprentice Worker Goal at 24.34%, Disadvantaged Worker goal at 18.00%, Female Participation goal at 8.90% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. For this reporting cycle, the Contractor has met all PLA/CCP workforce provisions.

Universal City Pedestrian Bridge
Prime: Griffith Company

The Universal City Pedestrian Bridge project contractor has completed 97.80% of the estimated construction work hours on this project. The contractor is currently exceeding the Apprentice Worker goal at 27.98%, and the minority participation percentage goals, but not meeting the 40% Targeted Worker goal at 38.17%, the 10% Disadvantaged Worker goal at 9.17% and the 6.90% Female Participation goal at 1.61%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. Metro has issued several Notices of Non-Compliance to the Contractor for low attainment on the Targeted Worker goal and will keep the Board updated on the Contractor's progress.

Westside Extension Project Advanced Utility Relocation (La Cienega)
Prime: Bubalo Construction

The Westside Extension Project Advanced Utility Relocation project contractor has completed 93.74% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 67.16%, Apprentice Worker goal at 22.53%, Disadvantaged Worker goal at 22.79%, and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.65%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. For this reporting cycle, the Contractor has met the PLA/CCP workforce provisions.

Metro Blue Line Pedestrian & Swing Gates
Prime: Icon-West

The Metro Blue Line Pedestrian & Swing Gates Project contractor has completed 35.72% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted

Worker goal at 50.90%, Apprentice Worker goal at 20.84% and the minority participation percentage goals, but not meeting the 10% Disadvantaged Worker goal at 4.36% and the 6.90% Female Participation goal at 2.34%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The Contractor submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met by mid-point of construction activities.

Division 16 - Southwestern Yard
Prime: Hensel Phelps/Herzog, J.V.

The Division 16 Southwestern Yard Project is underway and only 1.25% of the estimated construction work hours for this project have been performed. This project is in the early stage of the design-phase with limited construction, and as such, is not representative of the typical trades and hours that will be performed on the project. The contractor is currently exceeding the minority participation percentage goals, but not meeting the 40% Targeted Worker goal at 29.97%, the 20% Apprentice Worker goal at 13.99%, the 10% Disadvantaged Worker goal at 7.01% and the 6.90% Female Participation goal at 5.70%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The Contractor submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met by mid-2017. This contract falls under the U.S. DOT's Local Hire Pilot Program.

MRL Pershing Square Canopy Addition and Escalator Replacement
Prime: Clark Construction, LLP

The MRL Pershing Square Canopy Addition and Escalator Replacement Project contractor has completed 7.26% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 72.34%, Disadvantaged Worker goal at 47.81% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 9.26% and the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The Contractor submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met by September 2016.

Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repairs
Prime: AP Construction

The Patsaouras Plaza Privately-Owned-Vehicle Relocation, Pavers and Storm Drain Repairs Project contractor has completed 32.89% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 62.17%, Apprentice Worker goal at 22.35%, Disadvantaged Worker goal at 47.00% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. For this reporting cycle, the Contractor has met the PLA/CCP workforce provisions.

Completed Contracts

Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Crenshaw Advanced Utility Relocation Project	Metro Builders	61.41%	13.84%	21.08%	2.90%
Westside Subway Extension Advanced Utility Relocation	Metro Builders	67.47%	11.12%	11.08%	0.00%
Westside Subway Exploratory Shaft	Innovative Construction Solutions	50.88%	75.05%	11.23%	96.23%
Regional Connector Transit Corridor Adv. Utility Relocation	Pulice Construction	51.61%	21.37%	22.83%	28.39%
CNG Emergency Generator Division 7 & 8	Taft Electric	46.42%	25.51%	39.08%	39.48%
Division 13 CNG Fueling Facility, Design/Build/Operate	Clean Energy	67.54%	20.17%	60.72%	49.48%
Metro Blue Line Stations Refurbishments	S.J. Amoroso	56.01%	26.10%	13.62%	28.03%
Westside Extension Project Advanced Utility Relocation (Fairfax Station)	WA Rasic	63.27%	20.61%	19.90%	9.24%
Metro Rail Security Kiosks	Icon-West	45.90%	27.06%	20.17%	100.00%

Crenshaw Advanced Utility Relocation Project
Prime: Metro Builders

The Crenshaw Advanced Utility Relocation project is 100% complete as of September 2014. Final reporting shows the Targeted Worker attainment at 61.41%, Disadvantaged Worker attainment at

21.08% and the minority participation percentage goals were attained, but the contractor did not meet the 20% Apprentice Worker goal at 13.84% and the 6.90% Female Participation goal at 0.52%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. Metro staff met with the contractor in January 2015, and executed a special assessment for not meeting the apprentice goal for this project. The contractor complied with Metro's special assessment and this issue is closed.

Westside Subway Extension Advanced Utility Relocation

Prime: Metro Builders

The Westside Subway Extension Advanced Utility Relocation project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 67.47%, Disadvantaged Worker attainment at 11.08%, Female Participation attainment at 7.48% and the minority participation percentage goals were attained, but the contractor did not meet the 20% Apprentice Worker goal at 11.12%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. Metro staff met with the contractor in January 2015, and executed a special assessment for not meeting the apprentice goal for this project. The contractor complied with Metro's special assessment and this issue is closed.

Westside Subway Exploratory Shaft

Prime: Innovative Construction Solutions (ICS)

The Westside Subway Extension Exploratory Shaft project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 50.88%, Apprentice Worker attainment at 75.05%, Disadvantaged Worker attainment at 11.23% and the minority participation percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 0.42%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Regional Connector Transit Corridor Advanced Utilities Relocation

Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows the Targeted Worker attainment at 51.61%, Apprentice Worker attainment at 21.37%, Disadvantaged Worker attainment at 22.83% and the minority participation percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 2.57%.

CNG Emergency Generator Division 7 and 8

Prime: Taft Electric

The CNG Emergency Generator Division 7 and 8 project is 100% complete as of May 2015. Final reporting shows the Targeted Worker attainment at 46.42%, Apprentice Worker attainment at 25.51%, Disadvantaged Worker attainment at 39.08% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 4.68%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Division 13 CNG Fueling Facility, Design/Build/Operate
Prime: Clean Energy

The Division 13 CNG Fueling Facility, Design/Build/Operate project contractor is 100% complete as of June 2015. Final reporting shows the Targeted Worker attainment at 67.54%, Apprentice Worker attainment at 20.17%, Disadvantaged Worker attainment at 60.72% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 1.69%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Metro Blue Line Station Refurbishments
Prime: S.J. Amoroso

The Metro Blue Line Station Refurbishments project contractor is 100% complete as of August 2015. Final reporting shows the Targeted Worker attainment at 56.01%, Apprentice Worker attainment at 26.10%, Disadvantaged Worker attainment at 13.62% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 0.48%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)
Prime: W.A. Rasic

The Westside Subway Extension Advanced Utility Relocation - Fairfax Station project is 100% complete as of December 2015. Final reporting shows the Targeted Worker attainment at 63.27%, Apprentice Worker attainment at 20.61%, Disadvantaged Worker attainment at 19.90% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 2.78%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Metro Rail Security Kiosks
Prime: Icon-West

The Metro Rail Security Kiosks project contractor is 100% complete as of March 2016. Final reporting shows the Targeted Worker attainment at 45.90%, Apprentice Worker attainment at 27.06%, Disadvantaged Worker attainment at 20.17% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

FEMALE UTILIZATION UPDATE:

Below is a female utilization participation report on Metro's PLA/CCP projects to track progress. The chart shows the number of cumulative female workers on active PLA/CCP projects within the last three months of FY16, as requested at the July 2015 Committee meeting.

Project Name:	Prime Contractor:	No. of Female Workers April 2016	No. of Female Workers May 2016	No. of Female Workers June 2016
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	77	78	81
Regional Connector Transit Corridor	Regional Connector Constructors, JV	12	12	17
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	16	18	19
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	4	5	5
Universal City Pedestrian Bridge	Griffith Company	5	5	5
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	4	4	4
Metro Blue Line Pedestrian and Swing Gates	Icon-West	1	1	2
Division 16 – Southwestern Yard	Hensel Phelps/Herzog, JV	1	2	2
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	0	0	0

In an effort to increase female participation within Metro's PLA/CCP projects which has averaged 3.22% for all active PLA/CCP projects, staff has coordinated or is currently coordinating the following efforts:

- Metro convened a "Women Build METRO LA (WBMLA)" Committee to develop strategies and outreach activities to highlight the need of women in the construction industry, with emphasis on the opportunities and assistance that is available. The WBMLA Committee members includes: LA/OC Building and Construction Trades Council Executive Secretary, Ron Miller, Metro's DEOD Executive Officer, Miguel Cabral, IBEW Vice President, Jane Templin, UNITEHERE President, Maria Elena Durazo, Women in Non-Traditional Employment Roles (WINTER), Deputy Director,

Office of the Speaker of the Assembly, President, Larry Franks, Los Angeles Trade-Technical College, Southwest Carpenters Training Fund, Prime Contractors, Jobs Coordinators and others.

- The Metro “Women Build METRO LA” Committee Pre-Apprenticeship Boot Camp, which began on June 6th, has now graduated 21 women committed to finding work in the Trades.
 - A unique aspect of the training is Metro’s commitment to individually introduce the graduates to the Jobs Coordinators of our mega-projects, track the women’s progress for one year, whether they work on our projects or on other public/private construction projects.
 - At the graduation luncheon hosted by the WBMLA Committee, motivational presentations were provided by Metro leadership to assure the graduates that all professional women in the vanguard of careers in an industry have faced obstacles that are overcome by fortitude and tenacious commitment to excellence, despite the circumstances.
 - Before acceptance into the Boot Camp, potential candidates went with WBMLA to various Union Apprenticeship Training Centers and completed a volunteer project with Habitat for Humanity. Upon fulfillment of these requirements, candidates were accepted to the intense, 6 week Boot Camp.
 - Additionally, Boot Camp participants received OSHA Safety Training Certificates, met Metro’s Prime Contractors, had presentations from Trade Union Representatives and Mr. Ron Miller, Executive Secretary of the Los Angeles/Orange Counties Building and Construction Trades Council, to set realistic expectations and see first-hand what the life in the trades entails.

Staff will continually report on the WBMLA activities and outreach efforts.

PILOT LOCAL HIRE INITIATIVE

In March 2015, the U.S. Department of Transportation (DOT) announced an initiative to permit, on an experimental basis, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recipients and sub-recipients the ability to utilize previously disallowed local/geographic-based labor hiring preferences and economic-based labor hiring preferences on Construction and Rolling Stock projects. This initiative was carried out as a pilot program for a period of 1 year and has been extended through March 6, 2017 under the FHWA and FTA’s existing Authorities. The Pilot initiative may be implemented immediately on federally funded Construction projects.

While LA Metro has been implementing a local hire program on certain state and locally funded contracts since 2012, as of this quarterly reporting period, there is currently only one construction project that is active and subject to the US DOT Pilot Local Hire Initiative;

- C0991 Division 16 - Southwestern Yard (contract amount of \$172mil)

This requirement is also included in the solicitation for the Westside Purple Line Extension Section 2 design build contract. Staff is continually monitoring federally funded PLA/CCP covered projects

awarded during the “Pilot Local Hire Initiative” implementation period and will report any additional projects subject to the Local Hire Initiative Program to the Board.

Metro received DOT and FTA approval on September 30, 2015 to use Metro’s Local Employment Program (LEP) on four (4) Rolling Stock procurements. The Local Employment Program may only be applied on an experimental basis on Metro’s New Heavy Rail Car, New Bus Buy and two Rail Car Overhaul solicitations. The FTA’s approval also contained specific conditions that limit the Local Employment Program to a voluntary program. This means that the program cannot be used to determine responsiveness to the solicitation or as a basis for award. Nonetheless, the Local Employment Program will provide Proposers with an opportunity to receive up to 5% additional preferential scoring points if new jobs are committed as part of their proposal.

The FTA’s approval also modified the definition of how Metro may define its geographical preference for new jobs and facility improvements for the New Heavy Rail Car and New Bus RFPs. For those two procurements the definition of local employment will include anywhere in the State of California. For the two rail vehicle overhaul projects the FTA will allow Metro to limit the geographical preference for new job creation to Los Angeles County.

Proposers that volunteer to participate in Metro’s Local Employment Program and who commit to new local job creation must also commit to hiring a minimum of 10% of their new work force as Disadvantaged Workers. The targeted hiring requirement will be a condition for obtaining any preferential scoring points.

Currently, the New Heavy Rail Car, A650 Red Line Car Overhaul and P2000 light Rail Car Overhaul RFPs are in Black-out. The A650 Red Line Overhaul is scheduled to be presented to the Board for contract award in September 2016, and the New Heavy Rail Car and P2000 Overhaul are scheduled for November 2016.

Metro is preparing a new Bus Buy RFP for 600 40’ CNG buses and 400 60’ CNG buses that will be issued in August 2016. Staff also intends to include a requirement for up to 200 electric buses in that same RFP. Staff is preparing an updated application request to the FTA seeking approval to apply the Local Employment Program on all 1200 vehicles, as part of the U.S. Department of Transportation’s recent announcement to extend the Local Hire Pilot Program through September 2016.

Staff will continue to report on the “Pilot Local Hire Initiative” on a quarterly basis as part of the Project Labor Agreement/Construction Careers Program quarterly updates.

OUTREACH

In efforts to attain the highest percentages of Targeted, Apprentice and Disadvantaged Workers on PLA/CCP projects, and to keep the community informed of opportunities, the contractors and DEOD participated and/or coordinated the following outreach efforts during this reporting period:

- Daily/Weekly/bi-weekly meetings with outreach team, contractor, elected staffers and/or community representatives.

- Continuous collaboration with Five Keys Charter to promote Metro's PLA/CCP workforce initiatives within Los Angeles County Jail system.
- Women Build METRO LA event held on March 23, 2016.
- Participated in the Resource Fair sponsored by Council District 8 & 10, held on March 12, 2016.
- Women Build METRO LA - Union Training Center Tours held on March 23, 2016.
- Participated in the 6th Annual Spring into Summer Hiring Spree Event sponsored by Supervisor Mark Ridley-Thomas held on April 13, 2016.
- Construction Careers Awareness Day in partnership with LAUSD and Los Angeles Trade Tech College (LATTTC) held on April 14, 2016.
- Participated in the 15th Annual Job Fair for Foster Youth and Local Community, Office of L.A. County Supervisor, Mike D. Antonovich, held on May 14, 2016.
- City of L.A., Economic and Workforce Development Department, Clean Technology Business Development Forum event held May 16, 2016.
- Participated in East Los Angeles Community College Job Fair held on May 25, 2016.

NEXT STEPS

Staff will continue to monitor and assist Contractors with hiring efforts, and will enforce compliance as necessary.

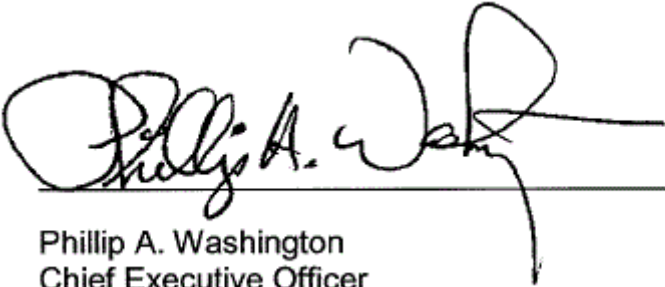
ATTACHMENTS

A. PLA/CCP Report, Data Through June 2016

Prepared by: Keith Compton, Director, PLA/CCP
Compliance & Administration, (213) 922-2406
Miriam Long, Manager, Strategic Business & Construction Career
Resources, (213) 922-7249
Victor Ramirez, Interim Executive Officer, Vendor/Contract
Management, (213) 922-1059
Miguel Cabral, Executive Officer
Diversity & Economic Opportunity (213) 922-2232

Reviewed by: Ivan Page, Chief, Vendor/Contract Management (Interim)

(213) 922-6383



Phillip A. Washington
Chief Executive Officer

Project Labor Agreement (PLA) / Construction Careers Policy (CCP) Update

Report Data Through
June 2016 Reporting Period

Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,930,522.77	58.74%	19.31% Based on Total Apprenticiable Work Hours	12.49%

Percentage Project Complete Based on Worker Hours: 64.35% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,930,522.77	14.31%	1.06%	23.65%	56.09%	1.15%	3.75%	72.61%	3.11%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Regional Connector Transit Corridor Project

PLA Targeted Worker Attainment: Prime: R.C.C., Joint Venture

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
302,441.75	57.12%	19.62% Based on Total Apprenticesable Work Hours	8.46%

Percentage Project Complete Based on Worker Hours: 9.21% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
302,441.75	6.90%	0.50%	29.04%	61.03%	0.69%	1.84%	69.12%	2.85%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Project, Section 1 – D/B

PLA Targeted Worker Attainment: Prime: S.T.S., Joint Venture

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
155,041.63	69.83%	15.00% Based on Total Apprenticeable Work Hours	9.92%

Percentage Project Complete Based on Worker Hours: 4.76% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
155,041.63	9.67%	0.69%	21.70%	63.06%	0.17%	4.71%	73.59%	4.74%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
68,043.40	59.15%	24.34% <small>Based on Total Apprenticeable Work Hours</small>	18.00%

Percentage Project Complete Based on Worker Hours: 91.95% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
68,043.40	12.81%	0.08%	26.93%	54.92%	1.28%	3.99%	69.09%	8.90%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Universal City Pedestrian Bridge

PLA Targeted Worker Attainment: Prime: Griffith Company

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
105,619.80	38.17%	27.98% <small>Based on total Apprenticeable Work hours</small>	9.17%

Percentage Project Complete Based on Worker Hours: 97.80% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/ Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
105,619.80	8.39%	4.22%	22.32%	61.48%	0.63%	2.96%	74.72%	1.61%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
45,932.10	67.16%	22.53% Based on Total Apprenticeable Work Hours	22.79%

Percentage Project Complete Based on Worker Hours: 93.74% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
45,932.10	5.12%	0.00%	7.45%	87.43%	0.00%	0.00%	92.55%	0.65%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Blue Line Pedestrian & Swing Gates

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
8,110.00	50.90%	20.84% <small>Based on Total Apprenticesable Work Hours</small>	4.36%

Percentage Project Complete Based on Worker Hours: 35.72% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
8,110.00	8.11%	0.00%	21.33%	70.55%	0.00%	0.00%	78.66%	2.34%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Division 16: Southwestern Yard

PLA Targeted Worker Attainment: Prime: Hensel Phelps/Herzog, JV

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
4,371.50	29.97%	13.99% <small>Based on Total Apprenticesable Work Hours</small>	7.01%

Percentage Project Complete Based on Worker Hours: 1.25% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
4,371.50	4.43%	0.05%	49.00%	32.13%	3.32%	11.08%	39.93%	5.70%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

MRL Pershing Square Canopy & Escalator Replacement

PLA Targeted Worker Attainment: Prime: Clark Construction, LLP

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
799.00	72.34%	9.26% <small>Based on Total Apprenticeable Work Hours</small>	47.81%

Percentage Project Complete Based on Worker Hours: 7.26% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
799.00	0.75%	2.00%	14.64%	82.60%	0.00%	0.00%	85.35%	0.00%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Patsaouras Plaza POV Relocation, Pavers & Storm Drain PLA Targeted Worker Attainment: Prime: AP Construction

Report Data Through June 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,309.25	62.17%	22.35% <small>Based on Total Apprenticesable Work Hours</small>	47.00%

Percentage Project Complete Based on Worker Hours: 32.89% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
3,309.25	18.92%	0.00%	6.41%	74.29%	0.00%	0.39%	93.21%	0.00%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through Oct 31, 2014 **(FINAL)**

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
61,708.26*	61.41%		21.08%
43,277.52**		13.84%	

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
61,708.26	11.66%	0.01%	22.02%	66.29%	0.01%	0.00%	77.97%	0.52%



* Total Cumulative Project Hours as Reported by Prime Contractor.

** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through November 2014 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,731.76	67.47%	11.12%	11.08%

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,731.76	3.92%	0.00%	12.76%	76.87%	0.00%	6.45%	80.79%	7.48%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

Report Data Through October 2014 **(FINAL)**

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
*18,049.25	50.88%		11.23%
**238.50		75.05%	

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,049.25	11.40%	0.00%	22.71%	33.18%	1.19%	31.52%	45.77%	0.42%



* Total Cumulative Project Hours as Reported by Prime Contractor.

** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
58,903.00	51.61%	21.37% Contractor Reported Based on Total Work Hours	22.83%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
58,903.00	1.36%	0.41%	17.43%	80.30%	0.00%	0.50%	82.07%	2.57%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,289.50	46.42%	25.51% Based on Total Apprenticeable Work Hours	39.08%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
3,289.50	14.47%	1.92%	38.21%	45.40%	0.00%	0.00%	61.79%	4.68%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment: Prime: Clean Energy

Report Data Through June 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
11,496.00	67.54%	20.17% <small>Based on Total Apprenticeshipable Work Hours</small>	60.72%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
11,496.00	31.21%	3.03%	26.54%	39.23%	0.00%	0.00%	73.47%	1.69%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Blue Line Station Refurbishments

PLA Targeted Worker Attainment: Prime: S.J. Amoroso

Report Data Through June 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
41,274.75	56.01%	26.10% Based on Total Apprenticesable Work Hours	13.62%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
41,274.75	16.59%	1.55%	20.72%	61.14%	0.00%	0.00%	79.28%	0.48%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Project AUR (Fairfax Station)

PLA Targeted Worker Attainment: Prime: W.A. Rasic

Report Data Through December 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,510.00	63.27%	20.61% <small>Based on Total Apprenticesable Work Hours</small>	19.90%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,510.00	9.44%	0.01%	13.39%	77.08%	0.00%	0.09%	86.53%	2.78%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Rail Security Kiosks

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through March 2016 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
7,281.75	45.90%	27.06% <small>Based on Total Apprenticesable Work Hours</small>	20.17%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
7,281.75	48.19%	0.27%	15.16%	34.78%	0.87%	0.72%	84.11%	0.00%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.



Board Report

File #: 2016-0132, **File Type:** Informational Report

Agenda Number: 16.

**CONSTRUCTION COMMITTEE
SEPTEMBER 15, 2016**

SUBJECT: SAFETY REPORT ON CRENSHAW/LAX PROJECT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the **quarterly report on Crenshaw/LAX safety.**

ISSUE

The Metro Board of Directors at its April 30, 2015 meeting directed Metro Staff to report monthly on safety-related matters on the Crenshaw/LAX project. Due to significant improvements in regards to Safety on the Crenshaw/LAX project, the board has asked that the Crenshaw/LAX safety report be given quarterly beginning in January 2016.

DISCUSSION

This quarterly report was scheduled for the July 2016 Construction Committee however, was pushed to September as July was declared a dark month and the August Construction Committee was cancelled. This report provides an update on safety related issues and activities on the Crenshaw/LAX project from March through June, 2016. The details of these issues and activities can be found in Attachment A.

ATTACHMENTS

Attachment A - Safety Report on Crenshaw/LAX Project - September 2016

Prepared by: James Brown, Director, Construction Safety, (213) 922-4223

Reviewed by: Greg Kildare, Chief Risk, Safety and Asset Management Officer, (213) 922-4971



Phillip A. Washington
Chief Executive Officer

Safety Update on Crenshaw/LAX Project

Construction Committee Meeting
September 15, 2016
Greg Kildare, Chief Officer
Risk, Safety and Asset Management



Metro

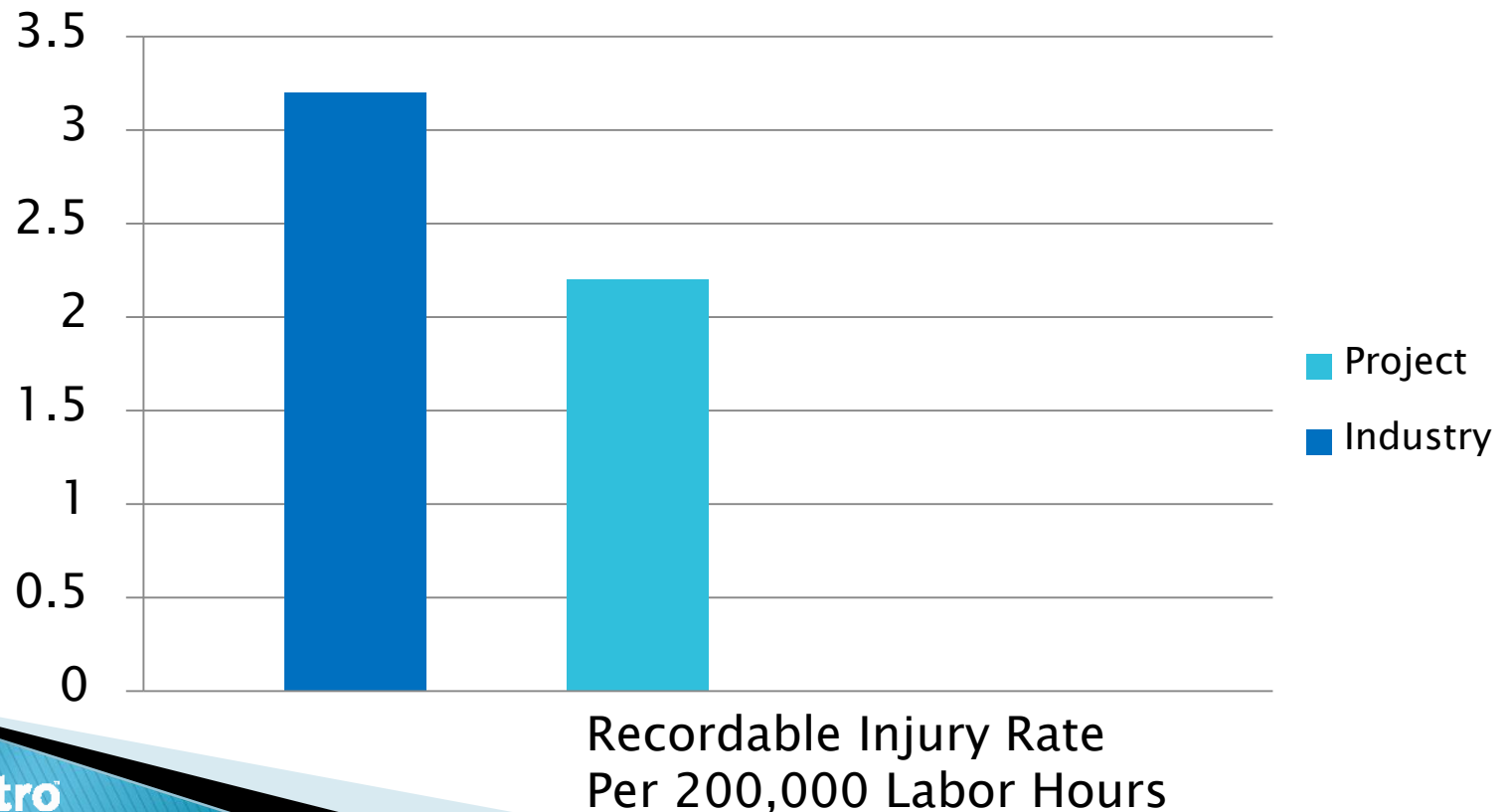
Injury Incidents (March – June 2016)

- Project-to-Date Total Recordables as of June 30th = 28.
- Eleven (11) recordable injuries were restricted/modified duty and Days-Away from work.
- One (1) first-aid incident and one (1) right hand puncture injury recordable in March 2016.
- Four (4) recordable injuries in April 2016 (strained lower lumbar spine, contusion to left shoulder, contusion to left foot and foreign body right eye).
- One (1) recordable injury in May 2016 (strained thoracic spine).
- One (1) compound fracture right hand and one (1) foreign body right eye in June 2016.



Project To Date Recordable Injury Rate

- ▶ Project-to-Date Work Hours as of June 30th (2,609,960)
- ▶ Rate per 200,000 Labor Hours: 2.2
- ▶ National Heavy Construction Rate (2013): 3.2



Metro/WSCC Joint Safety Activities (March – June 2016)

Metro staff:

- Participated in 17 WSCC's Tool-Box Safety meetings
- Participated in 4 WSCC's Executive Safety meetings
- Participated in WSCC's Executive Safety Walk on May 13th
- Conducted 3 field inspections
- Conducted 2 safety briefings and updates
- Issued a Stop Work Notice due to a Gas Line Strike which did not result in any gas leak and has been mitigated
- Identified a confined space hazard which WSCC agreed to mitigate immediately

WSCC staff:

- Participated in 4 of Metro's All Hands Safety meetings
- Disciplined 3 employees for violating safety procedures
- Completed 1,310 safety observations/work practice assessments



Metro Safety Staffing

- Currently, there are 6 Metro Safety staff members on the project and we are working to fill the last vacant position that was approved in the FY16 budget.
- In the interim, consultant safety staff are being used to augment contract compliance activities.
- Consultant safety staff will be released as each vacancy is filled via the on-going recruitment process.



Board Report

File #: 2016-0576, **File Type:** Oral Report / Presentation

Agenda Number: 20.

**CONSTRUCTION COMMITTEE
AUGUST 18, 2016**

RECEIVE oral report by the Program Management Chief Officer.

DISCUSSION

RECEIVE Oral Report by the Program Management Chief Officer.

ATTACHMENTS

Attachment A - Program Management Chief Officer's Report - August 2016

Prepared by:

- **Crenshaw/LAX** - Charles Beauvoir, Deputy Executive Officer, Project Mgmt., (213)299-3095
- **Regional Connector** - Gary Baker, Deputy Executive Officer, Project Mgmt., (213)893-7191
- **Westside Purple Line Ext 1 and 2-** Dennis Mori, EO Project Mgmt., (213)922-7238
- **I-405** - Nazem Moussa, Deputy Executive Officer, Project Mgmt. (213)922-7221
- **Division 13** - Timothy Lindholm, EO Project Engr., (213)922-7297
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213)922-7297
- **MRL - MOL North Hollywood Station** - Timothy Lindholm, EO Project Engr., (213)922-7297
- **Universal Pedestrian Bridge** - Timothy Lindholm, EO Project Engr., (213)922-7297
- **Presentation** - Yohana Jonathan, Departmental System Analyst, (213)922-7592

Reviewed by:

Richard Clarke, Chief Program Management Officer, (213)922-7557

Program Management Chief Officer's Report

Project Status Report

Presented By

Richard Clarke

Chief Program Management Officer

















August 2016

Construction Committee

Los Angeles County Metropolitan Transportation Authority



PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Need to conclude 96 th Street Station accommodation time impact as well as other time extensions requests from contractor.
Regional Connector			Developing schedule options with contractor; correlating cost forecast accordingly.
Westside Purple Line Extension-Section 1			
Westside Purple Line Extension-Section 2			Bids received and being evaluated. FFGA expected in October.
I-405 Sepulveda Pass improvements Project			Working through remaining Construction items for Final Acceptance. Preparation for Claim 86 arbitration is ongoing.
Patsaouras Plaza			Project has received Caltrans encroachment permit, Right-of-Way Certification and approval of foundation design package. LADWP relocation activities started in July 2016.
Universal City Pedestrian Bridge			Construction substantially completed on April 7, 2016. Punch List and close out work is in progress.
MOL to MRL North Hollywood West Entrance			Construction is 90% complete.



On target



Possible problem



Major issue

August 2016



Metro
2

CRENSHAW/LAX TRANSIT PROJECT

 BUDGET	Current	Forecast
TOTAL COST	\$2,058M	\$2,058M

 SCHEDULE	Current	Forecast
REVENUE OPERATION	Oct 2019	Oct 2019

- Overall project progress is 51% complete
- Contractor continuing tunneling from Expo/Crenshaw Station toward Martin Luther King Jr. Station, but is behind planned rate of excavation progress; requested mitigation from contractor
- Continuing Park Mesa Heights curb & gutter for street widening and early construction work
- Finalizing cost and schedule negotiations with contractor for 96th Street Station accommodations
- Southwestern Yard contractor continuing final design and started rough grading of yard site



Green Line tie-in formwork placement continues over Aviation Blvd.






U-Wall and invert rebar installation continues at UG1.

August 2016

Construction Committee

Los Angeles County Metropolitan Transportation Authority



 On target  Possible problem  Major issue

REGIONAL CONNECTOR TRANSIT CORRIDOR

⚠ BUDGET		
	Current	Forecast
TOTAL COST	\$1,599M	TBD
* Includes Board approved LOP plus Planning and Finance costs.		

⚠ SCHEDULE		
	Current	Forecast
REV. OPERATION	June 2021	June 2021

- Overall Project Progress is 22%, Design Build (DB) Construction is 16.3% and DB Final Design is 93.3% complete
- Station box excavation completed at 1st/Central Station; preparing for invert pours
- Permeation grouting completed along eastern extent of 2nd St., and under Japanese Village Plaza
- Power relocations continue by LADWP at 2nd/Broadway Station; pile trenching underway
- Structural excavation through first lift at 2nd/Hope Station completed; five lifts remain to invert base
- Piles on the east side of Flower St., between 4th and 5th completed; pile installations on west side underway; 24" water line relocations south of 5th St. continue



Structural excavation at 2nd/Hope

WESTSIDE PURPLE LINE – SECTION 1

OK BUDGET		
	Current	Forecast
TOTAL COST*	\$3,154M	\$3,154M

* Includes Board approved LOP plus Planning and Finance costs.

OK SCHEDULE		
	Current	Forecast
REV. OPERATION	Oct 2024 FFGA	Nov 2023

Overall Project Progress is 12% complete.

The Advanced Utility Relocations (AUR) work involving three contracts is 91% complete overall.

- Two of the three Advanced Utility Relocations Contracts have been completed on schedule.
- The LADWP power relocations at the Wilshire/Fairfax Station are on-going and anticipated to complete by October 2016.
- Wilshire/La Cienega AUR contractor is nearing completion with the City of Beverly Hills sewer and water relocations.

Tunnels, Stations, Trackwork and Systems Design-Build Contract

- Final Design for the Tunnels, three subway stations, trackwork and systems is 90% complete overall.
- The 22-weekend closures began on June 10, 2016 for the installation of deck beams and concrete deck panels prior to the Wilshire/La Brea Station excavation under the temporary street decking. The work is scheduled for completion in November 2016.
- Wilshire/Fairfax station pile installation in August 2016. Traffic reconfiguration work started on July 8, 2016.



Wilshire/La Brea Station South Deck Beams



Installation of Deck Beams on Wilshire Blvd.

August 2016

Construction Committee

Los Angeles County Metropolitan Transportation Authority



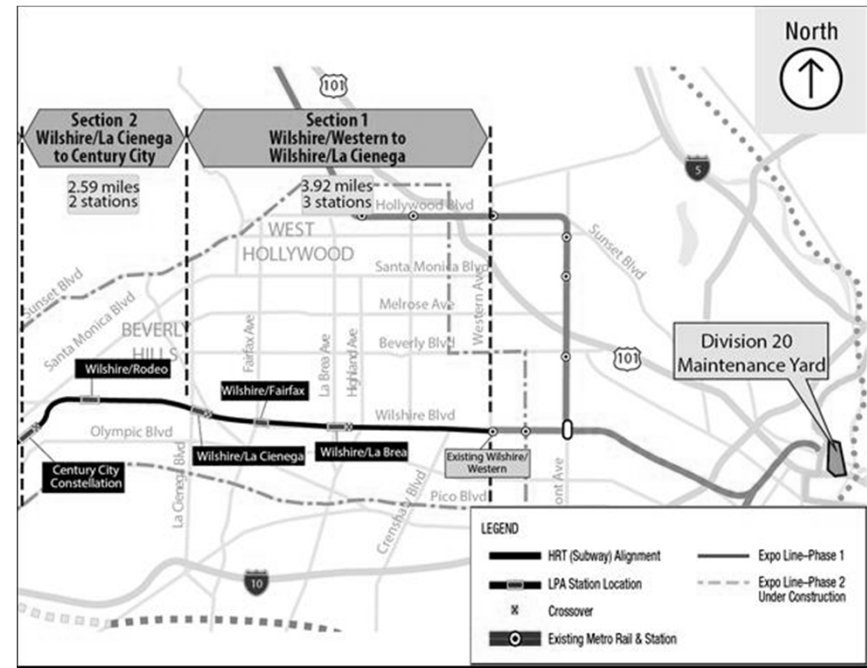
OK On target ◊ Possible problem ⚠ Major issue

WESTSIDE PURPLE LINE – SECTION 2


OK	BUDGET	
	Current	Forecast
TOTAL COST	TBD	\$2,499M
Life-of-Project Budget is yet to be adopted. Forecast includes finance costs		

OK	SCHEDULE	
	Current	Forecast
REV. OPERATION	August 2025	TBD*
*Subject to FTA Full Funding Grant Agreement		

- Contract C1120 – Design/Build Request for Qualifications/Request for Proposal was released on September 14, 2015.
- The three teams meeting the minimum requirements as a result of the RFQ were announced on December 4, 2015.
- Price proposals received on June 1, 2016.
- FFGA anticipated approval October 2016.
- Contract award anticipated January 2017.



I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

 BUDGET		
	Current	Forecast
TOTAL COST	\$1,308M	\$1,308M

 SCHEDULE		
	Current	Forecast
SUBSTANTIAL COMPLETION	Sept 2015	Sept 2015

- Contractor is working toward Final Completion
- Working through remaining items for Final Acceptance
- Preparation for Claim 86 arbitration is ongoing
- Forecast does not include non-merited Claim 86



PATSAOURAS PLAZA BUSWAY STATION



BUDGET

	Current	Forecast
TOTAL COST	\$39.7M	\$39.7M



SCHEDULE

	Current	Forecast
REV. OPERATION	Dec 2017	Dec 2017

- Caltrans has approved foundation design package, Right-of-Way Certification and Encroachment Permit
- LADWP relocation work scheduled to start July 2016 and complete in August 2016
- Work in progress includes Caltrans approval of non-aerially-deposited lead(ADL) soil investigation, hazardous materials/air monitoring work plans and bridge/station plans
- Project completion scheduled for Winter 2017



August 2016

Construction Committee

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On target



Possible problem



Major issue

UNIVERSAL PEDESTRIAN BRIDGE



BUDGET

	Current	Forecast
TOTAL COST	\$29.6M	\$29.6M



SCHEDULE

	Current	Forecast
REV. OPERATION	April 2016	April 2016

- The Project has been nominated as Outstanding Bridge Project of the Year by American Society of Civil Engineers
- Punch List items and close-out process ongoing



August 2016

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem




Major issue

MOL TO MRL NORTH HOLLYWOOD WEST ENTRANCE

OK BUDGET			OK SCHEDULE		
	Current	Forecast		Current	Forecast
TOTAL COST	\$23M	\$23M	REV. OPERATION	Jul 2016	Jul 2016

- Construction 90% complete. Ribbon Cutting scheduled for August 15, 2016
- System Integration and testing ongoing
- New fare gates and new TVM installation in progress
- Plaza Level work - concrete, tiles, guard rails, lighting and signage ongoing
- Street signal, resurfacing and striping work ongoing



Project: Crenshaw/LAX Design Consultant: Hatch Mott				CONSTRUCTION MANAGEMENT CONSULTANT: Stantec CONTRACTORS: Walsh-Shea Corridor Constructors (Alignment) and Hensel Phelps / Herzog (Southwestern Yard)			
PROJECT PHOTO: Installation of southbound tunnel portal seal at south hammerhead at the Martin Luther King Jr. Station.				WORK COMPLETED PAST MONTH:			
				<ul style="list-style-type: none"> o Design-builder continues final design on street and landscape. o Continued concrete operations at the south end and excavation at the north end for UG#1 near LAX airport runways o Continued construction forms for superstructure at the Green Line tie-in. o Completed MSE #17 leveling Pad. o Continued work at Park Mesa area on storm drain and demo of curbs and gutters. o Continued installation of soldier piles on East and West side of UG#3. o Completed invert concrete placement at MLK Station and removed Tier #3 bracing. o Continued TBM mining south bound from Expo/Crenshaw Station. o Southwestern Yard design-builder continued final design. o Southwestern Yard design-builder Demo and cleared site in Phase I area. o Southwestern Yard design-builder continued constructing temporary Road. 			
EXPENDITURE STATUS (\$ In Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS
DESIGN	\$ 136.7	\$ 121.5	88.9%	Environmental			
				FEIS/FEIR	Sep-11	Sep-11	Complete
				Record of Decision	Dec-11	Dec-11	Complete
RIGHT-OF-WAY	\$ 127.4	\$ 120.3	94.4%	Design			
				Preliminary Engineering	Nov-11	Nov-11	Complete
CONSTRUCTION	\$ 1,353.1	\$ 599.2	44.3%	Final Design	Sep-15	Aug-16	11.3 months behind
OTHER	\$ 440.8	\$ 152.4	34.6%	Right-of-Way			
TOTAL	\$ 2,058.0	\$ 993.4	48.3%	Full-take parcels available	Jan-15	Jan-15	Complete
Note: cost expended as of July 2, 2016.				Part-take and TCE parcels	Sep-15	Apr-16	Complete (base scope)
AREAS OF CONCERN				Construction			
<ul style="list-style-type: none"> o Design-builder's ability to mitigate schedule delays. o Timely review of WSCC's design submittals by City of Los Angeles. o 96th street station accommodations cost/schedule impacts. 				D-B Notice to Proceed	Sep-13	Sep-13	Complete
				D-B Substantial Complete	Oct-18	Apr-19	6.2 months behind
				Revenue Service Date	Oct-19	Oct-19	On schedule*
				The D-B Substantial Complete prior plan was modified by a 35-day concurrent delay contract modification in March 2015.			
				*Note: Revenue Service Date includes a significant reduction in contingency.			
ROW ACQUISITION	PLAN	ACQUIRED	REMAINING	CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
FULL TAKES	37	35	2	<ul style="list-style-type: none"> o Begin protection slab at Leimert Park Station. o Install HDPE Waterproofing Membrane - lower walls at MLK Station. o TBM south bound tunnel break thru at MLK and Leimert Park stations. o Receive special track delivery. 			
PARTIAL TAKES	27	24	3				
TEMPORARY EASEMENTS	15	13	2				
TOTAL PARCELS	79	72	7				

Project: Regional Connector
Design Consultant: Connector Partnership JV

CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS
CONTRACTOR: Regional Connector Constructors, Joint Venture

Excavation Complete at 1st/Central Station

WORK/ACTIVITY DURING PAST MONTH



- 36" water line replacement at 1st/Alameda continued
- Pile installation at 1st /Alameda intersection continued
- Permeation grouting along 2nd St. continued
- Compensation grouting preparations along 2nd St. continued
- TBM shaft excavation and SOE at Mangrove Yard on the 2nd lift continued
- Water relocations along Flower Street continued
- Potholing and advanced conceptual design of DWP Power assets around 6th/Flower intersection continued
- Station box excavation and SOE continued at 2nd/Hope Station
- Pile installation at 2nd/Broadway initiated
- Electrical and communication duct bank installation at 2nd/Broadway continued
- Relocation/protection of power and communication assets in 2nd/Broadway Station area
- Reconfiguration of traffic along Flower St. in support of Westside pile operations

EXPENDITURE STATUS (\$ In Millions)

SCHEDULE ASSESSMENT

ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED
DESIGN	\$130.7	\$114.9	88.0%
RIGHT-OF-WAY	\$110.5	\$68.8	62.3%
CONSTRUCTION	\$1,079.8	\$307.8	28.5%
OTHER	\$278.4	\$89.3	32.1%
TOTAL	\$1,598.9	\$580.8	36.3%

MAJOR SCHEDULE ACTIVITIES	PRIOR PERIOD	CURRENT PLAN	VARIANCE WEEKS
Environmental			
FEIS / FEIR	N/A	04/26/12	Complete
SEIS Flower St.	N/A	12/18/15	Complete
Design			
PE Notice to Proceed	N/A	01/04/11	Complete
Final Design complete	11/20/16	12/30/16	6
Note: Completion of systems design is now projected for end of November 2016. No adverse impact to the overall schedule is anticipated from these design delays.			
Right-of-Way			
All parcels available	08/15/18	08/15/18	0

Current Budget reflects Board approved Life-of-Project Budget and includes Finance Charges.
 Note: Expended amount is through 05/31/2016.

Note: ROW dates are adjusted to reflect the latest D/B Contractor's coordinated need Dates. Duco Yard need date is in August 2018.

AREAS OF CONCERN

- Schedule mitigation measures are being implemented across the alignment to address continuing and new delays precipitated by utility relocations. Major street and intersection closures are being coordinated with LADOT, LABOE, and Council District 14 to facilitate construction plans and schedules. Additionally, Metro and RCC are coordinating with DWP and third party utility owners on utility design and relocation issues along Flower, Broadway, Alameda and 2nd Streets to advance construction fronts at these locations.
- Schedule recovery measures notwithstanding, schedule float and flexibility is minimal; opportunities for improvement continue to be reviewed.
- Delays and reduced productivity along Flower St. continue to be experienced; work hour and access constraints are driving causes.
- Methods of supporting the existing DWP vaults and duct banks at 6th/Flower are being investigated to minimize relocation requirements and resulting schedule impacts.


Construction - Design / Build Contract			
Notice to Proceed	07/07/14	07/07/14	Complete
Construction complete	04/10/21	04/17/21	0
Revenue Service Date	6/30/21*	06/30/21	0

Note : * The project is reflecting an approximate five-month delay to the RSD due to differing site conditions related to underground utilities.

ROW ACQUISITION	PLAN	CERTIFIED	ACQUIRED	REMAINING
PERMANENT PARCEL	5	5	4	1*
TEMPORARY PARCEL	29	16	14	2*
TOTAL PARCELS	34	21	18	3

- CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD**
- 100% design packages for all three stations, bored tunnel, SEM cavern and systems; review of the related AFCs
 - Replace 36" water line at 1st/Alameda
 - Excavation for Wye
 - SOE and station excavation at 1st/Central; expected completion mid-August 2016
 - 2nd/Spring LADWP Water relocation
 - Pile installation on west side of Flower St.
 - Decking installation on Flower, north of 5th St.
 - Secure Sunday work variance for Flower St operations
 - Resolve Fire Life Safety (FLS) issues including emergency ventilation design and egress
 - Reconcile schedule and costs for recovery measures

* Remaining parcels are scheduled in-advance of need dates.

Project: Westside Purple Line Ext. Section 1 Design Consultant: Parsons/Brinckerhoff				CONSTRUCTION MANAGEMENT CONSULTANT: WEST, a Joint Venture CONTRACTOR: Skanska, Traylor and Shea, a Joint Venture			
Installing Street Decking Wilshire/La Brea Station				WORK COMPLETED PAST MONTH			
				<ul style="list-style-type: none"> - DU 1 Wilshire/Western – AFC complete - DU 3 Wilshire/Fairfax – 100% complete - C1045 Wilshire/La Brea north side installation of dewatering wells - C1045 Wilshire/Fairfax soundwall installation - C1045 Wilshire/La Brea temporary street decking installation began <ul style="list-style-type: none"> • C1045 Wilshire/La Brea decking stage 1A complete • C1045 Wilshire/La Brea decking stage 1B complete • C1045 Wilshire/La Brea decking stage 1 complete • C1045 Wilshire/La Brea decking stage 2 complete • C1045 TBM temporary power - C1045 Wilshire/La Brea south side pile installation near completion 			
EXPENDITURE STATUS (\$ In Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS
DESIGN	\$159.2	\$128.9	81.0%	Environmental			
				FEIS / FEIR	N/A	05/31/12	Complete
RIGHT-OF-WAY	\$175.6	\$135.4	77.1%	Design			
CONSTRUCTION	\$1,740.3	\$414.6	23.8%	PE Notice to Proceed	N/A	01/12/11	Complete
OTHER	\$1,079.3	\$108.3	10.0%	Final Design complete	03/22/17	03/22/17	0
TOTAL	\$3,154.4	\$787.2	25.0%	Right-of-Way			
				All parcels available*	12/31/15	12/31/15	0
Current Budget includes Environmental/Planning and Finance Costs.				Construction - Main Design / Build Contract			
AREAS OF CONCERN				Notice to Proceed	01/12/15	01/12/15	Complete
				Construction complete	11/08/23	11/08/23	0
				* Parcels related to main D/B Contract C1045			
ROW ACQUISITION	PLAN	AVAILABLE	REMAINING	CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
PERMANENT PARCELS	15	14	1	<ul style="list-style-type: none"> - DU 2 Wilshire/La Brea – AFC complete - DU 5 Tunnels – AFC complete - DU 6 Systems – 100% complete - C1045 Wilshire/La Brea Station pile installation complete - C1045 Temporary tunnel ventilation design submittals - C1045 Wilshire/La Brea decking installation continues - C1045 Wilshire/La Brea Station excavation begins - C1045 Wilshire/Fairfax traffic control for pile installation - C1045 Wilshire/Fairfax pile installation begins 			
TEMPORARY PARCELS	4	4	0				
TOTAL PARCELS	19	18	1				

**Board Report**

File #: 2016-0559, **File Type:** Contract

Agenda Number: 21.

**CONSTRUCTION COMMITTEE
AUGUST 18, 2016**

SUBJECT: THIRD PARTY ADMINISTRATION

ACTION: CITY OF LOS ANGELES FY17 ANNUAL WORK PLAN APPROVAL

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to **execute annual expenditure budget plan for the FY17 Annual Work Plan for the City of Los Angeles** in the amount of \$31,247,162.

ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions via an annual work plan. The annual work plan shall serve as a commitment from the agency for the reimbursement of services by City of Los Angeles reviewing jurisdictions for an estimated amount of services. Without an annual work plan, the City of Los Angeles jurisdictions have no funding sources to support the projects.

DISCUSSION

The action contained herein provides funding for the City of Los Angeles participation in the project within the limit of the current approved FY17 budget for Third Party Review and maintenance. (See Attachment A)

The City of Los Angeles provides design approvals and construction permits for Metro projects that can affect the City right-of-way or assets. Reviews are focused interface with City owned utilities, roadways along, above or below new Metro rail lines, traffic closures and detours and compliance to City codes and requirements. These approvals are necessary for any project in the City of Los Angeles, but are largely focused on the Crenshaw/LAX, Regional Connector and Westside Purple Line Extension projects. With the increase in Metro construction projects, timely reviews and approvals by the City of Los Angeles are essential to keep these projects on schedule.

Metro staff efforts to proactively manage these costs will include the following:

- A. Controlling the design review process through the early coordination of design efforts to define scope and establish/clarify standards and requirements.

- B. Reviewing submittals for completeness.
- C. Ensuring that third party requirements are identified and addressed prior to sending to the third party.
- D. Reviewing timesheets with each third party organization on a monthly basis to ensure that hours charged are appropriate.
- E. Conducting executive and staff level partnering with third parties.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding, which may be obligated and spent under this one year work plan of \$31,247,162 is included in the FY17 budget in each of the project budgets that will require services to be performed by the City of Los Angeles. See attachment "A". Since these are multi-year projects, the Project Managers will be responsible for budgeting future year costs.

IMPACT ON BUS AND RAIL OPERATING AND CAPITAL BUDGET

The funding for this Annual Work Plan will come from various sources of funds. See attachment "A". With the exception of major construction projects funded with specific grant funds, these funds are eligible for bus and rail operating and capital expenditures. No other sources of funds were considered for this activity because the primary beneficiary of the service is bus, rail and capital projects.

ALTERNATIVES CONSIDERED

The Board may reject the Recommendation and direct us to include this work under Construction Contracts. Unfortunately, this is not recommended because it will delay each of the projects.

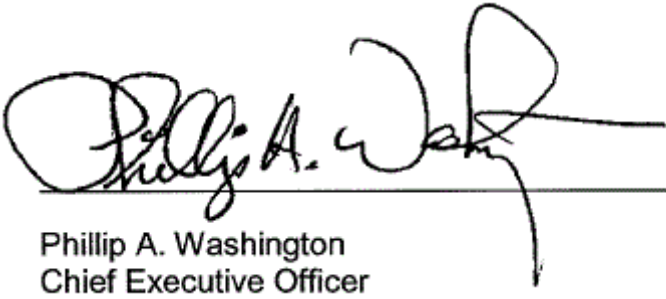
NEXT STEPS

Upon MTA board approval of the annual work plan, the City of Los Angeles shall submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

ATTACHMENTS

Attachment A - FY17 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by: Bryan Pennington, Deputy Chief Program Management Officer ; 213-922-7449
Samuel Mayman, Executive Officer; 213-922-7289
Eduardo Cervantes, Senior Director; 213-922-7255
Reviewed by: Richard Clarke, Chief Program Management Officer; 213-922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FY17 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW/LAX TRANSIT (#865512)

Dept. of Transportation	\$3,437,644
Bureau of Engineering	\$1,700,000
Bureau of Street Lighting	\$581,431
Bureau of Street Services	\$447,502
Contract Administration	\$1,272,188
Cross Coordination Support	\$408,501
General Services/Standard Divisions	\$191,222
Police Department/Safety	\$92,412
<hr/>	
Subtotal:	\$8,130,900

REGIONAL CONNECTOR (#860228)

Dept. of Transportation	\$2,500,000
Bureau of Engineering	\$1,200,000
Bureau of Street Lighting	\$450,000
Bureau of Street Services	\$300,000
Contract Administration	\$1,100,000
Bureau of Sanitation	\$73,279
Cross Coordination Support	\$245,021
Police Department/Safety	\$89,694
General Services	\$95,558
<hr/>	
Subtotal:	\$6,053,552

WESTSIDE EXTENSION SECTION 1 (#865518)

Dept. of Transportation	\$2,611,115
Bureau of Engineering	\$1,500,000
Bureau of Street Lighting	\$441,240
Bureau of Street Services	\$384,222
Bureau of Sanitation	\$90,202
Contract Administration	\$1,272,188
Cross Coordination Support	\$163,411
General Services/Standard Divisions	\$191,222
Police Department/Safety	\$89,694
<hr/>	
Subtotal:	\$6,743,294

ATTACHMENT A (continued)

WESTSIDE EXTENSION SECTION 2 (#865522)

Dept. of Transportation	\$1,550,436
Bureau of Engineering	\$900,000
Bureau of Street Lighting	\$364,443
Bureau of Street Services	\$204,883
Bureau of Sanitation	\$51,768
Contract Administration	\$540,617
<hr/>	
Subtotal:	\$3,612,147

WESTSIDE EXTENSION SECTION 3 (#865xxx)

Dept. of Transportation	\$573,866
Bureau of Engineering	\$600,000
Bureau of Street Lighting	\$133,893
Bureau of Street Services	\$509,594
Bureau of Sanitation	\$41,768
Contract Administration	\$296,861
<hr/>	
Subtotal:	\$2,155,982

UNION STATION MASTER PLAN (#405557)

Bureau of Engineering	\$140,000
Bureau of Street Services	\$60,000
Bureau of Street Lighting	\$76,000
Contract Administration	\$26,000
<hr/>	
Subtotal:	\$302,000

VAN NUYS PLATFORM (#460080)

Dept. of Transportation	\$30,000
Bureau of Engineering	\$30,000
Bureau of Street Lighting	\$26,000
<hr/>	
Subtotal:	\$86,000

UNIVERSAL PEDESTRIAN BRIDGE (# 809382)

Source of Funds: Prop A

Dept. of Transportation	\$50,000
Bureau of Engineering	\$30,000
Bureau of Street Services	\$50,000
Bureau of Street Lighting	\$75,568
Contract Administration	\$50,000
<hr/>	
Subtotal:	\$255,568

ATTACHMENT A (continued)

MBL PED GATES (#205104)

Dept. of Transportation	\$80,000
Bureau of Engineering	\$80,000
Bureau of Street Services	\$67,000
Bureau of Street Lighting	\$35,000
Contract Administration	\$50,000
<hr/>	
Subtotal:	\$312,000

PATSAOURAS TRANSIT PLAZA (#202317)

Dept. of Transportation	\$75,000
Bureau of Engineering	\$60,000
Bureau of Street Services	\$60,000
Bureau of Street Lighting	\$28,000
Contract Administration	\$45,000
<hr/>	
Subtotal:	\$268,000

PATSAOURAS BUS PLAZA REPAVING (#210137)

Dept. of Transportation	\$150,000
Bureau of Engineering	\$150,000
Bureau of Street Services	\$35,000
Bureau of Street Lighting	\$63,746
Contract Administration	\$63,000
<hr/>	
Subtotal:	\$461,746

BRIGHTON TO ROXFORD (#460074)

Dept. of Transportation	\$55,000
Bureau of Engineering	\$57,000
Bureau of Street Services	\$25,000
Bureau of Street Lighting	\$25,000
<hr/>	
Subtotal:	\$162,000

LINK US (#460089)

Bureau of Engineering	\$285,000
<hr/>	
Subtotal:	\$285,000

ESOC (#212121)

Dept. of Transportation	\$70,000
Bureau of Engineering	\$50,000
<hr/>	
Subtotal:	\$120,000

ATTACHMENT A (continued)

DIVISION 1 (#300011)

Dept. of Transportation	\$33,000
Bureau of Engineering	\$33,000
Subtotal:	\$66,000

NORTH HOLLYWOOD WEST ENTRANCE (#204122)

Bureau of Engineering	\$70,000
Bureau of Street Lighting	\$73,077
Subtotal:	\$143,077

DIVISION 13 (#202001)

Bureau of Engineering	\$30,000
Subtotal:	\$30,000

SOUTHWEST ENTRANCE CIVIC CENTER (#200015)

Bureau of Engineering	\$70,000
Subtotal:	\$70,000

THE BLOC PEDESTRIAN PASSAGEWAY (#204136)

Bureau of Engineering	\$30,000
Subtotal:	\$30,000

PERSHING SQUARE ESCALATORS (#204133)

Bureau of Street Lighting	\$37,784
Subtotal:	\$37,784

EASTSIDE GRADE CROSSING IMPROVEMENTS (#460202)

Dept. of Transportation	\$98,000
Bureau of Engineering	\$55,000
Bureau of Street Services	\$26,000
Bureau of Street Lighting	\$144,907
Subtotal:	\$ 323,907



Board Report

File #: 2016-0497, File Type: Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE

AUGUST 17, 2016

CONSTRUCTION COMMITTEE

AUGUST 18, 2016

SUBJECT: AIRPORT METRO CONNECTOR

ACTION: EXECUTE CONTRACT MODIFICATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer (CEO) to:

1. EXECUTE Modification No. 13 for Phase 2 of Contract No. PS114330-2636 with STV/PB - ConnectLAX Joint Venture to prepare the Final Environmental Impact Report (EIR) and federal environmental documentation for the **Airport Metro Connector** (AMC) 96th Street transit station in the firm fixed amount of \$397,953 increasing the total contract value from \$6,886,444 to \$7,284,397;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS114330-2636, AMC, in the amount of \$150,000, increasing the total authorized CMA amount from \$1,800,255 to \$1,950,255; and

B. RECEIVING AND FILING:

1. Summary of Draft EIR and comments received during the public comment period (July 22, 2016 to August 6, 2016); and
2. quarterly status report on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

ISSUE

In March 2011, the Board approved the contract with the Joint Venture team, ConnectLAX to complete the Alternative Analysis, Draft Environmental Impact Statement/Report (Draft EIS/EIR) and Conceptual Engineering (CE) for the Metro Green Line to LAX (Project), now known as the AMC Project. On June 26, 2014, the Board approved adding a new transit station at 96th Street to the

Crenshaw/LAX Transit Corridor as the Locally Preferred Alternative for the AMC Project. The new Metro station is planned to connect with the future Automated People Mover (APM) system, to be built and operated by Los Angeles World Airports (LAWA). Since the Board did not authorize execution for Phase 2, preparation of the Final EIR and federal environmental documentation, Board authorization is now necessary.

The Board is also being requested to receive and file the summary of the Draft EIR and comments received as well as the quarterly status update on the project including Architectural and Engineering design services and the Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station.

DISCUSSION

During the past quarter, staff completed and released the Draft EIR and initiated Schematic Design. The completion of the EIR will satisfy requirements of the California Environmental Quality Act (CEQA). Staff will also need to satisfy requirements of National Environmental Policy Act (NEPA). Discussions continue with the Federal Transit Administration (FTA) on the timing and type of NEPA documentation.

Staff continues to coordinate closely with LAWA on the parallel design and environmental clearances of our respective projects. Bi-weekly meetings are being held to coordinate our respective project level actions on real estate, construction activities related to Southwestern Yard, accommodations etc. On June 10, 2016, LAWA issued a Notice of Intent to prepare an Environmental Assessment for the Landside Access Modernization Program (LAMP). A public scoping meeting to accept comments on the scope of the EA was held on June 22, 2016. The scoping period closed on July 11, 2016. During the public comment period, LAWA received four comment letters. LAWA anticipates the release of their Draft EIR in September 2016.

Draft EIR

The AMC 96th Street Transit Station Draft EIR was completed and released on June 22, 2016 with a 45-day public review period. The comment period closed on August 6, 2016. The Draft EIR determined that the AMC Project would not cause any significant unavoidable impacts. One potentially significant impact associated with hazardous soil conditions at the Project site can be mitigated to less than significant levels with incorporation of mitigations. Attachment C contains the DEIR's Executive Summary. The full study is available at www.metro.net/projects/lax-extension <<http://www.metro.net/projects/lax-extension>>.

An elected officials briefing was held on June 20, 2016 to provide advance notice prior to the public release of the DEIR. The official Notice of Availability (NOA) was filed with the Los Angeles County Registrar and a Notice of Completion was sent to the State Clearinghouse for distribution to public agencies on June 22, 2016. Hardcopies and electronic copies of the Draft EIR were provided to eight local public libraries. A total of 21 online and print ads were placed in multiple sources, including Spanish-speaking publications. Email blasts and "Take One" notices were sent to 1,000 contacts and 1,400 stakeholders, respectively. Additionally, the "Take Ones" were placed on Metro buses and trains as well as other local municipal transit lines.

A public hearing to accept comments on the Draft EIR was held on July 13, 2016 and 45 community

members and stakeholders attended. During the public hearing, 10 attendees provided public testimony on topics that included the future of the LAX City Bus Center, impacts to Metro Green Line service and stations, Arbor Vitae Street at-grade railroad crossing, parking in neighboring communities, project funding, bicycle access to the station, and escalator and elevators capacities. As of July 26, 2016, staff received 64 comments via letters, Facebook, Twitter and email. The public comment period closed on August 6, 2016. Staff will provide an oral update at the Committee meetings of comments received by the end of the public review period.

Architectural and Engineering Design Services

The schematic design of the transit station was initiated in July, 2016 to advance the definition of the building, site and architectural plans. Staff continues to work with LAWA on coordinating proposed Project elements and coordination of station design guidelines as identified in the approved June 2014 Metro Board motion (Attachment D).

Crenshaw/LAX Design Accommodations

In June 2016, the Board approved issuing a Contract Modification for Walsh/Shea Corridor Constructors (WSCC) to begin construction of accommodations in an amount not to exceed \$7,400,000. Staff continues to negotiate with WSCC on the total time the work will take to accommodate the AMC Project and any potential impacts to the Crenshaw/LAX Transit Project. Staff will return to the Board for CMA when the direct costs and time impact negotiations are complete. In addition to the design and construction costs, there will be administrative costs incurred for construction management, as well as staff and other costs associated with any schedule impact.

DETERMINATION OF SAFETY IMPACT

There is no impact to the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY17 budget includes \$1,930,000 for the AMC Project in Cost Center 4350 (Transit Corridors Planning), Project 460303 (Airport Metro Connector), Account 50316 (Professional Services). Since this is a multi-year contract, the cost center manager and the Chief Planning Officer, Countywide Planning will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds is Measure R Transit Capital 35%, which is not eligible for use on bus and rail operations.

ALTERNATIVES CONSIDERED

The Board could defer action or authorize a lower amount to prepare the Final EIR and final federal environmental documentation. These alternatives are not recommended. This would impact the project schedule and would not be consistent with prior Board direction to accelerate completion of the AMC Project.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 13 to Contract No. PS114330-2636 for the

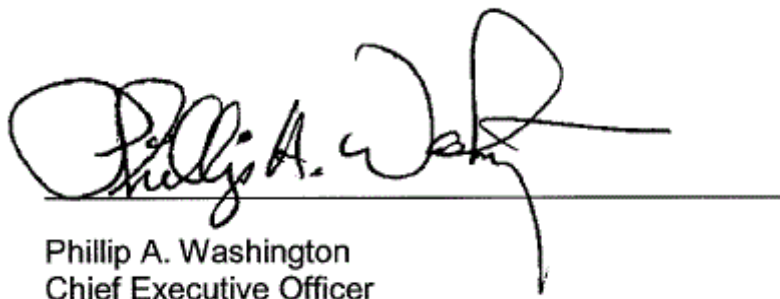
preparation of the Final EIR and federal environmental documentation. Staff will also determine with FTA the federal environmental clearance and other necessary next steps to meet federal environmental and funding eligibility requirements. Staff will continue to closely coordinate with LAWA staff on the final environmental documents, station design and the Crenshaw/LAX design accommodations.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - Executive Summary Draft EIR
- Attachment D - June 2014 Board Motion
- Attachment E - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

AIRPORT METRO CONNECTOR/PS114330-2636

1.	Contract Number: PS114330-2636		
2.	Contractor: STV/PB-ConnectLAX Joint Venture		
3.	Mod. Work Description: Phase 2, Final Environmental Impact Report (EIR) and final federal environmental documentation for the Airport Metro Connector 96 th Street transit station.		
4.	Contract Work Description: Professional Services for the Airport Metro Connector		
5.	The following data is current as of: 7/22/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	03/24/11	Contract Award Amount: \$4,751,273
	Notice to Proceed (NTP):	04/15/11	Total of Modifications Approved: \$2,135,171
	Original Complete Date:	12/15/12	Pending Modifications (including this action): \$397,953
	Current Est. Complete Date:	06/30/17	Current Contract Value (with this action): \$7,284,397
7.	Contract Administrator: Ana Rodriguez		Telephone Number: (213) 922-1076
8.	Project Manager: Cory Zelmer		Telephone Number: (213) 922-1079

A. Procurement Background

This Board Action is to approve Contract Modification No.13 in support of Phase 2 preparation of the final environmental impact report (EIR) and final federal environmental documentation for the Airport Metro Connector (AMC) 96th Street transit station. This modification will also extend the period of performance from September 30, 2016 to June 30, 2017.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On March 24, 2011, Contract No. PS114330-2636, formerly known as the Metro Green Line to LAX, was awarded to STV/PB-ConnectLAX Joint Venture in the firm fixed price contract amount of \$4,751,273 for professional services to complete the Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R), and Conceptual Engineering (CE) for the Metro Green Line to LAX project.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$399,953	\$396,000	\$397,953

CONTRACT MODIFICATION/CHANGE ORDER LOG
AIRPORT METRO CONNECTOR/PS114330-2636

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Supplementary Data Collection, Design and Environmental Analysis and extension of period of performance.	Approved	08/28/12	\$759,116
2	Correction of Contract Amount	Approved	10/25/12	\$0
3	Extension of Period of Performance	Approved	05/16/13	\$0
4	Inclusion of Through Intermodal Transportation Facility Alternative in the Draft Environmental Impact Statement/Report (EIS/R) and extension of period of performance.	Approved	10/24/13	\$567,813
5	Supplemental Work for Element 1 and 2	Approved	12/10/13	\$139,906
6	Additional analysis required within the project study area	Approved	01/29/14	\$7,498
7	Two model runs for Alternate B	Approved	06/9/14	\$12,593
8	Reallocation of tasks	Approved	09/12/14	\$0
9	Alternate Screening Report and extension of period of performance	Approved	09/25/14	\$449,791
10	Work through public draft EIR and environmental assessment	Approved	07/08/15	\$198,454
11	Extension of period of performance	Approved	11/18/15	\$0
12	Extension of period of performance	Approved	07/07/16	\$0
13	Phase 2, Final EIR and final federal environmental documentation for the AMC 96 th Street transit station and extension of period of performance	Pending	Pending	\$397,953
	Modification Total:			\$2,533,124
	Original Contract:			\$4,751,273
	Total:			\$7,284,397

Airport Metro Connector 96th Street Transit Station

Draft Environmental Impact Report – Executive Summary

State Clearinghouse No. 2015021009



INTRODUCTION

This Executive Summary is intended to provide the reader with a concise summary of the Airport Metro Connector (AMC) 96th Street Transit Station Project (proposed project) and its potential environmental impacts. It contains an overview of the proposed project, a summary of the potential environmental effects and mitigation measures, proposed alternatives, and a description of the cumulative impact scenario.

Section 15123 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) summary identify the following:

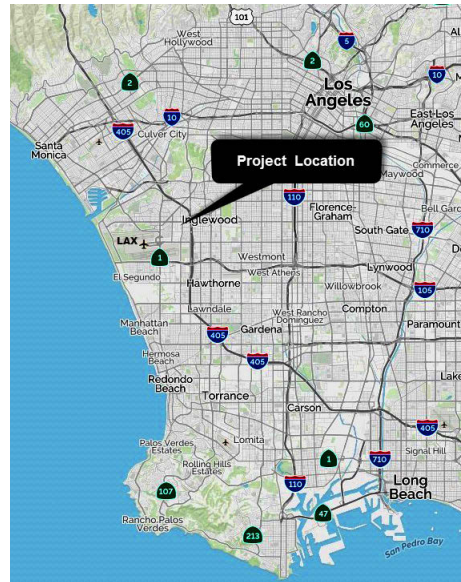
- Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;
- Areas of controversy known to the Lead Agency including issues raised by agencies and the public; and
- Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

OVERVIEW

In June 2014, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved the addition of a station to the Crenshaw/LAX Line (currently under construction) at Aviation Boulevard/96th Street that will

serve as a transit “Gateway” to Los Angeles International Airport (LAX).

The general regional location of the proposed project within the western portion of the Los Angeles area is shown below.



The proposed project site is located 1.5 miles east of the LAX.

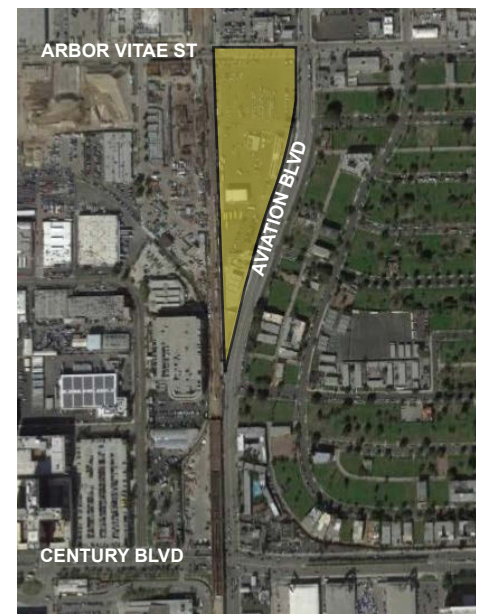
The proposed project is one of the 12 transit projects identified in Measure R and included in the Metro Long Range Transportation Plan. Measure R is a half-cent sales tax approved by Los Angeles County voters in 2008 and became a law in 2009.

The proposed project includes a new multi-modal transportation center with three at-grade Light Rail Transit (LRT) platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between multiple

transportation modes. This proposed project will provide an improved connection between the regional rail and bus transit system and LAX as well as the surrounding area.

Project Objectives

- Provide a reliable, fast, and convenient connection for passengers traveling between the LAX area and the regional bus and rail transit system.
- Integrate with existing and future transit connections and airport facilities.
- Increase the share of transit trips to and from LAX with minimal impact to airport facilities and surrounding communities and to help reduce air pollution.



The proposed project site is approximately 9.5 acres, southwest of the Aviation Boulevard and Arbor Vitae Street intersection.

The EIR also evaluates the cumulative impacts of the proposed project with a connection to a future Automated People Mover (APM) to be built and operated by Los Angeles World Airports (LAWA), as part of their Landside Access Modernization Program (LAMP).

LAWA's APM will be an elevated line on a dedicated right-of-way with three stations currently planned within the Central Terminal Area (CTA). Three additional stations are also planned to be located at LAWA's proposed Intermodal Transportation Facilities (ITF), Metro's AMC 96th Street Transit Station and LAWA's Consolidated Rental Car Facility (CONRAC). Transit passengers, visitors, employees and others will be able to transfer quickly and easily between the proposed project and the elevated APM.

HISTORY

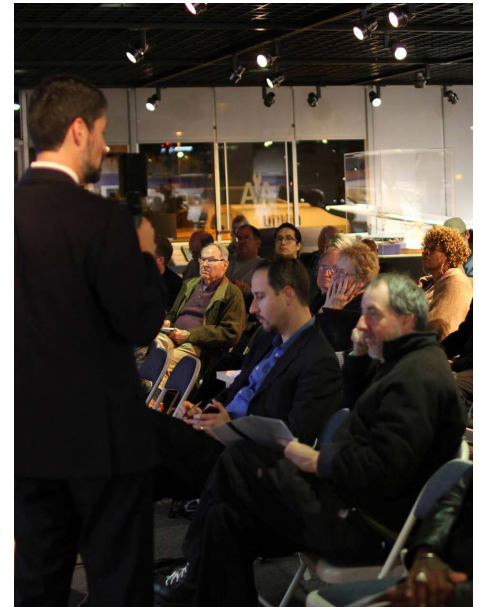
Metro began studying LAX-related transit in 1988 with the Coastal Corridor Rail Transit Project. Since that time, Metro has continued to identify, study, and implement opportunities to facilitate transit to and from LAX.

The history is discussed in detail within Chapter 2. Project Description of this Draft EIR. In summary, the environmental document for an extension of the Metro Green Line Northern Extension Project was certified in

1989 but the project was halted due to concerns that the extension could adversely affect LAX. As a result of those concerns, an LAX/Metro Green Line Interagency Task Force was established in 1991 to create a plan for extending the Metro Green Line to LAX.

The plan consisted of a 5-mile Green Line extension from the Interstate 105 to Marina del Rey. The relevant environmental analyses were certified in 1992 and 1994, but the extension was not constructed due to funding constraints. In June 2006, the Metro Board voted to compile the plans and studies related to the Green Line to LAX extension and to coordinate with the City of Los Angeles and LAX in order to ascertain what would be required to implement the project and to estimate the financial cost of extending the Green Line to LAX.

In April 2011, the Metro Board initiated the Alternatives Analysis (AA) for the Metro Green Line to LAX project (now referred to as AMC 96th Street Transit Station) with the intent to plan a fixed guideway transit connection between Metro's regional rail system and LAX. Since 2011, Metro has completed three studies refining the alternatives for the AMC project – the Alternatives Analysis Report (April 2012), the Technical Refinement Study (October 2013), and the Supplemental Report (June 2014).



An environmental scoping meeting for the proposed project was held in February 2015.

In April 2012, the Metro Board received the Metro Green Line to LAX AA. Following the release of the AA, but before Metro initiated an EIS/EIR, LAWA released the Specific Plan Amendment Study (SPAS) report. After an extensive review of public comments, LAWA staff recommended a combination of airfield and terminal improvements, including, but not limited to, an ITF near Parking Lot C and a CONRAC in Manchester Square with access to the CTA via LAWA's APM.

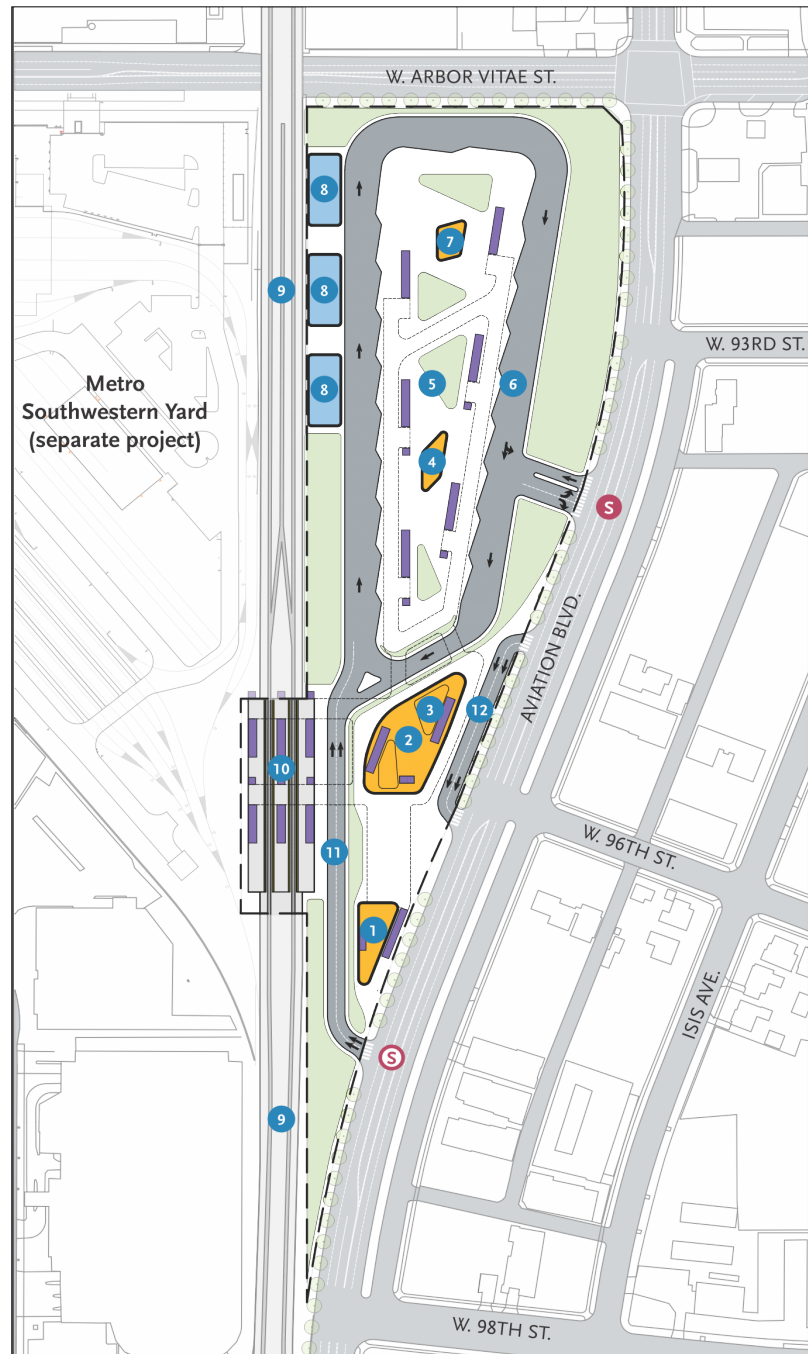
In June 2013, the Metro Board directed staff to include the Through ITF Alternative (Intermediate LRT and Circulator i.e. APM) in the environmental review phase. In an effort to expedite the construction of a regional rail connection to the airport, Metro and LAWA worked collaboratively to further refine

the definition of alternatives to be carried forward into the Draft EIR.

In January 2014, staff recommended the elimination of the Metro Rail extensions “through LAX” under the terminals and runways, and advancement of the Circulator, Intermediate Circulator and LRT, and Direct LRT Branch into the environmental review process. In June 2014, the Metro Board approved the AMC Supplemental AA report and selected the proposed project as the Locally Preferred Alternative (LPA).

THE PROPOSED PROJECT

The proposed project includes a new multi-modal transportation center with three at-grade LRT platforms, bus plaza, bicycle hub, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) to connect passengers between the multiple transportation modes. The west side of Aviation Boulevard would include a 15-foot sidewalk to promote pedestrian accessibility. Site amenities would include benches, trash receptacles, bollards or other low level fixtures, public art, and signage and wayfinding. The proposed project components would be linked together by a continuous system of elevated mezzanine walkways.



LEGEND

- | | | | |
|-----------------------------|-------------------------------|-------------------------------------|--|
| 1 Bicycle Hub | 8 Potential Support Functions | Approximate Scale
0 200 400 Feet | N
Partially Signalized Intersection |
| 2 Metro Hub | 9 LRT Tracks | | |
| 3 Security Office | 10 LRT Platforms | Vertical Circulation | Fully Signalized Intersection |
| 4 Food/Beverage/Convenience | 11 Southern Access Road | | |
| 5 Pedestrian and Bus Plaza | 12 Passenger Pickup/Drop-off | Landscape/Buffer | --- AMC Site |
| 6 Bus Bays/Layovers | | Building/Structure | |
| 7 Bus Operator's Facility | | | |

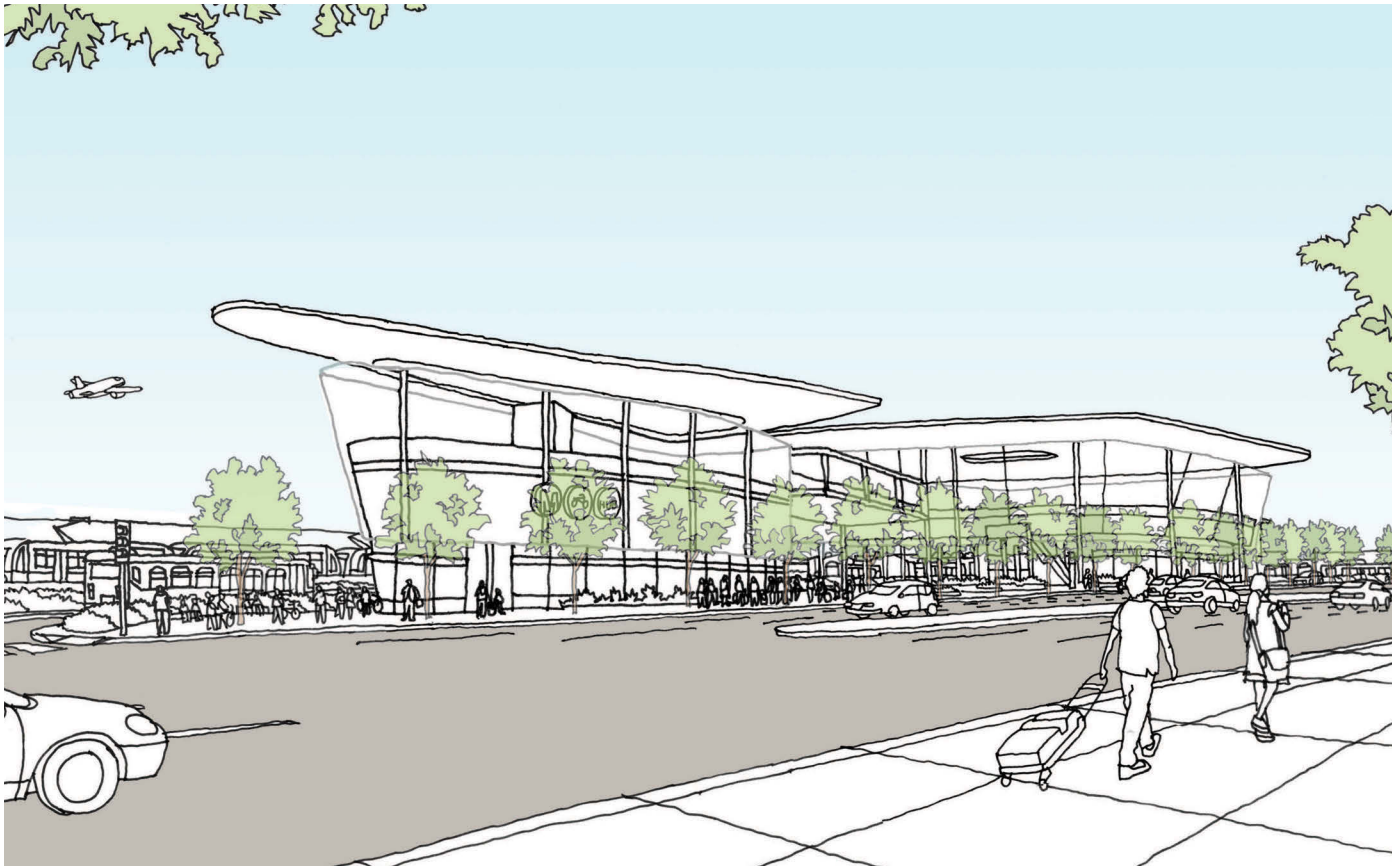
The proposed project conceptual site plan.

The LRT platforms, running

NORTHWEST VIEW OF THE PROPOSED PROJECT SITE



Existing Condition



Conceptual Sketch

SOUTHWEST VIEW OF THE PROPOSED PROJECT SITE



Existing Condition



Conceptual Sketch

north and south, to be served by the Crenshaw/LAX Line and the extension of the Metro Green Line, would be located at the southwestern portion of the project site.

The bus facility would include up to 20 active bus bays and up to 18 layover bus bays for buses to park on the outside of the bus loop. The bus plaza would include pedestrian amenities space such as restrooms, a lounge for bus operators with restrooms and lockers, and other potential support services such as retail kiosks likely including coffee stand and concession stands.

The bicycle hub would accommodate up to 150 bicycles in a secure, indoor environment. Additional space for up to 50 bicycles would be provided for short-term parking. Amenities associated with the bicycle hub may include a repair area, a multi-use space, showers and lockers.

The passenger pick-up and drop-off area would provide easy access to the project site for passengers arriving and departing by automobile to the regional bus and rail transit system.

The Metro Hub would link the multiple modes of transit on the project site. The Metro Hub would be the area of transition for all passengers transferring from the transportation center. It would contain security office, food/beverage/convenience/

retail kiosk-type spaces, passenger amenities, artwork and information.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This EIR has been prepared by Metro to analyze potential significant environmental impacts of the proposed project and to identify mitigation measures capable of avoiding or substantially reducing adverse impacts. As shown in the following Table, the proposed project would not result in significant unavoidable impacts.

Potential impacts associated with hazardous soil conditions at the project site can be mitigated to less than significant levels. The following Table includes a summary of potential environmental impacts and, where applicable, mitigation measures.

The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 3. Environmental Impacts and Chapter 4. Other CEQA Considerations of this Draft EIR. The following Table is organized according to the impact discussions provided in Chapters 3 and 4 and provides a summary of the potential environmental impacts of the project, recommended mitigation measures and the level of significance after mitigation.

PROJECT ALTERNATIVES

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen significant environmental impacts, while substantially attaining the basic objectives of the project. This Draft EIR includes a No Project Alternative and a discussion of the feasibility of alternate project sites.

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the proposed project would not be implemented. Analysis of the No Project Alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

As discussed in Chapter 6, The No Project Alternative would not include development related to the AMC 96th Street Transit Station. The project site would continue to be occupied by the existing rental car facilities, CNG fueling station and towing storage yard.

The Crenshaw/LAX Line is scheduled for completion in 2019 and will be operating with or without development of the proposed project. The LRT tracks will be located on the western boundary of the project site. It is reasonably foreseeable that the existing regional bus transit facility located at Lot C would

TABLE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

Environmental Issue	Project Impact	Mitigation Measures	Significance After Mitigation
Chapter 3 Environmental Impacts			
Air Quality (Construction)	Less Than Significant	None	Less Than Significant
Air Quality (Operations)	Less Than Significant	None	Less Than Significant
Greenhouse Gas Emissions (Construction)	Less Than Significant	None	Less Than Significant
Greenhouse Gas Emissions (Operations)	Less Than Significant	None	Less Than Significant
Hazards and Hazardous Materials	Less Than Significant With Mitigation	<p>HAZ-1 Metro shall complete a Phase II Environmental Site Assessment (ESA) at locations on the project site known to have contained hazardous substances and hazardous waste. The Phase II ESA shall include a geophysical survey that confirms the presence or absence of UST(s) and other subgrade features of environmental concern including former hydraulic lifts and clarifiers. The Phase II ESA shall identify if a Soil Management Plan (SMP) would be required.</p> <p>If prescribed in the Phase II ESA, Metro shall prepare a SMP for identifying, handling, storing and disposing of suspected soils with elevated levels of volatile organic compounds (VOCs). The SMP shall comply with South Coast Air Quality Management District Rule 1166 (VOC Emissions from Decontamination of Soil). The SMP shall be prepared by the construction contractor and distributed to construction personnel. If a SMP is required, a Certified Industrial Hygienist shall certify a health and safety plan based on that SMP.</p> <p>HAZ-2 Metro shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos-containing materials (ACMs) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards and South Coast Air Quality Management District Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). ACM removal shall be monitored by a Certified Technician.</p> <p>HAZ-3 Metro shall test for lead based paint (LBP) within buildings to be demolished. If LBP is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove LBP in accordance with the U.S. Department of Housing and Urban Development Lead-Based Paint Guidelines.</p> <p>HAZ-4 If clarifiers and hydraulic lifts are identified on the project site in the required Phase II ESA in Mitigation Measure HAZ-1, Metro shall identify whether there have been any unauthorized releases. If the site assessment identifies a REC, Metro shall coordinate with the appropriate regulatory agencies to remediate hazardous condition.</p>	Less Than Significant

TABLE S.1 - SUMMARY OF IMPACTS AND MITIGATION MEASURES

(continued)

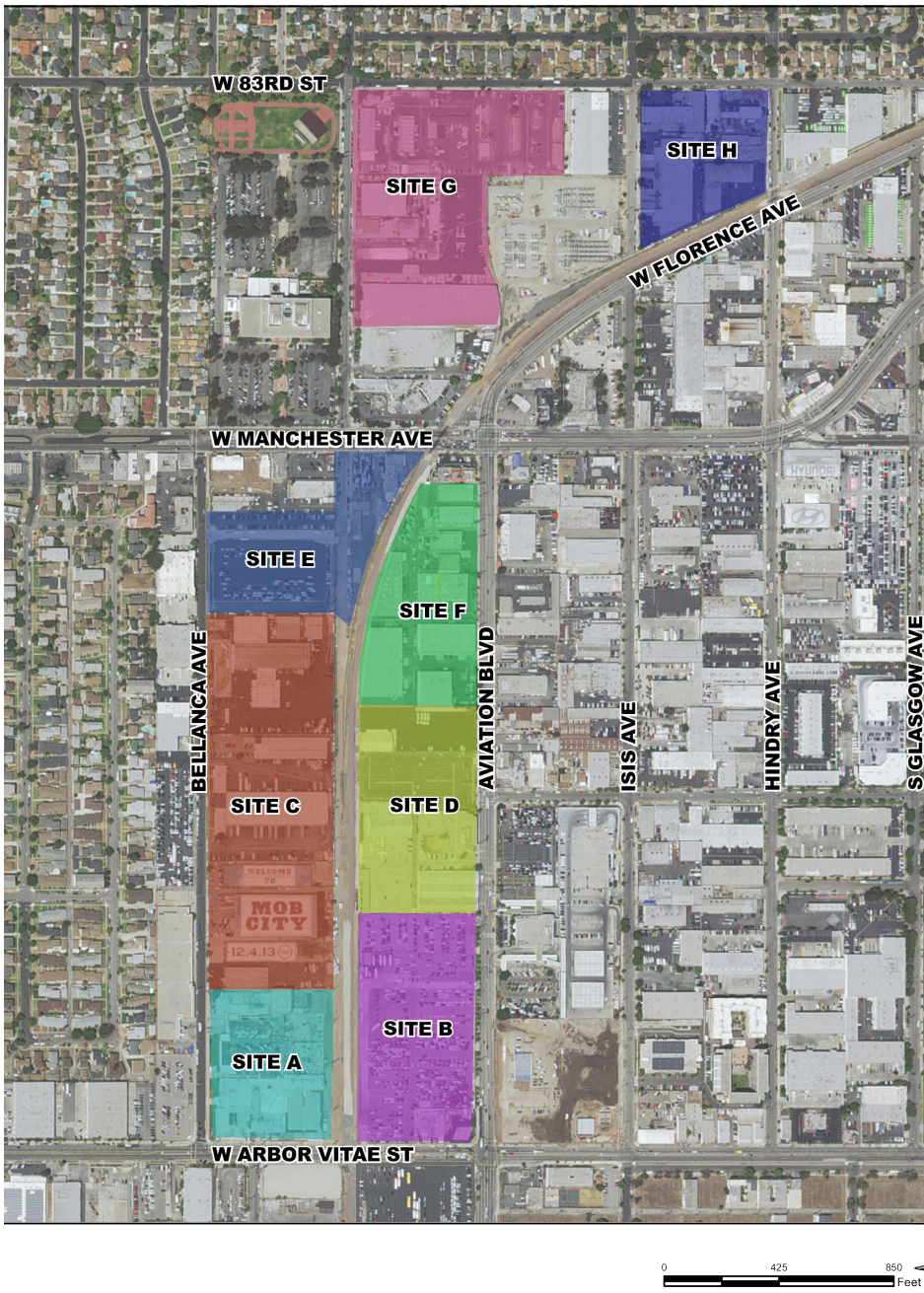
Environmental Issue	Project Impact	Mitigation Measures	Significance After Mitigation
Hazards and Hazardous Materials (Continued)	Less Than Significant With Mitigation	HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to ensure that the existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard would not be disturbed during construction activities or operation of the proposed project. HAZ-6 Metro shall conduct a soil vapor gas survey of the project site where enclosed structures are planned for the purpose of establishing a baseline for potential indoor vapor concentrations. If the study identifies concentrations that exceed Office of Environmental Health Hazard Assessment California Human Health Screening Levels for soil or soil gas, Metro—in coordination with California Occupational Safety and Health Administration—shall prepare a remediation plan that demonstrates that interior vapor concentrations would be mitigated to below safety standards. This plan shall be prepared prior to building occupancy.	Less Than Significant
Land Use and Planning	Less Than Significant	None	Less Than Significant
Noise and Vibration (Construction)	Less Than Significant	None	Less Than Significant
Noise and Vibration (Operations)	Less Than Significant	None	Less Than Significant
Transportation and Traffic (Construction)	Less Than Significant	None	Less Than Significant
Transportation and Traffic (Operations)	Less Than Significant	None	Less Than Significant
Chapter 4 Other CEQA Considerations			
Aesthetics	No Impact	None	Less Than Significant
Agricultural Resources	No Impact	None	Less Than Significant
Biological Resources	Less Than Significant	None	Less Than Significant
Cultural Resources	Less Than Significant	None	Less Than Significant
Geology and Soils	Less Than Significant	None	Less Than Significant
Hydrology and Water Quality	Less Than Significant	None	Less Than Significant
Mineral Resources	No Impact	None	Less Than Significant
Population and Housing	No Impact	None	Less Than Significant
Public Services	Less Than Significant	None	Less Than Significant
Recreation	No Impact	None	Less Than Significant
Utilities and Service Systems	No Impact	None	Less Than Significant
Energy Resources (Construction)	No Impact	None	Less Than Significant
Energy Resources (Operations)	No Impact	None	Less Than Significant

be relocated to the Aviation/
Century station that is currently
being constructed as part of
the Crenshaw/LAX Line. The
Crenshaw/LAX Line, the Aviation/
Century station with the relocated
bus facility and an

operating plan for an extension
of the Green Line service were
studied in the Crenshaw/
LAX Transit Corridor Project
Environmental Impact Statement/
Environmental Impact Report
(EIS/EIR), which was certified by

the Metro Board in September
2011 and was issued a Record of
Decision from the Federal Transit
Administration in December 2011.
The Aviation/Century station was
environmentally cleared in the
Crenshaw/LAX Transit Project
EIS/EIR. Therefore, impacts from
the relocation of the bus facility
to the Aviation/Century station
was not studied as a part of
the No Project Alternative. The
evaluation of alternative sites
involved identifying a suitable
location for the proposed project
adjacent to the Crenshaw/LAX
Line and in close proximity to
LAX that avoided the hazardous
materials impact identified and
did not create new impacts. As
further discussed in Chapter 6.
Alternatives, nine locations were
identified.

The candidate sites are shown on
the map and labeled A through G.
It was determined that eight of
the nine sites (with the exception
of Site D) were not suitable options
due to impacts similar to the
proposed project, the creation of
new impacts or were infeasible
due to physical constraints. Site
D would be a feasible location
but would remove a technical
college and light industrial use. In
addition, Site D would not meet
one of the proposed project's
primary objectives, which is to
integrate with existing and future
transit connections and LAX
facilities.



The segment along the Crenshaw/LAX Line, between Aviation Boulevard and Imperial and Florence Avenue and Hindry Avenue was reviewed for alternative locations that reduce environmental impacts, were feasibility from an engineering perspective and met project objectives. Candidate locations were identified along the Crenshaw/LAX Line north of Arbor Vitae. None were found that were environmentally superior to the proposed project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The analysis in Chapter 6 Alternatives demonstrates that the No Project Alternative would be the environmentally superior alternative as it would not change existing conditions at the project site (e.g., no requirement for the excavation and transport of contaminated soils), nor would there be additional or more severe undisclosed impacts at the Aviation/Century station, which have previously been evaluated in the Crenshaw/LAX Transit Corridor Project EIS/EIR.

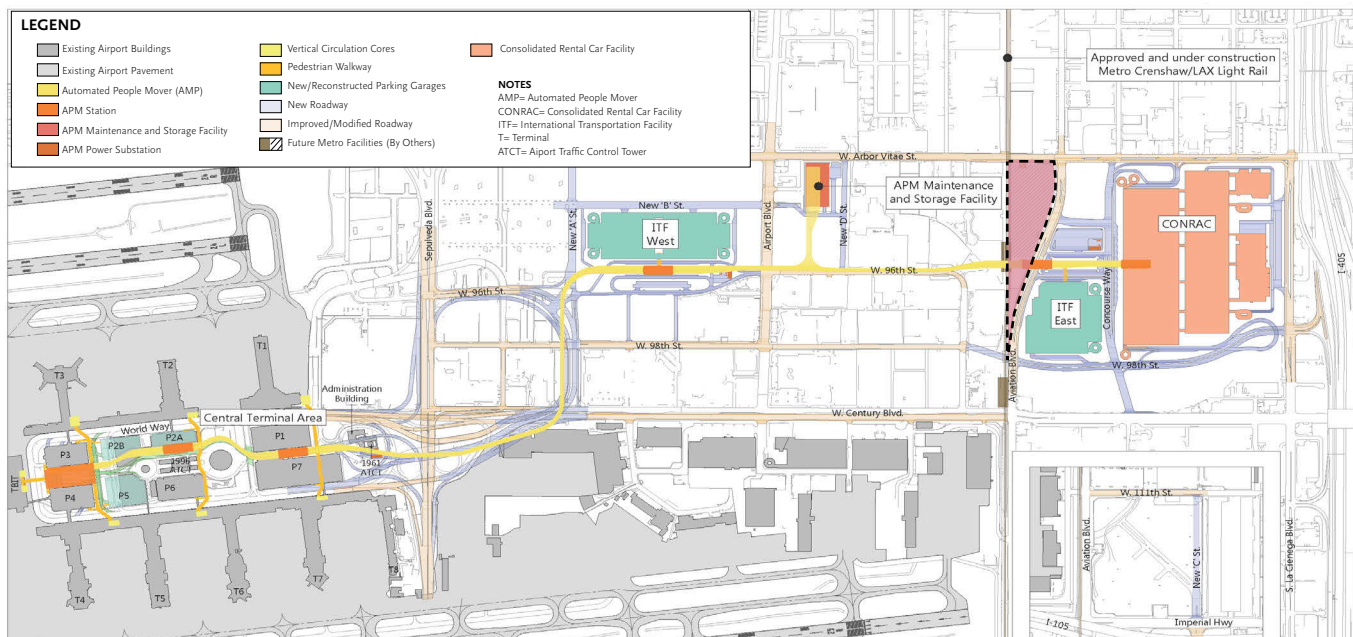
While the No Project Alternative would provide a regional transit connection to LAX through the Aviation/Century station, it could not be included in a

cumulative scenario involving the implementation of the LAMP by LAWA. Should the LAMP projects be constructed, locating the bus facility at the Aviation/Century station would require patrons to walk north about a quarter mile to the proposed APM station to take a shuttle bus to the CTA. This could require additional pedestrian and bicycle facilities along Aviation Boulevard. The project site was selected because of its strategic location and ability to link to existing and foreseeable future projects. Therefore, despite the No Project Alternative being the environmentally superior alternative to the proposed project, it would not fully satisfy the proposed project objectives.

THE PROPOSED PROJECT AND FUTURE CUMULATIVE SCENARIO

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. The cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

Projects that are considered in the cumulative impact analysis are those projects that may occur in the project vicinity within the same time frame as the proposed project (related projects).



The proposed project shown in the context of LAWA's proposed LAMP. The proposed project will have a direct interface with the LAWA APM at the mezzanine level.

Source: LAWA

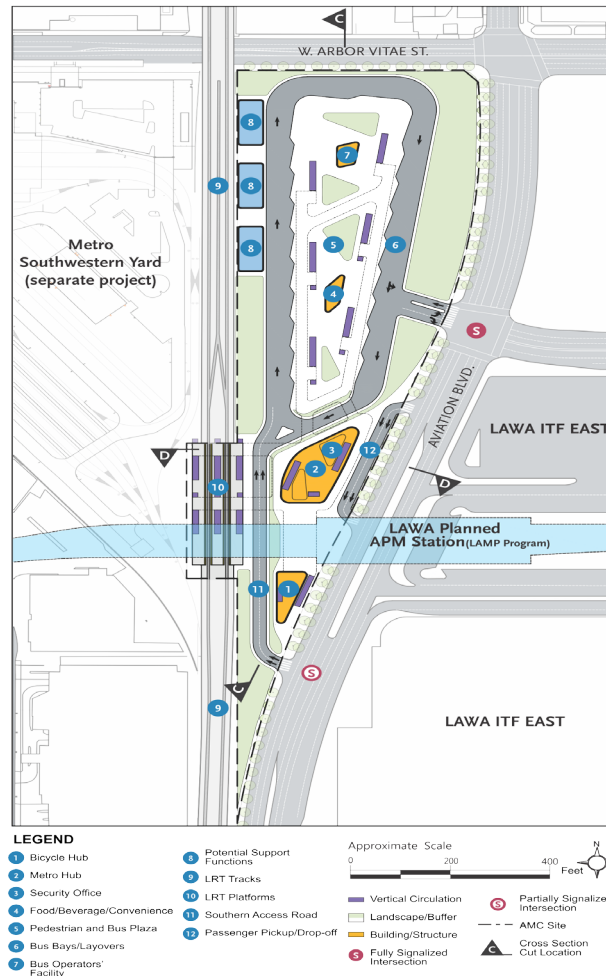
The cumulative impact analysis included in this EIR considers the combined effect of the proposed project with improvements proposed by LAWA as part of their LAMP as well as other private development projects in the project vicinity.

LAMP COMPONENTS

An approximately 2.25-mile APM system connecting a new CONRAC, two ITFs, airport parking and Metro’s AMC 96th Street Transit Station to the airline terminals. There would be a total of six stations, including three in the CTA and one immediately adjacent to the proposed project. The APM system would simultaneously operate up to nine APM trains with a two-minute wait time and be free for airport users.

Two ITFs (ITF East to be located near 98th Street and Aviation Boulevard and ITF West to be located near 96th Street and Airport Boulevard) would include:

- LAX parking for private vehicles, passenger pick-up and drop-off areas, connections/transfers to hotels, shuttles/commercial vehicles, LAX FlyAway, and amenities such as waiting areas, concessions and ticketing/information kiosks;
- Modifications to existing passenger terminals and parking garages within the CTA for a passenger walkway system and vertical circulation



The proposed project conceptual site plan showing the APM alignment above the southern portion of the site.

elements to the arrival, departure and concourse levels;

- Roadway improvements to the CTA from Interstate 405 to develop access to the ITFs and CONRAC;
- Utilities infrastructure improvements; and
- Potential future collateral non-residential land use development (approximately 900,000 square feet) on LAWA-owned property adjacent to the proposed ITFs.

THE PROPOSED PROJECT INTERFACE WITH THE LAMP

The primary component of the LAMP as it relates to the proposed project would be an APM system, which would provide 24-hour access to the CTA for passengers, employees and other users of LAX.

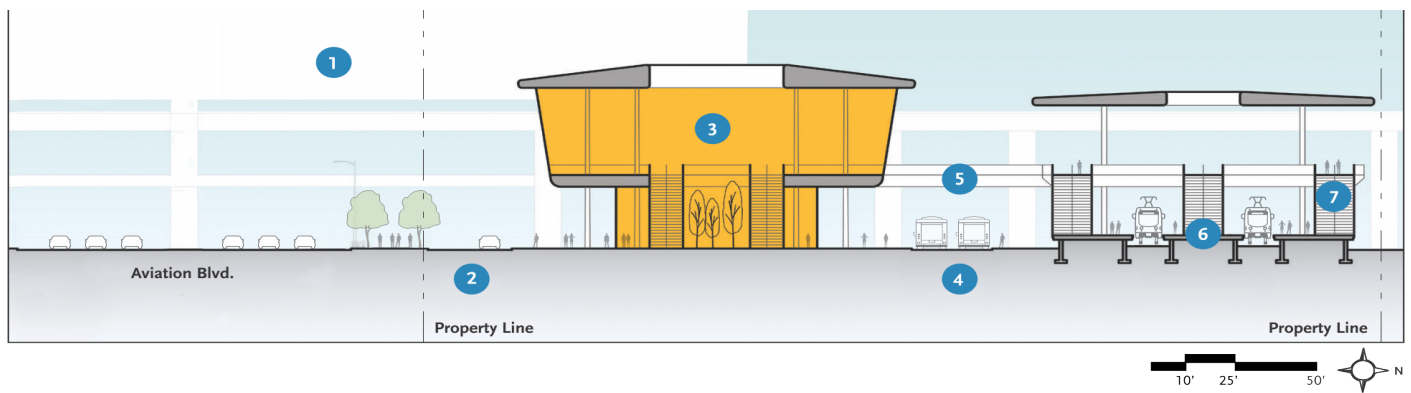
The APM would be built completely above grade and connect to the passenger terminals in the CTA with a pedestrian walkway system located above the existing roads and curb areas. The APM would

transport passengers between the CTA and the other main components of the LAMP project located east of the CTA, including a CONRAC, new public parking facilities and multiple locations for passenger pick-up and drop-off.

The APM would pass above the southern portion of the proposed project site. The connection to the APM could be provided from the mezzanine level of the proposed project. This EIR includes a comprehensive cumulative impact analysis in Chapter 5 Cumulative Impacts. As discussed therein, the proposed project would not result in a considerable contribution to cumulative impacts.

AREAS OF CONTROVERSY/ ISSUES TO BE RESOLVED

Section 15123(b)(2) of the CEQA Guidelines states that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This EIR has taken into consideration the comments received from various agencies and the public during the 30-day public comment period after the release of the Notice of Preparation (NOP) dated February 6, 2015, as well as input solicited during the public scoping meeting and an understanding of the community issues in the project area. Based on the scoping process, potential areas of controversy known to Metro include site access, transit connectivity and station design.



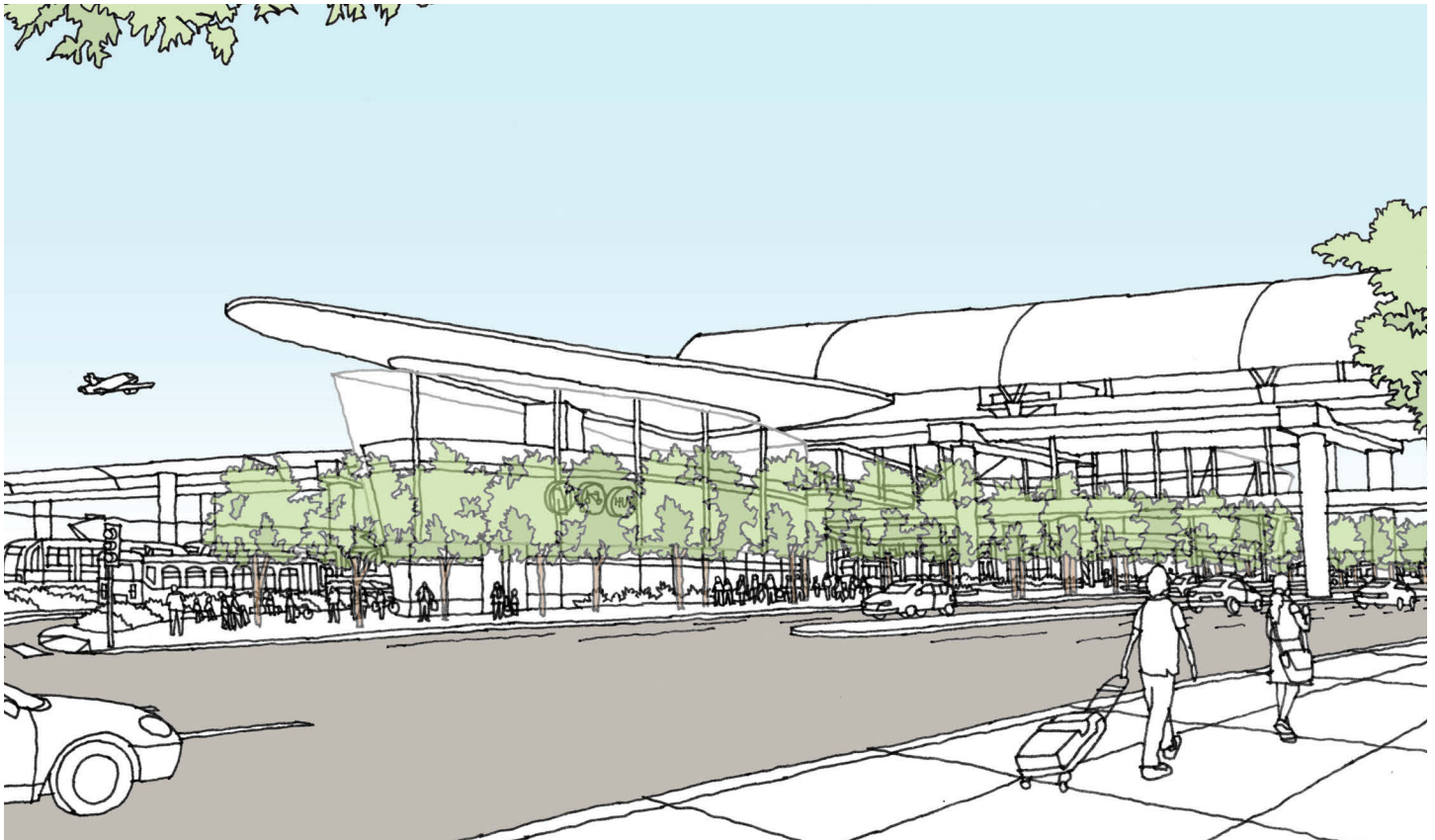
EAST-WEST CROSS SECTION D-D

LEGEND

- 1 LAWA Automated People Mover (LAMP PROGRAM)
- 2 Passenger Pick-up/Drop-off
- 3 Metro Hub
- 4 Bus Way
- 5 Mezzanine Walkway
- 6 LRT Platforms
- 7 Vertical Circulation

This east west cross section of the proposed project in the Cumulative Scenario shows the basic profile of the APM in the background. Access to the APM from the proposed project would via the mezzanine level.

NORTHWEST VIEW OF THE PROPOSED PROJECT SITE - CUMULATIVE SCENARIO



Conceptual Sketch

SOUTHWEST VIEW OF THE PROPOSED PROJECT SITE - CUMULATIVE SCENARIO



Conceptual Sketch

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June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

**MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:
 - a. Enclosed facility
 - b. Integrated APM/Light Rail station, minimizing walk distances
 - c. Concourse areas
 - d. LAX airline check-in with flight information boards
 - e. Station restrooms
 - f. Free public WiFi & device charging areas
 - g. Private vehicle drop-off area, and taxi stand
 - h. Pedestrian plaza with landscaping and street furniture
 - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
 - j. Retail (food/beverage and convenience)
 - k. L.A. visitor info and LAX info kiosk
 - l. Connectivity to Manchester Square and surrounding areas, including walkways
 - m. At a minimum, LEED Silver certification
 - n. Public art installation
 - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
 - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
 - a. Design
 - b. Schedule
 - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.

DEOD SUMMARY

AIRPORT METRO CONNECTOR PROJECT/PS114330-2636

A. Small Business Participation

STV/PB-ConnectLAX JV made a 29.10% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment. In June 2014, STV/PB reported DBE participation of 13.65%, representing a 15.45% DBE shortfall. Current DBE participation is 22.32%. The current DBE shortfall is 6.78%. The project is 90% complete.

In its letter dated July 15, 2016, written in response to the DBE shortfall, STV/PB explained that in order to meet its 29.10% DBE commitment, they propose shifting currently authorized project responsibilities (Modification No.10) from the Joint Venture partners to four (4) DBE subcontractors* identified below. STV/PB explained that the shifts would have no negative impact on the team’s performance, and would better prepare them to (1) respond to comments on their draft Environmental Impact Report, and (2) complete federal environmental documentation. STV/PB-ConnectLAX explained that shifting work from Modification No. 10 would represent an increase in its DBE commitment by \$114,548 or 1.59%, effective August 2016.

In addition, to demonstrate their commitment, pending approval of Modification No.13, STV/PB-ConnectLAX will increase its commitment to Terry A. Hayes and Associates, a DBE firm, by approximately 2.74%, or 50% of the total modification. STV/PB-ConnectLAX explained that it is “firmly” committed to meeting its 29.10% DBE commitment.

Small Business Commitment	DBE 29.10%	Small Business Participation	DBE 22.32%
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DBE Subcontractors	Ethnicity	% Commitment	Current Participation¹
1. Cityworks Design	Hispanic	0.70%	1.11%
2. Coast Surveying, Inc.	Hispanic	3.40%	5.27%
3. D’Leon Consulting Eng. Corp*	Hispanic	2.74%	2.98%
4. *Epic Land Solutions, Inc.*	Caucasian Female	0.61%	0.70%
5. Ted Tokio Tanaka Architects	Asian Pacific	3.90%	1.15%

6.	Terry A. Hayes & Associates*	African American	11.45%	4.96%
7.	VCA Engineers, Inc.*	Asian Pacific	6.30%	6.15%
Totals			29.10%	22.32%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

*DBE subcontractors' projected increase pending approval of Modification No. 10.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract Modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

Airport Metro Connector

96th Street Transit Station

August 17, 2016 - Planning and Programming Committee

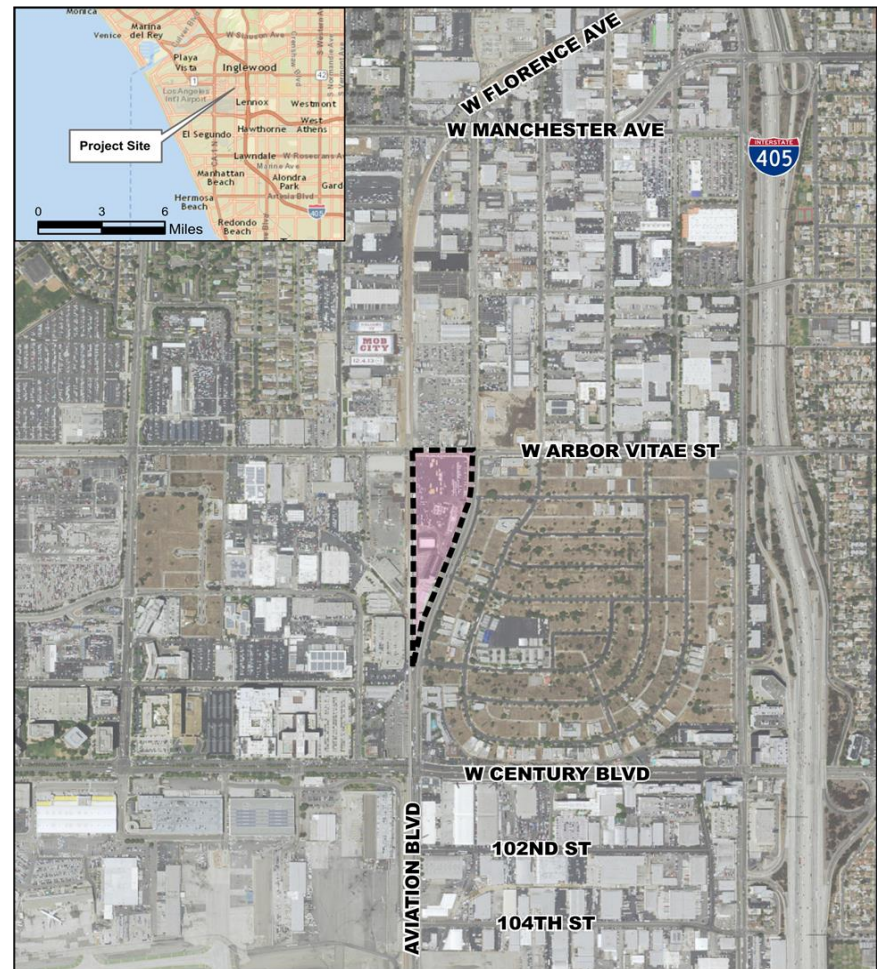
August 18, 2016 - Construction Committee



Draft Environmental Impact Report (EIR)

Project Components

- > Three at-grade Light Rail Transit Platforms served by Crenshaw/LAX and Green Lines
- > Bus plaza
- > Bicycle hub
- > Pedestrian plaza(s)
- > Passenger pick-up/drop-off area
- > Transit center/Terminal building (“Metro Hub”)



LEGEND
Project Site

Approximate Scale
0 1,000 2,000 Feet

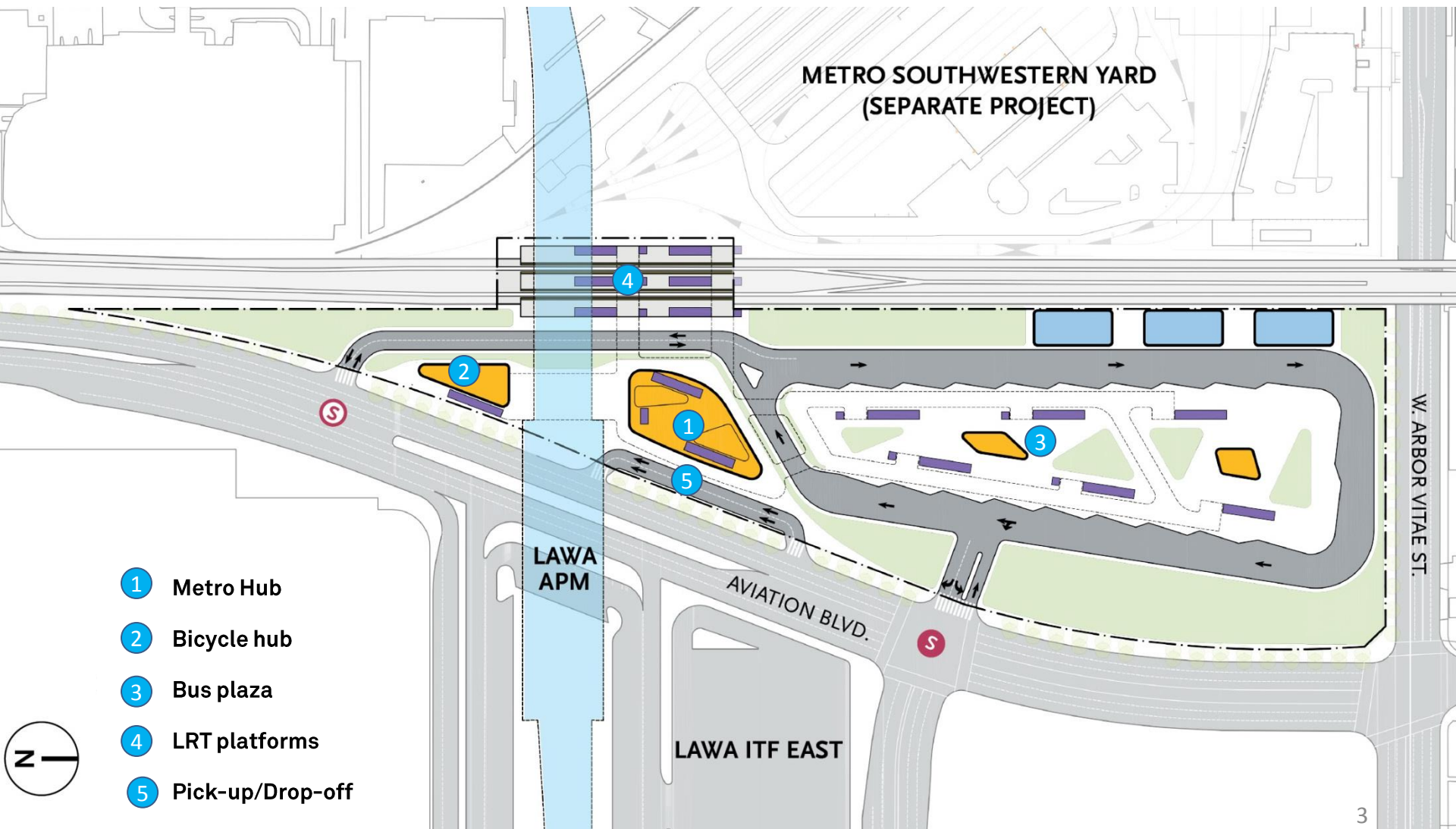
* APM is being cleared by LAWA



Metro®

Draft Environmental Impact Report (EIR)

Ground Level Conceptual Site Plan



Environmental Impact Report

> Draft EIR

- June 22nd – released for start of 45-day public review period
- July 13th – Public Hearing
 - 45 attendees
- August 6th – close of public review period

> Final EIR

- August 25th – Board authorization of contract modification to prepare Final EIR
- Fall 2016 – complete Final EIR and present to Board for certification

Draft Environmental Impact Report

Summary of Impact Analysis

Environmental Topic	Significance of Impact
Aesthetics Agricultural Resources Biological Resources Cultural Resources Geology and Soils Hydrology and Water Quality Mineral Resources Population and Housing Public Services Recreation Utilities and Service Systems	No Impact
Air Quality Greenhouse Gas Emissions Land Use and Planning Noise and Vibration Transportation and Traffic	Less-Than-Significant Impacts
Biological Resources Cultural Resources Geology and Soils Hydrology and Water Quality Public Services	Less-Than-Significant Impacts With Regulatory Requirements
Hazards and Hazardous Materials	Less-Than-Significant Impacts With Incorporation of Mitigation

DEIR Public Comments

- > 73 comments received via public comments at hearing, letters, Facebook, Twitter and emails

- > Comments generally relate to the following topics:
 - support for project
 - changes to bus facilities/services
 - impact to Metro Rail service and stations
 - Arbor Vitae grade crossing
 - parking in neighboring communities
 - Intersection level traffic analysis
 - Air quality
 - funding of the project
 - bicycle access along Aviation Boulevard
 - size and number of escalators and elevators
 - Cumulative project impacts



Next Steps

- > **Summer/Fall 2016**
 - Schematic design
 - Initiate federal environmental clearance
 - Complete EIR

- > **Continue coordination with:**
 - LAWA
 - Crenshaw/LAX project team
 - Southwestern Maintenance Yard