

Metro

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



Metro[®]

Agenda - Final

Thursday, November 15, 2018

10:15 AM

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

Construction Committee

Robert Garcia, Chair

Jacquelyn Dupont-Walker, Vice Chair

Kathryn Barger

Janice Hahn

James Butts

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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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
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL**

30. **SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT** [2018-0672](#)

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

Attachments: [Presentation](#)

31. **SUBJECT: ENVIRONMENTAL COMPLIANCE AND SUSTAINABILITY SUPPORT SERVICES** [2018-0482](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a five (5) year Contract No. AE51181EN084, with Burns & McDonnell, Engineering Company, Inc. for Environmental Compliance and Sustainability Support Services on Task Orders, inclusive of a three (3) year base term for an amount not-to-exceed \$18,000,000, plus two (2) one-year options for a not-to-exceed amount of \$21,000,000, for a total contract value of \$39,000,000.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Anticipated Project List.pdf](#)
[Attachment C - DEOD Summary \(AE51181EN084\).pdf](#)

21. **SUBJECT: CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE SEPARATION STUDY** [2018-0245](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study; and
- B. AUTHORIZING the Chief Executive Officer to:
1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
 2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan.

Attachments: [Attachment A - January 2017 Board Motion](#)
[Attachment B - February 2017 Board Action](#)
[Attachment C - Map of Inglewood Projects](#)
[Attachment D – Centinela Avenue Grade Separation Traffic Study](#)
[Presentation](#)
[Staff Report](#)

(ALSO ON PLANNING & PROGRAMMING COMMITTEE)

SUBJECT: GENERAL PUBLIC COMMENT

[2018-0717](#)

RECEIVE General Public Comment

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.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2018-0672, **File Type:** Oral Report / Presentation

Agenda Number: 30.

**CONSTRUCTION COMMITTEE
NOVEMBER 15, 2018**

SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

DISCUSSION

Update report covering the month of November 2018 by the Chief Program Management Officer.

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Gary Baker, EO Project Mgmt., (213) 893-7191
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Westside Purple Line Ext 3** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **Willowbrook/Rosa Park Station** - Timothy Lindholm, EO Project Engr., (213) 922-7297
- **The New Blue** - Androush Danielians, EO Project Engr., (213) 922-7598
- **I-210 Barrier Replacement** - Androush Danielians, EO Project Engr., (213) 922-7598
- **I-5 North** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **I-5 South** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **Presentation** - Yohana Jonathan, Principal Program Mgmt. Analyst, (213) 922-7592

Program Management Major Project Status Report

Presented By

Richard Clarke

Chief Program Management Officer























November 2018

Construction Committee

Los Angeles County Metropolitan Transportation Authority



PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Project is 87% complete. Metro issued non-compensable time extension to contractor extending Contract Substantial Completion Milestone to December 2019. The forecast revenue service date is summer 2020.
Regional Connector			Project is 52% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 1			Project is 42% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 2			Project is 11% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 3			<ul style="list-style-type: none"> Received FTA conditional approval for Letter of No Prejudice (LONP) on September 19, 2018. C1151 Tunnel Contract Notice to Proceed is subject to FTA approval of 130C environmental document.
Patsaouras Plaza			Project is approximately 65% complete. Metro issued Order of Suspension August 3 rd due to archaeological and Native American issues. With anticipated construction delay of 10 months, significant impacts to project schedule and budget expected.
Willowbrook/Rosa Parks Station			Early Start Construction Work nearly complete. Final Golden State water coordination remaining. Package A+C underground work continues. WRP project team moved to job site trailers.
Metro Blue Line Projects			Early Start Work is at 90% completion. Establishing baseline schedule for all three contracts and Metro internal work.
I-210 Barrier Replacement			Finding effective mitigation measures to some of the non-standard freeway features along with mitigation measures to alleviate freeway traffic disruption during construction are delaying the project.
I-5 North: SR 118 to SR 134			Segment 1 & 2 (SR 118 to Buena Vista) are complete and open to traffic. Segment 3 (Empire) is 70% complete. Segment 4 (Magnolia to SR-134) is 83% complete.
I-5 South: Orange County Line to I-605			Segment 2 (Valley View) is 32% complete. Segment 3 (Rosecrans) is open to traffic. Segment 4 (Imperial) is 87% complete. Segment 5 (Florence) is 72% complete.

November 2018



On target



Possible problem



Major issue



Metro 2

Construction Committee

Los Angeles County Metropolitan Transportation Authority

CRENSHAW/LAX TRANSIT PROJECT

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

⚠ SCHEDULE		
	Current	Forecast
REVENUE	Fall	Summer
OPERATION	2019	2020

- Overall Project Progress is 87.5% complete; working with contractor to address schedule
- Contractor continues critical underground structures, track, systems and testing activities



Crenshaw Blvd restoration and new Expo/Crenshaw Station entrance construction near Expo Line Station

November 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 3

REGIONAL CONNECTOR TRANSIT PROJECT

OK BUDGET		
	Current	Forecast
TOTAL COST	\$1,810M	\$1,810M

* Includes Board approved LOP budget plus finance costs.

OK SCHEDULE		
	Current	Forecast
REVENUE OPERATION	Winter 2021-2022	Winter 2021-2022

- Overall Project Progress is 52%
- Underground:** Excavation of crossover cavern utilizing Sequential Excavation Method (SEM) complete in left drift; right and center drift excavation proceeding on schedule
- Little Tokyo/Arts District Station and 1st Street:** Excavation and related support of utilities continues at station box, around Wye Junction, and along 1st Street
- Historic Broadway Station:** Invert concrete placement for entrance invert complete; concrete operations underway in station box with HDPE, rebar, and forms gearing-up
- Grand Av Arts/Bunker Hill Station:** Permanent structural concrete operations continue throughout station
- Flower Street:** Excavation and utility protection are ongoing; structural concrete operations have been initiated at north end



Cross-over Cavern excavation



Excavation at Alameda Wye

November 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 4

WESTSIDE PURPLE LINE EXTENSION – SECTION 1

BUDGET

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

* Includes Board approved LOP budget plus finance costs.

SCHEDULE

	Current	Forecast
REVENUE	Fall	Fall
OPERATION	2024 (FFGA)	2023

- Overall Project Progress is 42% complete.
- Wilshire/Western Retrieval Shaft:** Level C bracing has been completed. Excavation to the bottom of the Western Retrieval Shaft anticipated in October 2018. The TBM temporary invert slab is scheduled in November 2018.
- Wilshire/La Brea Station:** TBM/support equipment testing and tunnel related track installation is near completion. Tunneling is planned to start in October 2018.
- Wilshire/Fairfax Station:** Level D excavation, waler/strut installation continues. Installation of canopy/soil nails (1st Phase) is nearing completion. Fine grading has commenced with mudmat pours scheduled to start in December 2018.
- Wilshire/La Cienega Station:** Level A strut installation is complete. Level B strut installation has commenced. Excavation on the main station box continues. Maintenance of surface aesthetics per the COBH MOA is ongoing.



TBM at Wilshire/La Brea Station



November 2018
Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem



Major issue



Metro 5

WESTSIDE PURPLE LINE EXTENSION – SECTION 2

BUDGET

	Current	Forecast
TOTAL COST*	\$2,530M	\$2,530M

* Includes Board approved LOP budget plus finance costs.

SCHEDULE

	Current Winter 2026 (FFGA)	Forecast Summer 2025
REVENUE		
OPERATION		

- Overall project progress is 11% complete.
- Final design progress is 82% complete.
- Fabrication of tunnel liner began in October 2018.
- **Century City Constellation**
 - Civil work for LADWP Power completed in August 2018, and civil work for AT&T completed in November 2018. Cable pulling and splicing will continue until November 2019.
 - Delivery of the tunnel boring machines started in September 2018.
 - Full street closure of Constellation Blvd. began in September 2018.
 - Installation of power substation continues.
- **Wilshire/Rodeo**
 - All third party utility relocations were completed in October 2018.
 - Demolition of former Ace Gallery began in October 2018.



DWP Power Duct Bank and Conduits



Sound Wall Panel Installation at 1940/1950 Century Park East

November 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 6

WESTSIDE PURPLE LINE EXTENSION – SECTION 3

OK BUDGET

	Current	Forecast
TOTAL COST*	TBD	\$3,664M

* Includes finance costs.

OK SCHEDULE

	Current	Forecast
REVENUE OPERATION	TBD	Winter 2027

- Received Letter of No Prejudice (LONP) for the Tunnel Contract on September 19, 2018.
- C1151 Tunnel Contract – Notice to Proceed is subject to FTA approval of 130C environmental document.
- C1152 Stations, Trackwork and Systems Contract – Request for Qualifications (RFQ)/Request for Proposals (RFP) was issued on September 15, 2017. Proposals were received on August 22, 2018 and are under review.
- C1153 Advanced Utility Relocations (AUR) Contract – Overall progress is 55% complete.



October 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 7

PATSAOURAS PLAZA BUSWAY STATION

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

 SCHEDULE		
	Current	Forecast
SUBSTANTIAL COMPLETION	Winter 2018	Winter 2019

- Overall project progress approximately 65% complete
- Project contractor and construction suspension continues due to archaeological and Native American resource issues
 - Project team is working diligently to resume construction with FTA and the consulting parties
- Upon approval, mobilization of archaeological field work begins with investigation and evaluation of architectural features and soil screening and consultations with SHPO
 - Construction shutdown started in April 2018 and expected to restart in February 2019 (10 months)
- Archaeological and Native American issues anticipated to deplete project contingency requiring LOP budget increase once full extent of impact realized
 - Metro is currently working with contractor on settlement negotiations



WILLOWBROOK/ROSA PARKS STATION

OK BUDGET		
	Current	Forecast
TOTAL COST	\$109.3M	\$109.3M

OK SCHEDULE		
	Current Summer 2020	Forecast Summer 2020
SUBSTANTIAL COMPLETION		

- Early Start Phase (Package E) Construction at 98% completion.
- Removal of AC pipe and final installation of GSW water line is underway.
- Project trailers are operational and the WRP/New Blue team are now based at the WRP site.
- Package A+C initial grading is complete and underground utility work installation has begun.
- Package B is in full coordination with Caltrans with plans for procurement to begin late 2018.



Early Start Construction and Demolition for Package A+C

November 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 9

THE NEW BLUE

OK BUDGET		
	Current	Forecast
TOTAL COST	\$221.3M	\$221.3M

OK SCHEDULE		
	Current	Forecast
SUBSTANTIAL COMPLETION	Fall 2019	Fall 2019

- MBL Resignaling Design is at 95%
- MBL Resignaling Early Start work is at 90% (Potholing, foundation and other underground construction)
- Establishing baseline construction schedule for all three projects (including Rosa Parks Willowbrook Station)
- The New Blue project is scheduled to begin January 2019



Performing Surveying at 95th Street Siding



New conduits

November 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



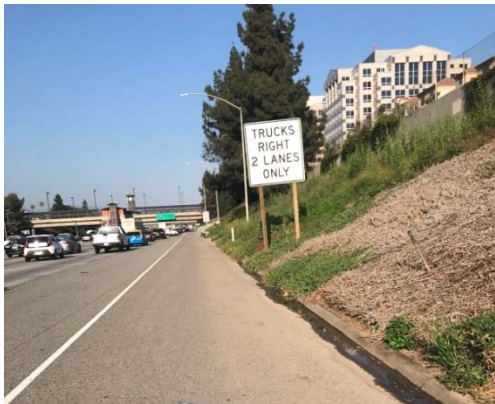
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I-210 BARRIER REPLACEMENT PROJECT

◆ BUDGET		
	Current	Forecast
TOTAL COST	\$11.08M Design	\$20.00M Design

◆ SCHEDULE		
	Current	Forecast
Complete Design (Proj 1)	Summer 2019	Summer 2019
Complete Design (Proj 2)	Spring 2020	Spring 2020

- Project 1: Segment from Michillinda to Iconic Bridge:
 - Starting survey activity to establish the shoulder area available for shifting the traffic to design this Segment
 - Continuing engineering and environmental studies
- Project 2: Segment from west end of the project to Michillinda:
 - Started traffic analysis studies to quantify traffic delays to support environmental document



Newly Installed Caltrans Freeway Sign



Incident in 2014



Newly Installed Speed Limit Sign

November 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 11

I-5 NORTH: SR 118 TO SR 134



November 2018
Construction Committee
Los Angeles County Metropolitan Transportation Authority

I-5 NORTH: SR 118 TO SR 134

◇ BUDGET	Current	Forecast
TOTAL COST	\$880.9M	TBD

◇ SCHEDULE	Current	Forecast
ANTICIPATED PROJECT COMPLETION	Fall 2021	Spring 2022

Project Managed by Caltrans:

- Approved budget: \$880.9 M
- Estimated Cost to Complete Construction: TBD

Accomplishments:

Seg. 1: SR118 to SR170:

Open to traffic. Contract acceptance and close out in progress

Seg. 2: SR170 to Buena Vista:

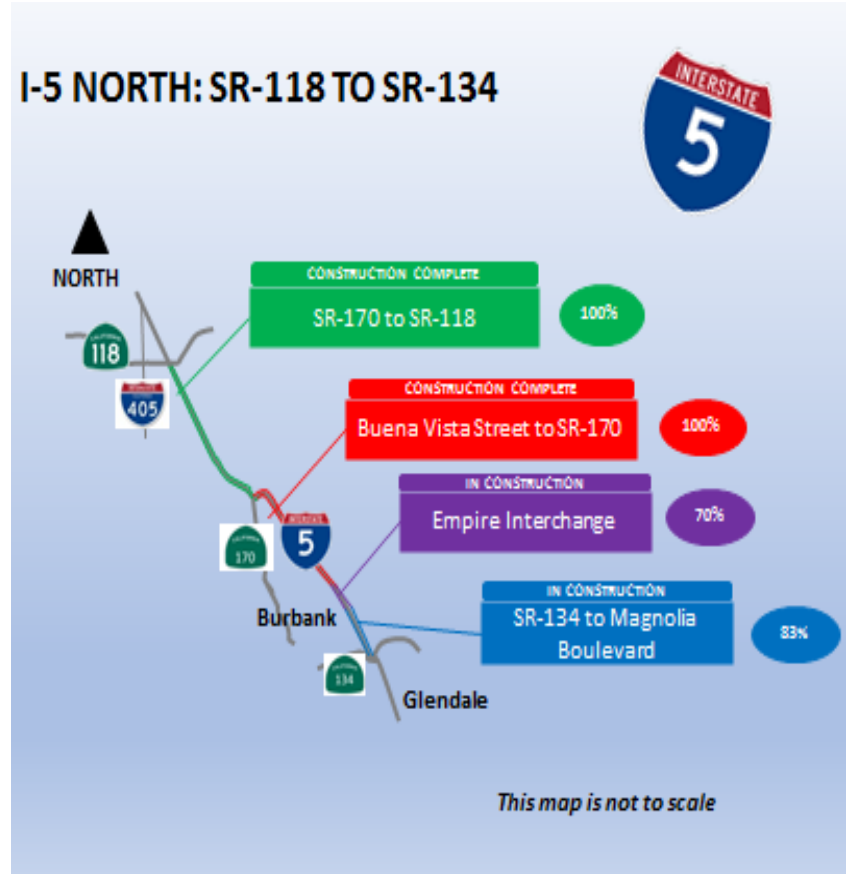
Open to traffic. Contract acceptance and close out in progress. Final Settlement approved by the Board in September 2018

Seg. 3: Buena Vista to Magnolia Blvd

Construction in progress (70% Complete) including Empire Avenue Interchange

Seg 4: Magnolia Blvd to SR134:

Construction in progress (83% Complete)



November 2018



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 13

I-5 SOUTH: ORANGE COUNTY LINE TO I-605

BUDGET		
	Current	Forecast
TOTAL COST	\$1.888B	TBD

SCHEDULE		
ANTICIPATED PROJECT COMPLETION	Current	Forecast
	Spring 2022	Fall 2022

Project Managed by Caltrans:

- Approved budget: \$1,888 B
- Estimated Cost to Complete Construction: TBD

Accomplishments:

Carmenita Rd Interchange (IC):

Open to traffic. Contract acceptance and close out in progress

Seg. 1: Alondra Blvd IC:

Open to traffic. Contract acceptance and close out in progress

Seg. 2: Valley View Ave IC:

Construction in progress (32% Complete)

Seg. 3: Rosecrans Ave IC:

Open to Traffic. Plant Establishment Period Construction in progress (98% Complete)

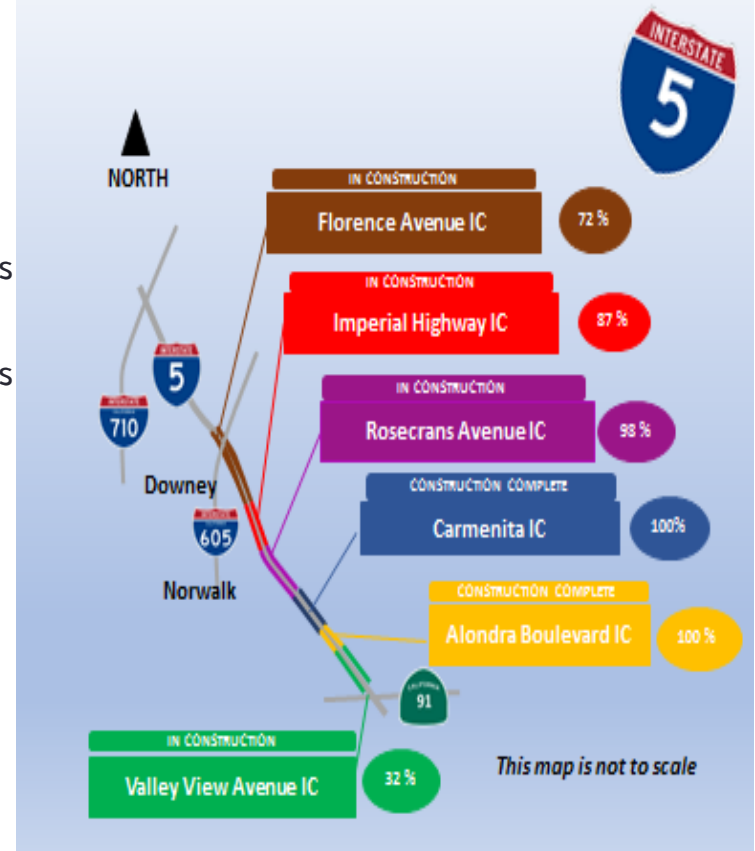
Seg 4: Imperial Highway IC:

Construction in progress (87% Complete)

Seg 5: Florence Ave IC:

Construction in progress (72% Complete)

I-5 SOUTH: ORANGE COUNTY LINE TO I-605



November 2018

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem



Major issue

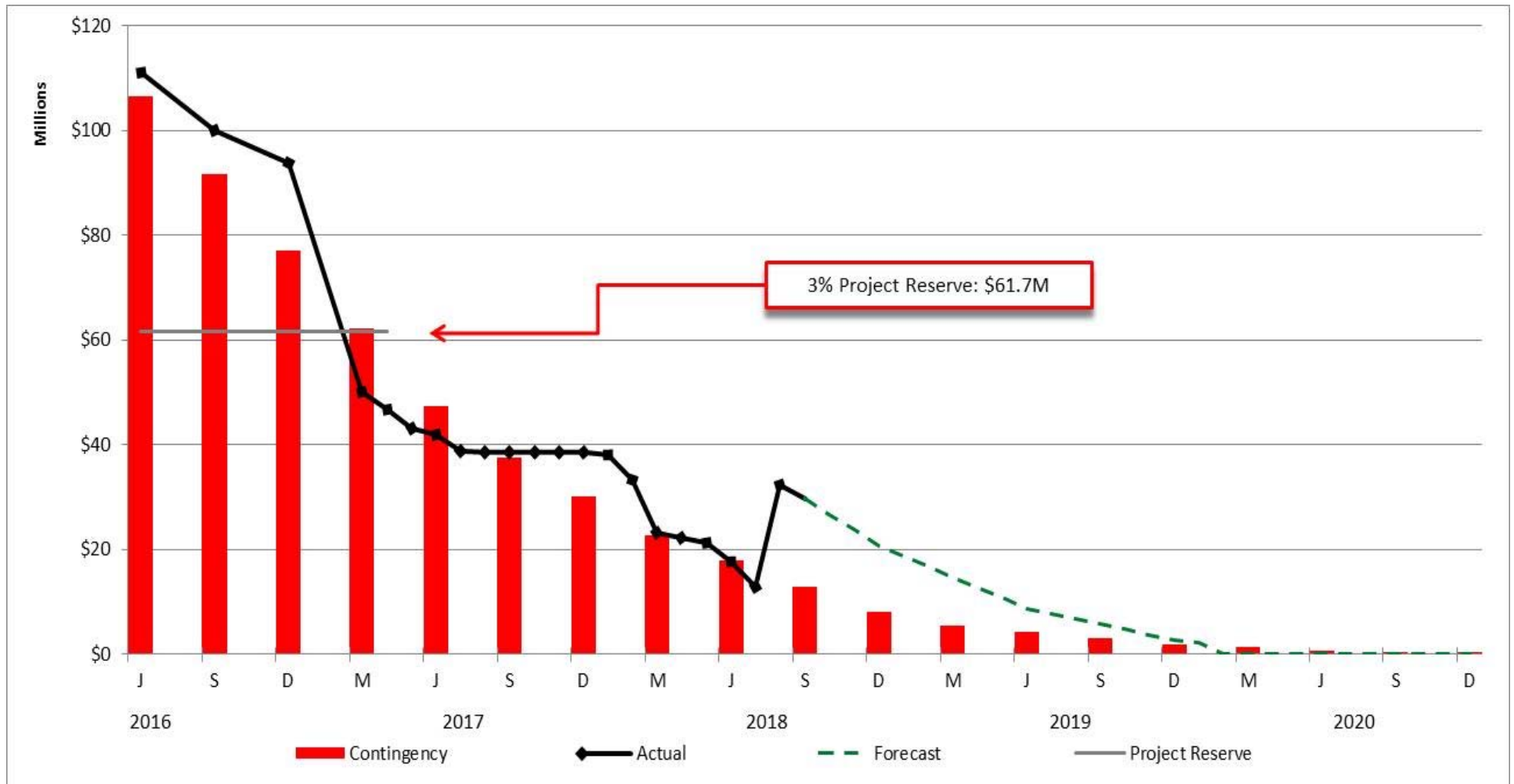


Metro 14

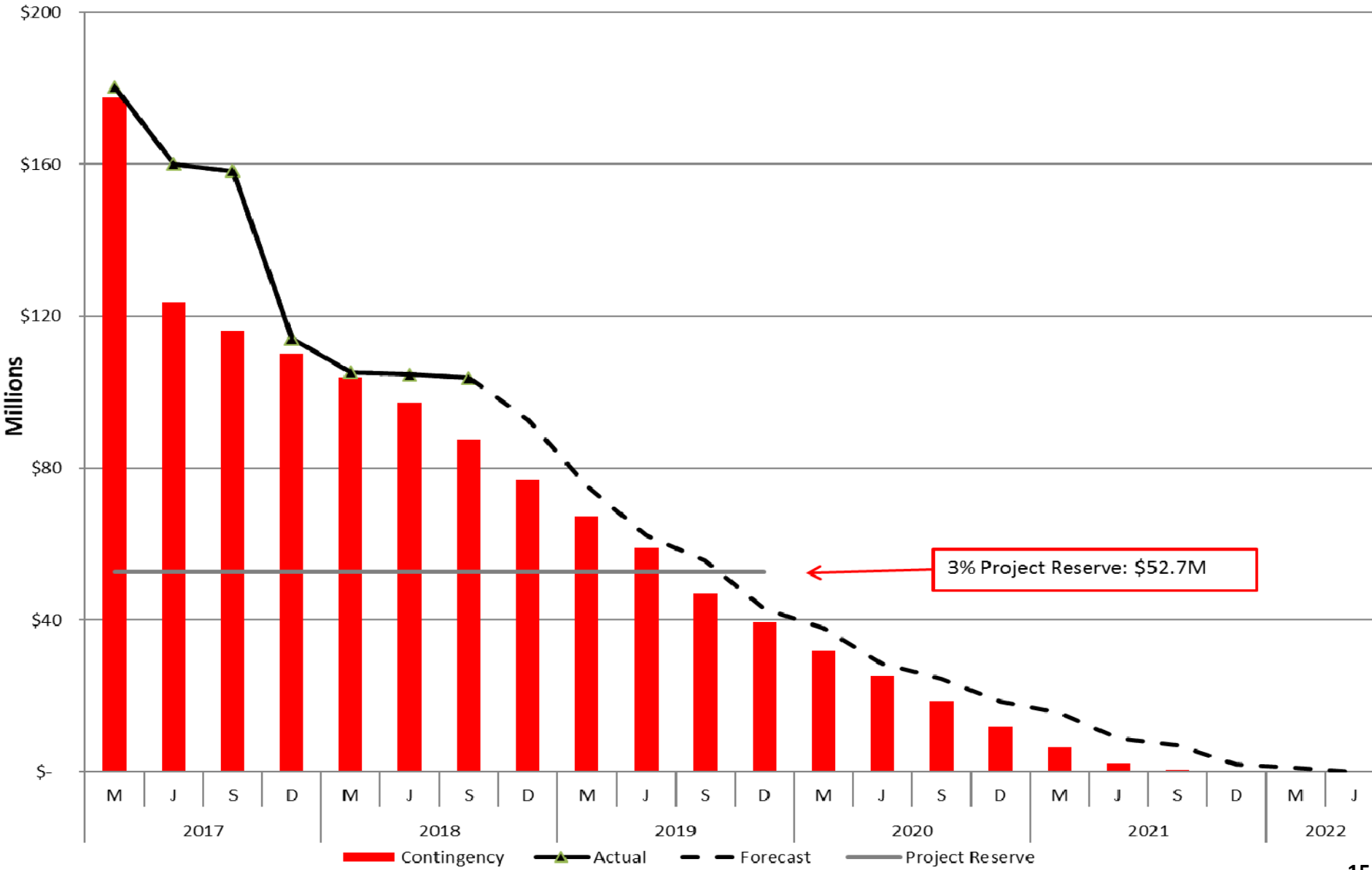
Crenshaw/LAX Transit Project

Project Cost Contingency Drawdown

September 2018



Regional Connector Project Cost Contingency Drawdown

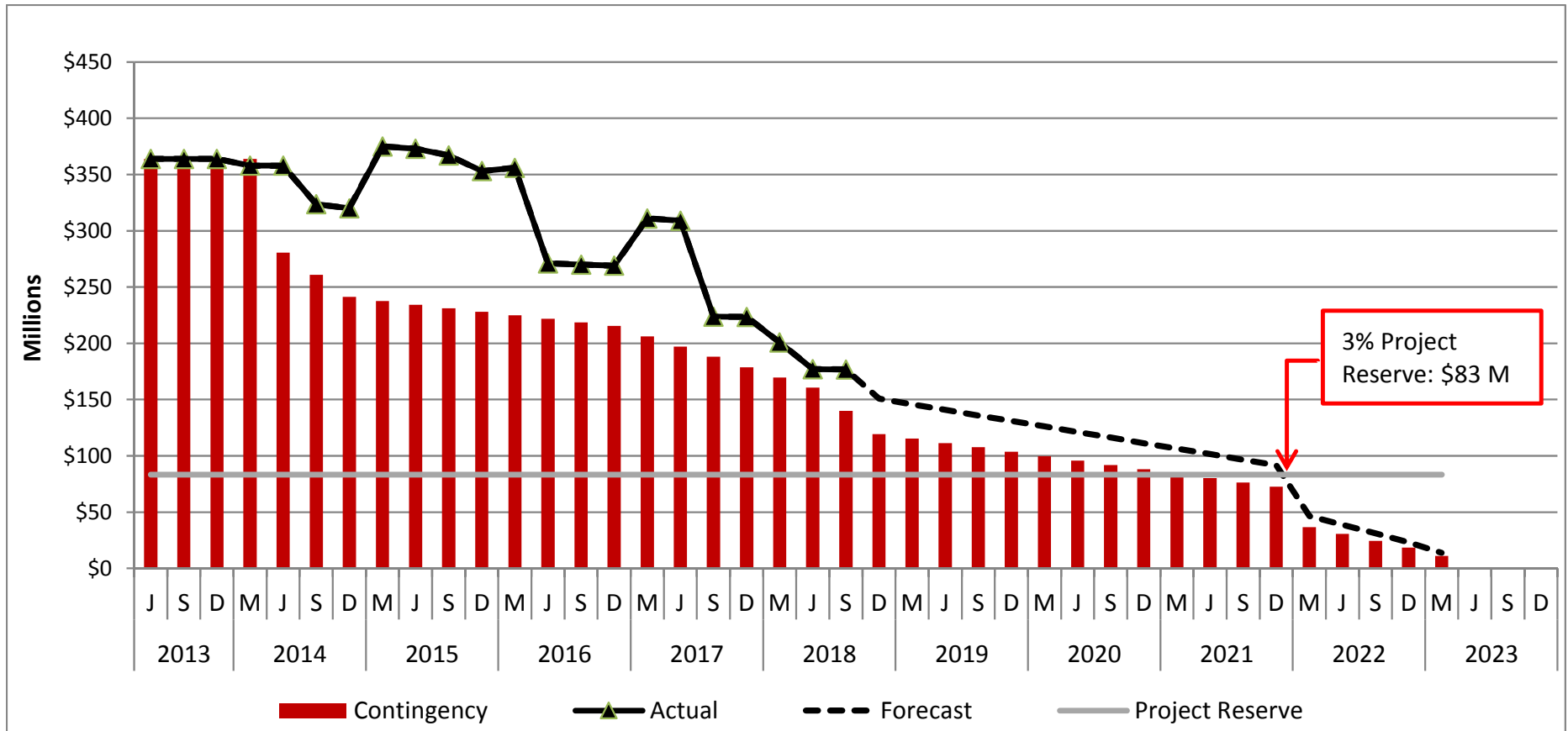


3% Project Reserve: \$52.7M

Westside Purple Line Extension – Section 1

Project Cost Contingency Drawdown

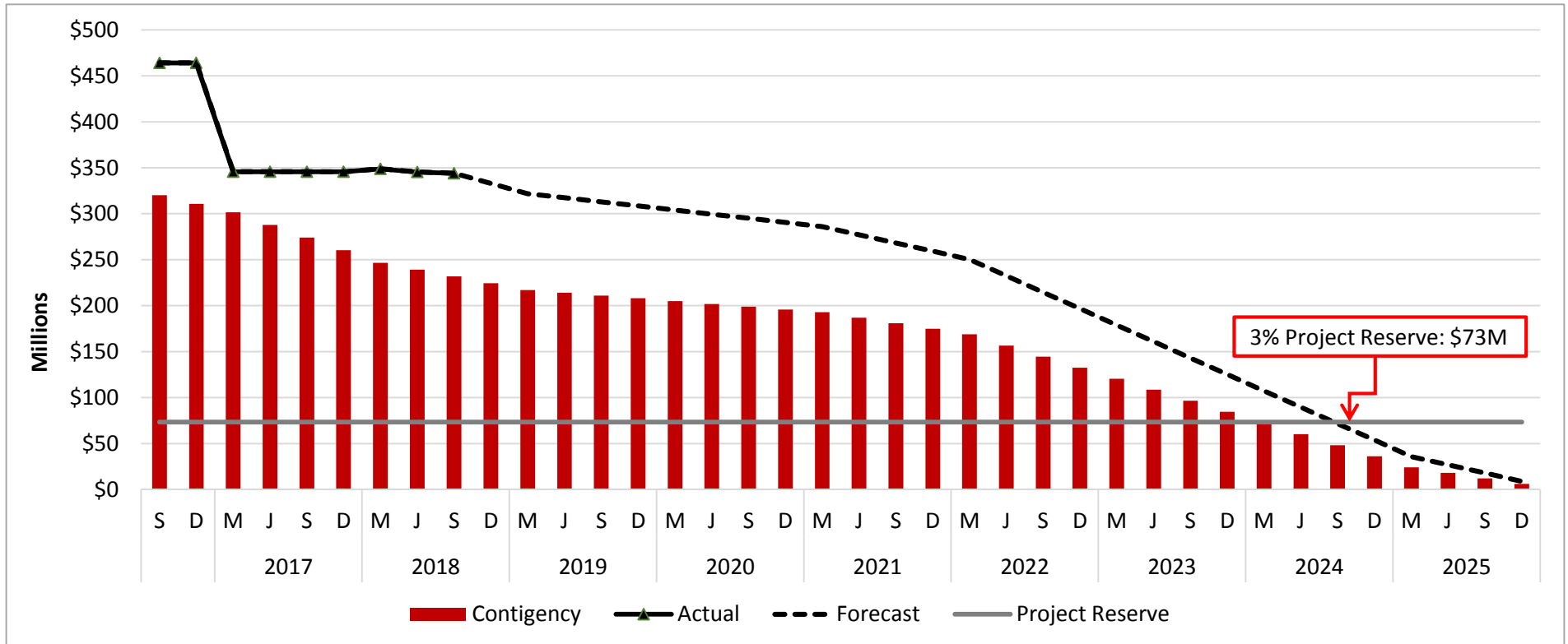
September 2018



Westside Purple Line Extension – Section 2

Project Cost Contingency Drawdown

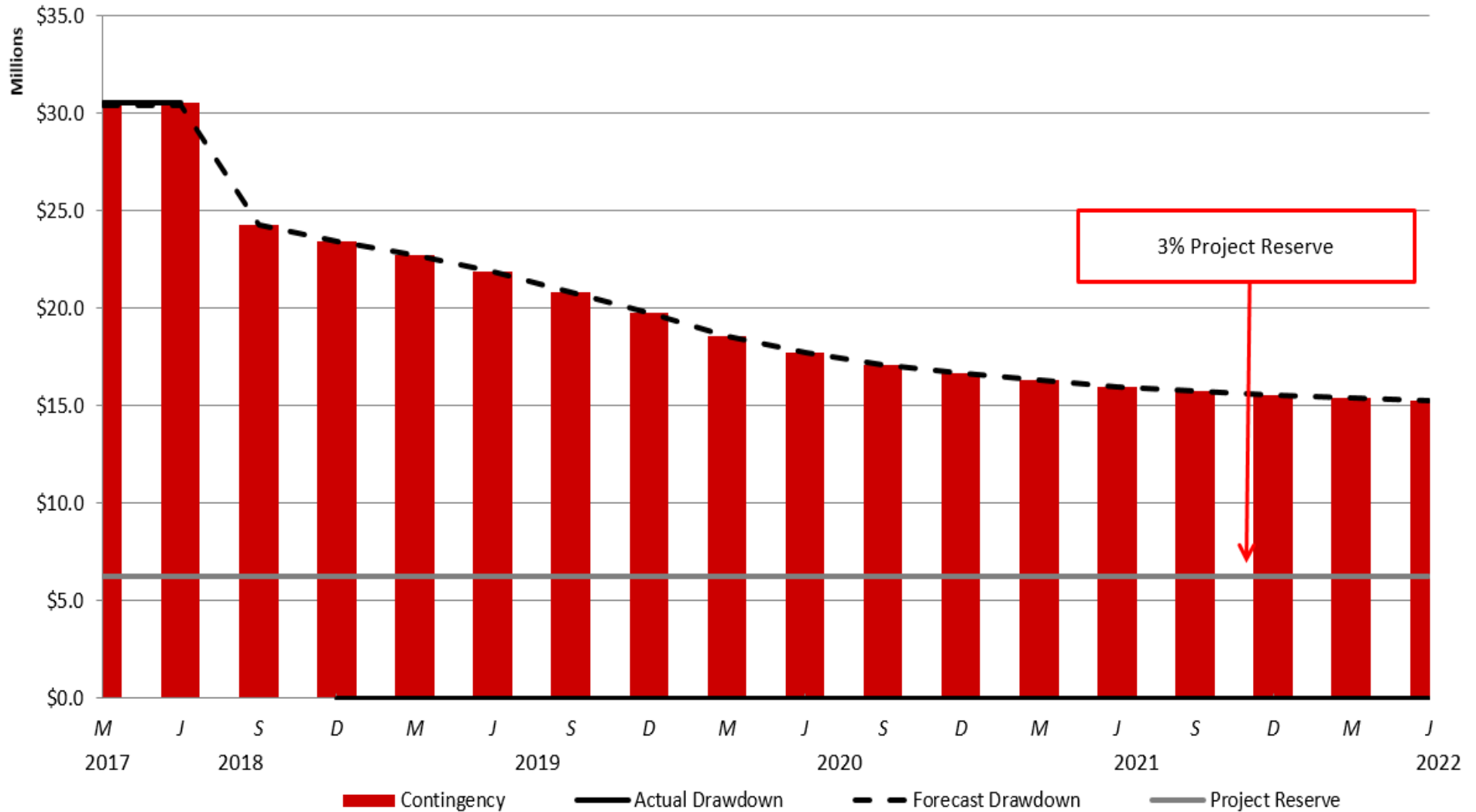
September 2018



The New Blue

September 2018

Project Cost Contingency Drawdown



- Blue Line Signal Rehabilitation
- Blue Line Track and System Refurbishment



Board Report

File #: 2018-0482, File Type: Contract

Agenda Number: 31.

CONSTRUCTION COMMITTEE NOVEMBER 15, 2018

SUBJECT: ENVIRONMENTAL COMPLIANCE AND SUSTAINABILITY SUPPORT SERVICES

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a five (5) year Contract No. AE51181EN084, with Burns & McDonnell, Engineering Company, Inc. for Environmental Compliance and Sustainability Support Services on Task Orders, inclusive of a three (3) year base term for an amount not-to-exceed \$18,000,000, plus two (2) one-year options for a not-to-exceed amount of \$21,000,000, for a total contract value of \$39,000,000.

ISSUE

Metro is in a state of rapid growth both in expanding its system and maintaining the environmental benefits associated with the implementation of environmental and sustainability strategies for those projects. To ensure the project execution and maintenance of these environmental benefits over the life of our assets, an increased need for monitoring and continued maintenance of sustainability gains and practices requires a series of short-term support services. The Environmental Compliance and Sustainability Department (ECSD) is responsible for managing the environmental compliance and sustainable practices for capital projects. In addition, our ISO 14001:2015 certified Environmental Management System provides an avenue that ensures the continuation of environmental compliance and sustainability benefits through the Operations Phase of an infrastructure. There is currently a Metro staff resources gap to support these environmental and sustainability-related tasks. This Contract is anticipated to provide the level of environmental support on all projects, but majority of which include Measure M and Measure R construction projects. These projects are expected to be in different phases of construction during the term of this Contract. This support is in addition to the continual state and local regulatory requirements to service facilities operations and maintenance environmental requirements.

BACKGROUND

Metro's vision of delivering a mobility system to enable people to travel swiftly and easily is currently

underway in preparation for the 2028 Olympics and beyond. Continual environmental compliance during the design, construction, and operations and maintenance of these projects is essential to ensure significantly less impacts in cost and schedule (during construction), and service (during operations). With increasing frequency of extreme weather events observed by staff, there is also an increasing need to monitor and measure sustainability strategies implementation and performance. Additionally, environmental and sustainability requirements are increasing per the California Green Building Code, state and local air quality, stormwater, and simultaneous needs for more robust compliance monitoring. In response to these needs, and the increasing number of projects supported by ECSD in all phases of planning, design, construction, operations and maintenance (as well as in support of sustainable elements of the procurement process) plus the influx of projects and regulations, ECSD is making a strategic action in managing project expectations and balancing staffing levels. Projected costs for projects supported by ECSD are expected to be at \$16.8 Billion in FY19 and increasing to \$20 Billion by FY21 and \$30 Billion by FY23.

DISCUSSION

This Environmental Compliance and Sustainability Support Services contract continues the effort of providing Metro Capital Programs and Operations close coordination and expertise across key roles including Project Management, Environmental Construction, Stormwater, Hazardous Waste, Air Quality, Transportation Engineering, and related and ancillary support services.

Contract No. AE51181EN084 is an indefinite delivery/indefinite quantity contract. The consultant is not guaranteed any work. When the need for environmental support services arises, only then will staff be able to issue Contract Work Orders (CWO) for each project, under which Task Orders or changes are issued. These Task Orders and changes will be funded from an existing project's budget with consideration of any information available at the time of planning and applicable time constraints on the performance of the work.

All of the Task Orders will be fully negotiated based on agreed upon negotiated rates at the onset of the project. Staff applies strict project controls in the execution of each of these Task Orders to closely monitor the Consultant's budget and Task Order schedules. No funds are obligated until a Contract Work Order/Task Order is issued against a valid project. Attachment B provides information on the anticipated projects that will use this Contract.

The Contract No. AE51181EN084 includes a 30% Race Conscious Disadvantaged Business Enterprise (RC DBE). RC DBE attainment is based on the aggregate value of all task orders issued. The Contract also requires a DBE Contracting Outreach and Mentoring Program (COMP) in which four DBE firms shall be mentored.

The consultant will provide necessary staff, sub-consultants, equipment, software, supplies, and services to perform the issued Task Orders. The consultant shall employ or subcontract as necessary with diverse environmental professionals such as biologists, archeologists, professional engineers; registered geologists, qualified stormwater developer/practitioners (QSD/QSP), and sustainability specialists.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

Contract No. AE51181EN084 will be an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. No Metro funds are obligated until a CWO is issued by a Metro authorized Contracting Officer against a valid project budget. No expenditures are authorized until a Task Order is awarded by a Metro authorized Contracting Officer for a specific package of work within the CWO. In other words, all task orders are to be individually negotiated and level of effort fully defined prior to the authorization of any project specific funds. Execution of work under those Task Orders within those CWO awards can continue beyond the contract end date.

Obligations and authorizations made within the total Contract Amount will be against specific project or operations budgets which make up the Board-approved Metro budget for this particular fiscal year. Specific funding for this contract will parallel the project budgets approved by Board under separate actions. The Executive Officer, Environmental Compliance and Sustainability and Chief Program Management will be responsible for developing and tracking the overall contract value during the base years, and any succeeding execution of option years. The Project Manager of each of the supported projects will be responsible for providing appropriate budgets and tracking expenditures during the execution of the environmental support services per project.

Impact to Budget

The initial source of funds for this contract is included in the FY19 budget under Project Number 300012 - Site Remediation, Cost Center 8510, Account 50316 Professional and Technical Services. Specific funding sources will parallel the funding of capital projects charged/served and may include sales tax revenues as well as federal/state grants and local city contributions. All task orders are to be individually negotiated and level of effort fully defined prior to the authorization of any project specific funds from the projects that would use these services.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Contract No. AE51158EN084 will support Metro's values of Service Excellence, Innovation and Technology, and Sustainability as Metro's Strategic Plan is implemented. The Contract will permit ECSD to provide the high level of support for all projects, including Measure R and Measure M Projects, to expand the transportation system as responsibly and as quickly as possible (Goal 1.1).

Additionally, the Contract provides for the close coordination with current operations to optimize the speed reliability and performance of the existing system, and by revitalizing and upgrading Metro's transit assets (Goal 1.2).

ALTERNATIVES CONSIDERED

If Contract AE51181EN084 is not awarded, staff's ability to support and respond to current capital projects and operations would be limited. As a consequence, Metro would not be able to immediately address potential and existing environmental liabilities and it would increase the likelihood of non-

compliance resulting in potential fines, or orders to comply with regulatory agencies.

As another alternative, the Metro Board may recommend action and direct staff to do all Environmental Compliance and Sustainability services and technical support work in house. Under such a situation, Metro would have to hire a much larger staff. While ECSD may add new staff over the next five years, the level of staffing is intermittent as required in the programs associated with this contract and depends on the short-term, specific, but intensive demands of the project. Most of these demands are associated with the increasing workload leading up to and beyond 2028, the year of the Olympics.

There is an expected decline in staffing needs as projects get completed leading up to 2028, and will slowly need to be increased again as new projects for the next phase of capital programming begin to ramp up. Consequently, any steps to be taken for permanent staff that will be used to respond to short-term fluctuating need is not a financially and human resource sustainable model for ECSD's resource goals.

Staff can solicit and award individual support contracts for each environmental task as the need arises; however, staff does not recommend this alternative. Individually procuring these environmental support tasks have associated inconsistent and most likely cumulative higher administrative and execution costs and inefficiencies. Each of our Project Managers would also have to competitively procure for environmental services for each individual task order and would significantly delay our ability to respond to time sensitive requirements from within the agency and from the regulatory agencies.

NEXT STEPS

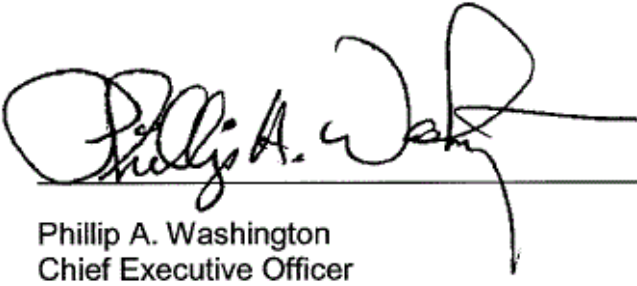
After the recommended Board Action is approved, staff will execute the conformed contract and proceed with issuing Task Orders and Contract Work Orders.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Anticipated Project List and Schedule of Use per Fiscal Year
Attachment C - DEOD Summary

Prepared by:
Cris B. Liban, Executive Officer, Environmental Compliance and Sustainability, (213) 922-2471

Reviewed by:
Richard Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief, Vendor Contract/Management, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ENVIRONMENTAL COMPLIANCE AND SUSTAINABILITY SUPPORT SERVICES
/AE51181EN084

1.	Contract Number: AE51181EN084	
2.	Recommended Vendor: Burns & McDonnell	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 7, 2018	
	B. Advertised/Publicized: March 5, 2018	
	C. Pre-Proposal Conference: March 21, 2018	
	D. Proposals Due: May 10, 2018	
	E. Pre-Qualification Completed: September 10, 2018	
	F. Organizational Conflict of Interest Review Completed by Ethics: June 13, 2018	
	G. Protest Period End Date: November 16, 2018	
5.	Solicitations Picked up/Downloaded: 177	Proposals Received: 6
6.	Contract Administrator: Daniel A. Robb	Telephone Number: 213.922-7074
7.	Project Manager: Cris Liban	Telephone Number: 213.922-2471

A. Procurement Background

This Board Action is to approve Contract No. AE51181EN084 Environmental Compliance and Sustainability Support Services to support Metro's Environmental Compliance and Sustainability Department (ECSD) in providing environmental support services for projects in varying stages to include managing and supporting environmental compliance, environmental services, and project delivery of Metro's Capital Program, green procurement, and sustainable operations.

ECSD is responsible for managing the environmental compliance of large transportation capital program, sustainability, and environmental compliance associated with environmental activities within the agency associated with Metro's operations. It also provides project management support to Metro Planning and Operations projects and initiatives. The consultant will furnish all of the labor, materials, and other related items required to support performance of the environmental services on a Contract Work Order basis, under which specific Task Orders will be issued for specific Scopes of Services and Periods of Performance. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was an Architectural and Engineering (A&E) qualifications based procurement process performed in accordance with Metro's Procurement Policies and Procedures, and California Government Code §4525-4529.5 for A&E services. The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a base term of three years and two one-year options.

Three amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on March 27, 2018, clarified the Submittal Requirements and Evaluation Criteria;
- Amendment No. 2, issued on April 5, 2018, added Certifications to the RFP Package;
- Amendment No. 3, issued on April 20, 2018, clarified the Compensation and Payment Section A and the Exhibit 6 Proposal Letter.

A total of six proposals were received on May 5, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Construction Management and Metro Environmental Compliance and Sustainability Support Services was convened and conducted a comprehensive evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and the associated weightings:

- Experience and Capabilities of the Firms on the Team.....(25%)
- Experience, Qualifications and Capabilities of Personnel.....(40%)
- Understanding and Approach to Service Delivery.....(31%)
- DBE Contracting Outreach and Mentor Protégé Approach.....(4%)

The evaluation criteria were appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience, Qualifications and Capabilities of the Personnel on the Project Team and Understanding and Approach to Service Delivery. Since this is an A&E, qualifications based procurement, price could not and cannot be used as an evaluation factor pursuant to state and federal law.

All six proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Arcadis-US.
2. Burns & McDonnell
3. HDR Engineering, Inc.
4. Kleinfelder, Inc.
5. Metroplus (A joint venture of Marrs, Alta Environmental and Louis Berger)
6. PSM Partners for Sustainable Metro (A Joint Venture of Anil Verma and Ecology and Environmental, Inc.)

During the month of May 2018, the PET reviewed the six written proposals. From June 11, 2018 through June 13, 2018, the PET met with all six Proposers for oral presentations. The firms were given the opportunity to present on 1) Experience Qualifications and Capabilities of Personnel, and 2) Understanding of Work and Approach to Service Delivery.

The proposing firms had the opportunity to present their proposed project managers, key personnel and some of their key members, as well as respond to the PET's questions. In general, each proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP. Sealed cost proposals were received at the time of oral presentations.

After the recommendation of the most qualified proposer was approved by the Executive Officer of Vendor/Contract Management (V/CM), the recommended most qualified proposer's cost proposal was opened. V/CM completed its cost analysis and engaged in negotiations with the recommended proposer.

Qualifications Summary of Recommended Firm:

The PET ranked the proposals and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The final scoring was based on evaluation of the written proposals as supported by oral presentations and clarifications received from the Proposers. The results of the final scoring are shown below:

1	Firm/Evaluation Factor	Average Score	Factor Weight	Weighted Average Score	Rank
2	Burns & McDonnell				
3	Experience, Qualifications and Capabilities of the Firms on the Team	84.60	25%	21.15	
4	Experience Qualifications and Capabilities of the Personnel	86.00	40%	34.40	
5	Understanding and approach to service delivery	85.35	31%	26.46	

6	COMP	100	4%	4.00	
7	Total		100.00%	86.01	1
8	Arcadis-US				
9	Experience, Qualifications and Capabilities of the Firms on the Team	81.68	25%	20.42	
10	Experience, Qualifications and Capabilities of the Personnel	86.00	40%	34.40	
11	Understanding and Approach to Service Delivery	82.97	31%	25.72	
12	COMP	100	4%	4.00	
13	Total		100.00%	84.54	2
14	Kleinfelder, Inc.				
15	Experience, Qualifications and Capabilities of the Firms on the Team	82.80	25%	20.70	
16	Experience, Qualifications and Capabilities of the Personnel	84.75	40%	33.90	
17	Understanding and Approach to Service Delivery	81.16	31%	25.16	
18	COMP	100	4%	4.00	
19	Total		100.00%	83.76	3
20	HDR				
21	Experience, Qualifications and Capabilities of the Firms on the Team	79.40	25%	19.85	
22	Experience, Qualifications and Capabilities of the Personnel	86.50	40%	34.60	
23	Understanding and Approach to Service Delivery	79.81	31%	24.74	
24	COMP	100	4%	4.00	
25	Total		100.00%	83.19	4
26	Metroplus JV				
27	Experience, Qualifications and Capabilities of the Firms on the Team	80.80	25%	20.20	
28	Experience, Qualifications and Capabilities of the Personnel	81.00	40%	32.40	
29	Understanding and Approach to Service Delivery	84.32	31%	26.14	
30	COMP	100	4%	4.00	
31	Total		100.00%	82.74	5
32	Partners for Sustainable Metro				

33	Experience Qualifications and Capabilities of the Firms on the Team	77.20	25%	19.30	
34	Experience, Qualifications and Capabilities of the Personnel	75.50	40%	30.20	
35	Understanding and Approach to Service Delivery	74.77	31%	23.18	
36	COMP	100	4%	4.00	
37	Total		100.00%	76.68	6

Weighted Scores are rounded up to the nearest second decimal point.

The evaluation performed by the PET determined Burns & McDonnell as the most qualified firm and team to provide Environmental Compliance and Sustainability Support Services, as provided in the RFP Scope of Services. What distinguished Burns & McDonnell was their demonstration, through their written proposal and oral presentation, of substantial experience, qualifications, and capabilities of the firms and personnel on the team. Burns & McDonnell presented a thorough understanding and approach to service delivery and a clear understanding of Metro’s needs and operations, goals, methods, and resource allocations. The firm demonstrated that their team has the capability to provide staffing for the type of task order scopes that may be issued under this Contract. The team is highly experienced in delivering similar task order based contracts with an excellent record in client satisfaction for similar projects around the U.S and on Metro projects by some of the subconsultants on their team.

C. Cost/Price Analysis

The proposed costs have been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro’s Procurement Policies and Procedures. The analysis includes, among other things, a comparison with similar firms, an analysis of rates and factors for labor, and other direct costs upon which the consultant will base its billings. Metro negotiated and established provisional indirect (overhead) rates, plus a fixed fee factor that will establish a fixed fee based on the total estimated cost for each task order during the contract term, to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to Contract adjustments. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

Proposer Name	Proposal Estimate	Metro Estimate	Recommended NTE amount
Burns McDonnell	N/A ⁽¹⁾	\$39,442,003.40 ⁽²⁾	\$18,000,000 ⁽³⁾

- (1) A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable level of effort for the Scope of Work. Hourly labor rates, overhead and fixed fee rate were negotiated and determined to be fair and reasonable.
- (2) An estimated cost was determined for each project using past costs for ECSD support of projects over a five year period.
- (3) The recommended not-to-exceed amount of \$18,000,000 is for the basic three year term of the contract. Future work will be funded according to an Annual Work Program. The total contract amount will be the aggregate value of all task orders negotiated with the Consultant through the term of the contract.

D. Background on Recommended Contractor

Burns & McDonnell is a \$3 billion transportation environmental and energy engineering/construction firm with a lengthy history in transportation, coupled with local presence, technical depth, and experience providing environmental compliance and sustainability support services with multiple Southern California offices that include more than 200 professionals. Much of Burns & McDonnell's work has been on long, linear, highly-visible local projects with extensive environmental and sustainability components. Burns & McDonnell has assembled a team of experts and qualified subcontractors to help support Metro's anticipated needs. The team consists of very capable, experienced companies, including eighteen DBE subcontractors that have a strong understanding of the project goals.

ATTACHMENT B
Environmental Services and Sustainability Contract Support
Anticipated Project List and Schedule of Use Per Fiscal Year

Project Name	SCHEDULE					
	FY18	FY19	FY20	FY21	FY22	FY23
Crenshaw/LAX Transit Corridor						
Regional Connector Transit Corridor						
Orange Line Grade Separations						
Westside Purple Line Extension Section 1						
Westside Purple Line Extension Section 2						
Westside Purple Line Extension Section 3						
North Hollywood to Pasadena BRT						
North San Fernando Valley BRT Improvements						
Gold Line Foothill Extension Phase 2B						
West Santa Ana Transit Corridor LRT (Phase 1&2)						
East SF Valley Transit Corridor Project						
Vermont Transit Corridor						
Green Line Extension to Crenshaw Blvd in Torrance						
Eastside Transit Corridor Phase 2 (Alignment 1)						
Sepulveda Phases 2 & 3						
Crenshaw Northern Extension						
Link Union Station						
Sepulveda Phase 1 - Express Lanes						
I-105 Express Lane from I-405 to I-605						
I-710 South Corridor Project (Phase 1)						
I-710 South Corridor Project (Phase 2) (Main Project)						
I-5 Corridor Improvements (I-605 to I-710)						
SR 60/I-605 Interchange HOV Direct Connectors						
Airport Metro Connector						
UST Fuel Storage Tanks - FY17-FY19						
UST Fuel Storage Tanks - FY20-FY22						
UST Fuel Storage Tanks - FY23-FY25						
Industrial Wastewater and Stormwater Program Management						

Environmental	D/B Construction
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DEOD SUMMARY

ENVIRONMENTAL COMPLIANCE AND SUSTAINABILITY SUPPORT SERVICES/
AE51181EN084**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. Burns & McDonnell made a 30% DBE commitment for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitment will be determined based on the cumulative DBE participation of all Task Orders awarded.

Small Business Goal	30% DBE	Small Business Commitment	30% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	3COTECH, Inc.	Non-Minority Female	TBD
2.	Casamar Group, LLC	Hispanic American	TBD
3.	CM Solutions	Non-Minority Female	TBD
4.	CWE (DBA California Watershed Engineering, Corp.)	Subcontinent Asian American	TBD
5.	Darnell Technical Services, Inc.	African American Female	TBD
6.	Global ASR Consulting, Inc.	Asian Pacific American	TBD
7.	Grabowski Collaborative Consulting	Hispanic American	TBD
8.	Intueor Consulting, Inc.	Asian Pacific American	TBD
9.	J. C. Palomar Construction, Inc.	Hispanic American	TBD
10.	MBI Media	Non-Minority Female	TBD
11.	Pac Rim Engineering	Asian Pacific American	TBD

12.	Sapphos Environmental, Inc.	Hispanic American Female	TBD
13.	Summit Consulting & Engineering, Inc.	Hispanic American Female	TBD
14.	Tovar Geo	Hispanic American	TBD
15.	Translutions, Inc.	Subcontinent Asian American	TBD
16.	W2 Design, Inc.	Asian Pacific American	TBD
17.	Watearth, Inc.	Non-Minority Female	TBD
18.	ZelDesign	African American Female	TBD
Total DBE Commitment			30%

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a DBE COMP, which included its plan to mentor a minimum of four DBE firms for protégé development. Burns & McDonnell has selected to mentor the following DBE firms: 1) Casamar Group, 2) Global ASR Consulting, 3) PacRim Engineering, and 4) Summit Consulting & Engineering.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will 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).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2018-0245, File Type: Project

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE

NOVEMBER 14, 2018

CONSTRUCTION COMMITTEE

NOVEMBER 15, 2018

SUBJECT: CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE SEPARATION STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study; and
- B. AUTHORIZING the Chief Executive Officer to:
 - 1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
 - 2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan.

ISSUE

In January 2017, the Board adopted Motion 48 (Attachment A) providing direction to conduct a study and environmental clearance for a grade separation at the Centinela/Florence crossing on the Crenshaw/LAX Light Rail Transit Line (LRT) line in the City of Inglewood. In February 2017 (Legistar File #2017-0077), staff reported that a traffic study would be conducted as the first step prior to commencing environmental clearance. This report presents the results from the Centinela/Florence Grade Separation Traffic Study. Board authorization to proceed into the next project phase is needed to move the potential project to the next steps.

BACKGROUND

The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Crenshaw/LAX line was completed in 2011. Metro’s Grade Crossing Policy was used to determine which crossings on the Crenshaw line could operate as at-grade crossings, and which ones would need to be grade separated. Such policy-based analysis is conducted for all Metro’s planned light rail lines. The results of this analysis indicated that the intersection of Centinela/Florence Avenues could operate as an at-grade crossing, which is how the crossing is currently being constructed. In 2013, the California

Public Utilities Commission (CPUC) granted approval for the at-grade crossing but added certain design features, including additional traffic lanes at the intersection for additional queuing capacity and traffic signal improvements to provide better traffic capacity and safety. The final as-built at-grade crossing will include all the CPUC's additional requirements.

In early 2015, the City of Inglewood approved the construction of a 72,000 seat NFL Stadium to be located approximately 1 ½ miles south of the Centinela/Florence Avenues crossing. The NFL Stadium is the anticipated event venue for regional events in the City of Inglewood, including the 2022 Super Bowl, 2023 College Football National Championship, 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games. Additional development has also been approved that will significantly increase trips, including a performance arts venue with 6,000 seats, 2,500 units of residential, 890,000 square feet of retail, 780,000 square feet of office, a 300-room hotel, 25 acres of new recreational and park amenities. More recently, in February 2018, the City of Inglewood initiated the environmental clearance process for the proposed Inglewood Basketball and Entertainment Center (IBEC), which includes an 18,000-seat arena for the Los Angeles Clippers near the NFL Stadium. Attachment C maps these projects and describes expected events, as provided by the City of Inglewood.

These developments were approved or proposed after the certification of the 2011 EIS/EIR for the Crenshaw/LAX LRT and are anticipated to generate additional traffic, which was not considered in the initial grade crossing policy analysis for Centinela/Florence Avenues. To address some of the anticipated traffic growth, traffic mitigation measures have been funded by the developers that include a citywide installation of a modern traffic signal priority system and the City of Inglewood will prepare a special event traffic and access management plan for these venues. The City of Inglewood, however, remains concerned about the potential increases in regional trip-making and the impacts to traffic at the planned at-grade Florence/Centinela Avenues crossing. In response to these concerns, Metro Board actions in January and February 2017 (Attachments A and B) provided direction to staff to conduct a grade separation traffic analysis study for the Centinela/Florence Avenues crossing. In the intervening period, with progression of the land use decisions in the area as described above, the City of Inglewood staff requested sufficient time to coordinate City data and other information necessary to complete the Metro grade separation analysis. This input was received in July 2018. More about Inglewood's mobility planning efforts is available via <http://envisioninglewood.org/>.

DISCUSSION

The grade separation traffic study analyzed both the typical weekday commute peak period traffic at Centinela/Florence Avenue, as well as the anticipated surge traffic for special events. This study relied on cumulative growth and special event traffic forecasts provided by the City of Inglewood.

No safety issues were identified due to traffic queuing, when no large special events were occurring. The peak hour traffic analysis indicated that without special large event traffic surge conditions, at-grade operation of the Crenshaw/LAX line is anticipated to be feasible at the Centinela/Florence Avenues intersection in opening year 2019 and future 2040 conditions.

The special event surge analysis indicated that the post-NFL game traffic (9pm-10pm) would meet the volume threshold for “Grade Separation Normally Required Category”, if the Metro Grade Crossing Policy were applied, although that policy only applies to future Metro rail projects undergoing planning and environmental review. The analysis found that post-event traffic may be twice as high as the normal background traffic at this location. Substantial post-event traffic impacts were generated during the approximately 22 large NFL games per year, which may occasionally be simultaneous with other events in Inglewood.

Summary results of the peak hour traffic analysis for the typical traffic conditions are summarized below. With grade separation, the intersection level of service conditions would be improved.

Year	LRT Operations	Peak Hour Level of Service	Traffic Queuing (no special events)
Existing (2017)	No LRT	C or better	No significant queuing
Opening Year (2019)	At Grade LRT	F	1 block of queuing
Year 2040	At Grade LRT	F	1-2 blocks of queuing
Year 2040	Grade Separated LRT	E or better	No significant queuing

Further engineering study, along with a funding and delivery strategy plan, is necessary to determine project design, cost for grade separating and how to fund it. In addition, staff will evaluate the value of potential safety improvements and delay reductions relative to the project costs of design and construction.

Coordination and Future Agreements with the City of Inglewood

Ongoing coordination with the City of Inglewood is proposed to include entering into a Funding Agreement to determine cost sharing responsibilities for the engineering and design work to advance the project. Staff proposes to also work with the City of Inglewood to develop a Funding and Delivery Strategy Plan for constructing this grade separation. The Funding and Delivery Strategy Plan is needed, as funding for a grade separation at Centinela/Florence intersection is not included in the Board adopted Long Range Transportation Plan (LRTP) nor in the Measure M Expenditure Plan, and therefore, is not currently funded. The agreement, among other items, will define cost allocations, sources of revenue, establish schedule and review commitments and specify the procedures which Metro and the City will follow in advancing the Project.

Policy Considerations

The traffic analysis for the Centinela/Florence Avenues grade crossing relied on Metro’s Grade Crossing Policy (Policy) as a baseline for understanding the potential need and feasibility of a grade separation arising from future growth and special event surge traffic. However, the Policy is intended for peak-hour analysis on new Metro projects or extensions. Metro does not currently have a policy for evaluating the effects of growth and land use changes at existing grade crossings. Similarly, the Policy does not address off-peak, special events. Therefore, Metro will need to consider how

decisions regarding this project are viewed relative to other related situations, where existing and planned growth may change traffic impacts at existing grade crossings. Considerations include the extent to which the circumstances of the Centinela/Florence Avenues grade crossing are unique to distinguish it from other similar grade crossings studied by Metro.

Environmental Analysis and Engineering Design Work

The California Environmental Quality Act (CEQA) provides for Statutory Exemptions for certain activities and specified actions. According to CEQA Guidelines Section 15282 (g) "Any railroad grade separation project which eliminates an existing grade crossing, or which reconstructs an existing grade separation as set forth in Section 21080.13 of the Public Resources Code" is to be considered statutorily exempt from the analysis required under CEQA. Although it is anticipated that the proposed grade separation at Centinela Avenue would meet the criteria for Statutorily Exempt projects, Metro may still need to conduct additional assessment on air quality, noise, visual, and vibration issues related to the grade separation to reduce or eliminate potential new impacts during construction period.

Consistency with Metro's Equity Platform Framework

Should the Board advance the potential project for a grade separation at Centinela/Florence Avenues intersection, it will be approached and designed for consistency with Metro's Equity Platform Framework. In 2015, the City of Inglewood identified that 56.5 percent of its residents in Downtown Inglewood are African American and 35.7 percent are Hispanic (2015 City of Inglewood, Inglewood TOD Existing Conditions Report), while 20.7 percent of the residents in the City of Inglewood are classified as living in poverty (2017, American Community Survey). Additionally, Metro staff will work with the City of Inglewood to look to the Equity Platform Framework as the project outreach engages residents, stakeholders, elected representatives, resource agencies and community-based organizations in the project area.

FINANCIAL IMPACT

The cost of the environmental analysis and engineering design study is not budgeted in FY2019 and may be covered in part through a potential funding agreement with the City of Inglewood. With Board approval, staff will pursue this funding agreement and, if necessary, Countywide Planning & Development will identify funding for this study. Since this is a multi-year project, it will be the responsibility of the cost center manager and Chief Planning Officer to budget funds in future years.

Funding for construction of the Project is not currently allocated in Metro's LRTP, which is Metro's mechanism for identifying and allocating revenues to Board-approved projects. As and should Metro pursue construction of this project, it will require a determination of payment responsibility and the identification of the availability of potential funding sources. As the project scope, cost and schedule are further developed and payment responsibility is determined, Metro staff will work closely with the City of Inglewood to develop a funding strategy plan for the project that considers the availability and eligibility of the potential funding sources, and upon Board direction, attempt to secure the funds.

Impact to Budget

The action may have an impact to the budget, pending a potential funding agreement with the City of Inglewood for the cost of the design study.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

A grade separation of Crenshaw/LAX LRT crossing at Centinela/Florence intersection could support the goals outlined in the Metro Vision 2028 Strategic Plan by addressing the mobility challenges in the project area including increasing travel demand, travel times, and roadway congestion. Specifically, the Project meets Vision 2028 Goal #4, *Transform LA County through regional collaboration and national leadership*, as this project will be advanced through a close partnership with the City of Inglewood to solve a regional challenge, as the special events at the NFL Stadium and other event venues in and around the Entertainment District at Hollywood Park are expected to attract attendees from throughout the region.

ALTERNATIVES CONSIDERED

The Board could decide not to authorize the procurement of design study for the Centinela/Florence Avenues grade-separation, initiation of the environmental process and development of the relevant funding agreements with the City of Inglewood. The Board could also direct staff to wait for the completion of the City of Inglewood's event traffic management plan and Metro's First/Last Mile study for the Downtown Inglewood Station before proceeding. The Board may also decide to only Receive and File this report and take no action. These alternatives would delay or not advance this potential project.

NEXT STEPS

Upon Board authorization, staff will initiate engineering design study to be funded in cooperation with the City of Inglewood. Staff will also proceed in supporting and developing a Funding and Delivery Strategy Plan for construction costs by the City of Inglewood. Staff will return to the Board for approval of a finding that the project is Statutorily Exempt pursuant to CEQA.

ATTACHMENTS

- Attachment A - January 26, 2017 Board Motion
- Attachment B - February 23, 2017 Board Action
- Attachment C - Map of Inglewood Projects
- Attachment D - Centinela Avenue Grade Separation Traffic Study
- Attachment E - Presentation

Prepared by:

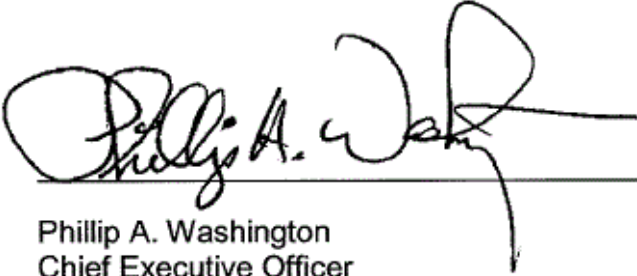
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Phillip A. Washington
Chief Executive Officer

Motion to Amend Item No. 48 by Director Butts

January 26, 2017

In October, 2010 the Metro Board approved a revision of the Grade Crossing Safety Policy to further emphasize the inclusion of "...public safety and economic development" as key elements in the technical evaluation

The 2010 Policy further states that:

Traffic flow analyses of grade crossing alternatives shall be calculated under three scenarios:

- 1. current automobile traffic levels,**
- 2. traffic levels adjusted to reflect "natural growth" in traffic over 20 years, and**
- 3. traffic levels adjusted to reflect the local jurisdiction's 'land use forecasts within a one-half mile radius of each crossing over 20 years, e.g. Centinela/Florence and Florence/Prairie.**

This policy does not now adequately address the 2011 Crenshaw EIR as it pertains to the Centinela/Florence and adjacent Florence/Prairie intersections. The Crenshaw LRT will be sending approximately 360 trains per day through the Centinela-Florence intersection crossing. Because of the significantly changed conditions since the approval of the environmental document for the Crenshaw/LAX Line, including increased traffic levels anticipated with the opening of the NFL Stadium – a major new regional attractor – a grade separation at this intersection is essential.

Commitment now to build a grade separation is critical to ensure that Metro is both responsive to community concerns and does not miss the opportunity to serve one of the most historic redevelopment mega projects in the entire County.

I, Therefore, Move to amend this item in so far as this Board instructs the CEO to report back to the full Board, at its February 2017 meeting, having examined the proposed design and construction scenarios and determine how:

- 1. The scenarios can avoid impacting the October 2019 completion date for the Crenshaw/LAX Line;**
- 2. Costs of design and construction of the Centinela/Florence Fly-over grade separation;**
- 3. Cost estimates of constructing the grade separation now vs. retroactively constructing the grade separation after the Crenshaw line opens in 2019;**
- 4. Identify sources of funding, and**
- 5. Authorize, if needed, the expeditious preparation and release of necessary environmental documentation in order to proceed to design and construction.**

(Item 37 – continued from previous page)

- 4. study of additional grade separations along the entire Blue Line alignment that would improve service reliability and schedule adherence; and

C. report back on all the above to the Construction Committee during the July 2017 Board cycle.

DUPONT-WALKER AMENDMENT: to extend to the Blue Line the graffiti deterrence program currently in effect on the Gold Line.

GARCIA AMENDMENT: to work with the City of Long Beach to reimagine the last stop on the Blue Line and consider adding a second stop closer to the water.

GARCETTI AMENDMENT: that the Eco-Rapid Transit Line Project studies incorporate the Blue Line Express concept, so the Blue Line could ultimately run directly to Union Station.

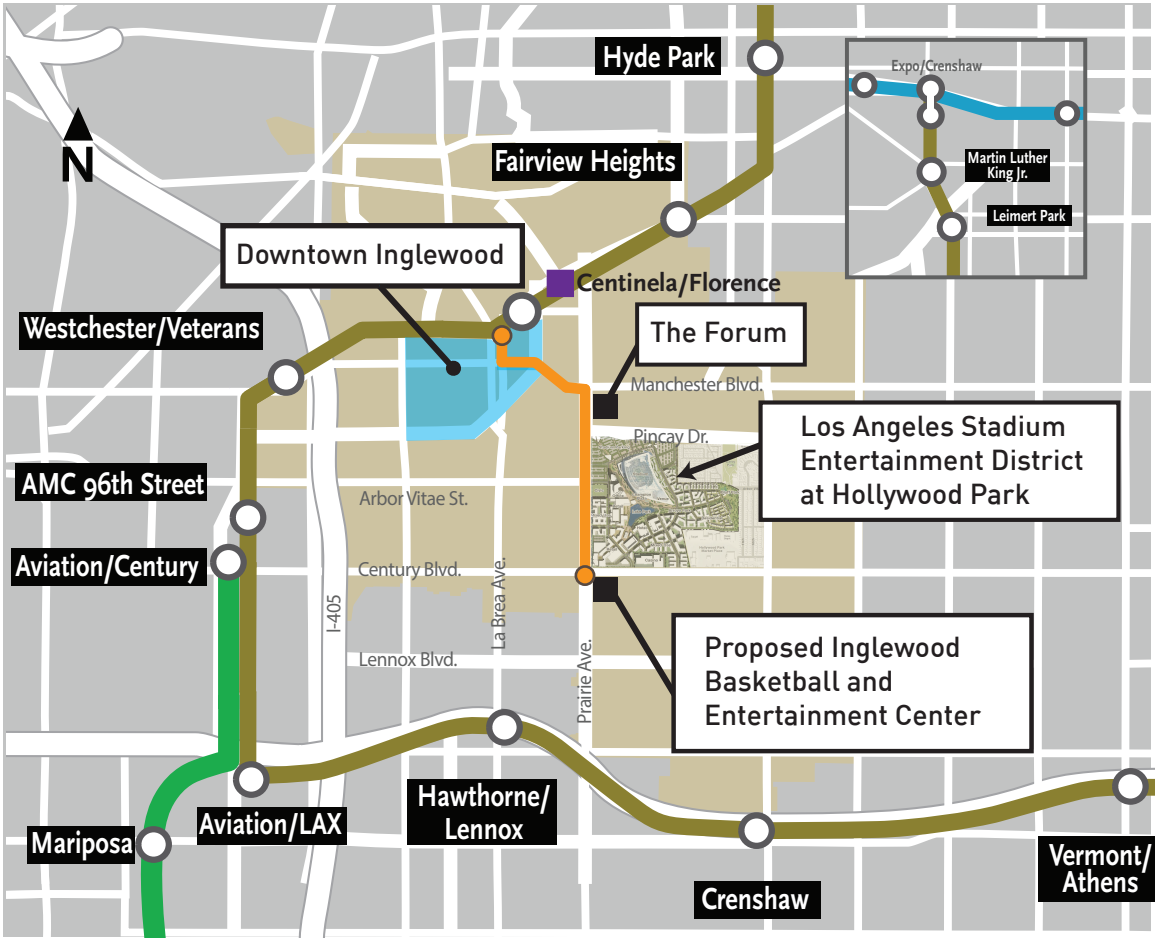
JH	PK	JDW	MB	KB	MRT	JF	EG	SK	JB	HS	AN	RG
Y	Y	Y	Y	A	A	Y	Y	Y	A	A	A	Y

- 38. APPROVED ON CONSENT CALENDAR **Motion by Hahn, Garcetti and Bowen** that the Board direct the CEO to work with Caltrans, Los Angeles County, and the City of Norwalk to enhance first-last mile access to Norwalk Station and identify first-last mile eligible funding that could be used towards a Metro contribution of up to 25% of the project cost, which is estimated to be up to a total of \$673,000. 2017-0093

- 39. AUTHORIZED the Chief Executive Officer (CEO) to conduct **feasibility studies and environmental clearance for a grade separation at the Centinela Avenue Light Rail Transit (LRT) crossing in the City of Inglewood.** 2017-0077

JH	PK	JDW	MB	KB	MRT	JF	EG	SK	JB	HS	AN	RG
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	A	A	Y

Map of Inglewood Projects



NFL Stadium (72,000 seats) & Performance Arena (6,000 seats)

- 50 Stadium events (incl. 22 NFL games, two on weekdays and 20 on weekends)
- 75 Arena events
- 10,000 parking spaces
- 23,600 event demand

Forum (17,500 seats)

- 82 events (37 large events)
- 3,000 parking spaces
- 5,400 event demand

Inglewood Basketball & Entertainment Center (Clippers Arena, 18,000 seats)

- 105 events (44 large events)
- 3,500 parking spaces
- 5,700 event demand

(Event Information Source: Inglewood)

Legend

- █ Metro Green Line
- █ Metro Crenshaw/LAX Line (proposed)
- Inglewood's People Mover (proposed)

Attachment D – Centinela Avenue Grade Separation Traffic Study

http://libraryarchives.metro.net/DB_Attachments/181029_Attachment%20D%20%20Centinela%20Avenue%20Grade%20Separation%20Traffic%20Study.pdf

A large, stylized white letter 'M' is positioned in the upper right quadrant of the slide. The 'M' is composed of several thick, white, 3D-looking rectangular blocks that form its structure. The background behind the 'M' is a dark green circular area, which is itself set against a larger orange circular area that curves across the middle of the slide. The bottom portion of the slide is a solid black background.

CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE SEPARATION STUDY

Planning And Programming Committee, November 14, 2018

Construction Committee, November 15, 2018

Regular Board Meeting, December 6, 2018



Metro

File 2018-0245

Recommendations

- A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study
- B. AUTHORIZING the Chief Executive Officer to:
 - 1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
 - 2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan

Background

- **2011** – Crenshaw/LAX Transit Corridor Final EIR certified with at-grade crossing at Centinela/Florence
- **2015** – City of Inglewood approved changes to Hollywood Park Specific Plan, including new development and NFL stadium
- **February 2017** – Metro Board authorized feasibility studies and environmental clearance for a grade separation at Centinela (File# 2017-0077)
- **January 2018** – Traffic counts and growth assumptions received from City of Inglewood
- **August 2018** – Special event data received from City of Inglewood for venues (NFL Stadium, Performance Arena, Forum, and Inglewood Basketball & Entertainment Center for Clippers)

Intersection Level of Service (no special event traffic surge)

	LRT Operations	Peak Hour LOS	Traffic Queuing
Existing (2017)	No LRT	C or better	No significant queuing
Opening Year (2019)	At Grade LRT	F	1 block of queuing
Year 2040	At Grade LRT	F	1-2 blocks of queuing
Year 2040	Grade Separated LRT	E or better	No significant queuing

With grade separation, the intersection level of service conditions would be improved.

Inglewood Activity Centers and New Projects

- **Forum:** 17,500 seats (existing)
- **NFL Stadium (under construction):** 72,000 seats
- **Performance Arena (under construction):** 6,000 seats
- **Inglewood Basketball & Entertainment Center (proposed):** 18,000 seats
- **Inglewood Transit Connector:** proposed 1.8-mile automated people mover, connecting Downtown Inglewood and Hollywood Park

Approximately 312 special events per year at Hollywood Park

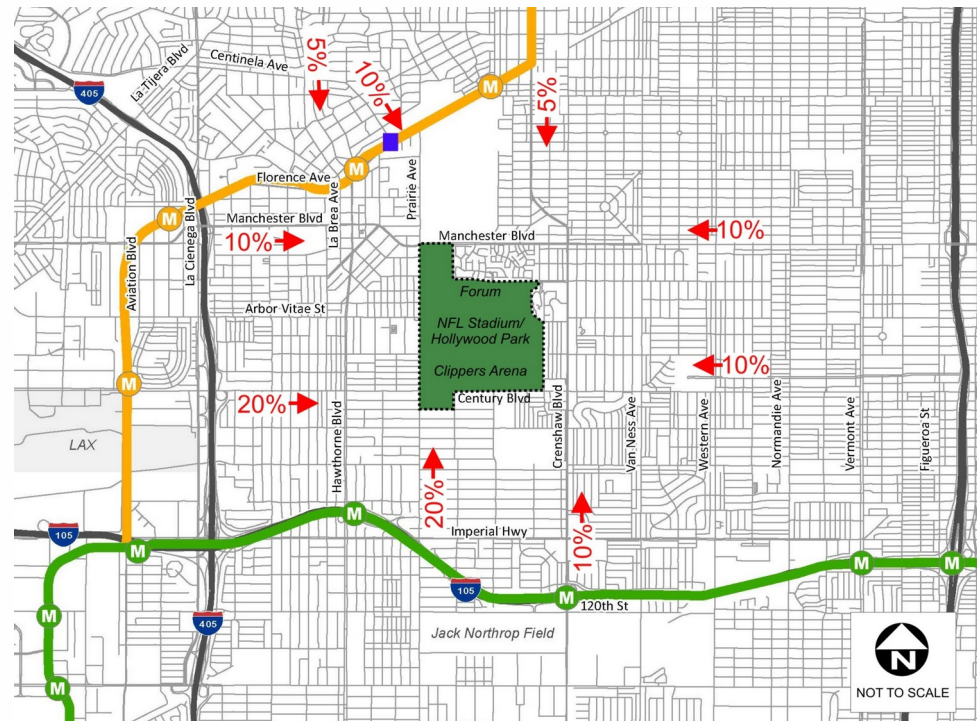


Legend

- █ Metro Green Line
- █ Metro Crenshaw/LAX Line (proposed)
- Inglewood's People Mover (proposed)

Special Event Traffic Surge Analysis Findings

- 10% of traffic via the Florence/Centinela Avenues crossing
- Substantial post-event traffic (9pm-10pm) is anticipated during the approximately 22 NFL games per year.
- Post-NFL game traffic would meet the volume threshold for “Grade Separation Normally Required Category”.



Trip distribution percentages based on the Hollywood Park Traffic Study, 2015 (City of Inglewood)

Considerations

- Grade separation of Creshaw/LAX line at Centinela Avenue is statutorily exempt (per CEQA Guidelines section 15282 (g) and Public Resources Code Section 21080.13)
- Grade separation at Centinela/Florence intersection is not included in the Board adopted Long Range Transportation Plan (LRTP) nor in the Measure M Expenditure Plan.
- Metro's Grade Crossing Policy is intended for peak-hour analysis on new projects or extensions.
 - No existing policy for evaluating growth and land use changes at grade crossings



Next Steps

- Initiate engineering design study to be funded in cooperation with the City of Inglewood;
- Proceed in supporting and developing a Funding and Delivery Strategy Plan for construction costs by the City of Inglewood;
- Return to the Board for approval of a finding that the project is Statutorily Exempt pursuant to CEQA.