

Metro

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



Agenda - Final

Thursday, November 17, 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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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.

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt 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****APPROVE Consent Calendar Item: 16.**

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

CONSENT CALENDAR

16. RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers Policy programs through the quarter ending September 2016.** [2016-0772](#)

Attachments: [PLA CCP Report Data through September 2016](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

NON-CONSENT

17. RECEIVE oral report by the **Program Management Chief Officer.** [2016-0853](#)

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

18. AUTHORIZE the Chief Executive Officer to: [2016-0221](#)

A. REIMBURSE the City of Beverly Hills for valid costs incurred to review the design and construction of the Design-Build elements of the Project within the City as provided in the attached excerpt from the draft Memorandum of Agreement (MOA) for design/build construction between Metro and the City; and

B. EXECUTE the Annual Work Plan for Fiscal Year 2017 with the City of Beverly Hills, in an amount not-to-exceed \$4,859,611, for the **Westside Purple Line Extension - Section 1 C1045 Contract.**

Attachments: [Attachment A - Manner In Which The City Will Be Reimbursed For Costs.pdf](#)
[Attachment B - FY 17 Annual Work Plan for City of Beverly Hills .pdf](#)

19. AUTHORIZE the Chief Executive Officer (CEO) to award a three-year cost-plus fixed fee Contract No. PS601830026445 for **Construction Management Support Services for Metro Rail Projects with Destination Enterprises, Inc.** in the amount not to exceed \$3,000,000, inclusive of two one-year options, subject to resolution of protest(s) if any. Destination Enterprises, Inc. is a certified SBE with Metro. [2016-0727](#)

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

20. AUTHORIZE Contract Modification No. 183 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. P0008355/8501A/A6, in the amount of \$1,232,800. [2016-0736](#)

21. AUTHORIZE the Chief Executive Officer (CEO) to execute an **annual work plan for Fiscal Year 2017 with the City of Beverly Hills, in an amount not-to-exceed \$1,003,442, for the Westside Purple Line Extension Project - Section 1.** [2016-0829](#)

Attachments: [Attachment A - Annual Work Plan for FY17 with City of Beverly Hills](#)

22. AUTHORIZE the Chief Executive Officer (CEO) to execute an **annual work plan for Fiscal Year 2017 with the City of Beverly Hills, in an amount not-to-exceed \$3,599,718, for the Westside Purple Line Extension Project - Section 2.** [2016-0830](#)

Attachments: [Attachment A - Annual Work Plan for the City of Beverly Hills](#)

23. CONSIDER:

[2016-0878](#)

A. AUTHORIZING the Chief Executive Officer to:

1. EXECUTE Modification No. 3 to Contract No. PS69403444 with **Pacific Coast Regional Small Business Development Corporation (PCR) to support the increased level of effort and resources for the remaining two years of the professional services contract and continuation of services to eligible “mom and pop” businesses directly impacted by the unprecedented full street closure along 2nd & Broadway segment of the Regional Connector** in the amount of \$297,616 increasing the total firm fixed contract value from \$1,965,090 to \$2,262,706;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS69403444 in the amount of \$100,000 increasing the total CMA amount from \$180,000 to \$280,000 to support potential additional services related to BIF fund administration; and

B. RECEIVING AND FILING the quarterly status report of Metro’s Pilot Business Interruption Fund (BIF).

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - Motion 57](#)
[Attachment D - DEOD Summary](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

13. CONSIDER: [2016-0731](#)

- A. APPROVING the **Airport Metro Connector (AMC) 96th Street Transit Station Project** which will add a new Metro rail station to the Crenshaw/LAX Line at 96th Street;
- B. CERTIFYING the Final Environmental Impact Report (Final EIR). Attachment A contains the Project Overview. The Final EIR is available upon request or at www.metro.net/projects/lax-extension [<http://www.metro.net/projects/lax-extension>](http://www.metro.net/projects/lax-extension);
- C. ADOPTING the:
 - 1. Mitigation Monitoring and Reporting Plan (MMRP) (Attachment B); and
 - 2. Findings of Fact (Attachment C)
- D. AUTHORIZING the Chief Executive Officer (CEO) to file the Notice of Determination (NOD) (Attachment D) with the Los Angeles County Clerk and State of California Clearinghouse; and
- E. RECEIVING AND FILING the quarterly project status report including architectural and engineering design services and coordination with the Los Angeles World Airports (LAWA) and the Crenshaw/LAX Project, as directed by the Metro Board in July 2014 (Attachment E).

Attachments: [Attachment A – Project Overview](#)
[Attachment B – Mitigation Monitoring and Reporting Program](#)
[Attachment C – Findings of Fact](#)
[Attachment D – Notice of Determination](#)
[Attachment E – July 2014 Metro Board motion](#)
[Attachment F - June 2014 Board Motion](#)

(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 #: 2016-0772, **File Type:** Informational Report

Agenda Number: 16.

**CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 17, 2016**

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

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

In January 2012, the Board approved the Project Labor Agreement (PLA) with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy (CCP). 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 September 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 September 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	58.81%	20.14%	12.54%	38.89%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	57.73%	19.26%	8.53%	51.33%
Westside Subway Extension Project, Section 1 – D/B	Skanska-Traylor-Shea, JV	69.52%	16.24%	9.51%	59.75%
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	57.93%	24.29%	16.00%	84.43%
Universal City Pedestrian Bridge	Griffith Company	38.13%	27.93%	9.18%	63.87%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	65.41%	21.98%	21.22%	27.63%
Metro Blue Line Pedestrian and Swing Gates	Icon-West	58.26%	21.74%	10.11%	99.52%
Division 16 Southwestern Yard	Hensel Phelps/Herzog, JV	46.34%	16.51%	11.08%	50.89%
MRL Pershing Square Canopy Addition and Escalator Replacements	Clark Construction, LLC	55.56%	27.04%	10.19%	35.09%
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	76.70%	24.19%	41.30%	9.14%

In summary, of the ten active construction projects for this reporting period, nine contractors are exceeding the 40% Targeted Worker goal, seven contractors are exceeding the 20% Apprentice Worker goal and seven 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 (last column) is the percentage of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system that have worked, or are still working on Metro's PLA/CCP projects.

Currently Active Contracts

Crenshaw/LAX Transit Corridor

Prime: Walsh/Shea Corridor Constructors

The Crenshaw/LAX Transit Corridor project Contractor has completed 75.93% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 58.81%, Apprentice Worker Goal at 20.14% Disadvantaged Worker goal at 12.54% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 3.16%. 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, and has achieved the Apprentice Worker goal ahead of its Employment Hiring Plan schedule.

Regional Connector Transit Corridor

Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor project has completed 12.48% of the estimated construction work hours for this project. The Contractor is currently exceeding the Targeted Worker goal at 57.73%, and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 19.26%, the 10% Disadvantaged Worker goal at 8.53% and the 6.90% Female Participation goal at 2.96%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

The Contractor has submitted an Employment Hiring Plan which states compliance with the PLA/CCP workforce goals will be met in the latter part of 2016. Staff will continue to work closely with the Contractor towards meeting all worker goals for this project.

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 7.70% of the estimated construction work hours for this project have been performed. The Contractor is currently exceeding the Targeted Worker goal at 69.52% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 16.24%, the 10% Disadvantaged Worker goal at 9.51% and the 6.90% Female Participation goal at 4.81%. 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 99.40% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 57.93%, Apprentice Worker Goal at 24.29%, Disadvantaged Worker goal at 16.00%, Female Participation goal at 7.55% 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 the PLA/CCP workforce provisions.

Universal City Pedestrian Bridge
Prime: Griffith Company

The Universal City Pedestrian Bridge project Contractor has completed 98.13% of the estimated construction work hours on this project. The Contractor is currently exceeding the Apprentice Worker goal at 27.93%, and the minority participation percentage goals, but not meeting the 40% Targeted Worker goal at 38.13%, the 10% Disadvantaged Worker goal at 9.18% and the 6.90% Female Participation goal at 1.58%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. Staff is currently performing close-out audits on the Targeted Worker and Disadvantaged Worker non-compliance issues and will keep the Board updated on the outcome and any possible liquidated damages that will be assessed.

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

The Westside Extension Project Advanced Utility Relocation project Contractor has completed 98.84% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 65.41%, Apprentice Worker goal at 21.98%, Disadvantaged Worker goal at 21.22%, and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.58%. 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 and Swing Gates
Prime: Icon-West

The Metro Blue Line Pedestrian and Swing Gates project Contractor has completed 73.15% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 58.26%, Apprentice Worker goal at 21.74%, Disadvantaged Worker goal at 10.11% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.58%. 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.

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

The Division 16 Southwestern Yard project is underway and only 3.27% 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 Local Targeted Worker goal at 46.34%, Disadvantaged Worker goal at 11.08% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 16.51% and the 6.90% Female Participation goal at 6.44%. 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 52.49% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 55.56%, Apprentice Worker goal at 27.04%, Disadvantaged Worker goal at 10.19% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 2.39%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. For this reporting cycle, Contractor has met the PLA/CCP workforce provisions.

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

The Patsaouras Plaza Privately-Owned-Vehicle Relocation, Pavers and Storm Drain Repairs project Contractor has completed 96.12% of the estimated construction work hours on this project. The Contractor is currently exceeding the Targeted Worker goal at 76.70%, Apprentice Worker goal at 24.19%, Disadvantaged Worker goal at 41.30% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 3.61%. 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 FY17, as requested at the July 2015 Committee meeting.

Project Name:	Prime Contractor:	No. of Female Workers July 2016	No. of Female Workers August 2016	No. of Female Workers September 2016
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	82	83	83
Regional Connector Transit Corridor	Regional Connector Constructors, JV	18	18	18
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	22	22	23
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	7	7	7
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	1
Division 16 – Southwestern Yard	Hensel Phelps/Herzog, JV	2	2	3
Metro Red Line Pershing Square Canopy Addition & Escalator Replacement	Clark Construction	1	2	2
Patsaouras Plaza POV Relocation, Pavers & Storm Drain Repair	AP Construction	2	2	2

In an effort to increase female participation within Metro's PLA/CCP projects which has averaged 3.28% for all active PLA/CCP projects, staff has coordinated or is currently coordinating the following efforts:

- The Metro "Women Build METRO LA" (WBMLA) Committee Pre-Apprenticeship Boot Camp, which began on June 6, 2016 has now graduated 21 women committed to finding work in the Trades.
- To date, four women are working with IBEW on a project that once completed will enable them to be inducted as first period apprentices.
- All 21 women have been registered with the Los Angeles Trade Technical College Worksource Center for supportive service needs (tools, dues and other needs addressed as appropriate).
- DEOD will continue to track the progress of the graduates for one year.
- DEOD staff and Construction Relations coordinated an underground tour of the Crenshaw/King Blvd station box and the Tunnel Boring Machine with the Women Build Metro LA graduates.
- DEOD and WBMLA hosted graduation ceremony for the Boot Camp graduates with Director Dupont-Walker as the keynote speaker.
- Ron Miller, Executive Secretary of the LA/OC Building and Construction Trades Council, addressed the Boot Campers to determine interest and readiness.

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 one 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 Metro has been implementing a local hire program on certain state and locally funded contracts since 2012, as of this quarterly reporting period, C0991 Division 16 - Southwestern Yard (contract amount of \$172mil) is the only construction project that is active and subject to the US DOT Pilot Local Hire Initiative.

This initiative 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 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 job 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.

The first Rolling Stock contract awarded using the new LEP was the A650 Red Line Overhaul contract, approved by the Board at the September 2016 meeting. That contract was awarded to Talgo Inc., which has committed to creating new jobs in Los Angeles County totaling \$2,212,676 in wages and benefits. This equates to 16.9 full time employees (FTE) job years for the base and option contract period.

The New Heavy Rail Car award recommendation is on the November 2016 Board agenda. The New Heavy Rail Car award recommendation includes a Contractor commitment to create wages and benefits for new Los Angeles County jobs totaling \$38,395,972 for the base and option contract. This equates to 320 FTE job years. The P2000 Overhaul award recommendation will be presented at the January 2017 Board meeting.

In August 2016, Metro issued a new Bus Buy RFP for up to 1200 buses. The RFP is comprised of 600 40-foot CNG buses, 400 60-foot CNG buses, and up to 200 40-foot and 60-foot electric buses. Multiple contract award recommendations will be presented to the Board in spring 2017. In July 2016 staff also submitted an updated application to the FTA seeking approval to apply our Local Employment Program on all 1200 buses, as part of the U.S. Department of Transportation’s extension of the Local Hire Pilot Program for projects solicited 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 teams, contractors, 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.
- 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.
- Participated in the Women Build Metro LA Boot Camp Graduation event held on July 15, 2016.
- Participated in YouthBuild Graduation Job Fair held on July 22, 2016.
- Participated in Word of Encouragement Community Church Job Resources Event held on November 1, 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 September 2016

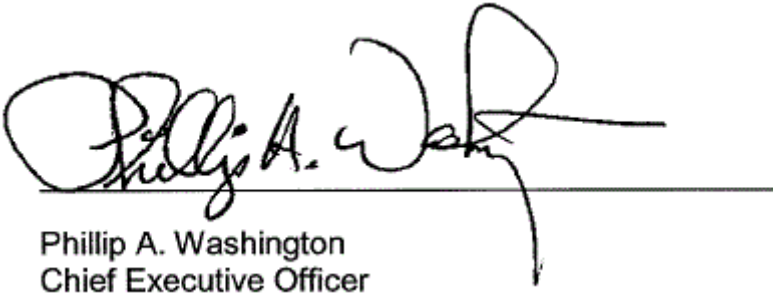
Prepared by: Keith Compton, Director, PLA/CCP
Compliance & Administration, (213) 922-2406

Miriam Long, Director, Strategic Business & Construction Career
Resources, (213) 922-7249

Victor Ramirez, Deputy Executive Officer, Vendor/Contract

Management, (213) 922-1059
Miguel Cabral, Executive Officer
Diversity & Economic Opportunity (213) 922-2232

Reviewed by: Debra Avila, Chief, Vendor/Contract Management
(213) 418-3051



Phillip A. Washington
Chief Executive Officer



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

**Report Data Through
September 2016 Reporting Period**



Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
2,278,018.16	58.81%	20.14% Based on Total Apprenticable Work Hours	12.54%

Percentage Project Complete Based on Worker Hours: 75.93% (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%
2,278,018.16	13.84%	1.03%	23.45%	56.80%	1.11%	3.78%	72.78%	3.16%



*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 September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
409,964.50	57.73%	19.26% Based on Total Apprenticeable Work Hours	8.53%

Percentage Project Complete Based on Worker Hours: 12.48% (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%
409,964.50	6.79%	0.59%	30.09%	59.88%	0.72%	1.93%	67.98%	2.96%



*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 September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
250,850.13	69.52%	16.24% Based on Total Apprenticeable Work Hours	9.51%

Percentage Project Complete Based on Worker Hours: 7.70% (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%
250,850.13	9.37%	1.18%	20.68%	64.41%	0.11%	4.26%	75.07%	4.81%



*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 September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
83,001.90	57.93%	24.29% <small>Based on Total Apprenticesable Work Hours</small>	16.00%

Percentage Project Complete Based on Worker Hours: 99.40% (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%
83,001.90	11.27%	0.41%	26.82%	56.93%	1.05%	3.52%	69.66%	7.55%



*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 September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
107,948.09	38.13%	27.93% <small>Based on total Apprenticeable Work hours</small>	9.18%

Percentage Project Complete Based on Worker Hours: 98.13% (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%
107,948.09	8.31%	4.15%	22.30%	61.68%	0.62%	2.94%	74.76%	1.58%



*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 September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
51,397.60	65.41%	21.98% <small>Based on Total Apprenticesable Work Hours</small>	21.22%

Percentage Project Complete Based on Worker Hours: 98.84% (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%
51,397.60	4.68%	0.00%	7.62%	87.70%	0.00%	0.00%	92.38%	0.58%



*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 September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
16,606.50	58.26%	21.74% <small>Based on Total Apprenticeable Work Hours</small>	10.11%

Percentage Project Complete Based on Worker Hours: 73.15% (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%
16,606.50	5.41%	0.00%	16.13%	77.58%	0.00%	0.87%	82.99%	0.58%



*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 September 2016

No. of Work Hours*	Local Targeted Economically Disadvantaged Worker Utilization(%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
11,413.00	46.34%	16.51% Based on Total Apprenticesable Work Hours	11.08%

Percentage Project Complete Based on Worker Hours: 3.27% (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%
11,413.00	4.46%	0.02%	39.25%	46.02%	0.78%	9.47%	51.28%	6.44%



*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 September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
5,773.50	55.56%	27.04% <small>Based on Total Apprenticesable Work Hours</small>	10.19%

Percentage Project Complete Based on Worker Hours: 52.49% (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%
5,773.50	5.38%	5.37%	32.48%	56.77%	0.00%	0.00%	67.52%	2.39%



*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 September 2016

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
13,072.25	76.70%	24.19% <small>Based on Total Apprenticesable Work Hours</small>	41.30%

Percentage Project Complete Based on Worker Hours: 96.12% (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%
13,072.25	9.58%	0.31%	3.35%	86.36%	0.00%	0.39%	96.25%	3.61%



*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% <small>Contractor Reported Based on Total Work Hours</small>	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 Apprenticeship 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 Apprenticeable 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 #: 2016-0853, **File Type:** Oral Report / Presentation

Agenda Number: 17.

**CONSTRUCTION COMMITTEE
NOVEMBER 17, 2016**

RECEIVE oral report by the **Program Management Chief Officer**.

DISCUSSION

Oral Report by the Program Management Chief Officer.

ATTACHMENTS

Attachment A - Program Management Chief Officer's Report - November 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** - Richard Clarke, Chief Program Management Officer, (213)922-7557
- **Patsaouras Plaza Busway Station** - 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













November 2016

Construction Committee

Los Angeles County Metropolitan Transportation Authority



PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Staff concluding 96 th Street Station accommodation time impact negotiations as well as other time extensions requests from contractor. Need to mitigate current delays to achieve planned October 2019 revenue service.
Regional Connector			Developing schedule options with contractor; correlating cost forecast accordingly.
Westside Purple Line Extension-Section 1			Overall construction progress is 13.3% complete versus 6.2% planned.
Westside Purple Line Extension-Section 2			FFGA expected in December 2016.
I-405 Sepulveda Pass improvements Project			Working through remaining items affecting Final Acceptance.
Patsaouras Plaza			Project scheduled to start major construction October 31, 2016. Forecasted completion date of 12/2017 may be affected due to late start.

November 2016



On target



Possible problem



Major issue



Metro

Construction Committee

Los Angeles County Metropolitan Transportation Authority

CRENSHAW/LAX TRANSIT PROJECT

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

◇ SCHEDULE		
	Current	Forecast
REVENUE OPERATION	Oct 2019	Oct 2019

- Overall project progress is 53% complete. Need to mitigate current delays to achieve planned October 2019 revenue service.
- The southbound TBM holed through at Leimert Park Station on October 20, 2016. TBM was returned to Expo Station for commencement of second reach to Leimert Park Station.
- Decking at intersections for UG3 cut and cover section continues and excavation continues in the Crenshaw median.
- Park Mesa Heights street widening continues.
- Civil/Structural work on the partially covered trench section at LAX (UG1) is reaching 87% complete.
- Working on Green Line, Century, Manchester bridges, installing rebar and placing concrete.
- Falsework for I-405 bridge construction has commenced.
- Southwestern Yard continuing final design, structural excavation and foundation concrete work.



Concrete wall construction continues in UG1



Concrete placement for columns in Expo Station

November 2016



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

REGIONAL CONNECTOR TRANSIT CORRIDOR

⚠ BUDGET		
	Current	Forecast
TOTAL COST	\$1,599M	TBD

* Includes Board approved LOP plus Planning and Finance costs.

⚠ SCHEDULE		
	Current	Forecast
REVENUE OPERATION	May 2021	July 2021

- Overall Project Progress is 24.9%, Construction is 19.8% and Final Design is 94.5% complete.
- Completed cap beams and decking, continue excavation, installation of struts and walers at the Wye; re-opened 1st/Alameda intersection.
- Continue TBM shaft excavation; completed installation of top mat of rebar for station invert at 1st/Central. Implemented “Steady State” on September 25, 2016;
- Continue pile and deck beam installation at 2nd/Broadway intersection and water work at 2nd/Spring. Re-opened Broadway on October 15, 2016 as planned.
- Continue excavation at 2nd/Hope Station; installation of struts, walers, drilling and installation of tie-backs at Support Of Excavation (SOE).
- Decking started on Flower Street. Cap beam installation, lagging, waterline relocation, excavation and utility hanging at the Tie-Back Removal Pit.



Installation of top mat of rebar and conduits for station invert at 1st/Central



Excavation and utility hanging at Tie-back Removal Pit

November 2016



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

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
REVENUE OPERATION	Oct 2024 FFGA	Nov 2023

Overall Project Progress is 13.3 % complete vs. 6.8% planned

Tunnels, Stations, Trackwork and Systems Design-Build Contract

- Final Design for the tunnels, three subway stations, trackwork and systems is 94% 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 installation of deck beams and concrete deck panels was completed six weeks ahead of schedule.
- Wilshire/La Brea Station excavation under the temporary street decking is underway.
- Wilshire/Fairfax Station installation of excavation support piles continues.
- Wilshire/La Cienega Station building demolition at staging/laydown sites is underway.



Pile installation activities at Wilshire/Fairfax Station



Excavation of north muck shaft Wilshire/La Brea Station

November 2016



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

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
REVENUE	TBD*	August 2025
OPERATION	*Subject to FTA Full Funding Grant Agreement Approval	

- 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 were received on June 1, 2016.
- Advanced utility relocations by third parties started on September 6, 2016 at Century City Constellation Station.
- Contract C1120 award by the MTA Board is anticipated in January 2017.
- Full Funding Grant Agreement (FFGA) approval by the FTA is anticipated December 2016.



Telcom joint trench construction in Constellation Boulevard

November 2016



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



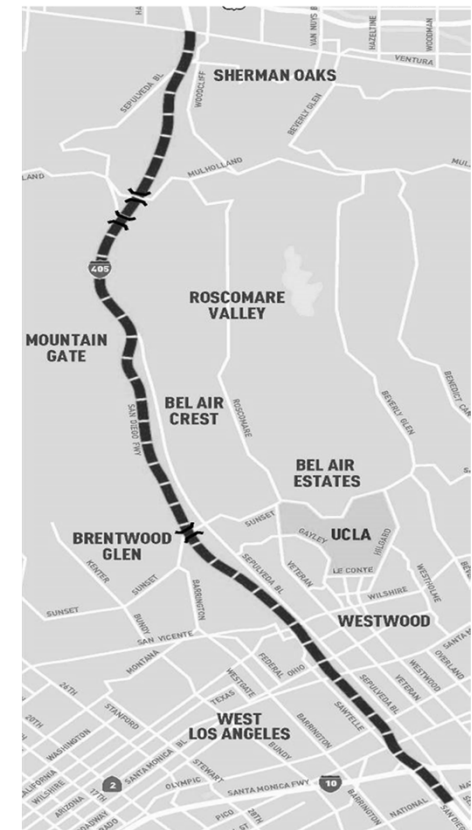
Metro

I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

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

OK SCHEDULE		
	Current	Forecast
SUBSTANTIAL COMPLETION	Sept 2015	Sept 2015

- Contractor is working toward Final Completion.
- Working through remaining items affecting Final Acceptance.
- Negotiation for Claim 86 is progressing.
- Forecast does not include Claim 86.



November 2016



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro

PATSAOURAS PLAZA BUSWAY STATION

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

◇ SCHEDULE		
	Current	Forecast
SUBSTANTIAL COMPLETION	Dec 2017	Dec 2017

- Caltrans environmental reports have been approved. OHL Health and Safety Plan pending approval.
- Final encroachment permit will be approved in October 2016.
- Contractor planning to start major bridge construction activities October 31, 2016.
- Final traffic handling plans for four-months Vignes closure submitted to DOT October 11, 2016.
- Water treatment and storage system installation will be complete November 7, 2016.



November 2016



On target



Possible problem




Major issue


Construction Committee

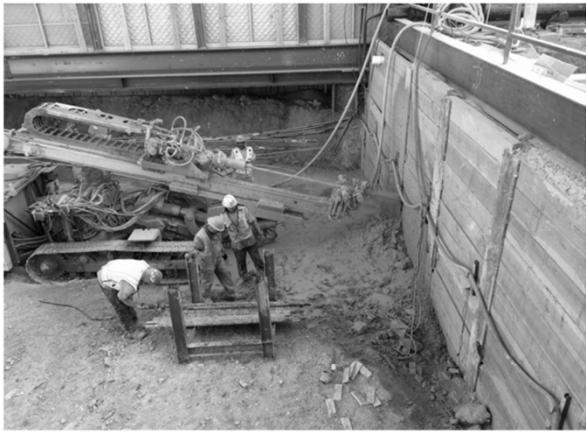
Los Angeles County Metropolitan Transportation Authority



Metro

CRENSHAW/LAX TRANSIT PROJECT DESIGN/CONSULTANT: Hatch Mott				CONSTRUCTION MANAGEMENT CONSULTANT: Stantec CONTRACTORS: Walsh-Shea Corridor Constructors (Alignment) and Hensel Phelps / Herzog (Southwestern Yard)			
PROJECT PHOTO: Deck formwork starts for the Downtown Inglewood Station				WORK COMPLETED PAST MONTH:			
				<ul style="list-style-type: none"> o Continued tunnel segment production. o Commenced TBM mining of SB tunnel from MLK to Leimert Park. o Completed concrete placement of available lower walls at Expo Station and commenced lower level column construction. o Completed concrete placement of available lower walls at MLK Station. o Completed concrete placement of the invert slab at Vernon Station. o Continued street work at Park Mesa area. o Continued construction of Green Line superstructure. o Completed installation of all support of excavation bracing at UG#3. o Commenced falsework construction for I-405 bridge. o Completed footing and wall concrete placement for La Brea Station. o Completed northbound platform footing placement for Hindry Station. 			
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	\$ 123.1	90.0%	Environmental			
				FEIS/FEIR	Sep-11	Sep-11	Complete
				Record of Decision	Dec-11	Dec-11	Complete
RIGHT-OF-WAY	\$ 127.4	\$ 120.6	94.6%	Design			
				Preliminary Engineering	Nov-11	Nov-11	Complete
				Final Design	Sep-15	Oct-16	13.3 months behind
CONSTRUCTION	\$ 1,353.1	\$ 644.6	47.6%	Right-of-Way			
				Full-take parcels availab	Jan-15	Jan-15	Complete
				Part-take and TCE parce	Sep-15	Apr-16	Complete (base scope)
OTHER	\$ 440.8	\$ 159.9	36.3%	Construction			
				D-B Notice to Proceed	Sep-13	Sep-13	Complete
				D-B Substantial Comple	Oct-18	May-19	7.4 months behind
				Revenue Service Date	Oct-19	Oct-19	On schedule*
TOTAL	\$ 2,058.0	\$ 1,048.1	50.9%	The D-B Substantial Complete prior plan was modified by a 35-day concurrent delay contract modification in March 2015.			
Note: Cost expended as of Sept. 30, 2016.				*Note: Revenue Service Date includes a significant reduction in contingency.			
AREAS OF CONCE				CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
<ul style="list-style-type: none"> o Design-builder's ability to mitigate schedule delays. o Timely submittal of WSCC's design submittals and review by City of Los Angeles. o 96th street station accommodations cost/schedule impacts. o Ability of TBM to meet production rate forecasted on schedule. 				<ul style="list-style-type: none"> o Complete TBM mining SB tunnel from MLK to Leimert Station. o Commence TBM mining NB tunnel from Expo to MLK Station. o Complete Green Line superstructure. o Complete Manchester Bridge superstructure. o Complete invert slab at Underground Structure #4. o Complete the structural concrete work for Century Station. o Commence trackwork in Segment B1. 			
ROW ACQUISITION	PLAN	ACQUIRED	REMAINING				
FULL TAKES	37	35	2				
PARTIAL TAKES	27	25	2				
TEMPORARY EASEMENT	15	13	2				
TOTAL PARCELS	79	73	6				

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT					CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS				
DESIGN CONSULTANT: Connector Partnership JV					CONTRACTOR: Regional Connector Constructors, Joint Venture				
Utility Hanging in Tie-back Removal Pit					WORK/ACTIVITY DURING PAST MONTH				
					<ul style="list-style-type: none"> Completed cap beams and decking at Wye, re-opened 1st/Alameda intersection and implemented "Steady State" Completed installation of top mat of rebar for station invert at 1st/Central Compensation grouting preparations along 2nd St. continued TBM shaft excavation and SOE at Mangrove Yard continued Excavation and installation of walers and struts at the Wye continued 2nd/Spring LADWP water relocation continued Pile installation at 2nd/Broadway continued Installation of deck beams at 2nd/Broadway intersection continued Electrical and communication duct bank installation at 2nd/Broadway continued Relocation/protection of power and communication assets in 2nd/Broadway Station area continued Installation of tie-backs, struts and walers at 2nd/Hope SOE continued Water relocations along Flower Street continued Pile installation on west side of Flower St. continued Cap beam installation on Flower St. continued Excavation and utility hanging at the Tie-back Removal Pit began Geotechnical monitoring equipment installation across the project alignment continued 				
EXPENDITURE STATUS (\$ In Millions)					SCHEDULE ASSESSMENT				
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PERIOD	CURRENT PLAN	VARIANCE WEEKS		
DESIGN	\$132.9	\$117.5	88.4%	Environmental					
				FEIS / FEIR	N/A	04/26/12	Complete		
				SEIS Flower St.	N/A	12/18/15	Complete		
RIGHT-OF-WAY	\$110.5	\$68.9	62.3%	Design					
				PE Notice to Proceed	N/A	01/04/11	Complete		
CONSTRUCTION	\$1,079.6	\$340.6	31.5%	Final Design complete	05/31/17	05/31/17	0		
				Note: Completion of systems design is now projected for end of December 2016. No adverse impact to the overall schedule is anticipated from these design delays.					
OTHER	\$276.0	\$98.7	35.8%	Right-of-Way					
				All parcels available	08/15/18	08/15/18	0		
TOTAL	\$1,598.9	\$625.7	39.1%	Note: ROW dates are adjusted to reflect the latest D/B Contractor's coordinated Need Dates. Duco Yard need date is in August 2018.					
Current Budget reflects Board approved Life-of-Project Budget and includes Finance Charges.					Construction - Design / Build Contract				
Note: Expended amounts are through 08/31/2016.					Notice to Proceed	07/07/14	07/07/14	Complete	
AREAS OF CONCERN					Construction complete	05/15/21	05/02/21	-2	
<ul style="list-style-type: none"> 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, and Alameda 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. Studies continue regarding the design solution(s) for accommodating higher than anticipated DWP power assets at 6th/Flower. Minimizing impacts to area stakeholders, traffic flows and project schedule are driving considerations. 					Revenue Service Date	07/28/21	07/15/21	-2	
					Note: *The project is reflecting an approximate seven-month delay to the RSD due to differing site conditions related to underground utilities.				
					CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD				
					<ul style="list-style-type: none"> 100% design packages for all three stations, bored tunnel, SEM cavern and systems; review of the related AFCs Pour concrete for invert at 1st/Central Station Begin station excavation at 2nd/Broadway Station Begin "Steady State" implementation on 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 path-forward for schedule and costs 				
ROW ACQUISITION	PLAN	CERTIFIED	ACQUIRED	REMAINING					
PERMANENT PARCELS	5	5	4	1*					
TEMPORARY PARCELS	31	16	15	3*					
TOTAL PARCELS	36	21	19	4**					
* Remaining parcels are scheduled in-advance of need dates.									
** Broad SSE, DucoYard, 2nd & Hope Pedestrian Bridge and Wye Fan Plant.									

WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT				CONSTRUCTION MANAGEMENT CONSULTANT: WEST, a Joint Venture			
DESIGN CONSULTANT: Parsons / Brinckerhoff				CONTRACTOR: Skanska, Traylor and Shea, a Joint Venture			
Wilshire/La Brea Tie-Back Installation North Shaft				WORK COMPLETED PAST MONTH			
				<ul style="list-style-type: none"> - C1045 Wilshire/La Brea Station decking complete - C1045 Wilshire/La Brea Station excavation began - C1045 Wilshire/La Brea Station jet grouting complete at east/west end breakout - C1045 Wilshire/La Brea tie-back installation began - C1045 Wilshire/La Brea water treatment system installation commenced - C1045 Wilshire/Fairfax Station north side pile installation continues - C1045 Wilshire/Fairfax Station Ogden yard work continues 			
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	\$135.4	85.0%	Environmental			
				FEIS / FEIR	N/A	05/31/12	Complete
RIGHT-OF-WAY	\$175.6	\$158.6	90.3%	Design			
				PE Notice to Proceed	N/A	01/12/11	Complete
CONSTRUCTION	\$1,740.3	\$446.9	25.7%	Final Design complete	03/22/17	03/22/17	0
OTHER	\$1,079.3	\$115.9	10.7%	Right-of-Way			
TOTAL	\$3,154.4	\$856.8	27.2%	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"> - C1045 DU 2 Wilshire/La Brea Station – AFC complete - C1045 DU 5 Tunnels – AFC complete - C1045 DU 6 Systems – 100% complete 			
TEMPORARY PARCELS	4	4	0	<ul style="list-style-type: none"> - C1045 Temporary tunnel ventilation design submittals - C1045 Wilshire/La Brea Station excavation continues - C1045 Wilshire/Fairfax pile installation continues 			
TOTAL PARCELS	19	18	1	<ul style="list-style-type: none"> - SCE to begin cable pulling and splicing work at Wilshire/La Cienega - C1078 Complete site utilities and building foundation 85% design - LADWP Power to complete relocations at Wilshire/Fairfax Station - C1045 Wilshire/Fairfax pile installation switch to south side - C1045 Wilshire/La Brea underdeck utility suspension continues 			



Board Report

File #: 2016-0221, **File Type:** Agreement

Agenda Number: 18.

**CONSTRUCTION COMMITTEE
NOVEMBER 17, 2016**

SUBJECT: WESTSIDE PURPLE LINE EXTENSION PROJECT - SECTION 1

ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO REIMBURSE THE CITY OF BEVERLY HILLS AND TO EXECUTE AN ANNUAL WORK PLAN

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. REIMBURSE the City of Beverly Hills for valid costs incurred to review the design and construction of the Design-Build elements of the Project within the City as provided in the attached excerpt from the draft Memorandum of Agreement (MOA) for design/build construction between Metro and the City; and
- B. EXECUTE the Annual Work Plan for Fiscal Year 2017 with the City of Beverly Hills, in an amount not-to-exceed \$4,859,611, for the **Westside Purple Line Extension - Section 1 C1045 Contract**.

ISSUE

The Metro Board approved an MOA for the Westside Purple Line Extension Project - Section 1 for the Advanced Utility Relocation work in the City of Beverly Hills in October 2014. As stated in that Board Report, Metro staff was to begin to draft and negotiate an agreement with the City of Beverly Hills for the Design-Build elements of the Project that are located within the City of Beverly Hills. As the MOA negotiations have not yet concluded and construction of the Design-Build elements of the Project have begun within the City of Beverly Hills, the attached Reimbursement provisions sets forth the manner in which the City of Beverly Hills will be reimbursed for costs.

The Annual Work Plan process is per the terms of the MOA, which serves as a commitment from Metro for the reimbursement of services to be provided by the City of Beverly Hills.

DISCUSSION

Support of the design and construction of the Wilshire/La Cienega Station by various departments

within the City of Beverly Hills is extremely critical to the success of the Project.

The Reimbursement provisions in the draft MOA describes the cost reimbursement process with the City of Beverly Hills for its permitting process, design reviews, coordination efforts, meeting attendance, inspections, reviewing traffic control and staging requirements, establishing allowable work hours, environmental mitigations and other essential elements

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Funds are included in the FY17 budget under Project 865518 Westside Purple Line Extension Project - Section 1, in Cost Center 8510 (Construction Project Management), and Account No. 50316 (Professional and Technical Services). The approval of the Reimbursement provisions in the draft MOA does not negatively impact the life-of-project budget. Since this is a multi-year project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future years.

Impact to Budget

The sources of funds for the recommended action are Federal 5309 New Starts, Measure R 35% and TIFIA Loan Proceeds. The approved FY17 budget is designated for the Westside Purple Line Extension Project - Section 1 and does not have an impact to operations funding sources. These funds were assumed in the Long Range Transportation Plan for the Westside Purple Line Extension Project. This Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the attached Reimbursement provisions, however if reimbursement is not authorized, the City of Beverly Hills may not issue permits to the C1045 Design-Build Contractor to begin construction of the Wilshire/La Cienega Station. This would potentially delay the Project.

NEXT STEPS

Metro and the City of Beverly Hills staff will continue to work diligently to conclude the negotiations on the MOA and bring the MOA forward for Board approval. After Board approval of the MOA, staff will

begin negotiations with the C1045 Design-Build Contractor and return to the Board requesting execution of a Contract Modification that will reflect the incorporation of the terms of the MOA into the C1045 Contract.

Upon approval and execution of the Annual Work Plan, Metro staff will issue the applicable work orders to the City of Beverly Hills.

ATTACHMENTS

Attachment A - Manner In Which The City Will Be Reimbursed For Costs

Attachment B - FY17 Annual Work Plan for the City of Beverly Hills

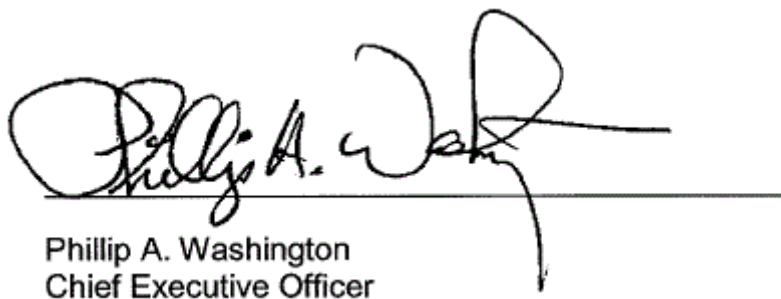
Prepared by:

James Cohen, Deputy Executive Officer, Program Management (323) 900-2114

Rick Wilson, Deputy Executive Officer, Program Control (213) 312-3108

Reviewed by:

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A
Manner In Which The City Will Be Reimbursed For Costs

The LACMTA agrees to reimburse the City in the manner provided by this Agreement for its Costs (Direct and Indirect) for all staff and Consultants performing work associated with the C1045 Contract consistent with this Agreement. Indirect Costs shall be computed based upon the maximum rates allowable under federal and/or state law. Unless the Internal Revenue Service or the California Public Utilities Commission issues regulations or rulings to the contrary, reimbursable Costs will not include taxes purportedly arising or resulting from the LACMTA's payments to the City under this Agreement.

The City agrees to procure, and the LACMTA agrees to reimburse the City for, a third-party Consultant or Consultants who will assist the City in meeting its obligations under this Agreement. The Consultant(s) may include a team of individuals who provide a variety of services on behalf of the City, which, at minimum, shall include the following: 1) coordinating and facilitating plan review/approval and Construction management/observation; 2) observing and approving the installation of City Facilities; and 3) monitoring and enforcing the mitigation control measures provided in the Final Environmental Impact Report, this Agreement and its attachments and exhibits. In order to perform all services at a sufficient level, with the City's approval, the Consultant may hire a sub-consultant or sub-consultants to perform specific services when necessary. The LACMTA shall only reimburse the City for Consultant(s) work that is performed in furtherance of the C1045 Contract.

City staff may oversee, review or comment on the work of the Consultant(s) and the City shall be entitled to reimbursement for such work. The LACMTA agrees to reimburse the City for Direct and Indirect Costs of City staff performing work or providing services associated with the C1045 Contract.

Notwithstanding the other provisions of this Article, LACMTA agrees that it will continue the current reimbursement procedure it has with the City whereby it deposits funds in the amount of \$250,000 into a City account for the City to draw down upon for the work it has performed in conjunction with the obligations set forth in this Agreement so long as the City provides an adequate accounting of its work. The LACMTA shall replenish said fund on a monthly basis so that \$250,000 is available in the City account from month-to-month. This reimbursement practice shall apply up until the annual work plan for the Fiscal Year ending June 30, 2017 is implemented, unless the Parties otherwise agree to continue or discontinue the current reimbursement practice. Upon discontinuance of this reimbursement practice, reimbursement for Costs to the City shall be in accordance with the provisions detailed below in this Article for work covered by an annual work plan for Fiscal Year 2016-17 and all subsequent years.

To assist the LACMTA and the City in estimating the level of service to be provided for work associated with the C1045 Contract which will require work by the City and its Consultant(s) pursuant to this Agreement, the LACMTA and the City will cooperate to develop a mutually agreeable annual work plan for each Fiscal Year starting with Fiscal Year 2016-17 for which such work by the City will be required, in accordance with the following provisions:

- (a) Not later than February 28 of 2016 and each calendar year thereafter during the term of this Agreement, the LACMTA shall provide City with information regarding anticipated C1045 Contract requirements. The LACMTA's provided information shall include a list of each item of work that the LACMTA anticipates to request from the City for the C1045 Contract during the upcoming Fiscal Year and the estimated start and finish dates for the work item that the LACMTA anticipates to request from the City. Within thirty (30) Working Days after receiving the required information from the LACMTA, the City shall submit a preliminary annual work plan to the LACMTA for required work by the City during the upcoming Fiscal Year, which would include an estimated amount of money, via a Form 60 (a copy of which is attached as Exhibit B to this Agreement), that the City will require for reimbursement of work performed and purchase of requested items.
- (b) For each Fiscal Year, following the LACMTA's receipt of the preliminary annual work plans, the City and the LACMTA shall each negotiate in good faith such issues as are necessary in order to attempt to finalize such annual work plans, not later than April 30 prior to the commencement of such Fiscal Year.
- (c) For each Fiscal Year, within sixty (60) Days after the City's submittal to the LACMTA of the final annual work plans agreed upon by the Parties, the LACMTA shall issue to the City a Work Order identifying each item of work the LACMTA anticipates the City will perform through the end of the Fiscal Year, the amount of money the City and the LACMTA estimate that the City will be reimbursed therefore, and the anticipated schedule for performance of such work. For funding purposes, such Work Orders may be made effective as of the estimated work start date for the described activities upon the City's sign-off of the Work Order. The City and the LACMTA acknowledge that, due to the dynamics of the Project and related Construction, such Work Orders will be subject to amendments (including additions, deletions and modifications), and additional Work Orders may be issued throughout the Fiscal Year as deemed appropriate by the Parties and as approved by the LACMTA and the City by signing off the amendment to the Work Order or additional Work Order.

The LACMTA shall issue Work Orders to the City, following the City's submittal of an estimate in the form of a Form 60. Completion of the Form 60 is required by the LACMTA to authorize the performance of all work and the purchase of all materials and equipment required under the terms and conditions of this Agreement. The City and the Consultant(s) may perform any work so authorized. Each Work Order shall specify the work to be performed, including the work by City staff and the City's Consultant described in this Article, and any materials or equipment to be acquired, the amount of money that the City will be reimbursed therefore, and a schedule, including the estimated starting and finishing dates for work so authorized. Work Orders shall include estimated schedules. The City shall not be authorized to do any work, and shall not be paid, credited or reimbursed for Costs or expenses associated with any work, not requested by a Work Order, unless otherwise mutually agreed in writing. The City shall not be required to perform any work not requested by a Work Order or not otherwise to be reimbursed pursuant to

written agreement. The City shall be reimbursed for all Costs for work requested by a Work Order, regardless of whether such Costs exceed the agreed upon estimate.

The City shall submit billings for reimbursement of Costs as soon as practicable. Each billing shall be addressed to the LACMTA Representative, and shall include a certification that the charges identified in such billing were appropriate and necessary to performance of the referenced contract, and have not previously been billed or paid. The LACMTA shall reimburse the City for each submitted billing within sixty (60) Days of receipt.

City shall be reimbursed for all Costs incurred in developing and executing this Agreement and Consultant(s) contracts within sixty (60) Days of the date of this Agreement. City shall be reimbursed for all Costs incurred for work related to preparing and implementing the annual work plans within sixty (60) Days of the approval of the annual work plan by both the LACMTA and the City.

ATTACHMENT B

CONTRACT PRICING PROPOSAL (Professional Services)		LACMTA "FORM 60"	PAGE	
Name of Proposer: City of Beverly Hills		Service to be Furnished Reimbursable services for the City and City Consultants		
Home Office Address 455 N. Rexford Dr. Beverly Hills, CA 90210				
Project/Location(s) Where Work is to be Performed La Cienega Station City of Beverly Hills		Total Amount of Proposal \$4,859,611	Contract No. C1045	
DETAILED DESCRIPTION OF COST ELEMENTS				
	Est. Hours	Rate/ Hour	Est. Cost(\$)	Total Est. Cost
1a. Direct Labor (Specify)				
City Staff (Exhibit 1)	21,579	Various	1,971,696	\$ 1,971,696
1b. Overtime				
Total Direct Labor				\$ 1,971,696
2. Labor Overhead	O.H. (%)	x Base=	Est. Cost(\$)	
	54.50%	1,971,696	1,074,574	
Total Labor Overhead				\$ 1,074,574
3. Travel*			Est. Cost(\$)	
a. Transportation				
b. Per Diem or Subsistence				
Total Travel				\$ -
4. Subcontractors/Subconsultants **			Est. Cost(\$)	
Cordoba Corporation			\$ 1,111,415	
Richards Watson Gershon (City Attorney)			\$ 67,560	
Independent Compliance Monitor (Est.)			\$ 380,000	
BHFD Added Local Emergency Response			\$ 67,280	
Emergency repairs (material and outside vendors)			\$ 100,000	
Total Subcontractors				\$ 1,726,256
Fee on Subcontractors				
5. Other Direct Costs *				\$ 87,085
6. General & Admin. Expenses				
TOTAL ESTIMATED COST				\$ 4,859,611
7. Fee				
TOTAL ESTIMATED COST AND FEE				\$ 4,859,611
* Itemize on "Form 60" - Continuation Page				
** Attach LACMTA "Form 60" for all proposed subcontractors/subconsultants				

ATTACHMENT B

CONTRACT PRICING PROPOSAL (Professional Services) <i>Continuation Page</i>		LACMTA "FORM 60"	PAGE
SUPPORTING SCHEDULE			
ITEM NO.	ITEM DESCRIPTION	Est. Cost (\$)	Total Est. Cost (\$)
Travel:	Parking	\$ 1,000	
Other Direct Costs:			
	Lost parking Revenue	\$ 80,085	
	Community Outreach meetings	\$ 6,000	
		TOTAL	\$ 87,085
Type name and title:		Signature:	
Name of firm:		Date signed:	

EXHIBIT 1
Direct Labor (City Staff Support Services)

DEPARTMENT	TOTAL
ASD-BUDGET/CUSTOMER SERVICE/US	\$ 871.85
ASD-FINANCE/ACCOUNTING/PAYROLL	\$ 56.16
ASD-RISK MANAGEMENT	\$ 782.56
CD-BUILDING & SAFETY	\$ 21,021.93
CD-PLANNING	\$ 13,178.07
CD-TRANSPORTATION	\$ 36,770.88
COMM SVCS-LIBRARY	\$ 2,023.92
COMMUNITY SERVICES	\$ 9,550.59
FIRE DEPARTMENT	\$ 457,618.03
POLICE DEPARTMENT	\$ 821,888.34
POLICY AND MANAGEMENT	\$ 188,965.08
PUBLIC WORKS SERVICES DEPT	\$ 228,446.27
CAPITAL ASSET DEPARTMENT	\$ 190,522.34
TOTAL:	\$ 1,971,696.02

**Board Report**

File #: 2016-0727, **File Type:** Contract**Agenda Number:** 19.

**CONSTRUCTION COMMITTEE
NOVEMBER 17, 2016****SUBJECT: CONSTRUCTION MANAGEMENT FOR RAIL FACILITIES CAPITAL PROGRAM****ACTION: AWARD AND EXECUTE CONTRACT FOR CONSTRUCTION MANAGEMENT
SUPPORT SERVICES****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a three-year cost-plus fixed fee Contract No. PS601830026445 for **Construction Management Support Services for Metro Rail Projects with Destination Enterprises, Inc.** in the amount not to exceed \$3,000,000, inclusive of two one-year options, subject to resolution of protest(s) if any. Destination Enterprises, Inc. is a certified SBE with Metro.

ISSUE

The Los Angeles County Metropolitan Transportation Authority (Metro) requires professional services from a qualified Construction Management Support Services (CMSS) firm to support the design review, construction management, and administration of the construction contracts for various Metro Rail projects to ensure compliance with contract requirements and government regulations.

DISCUSSION

On April 8, 2016, requests for proposals were issued for CMSS services to assist Metro in managing the construction of Rail Facilities Capital Projects. The CMSS Contract is a cost-plus fixed fee contract for a term of three (3) years with two one-year options. If Metro decides to exercise the additional option years in the CMSS contract, rates for the option years will be negotiated prior to the end of the base contract period. Option 1 will be to extend the CMSS services and option 2 will be for contract closeout. This contract was procured as a Small Business Enterprise Set- Aside.

Since the CMSS contract is a cost-plus fixed fee contract, consultant services will be performed using Annual Work Plans (AWP). Each AWP will include negotiated direct labor, overhead rates, general and administrative expenses, fee, and negotiated hours for the level of effort to match the work. The AWP's will be funded from the existing project budgets and take into consideration all information available at the time of planning plus applicable time constraints on the performance of the work.

Metro shall ensure that strict project controls are in place prior to approving each AWP to closely monitor the Consultant's budget and AWP schedules. No funds will be obligated until the AWP is approved against each particular capital project.

The primary role of the CMSS is to provide highly skilled and qualified individuals to assist Metro with Construction Management but also includes other tasks such as the administration of construction contracts. The CMSS staff will be part of a fully integrated Construction Management team working with Metro in the project and field offices.

The CMSS contract will provide some or all of the services for current rail projects, future rail projects and other rail-related capital projects, but not limited to the following listed projects:

- 204072 Metro Blue Line Artwork Renovations
- 204083 LRT Stations Sound Enclosures
- 204089 Bicycle Lockers & Racks for Metro Rail Stations
- 204090 Bicycle Access Improvements - Rail
- 204094 Division 21 Midway Yard Improvements
- 204117 System Wide Elevator Installations
- 204119 PGL South Pasadena Station Northbound Platform ADA Ramp
- 204120 Universal City Station North Entrance Knock-out Panel
- 205055 MGL Emergency Trip System
- 205056 MGL Negative Ground Devices
- 205070 Fiber Optic Main Loop Upgrade
- 205073 Metro Blue Line Yard Signal System
- 205088 Long Beach Bank Upgrade Phase II
- 205092 System Wide Corrosion Protection System Replacement
- 205093 Metro Blue Line Rail Replacement and Booting
- 205103 Platform Track Intrusion Detection System
- 205104 Metro Blue Line Pedestrian Safety Enhancement at Grade Crossing
- 211002 Metro Blue Line Overhead Catenary System Rehabilitation
- 211005 Metro Blue Line Signal System Rehabilitation
- 460090 Bob Hope/Hollywood Way Metro Link Station

Staff estimates that the CMSS for the Metro Rail Projects will be required beginning approximately in the Fall of 2016, immediately after award of the contract.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for this contract is included in cost center 8510, Construction Procurement, under various Rail Facility Capital project numbers. AWP's under this contract will be funded within the life-of-project (LOP) budgets for each individual capital project. As such, approval of this action will not

increase the LOP budgets of any individual capital projects. Since this is a multi-year contract, respective project managers, the Cost Center Manager and Chief Program Management Officer will be accountable for budgeting the contract cost in future years, including any options exercised.

Impact to Budget

The funding for this action comes from various approved Rail Facility Capital Project budgets, which are funded by various sources including Federal 5307, TDA 4, Proposition A and Proposition C. The funds have been specifically set aside for these uses as part of the Capital Program. Approval of this action will not impact the bus and rail operating budget.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation. Staff does not recommend this alternative, as rejection will require an extensive hiring effort to provide permanent staff to fill the required positions, several of which anticipated to be temporary. This would not be cost effective and could cause delays, since many of the CMSS staff are only required on a periodic basis for peak workloads and specific tasks over the life of the project.

NEXT STEPS

After Board approval of this CMSS Contract, the Contracting Officer will award the contract in accordance with Metro Procurement Policies and Procedures.

ATTACHMENTS

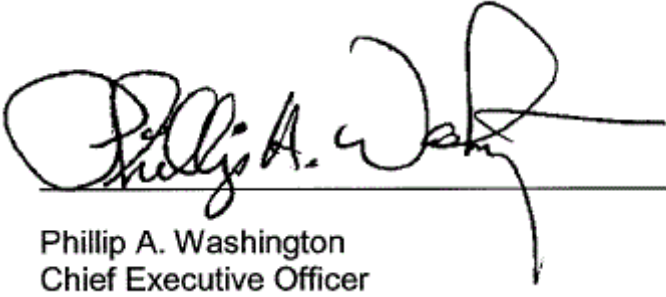
Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:

James Gleig, Deputy Executive Officer, Construction Management, (213) 922-7453
Timothy P. Lindholm, Executive Officer, Capital Projects, (213) 922-7297

Reviewed by:

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Richard Clarke, Chief Program Management Officer (213) 922-7447



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONSTRUCTION MANAGEMENT FOR RAIL FACILITIES CAPITAL PROGRAM/
PS601800026445

1.	Contract Number: PS601830026445	
2.	Recommended Vendor: Destination Enterprises	
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: April 8, 2016	
	B. Advertised/Publicized: April 8, 2016	
	C. Pre-proposal/Pre-Bid Conference: April 18, 2016	
	D. Proposals/Bids Due: May 12, 2016	
	E. Pre-Qualification Completed: September 6, 2016	
	F. Conflict of Interest Form Submitted to Ethics: October 18, 2016	
	G. Protest Period End Date: Fifteen Calendar Days after Notification of Intent to Award	
5.	Solicitations Picked up/Downloaded: 132	Bids/Proposals Received: 11
6.	Contract Administrator: Josie Mellen	Telephone Number: 213-922-1105
7.	Project Manager: James Gleig	Telephone Number: 213-922-7453

A. Procurement Background

This Board Action is to approve Contract No.: PS601830026445 issued in support of. Contract Management Services (CMSS) related to Rail projects. The scope of the contract is to support design reviews, construction management and administration to ensure the construction of various projects are administered and completed in compliance with contract requirements and government regulations. Board approval of contract awards are subject to resolution of all properly submitted protests.

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee. One amendment was issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on April 22, 2016 which extended the proposal due date and sent out the pre-proposal documents.

A total of eleven proposals were received on May 12, 2016. The procurement was designated as a Small Business Prime set-aside solicitation, meeting the threshold requirements for Metro's certified SBE vendor registration program. Each of the firms were Metro certified in one or more of the following North American Industry Classification System (NAICS) codes: 236220, 541330, 541618 or 541618. Metro held a pre-proposal conference on April 18, 2016, in the Gateway conference room on the third floor of the Gateway Building. There were seventy-seven firms that signed in at the pre-proposal conference. One hundred thirty-two registered plan

holders downloaded the RFP package. The Questions and Answers were emailed to all Planholders on May 4, 2016.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff members from Metro's Construction Management and Facilities Engineering Operations departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- EXPERIENCE & CAPABILITIES OF FIRMS ON THE CMSS' TEAM 20%
- STAFF SKILLS AND EXPERIENCE 50 %
- MANAGEMENT PLAN AND CONTROL 30%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) solicitations. Several factors were considered when developing these weights, giving the greatest importance to the staffing.

This is an A&E, qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

On August 9, 2016, the scoring of the written proposals was completed, and resulted in three proposers with-in the competitive range. The three firms within the competitive range are listed below in alphabetical order:

1. Destination
2. Ramos
3. Safe Work

Eight firms were determined to be outside the competitive range and were not included for further consideration.

The PET invited the three proposers to oral presentations on August 26, 2016. Each of the firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

The final scoring included evaluation of written proposals supported by oral presentations from the proposers' proposed key personnel.

Qualifications Summary of Recommended Firm:

The evaluation performed by the PET, in accordance with RFP defined criteria, determined Destination as the most qualified firm to provide Construction Management Support Service. After the PET recommendation was approved by the EO, V/CM. Destination’s cost proposal was opened; a cost analysis was performed along with a request for an audit, and negotiations.

Destination provides relevant rail experience working on METRO projects such as Regional Connector, Division 14 facility (EXPO Light Rail Phase II), and Division 9. Relevant report samples were submitted such as CM monthly construction progress report, safety plan and the management plan. A detailed presentation of the project status of the proposed 32 projects with staffing projections was submitted which demonstrated a clear understanding of the proposed project’s scope of work.

Destination demonstrated they are well-skilled in providing the scope of services at the level required by this contract, and has the capabilities to provide staffing for task order assignments that may be issued under this contract. Therefore, the PET recommends Destination as the most qualified firm according to the evaluation criteria.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Destination				
3	Experience and Capabilities of Firms of the CMSS Team	82.50	20.00%	16.50	
4	Staff Skills and Experience	77.00	50.00%	38.86	
5	Management Plan and Control	80.00	30.00%	24.00	
6	Total		100.00%	79.36	1
7	Ramos				
8	Experience and Capabilities of Firms of the CMSS Team	84.50	20.00%	16.90	
9	Staff Skills and Experience	78.30	50.00%	39.16	
10	Management Plan and Control	59.70	30.00%	17.93	
11	Total		100.00%	74.00	2
12	Safe Work				
13	Experience and Capabilities of Firms of the CMSS Team	77.5	20.00%	15.5	
14	Staff Skills and Experience	70.00	50.00%	35.03	
15	Management Plan and Control	58.10	30.00%	17.43	
16	Total		100.00%	67.96	3

C. Cost/Price Analysis

The cost analysis included verification of the certified payroll records of each proposed direct labor classification, and examination of labor rates on a previous contract No. PS 100800-2642, Metro Rail Facilities Construction Management Consultant. Metro has negotiated fixed billing rates for direct labor and provisional overhead rates. The pricing for each Task Order will use the Contract defined fixed direct labor rates, provisional overhead rates plus the negotiated fixed fee factor to establish a lump sum price, a cost-plus-fixed-fee amount.

An audit request will be submitted to Metro Management Audit Services (MASD) to perform an audit of the provisional overhead rates. In order to prevent any unnecessary delay in contract award, provisional rates have been established subject to retroactive adjustments. In accordance with FTA Circular 4220.1.F, if an audit has been performed by any other cognizant Federal or State government agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

A fair and reasonable price for all future Task Orders will be determined based upon a cost analysis, technical evaluation, fact finding, and negotiations, before issuing work to the Consultant.

Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
Destination Enterprises			
FY 17 – FY19	\$5,632,671 ⁽³⁾	\$2,985,035⁽²⁾	\$3,000,000⁽¹⁾
Total Contract	\$3,000,000 ⁽³⁾	\$2,985,035	N/A

(1) The amount of \$3,000,000 is the negotiated amount for the 36-month period of FY17 through FY19. Future work will be funded on an annual basis.

(2) Metro's ICE is for the period FY17 through FY19

(3) Proposal amount includes Scope of Services not yet identified.

D. Background on Recommended Contractor

The recommended firm, Destination Enterprises, located in Culver City, California, has been in business for eleven years and is a leader in the construction management field. Destination has provided construction management services for several Metro owned transit operations and maintenance facilities of similar size, scope and cost. This includes Division 14 Operations & Maintenance facility for the Expo Light Rail. The Project Manager along with the proposed key personnel presented a thorough understanding of Metro's scope of work and requirements. This team would be able to start immediately and efficiently without much of a learning curve.

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES – RAIL PROJECTS
CONTRACT PS601800026445**

A. Small Business Participation

Effective June 2, 2014, per Metro’s Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro’s website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Destination Enterprises, an SBE Prime, has committed to perform 56% of the work with its own workforce. The prime listed two (2) major firms, Arcadis US, Inc., and Capital, GCS as non-SBE subcontractors on this project.

	SBE Firm Name	NAICS	SBE % Committed
1.	Destination Enterprises	236220 - Commercial & Institutional Building Construction (Construction Management)	56%
	Total Commitment:		56%

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.

C. 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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0829, File Type: Contract

Agenda Number: 21.

CONSTRUCTION COMMITTEE NOVEMBER 17, 2016

SUBJECT: WESTSIDE PURPLE LINE EXTENSION PROJECT - SECTION 1

ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE AN ANNUAL PLAN

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an **annual work plan for Fiscal Year 2017 with the City of Beverly Hills, in an amount not-to-exceed \$1,003,442, for the Westside Purple Line Extension Project - Section 1.**

ISSUE

In October 2014, the Board authorized the CEO to execute the Memorandum of Agreement (MOA) in the form that had been approved by the Beverly Hills City Council for the advanced utility relocations construction phase to accommodate the future construction of the Wilshire/La Cienega Station. The annual work plan, a process identified within the Board approved MOA, serves as a commitment from Metro for the reimbursement of services to be provided by the City of Beverly Hills.

DISCUSSION

This action will provide funding for the City of Beverly Hills continued participation in the Project. A description of the services being provided and the identification of each of the respective City departments, as well as an overall breakout of costs have been included within Attachment A. Overall, the work includes review of plans and construction activities as they relate to City streets, facilities and services.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Funds are included in the FY17 budget under Project 865518 Westside Purple Line Extension Project - Section 1, in Cost Center 8510 (Construction Project Management), and Account No. 50316 (Professional and Technical Services). Since this is a multi-year project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future years.

Impact to Budget

The sources of funds for the recommended action are Federal 5309 New Starts, Measure R 35% and TIFIA Loan Proceeds. The approved FY17 budget is designated for the Westside Purple Line Extension Project - Section 1 and does not have an impact to operations funding sources. These funds were assumed in the Long Range Transportation Plan for the Westside Purple Line Extension Project. This Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this action. This is not recommended because without an annual work plan, the City of Beverly Hills will have no funding sources to support the Project and it would have the potential to delay the Project.

NEXT STEPS

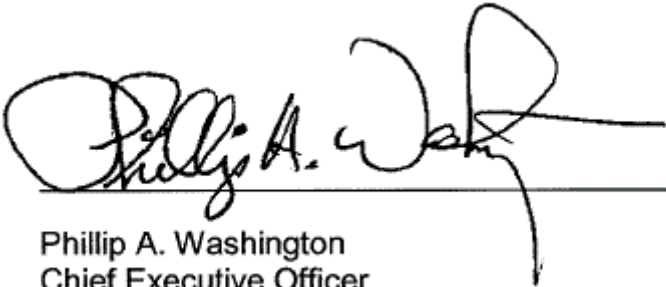
Upon Board approval and execution of the annual work plan, Metro staff will issue the applicable work orders to the City of Beverly Hills.

ATTACHMENTS

Attachment A - FY17 Annual Work Plan for the City of Beverly Hills

Prepared by: Eduardo Cervantes, Senior Director (213) 922-7255
James Cohen, Deputy Executive Officer (323) 900-2114

Reviewed by: Richard Clarke, Chief Program Management Officer; 213-922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

CONTRACT PRICING PROPOSAL (Professional Services)		LACMTA "FORM 60"	PAGE	
Name of Proposer: City of Beverly Hills		Service to be Furnished		
Home Office Address 455 N. Rexford Dr. Beverly Hills, CA 90210		Reimbursable services for the City and City Consultants per Article XI of the approved MOA between LACMTA and City of Beverly Hills		
Project/Location(s) Where Work is to be Performed Advanced Utility Relocation City of Beverly Hills		Total Amount of Proposal \$1,003,442	Contract No. C1056	
DETAILED DESCRIPTION OF COST ELEMENTS				
	Est. Hours	Rate/ Hour	Est. Cost(\$)	Total Est. Cost
1a. Direct Labor (Specify)				
City Staff (Exhibit 1)	3,198	Various	310,253	\$ 310,253
1b. Overtime				
Total Direct Labor				\$ 310,253
2. Labor Overhead	O.H. (%)	x Base=	Est. Cost(\$)	
	54.50%	310,253	169,088	
Total Labor Overhead				\$ 169,088
3. Travel*			Est. Cost(\$)	
a. Transportation				
b. Per Diem or Subsistence				
Total Travel				\$ -
4. Subcontractors/Subconsultants **			Est. Cost(\$)	
Cordoba Corporation			\$ 244,100	
Richards Watson Gershon (City Attorney)			\$ 11,260	
Environmental Science Associates			\$ 208,361	
Emergency repairs (material and outside vendors)			\$ 30,000	
Total Subcontractors				\$ 493,721
Fee on Subcontractors				
5. Other Direct Costs *				\$ 30,380
6. General & Admin. Expenses				
TOTAL ESTIMATED COST				\$ 1,003,442
7. Fee				
TOTAL ESTIMATED COST AND FEE				\$ 1,003,442
* Itemize on "Form 60" - Continuation Page				
** Attach LACMTA "Form 60" for all proposed subcontractors/subconsultants				

ATTACHMENT A

CONTRACT PRICING PROPOSAL (Professional Services) <i>Continuation Page</i>		LACMTA "FORM 60"	PAGE
SUPPORTING SCHEDULE			
ITEM NO.	ITEM DESCRIPTION	Est. Cost (\$)	Total Est. Cost (\$)
Travel:			
Other Direct Costs:			
	Lost parking Revenue	\$ 30,380	
		TOTAL	\$ 30,380
Type name and title:		Signature:	
Name of firm:		Date signed:	

EXHIBIT 1
Direct Labor (City Staff Support Services)

DEPARTMENT	TOTAL
ASD-BUDGET/CUSTOMER SERVICE/US	\$ 871.85
ASD-FINANCE/ACCOUNTING/PAYROLL	\$ 56.16
ASD-RISK MANAGEMENT	\$ 782.56
CD-BUILDING & SAFETY	\$ 3,892.85
CD-PLANNING	\$ 7,814.96
CD-TRANSPORTATION	\$ 10,839.78
COMM SVCS-LIBRARY	\$ 2,023.92
COMMUNITY SERVICES	\$ 4,240.72
FIRE DEPARTMENT	\$ 23,529.29
POLICE DEPARTMENT	\$ 61,295.19
POLICY AND MANAGEMENT	\$ 39,083.51
PUBLIC WORKS SERVICES DEPT	\$ 80,426.29
CAPITAL ASSET DEPARTMENT	\$ 75,395.83
TOTAL:	\$ 310,252.91



Board Report

File #: 2016-0830, **File Type:** Contract

Agenda Number: 22.

**CONSTRUCTION COMMITTEE
NOVEMBER 17, 2016**

SUBJECT: WESTSIDE PURPLE LINE EXTENSION PROJECT - SECTION 2

ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO EXECUTE AN ANNUAL WORK PLAN

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an **annual work plan for Fiscal Year 2017 with the City of Beverly Hills, in an amount not-to-exceed \$3,599,718, for the Westside Purple Line Extension Project - Section 2.**

ISSUE

In September 2016, the Board authorized the CEO to execute the Preliminary Engineering Reimbursement Agreement (PERA) in the form that had been approved by the Beverly Hills City Council for preliminary engineering and the advanced utility relocations construction phase to accommodate the future construction of the Wilshire/Rodeo Station. The annual work plan, a process identified within the Board approved PERA, serves as a commitment from Metro for the reimbursement of services to be provided by the City of Beverly Hills.

DISCUSSION

This action will provide funding for the City of Beverly Hills continued participation in the Project. A description of the services being provided and the identification of each of the respective City departments, as well as an overall breakout of costs have been included within Attachment A. The work includes design reviews and oversight of any construction impacting the City's streets, facilities and services by various departments within the City.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Funds are included in the FY17 budget under Project 865522 Westside Purple Line Extension Project - Section 2, in Cost Center 8510 (Construction Project Management), and Account No. 50316 (Professional and Technical Services). Since this is a multi-year project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future years.

Impact to Budget

The sources of funds for the recommended action are Federal 5309 New Starts, CMAQ, Measure R 35% and TIFIA Loan Proceeds. The approved FY17 budget is designated for the Westside Purple Line Extension Project - Section 2 and does not have an impact to operations funding sources. These funds were assumed in the Long Range Transportation Plan for the Westside Purple Line Extension Project. This Project is not eligible for Propositions A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this action. This is not recommended because without an annual work plan, the City of Beverly Hills will have no funding sources to support the Project and it would have the potential to delay the Project.

NEXT STEPS

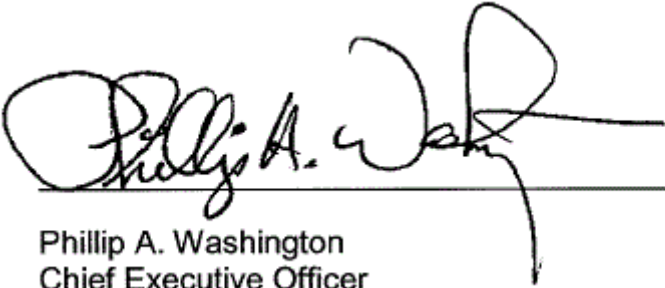
Upon Board approval and execution of the annual work plan, Metro staff will issue the applicable work orders to the City of Beverly Hills.

ATTACHMENTS

Attachment A - FY17 Annual Work Plan for the City of Beverly Hills

Prepared by: Eduardo Cervantes, Senior Director (213) 922-7255
Michael McKenna, Deputy Executive Officer (213) 312-3132

Reviewed by: Richard Clarke, Chief Program Management Officer; 213-922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

CONTRACT PRICING PROPOSAL (Professional Services)		LACMTA "FORM 60"	PAGE	
Name of Proposer: City of Beverly Hills		Service to be Furnished Reimbursable services for the City and City Consultants		
Home Office Address 455 N. Rexford Dr. Beverly Hills, CA 90210				
Project/Location(s) Where Work is to be Performed Wilshire/Rodeo Station City of Beverly Hills		Total Amount of Proposal \$3,599,717	Contract No. C1120	
DETAILED DESCRIPTION OF COST ELEMENTS				
	Est. Hours	Rate/ Hour	Est. Cost(\$)	Total Est. Cost
1a. Direct Labor (Specify)				
City Staff (Exhibit 1)	18,217	Various	1,361,168	\$ 1,361,168
1b. Overtime				
Total Direct Labor				\$ 1,361,168
2. Labor Overhead	O.H. (%)	x Base=	Est. Cost(\$)	
	54.50%	1,361,168	741,836	
Total Labor Overhead				\$ 741,836
3. Travel*			Est. Cost(\$)	
a. Transportation				
b. Per Diem or Subsistence				
Total Travel				\$ -
4. Subcontractors/Subconsultants **			Est. Cost(\$)	
Cordoba Corporation			\$ 761,494	
Richards Watson Gershon (City Attorney)			\$ 146,380	
Independent Compliance Monitor (Est.)			\$ 456,000	
Emergency repairs (material and outside vendors)			\$ 50,000	
Total Subcontractors				\$ 1,413,874
Fee on Subcontractors				
5. Other Direct Costs *				\$ 82,840
6. General & Admin. Expenses				
TOTAL ESTIMATED COST				\$ 3,599,718
7. Fee				
TOTAL ESTIMATED COST AND FEE				\$ 3,599,718
* Itemize on "Form 60" - Continuation Page				
** Attach LACMTA "Form 60" for all proposed subcontractors/subconsultants				

ATTACHMENT A

CONTRACT PRICING PROPOSAL (Professional Services) <i>Continuation Page</i>		LACMTA "FORM 60"	PAGE
SUPPORTING SCHEDULE			
ITEM NO.	ITEM DESCRIPTION	Est. Cost (\$)	Total Est. Cost (\$)
Travel:	Parking	\$ 1,000	
Other Direct Costs:			
	Lost Parking Revenue	\$ 75,840	
	Community Outreach meetings	\$ 6,000	
TOTAL			\$ 82,840
Type name and title:		Signature:	
Name of firm:		Date signed:	

EXHIBIT 1**Direct Labor (City Staff Support Services)**

DEPARTMENT			TOTAL
ASD-BUDGET/CUSTOMER SERVICE/UB			\$ 871.85
ASD-FINANCE/ACCOUNTING/PAYROLL			\$ 56.16
ASD-RISK MANAGEMENT			\$ 782.56
CD-BUILDING & SAFETY			\$ 25,383.74
CD-PLANNING			\$ 13,178.31
CD-TRANSPORTATION			\$ 35,546.75
COMM SVCS-LIBRARY			\$ 2,023.92
COMMUNITY SERVICES			\$ 11,320.54
FIRE DEPARTMENT			\$ 79,807.92
POLICE DEPARTMENT			\$ 670,324.07
POLICY AND MANAGEMENT			\$ 160,611.13
PUBLIC WORKS SERVICES DEPT			\$ 171,152.50
CAPITAL ASSET DEPARTMENT			\$ 190,108.16
Total:			
TOTAL:			\$ 1,361,167.61



File #: 2016-0878, File Type: Contract

Agenda Number: 23.

REVISED
CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 17, 2016

SUBJECT: METRO PILOT BUSINESS INTERRUPTION FUND (BIF)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to:

1. EXECUTE Modification No. 3 to Contract No. PS69403444 with **Pacific Coast Regional Small Business Development Corporation (PCR) to support the increased level of effort and resources for the remaining two years of the professional services contract and continuation of services to eligible “mom and pop” businesses directly impacted by the unprecedented full street closure along 2nd & Broadway segment of the Regional Connector** in the amount of \$297,616 increasing the total firm fixed contract value from \$1,965,090 to \$2,262,706;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS69403444 in the amount of ~~\$400~~500,000 increasing the total CMA amount from \$180,000 to \$2680,000 to support ~~potential~~ additional services related to BIF fund administration inclusive of the expansion of the BIF to directly impacted and qualifying “mom and pop” businesses along the Purple Line Extension Phase 2; and

B. RECEIVING AND FILING the quarterly status report of Metro’s Pilot Business Interruption Fund (BIF).

DUPONT-WALKER AMENDMENT to expand the Pilot Business Interruption Fund to include small businesses that may be interrupted along the Purple Line Extension Phase 2.

ISSUE

In November 2014, the Board of Directors approved the contract with PCR to serve as the fund administrator for Metro's pilot BIF which provides financial assistance to small "mom and pop" businesses directly impacted by transit rail construction along the Crenshaw/LAX transit line, Phase I of the Purple Line Extension and the Little Tokyo area of the Regional Connector Transit Project. In December 2015, the Board approved the expansion of the BIF to include eligible small "mom and pop" businesses directly impacted by unprecedented full street closures with a duration greater than 6 continuous months such as the planned work at the 2nd & Broadway segment of the Regional Connector.

Immediately proceeding the authorization to extend the BIF to directly impacted and qualifying "mom and pop" businesses within the 2nd & Broadway segment of Regional Connector, Metro executed Modification No. 1 that included additional tasks for PCR to provide BIF fund administration services for small businesses directly impacted by the unprecedented full street closure. The full street closure of 2nd & Broadway extended beyond the projected term for an actual completion date in October 2016. In accordance to Metro's BIF Administrative Guidelines businesses have 180 calendar days from the end of the quarter of direct impact to submit a BIF application. Therefore, Board authorization is necessary to support the continuation of the BIF administration services along 2nd & Broadway segment of Regional Connector through June 2017.

In addition, as Metro's contracted fund administrator continues to advance efforts for the implementation of the pilot program, the actual level of effort required for implementation of the program has been captured. Based on the demonstrated level of effort required for ongoing direct outreach, financial analysis and processing of BIF applications from submission to completion and grant award, Modification No. 3 is necessary to support the level of effort and resources for the remaining two years of the professional services contract.

DISCUSSION

During the past quarter, Metro staff and PCR continue to advance efforts for implementation of the historic pilot program. The BIF continues to achieve program milestones and successes in keeping with the objective of supporting "mom and pop" businesses ability to thrive throughout and post construction of transit rail mega projects and experience growth opportunities associated with new transit rail services. As of October 2016 Metro has awarded 283 BIF grants exceeding the total amount of \$5.4 million to directly impacted small businesses of which 90% have remained in operations six months post grant award and 94% one year post grant award. In addition, Metro has helped sustain more than 700 jobs in the business communities through the award of BIF grants to more than 100 "mom and pop" businesses along the Crenshaw/LAX line, the Little Tokyo area and 2nd & Broadway segment of Regional Connector including Phase I of the Purple Line Extension.

A. Performance and Utilization

In effort to ensure the pilot program is prudent yet provides a seamless process for applicants, Metro and PCR continue to implement a hands-on approach that provides "mom and pop" businesses access to program information through Metro hosted BIF workshops; an interactive on-line application; direct one-on-one consultation with an assigned BIF Business Advisor; and/or on-site

client appointments at either the business location, Metro’s Crenshaw/LAX Business Solution Center, Metro’s Little Tokyo Community Relations Office and/or the Little Tokyo Small Business Center co-located at Metro’s Community Relations office.

Following is a high level summary of BIF grant application quarterly metrics through CY16 Q3:

- > Total number of BIF applications received: 451
- > Total number of BIF applications approved: 269
- > Total number of BIF applications not eligible 76
- > Total number of BIF applications denied: 2
- > Total percent of BIF grants approved: 71.1%
- > Total value of BIF grants approved/awarded: \$5,205,347.98

Following is a summary of the BIF quarterly Measures of Effectiveness through CY16 Q3:

Measure of Effectiveness		Goal	Actual
1	Number of businesses referred to support services post grant award	75%	100%
2	Number of completed applications processed within 9 business days	100%	95%
3	Client satisfaction rating (via survey): <= 30 days after grant award	100%	82%
4	*Number of businesses remaining in business 6 months post grant award	100%	90%
	*Number of businesses remaining in business 12 months post grant award	100%	94%

* Post grant award data reflects 56 businesses that have remained in business 6 months post grant award and 107 businesses that have remained in business 12 months post grant award.

Additional program metrics and quarterly reports can be viewed at metro.net/bif.

B. Small Business Outreach

In the course of performing oversight and monitoring of the BIF, Metro staff continues to assess lessons learned and the overall performance of the pilot program.

Recurring themes, observations and areas of focus include:

- Direct (proactive) outreach and canvassing continue to be the most effective means to contact small “mom and pop” businesses in effort to provide information and resources on Metro’s BIF.
- The directly impacted small business community has become more receptive to Metro and PCR in light of the BIF program success in granting awards to diverse community of businesses.
- Opposition and/or challenge to the BIF in response to the eligibility requirements for

businesses to demonstrate direct impact to Metro construction (businesses located immediately adjacent to the rail corridor and directly affected by Metro construction). Metro staff continues to spearhead strategic initiatives to counter opposition to the program while demonstrating the importance to maintain adherence to the guidelines and sustain the pilot program.

In response, the following activities are ongoing and/or have been implemented.

- Metro and PCR continues to advance coordinated outreach and communication activities and strategies to reach businesses in each of the transit rail corridors.
- PCR will continue direct canvassing and continue to provide hands-on support and guidance to business owners.
- Metro and PCR program staff have participated in more than 80 community and/or construction meetings.
- Metro has hosted 33 BIF workshops throughout each of the transit project areas and small business communities.
- Metro staff launched a new BIF webpage as an opportunity to promote transparency, share latest news and program stats including highlighting the BIF's community footprint through the shared experiences from small business grantees. The webpage can be viewed metro.net/bif.
- Metro staff launched a new quarterly BIF e-newsletter for distribution to various stakeholders and constituents.

Moreover, in effort to uphold Metro's commitment to being a trusted community builder, partner and stakeholder, Metro staff will continue to assess the performance of the pilot program with the objective of supporting directly impacted businesses' ability to sustain throughout the construction period.

DETERMINATION OF SAFETY IMPACT

There is no impact to the safety of Metro's customers or employees.

FINANCIAL IMPACT

Metro staff previously identified Measure R Admin funds as the most suitable funding source to support the professional services for the implementation and administration of the BIF. Therefore, Metro will continue to fund the BIF's professional services contract for the remaining two-year activities for the total authorized amount.

The FY17 budget includes \$337,214 for the professional services contract in cost center 0691. The Office of Management and Budget (OMB) has identified available Measure R Admin funds to support funding Modification 3 in the amount of \$297,616 for the continuation of services related to the 2nd & Broadway segment of Regional Connector in the amount of \$83,229; and the fund balance supports the increase in services for a portion of year 3 through June 30, 2017. The Measure R Admin funds have been re-appropriated in Cost Center 0691 Non-Departmental Procurement; Project Number 100055, Project Name - Admin-Measure R; Task No. 06.02.

Since this is a multi-year contract, Vendor/Contract Management will be responsible for budgeting funds for FY17, FY18 and FY19 in Cost Center 0691 Non-Departmental Procurement; Project Number 100055, Project Name - Admin-Measure R; Task No. 06.02.

Impact to Budget

The source of funds for the professional services is Measure R Admin, which does not impact bus and rail operations.

ALTERNATIVES CONSIDERED

The Board could either not authorize or authorize a lower amount for Modification No. 3; however staff is not recommending this alternative because it will affect Metro's ability to allocate the adjusted level of resources to support the ongoing implementation of the pilot BIF at the necessary level of effort to provide support to the "mom and pop" businesses applying for the BIF.

NEXT STEPS

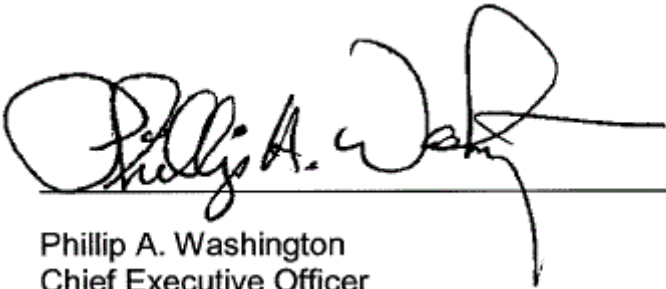
Upon Board approval, staff will execute Modification No. 3 to Contract No. PS69403444. In compliance with Board Motion 57 dated September 18, 2014, Metro staff will continue to provide reports to the Board of Directors on the status of the BIF.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - Motion 57
- Attachment D - DEOD Summary

Prepared by: Shalonda Baldwin, Deputy Executive Officer of Project Management,
Vendor/Contract Management, (213) 922-4488

Reviewed by: Debra Avila, Chief, Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO PILOT BUSINESS INTERRUPTION FUND/PS69403444

1.	Contract Number: PS69403444		
2.	Contractor: Pacific Coast Regional Small Business Development Corporation		
3.	Mod. Work Description: Provide increase level of effort and resources for the remaining two years of the professional services contract and continuation of the services to eligible “mom and pop” businesses directly impacted by the full street closure along 2nd & Broadway segment of the Regional Connector.		
4.	Contract Work Description: Business Interruption Fund Administration Services		
5.	The following data is current as of: 11/2/16		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	11/13/14	Contract Award Amount: \$1,800,000
	Notice to Proceed (NTP):	12/04/14	Total of Modifications Approved: \$165,090
	Original Complete Date:	12/03/18	Pending Modifications (including this action): \$297,616
	Current Est. Complete Date:	12/03/18	Current Contract Value (with this action): \$2,262,706
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Shalonda Baldwin		Telephone Number: (213) 922-4488

A. Procurement Background

This Board Action is to approve Modification No. 3 to Contract No. PS69403444 to support the increased level of effort and resources for the remaining two years of the contract and services to eligible “mom and pop” businesses directly impacted by the full street closure along 2nd & Broadway segment of the Regional Connector. This Modification enables the Contractor to process additional Business Interruption Fund (BIF) applications and extends the services for the 2nd & Broadway segment of Regional Connector transit rail project due to construction delays.

This Contract Modification will be processed in accordance with Metro’s Acquisition Policy and the contract type is firm fixed price. All other terms and conditions remain in effect.

On November 13, 2014, Contract No. PS69403444 was awarded to Pacific Coast Regional Small Business Development Corporation in the firm fixed price of \$1,800,000 (inclusive of two, one-year options) for professional services to serve as the fund administrator to implement strategies that provide access to financial assistance for eligible impacted mom and pop businesses along the Crenshaw Line,

the Little Tokyo area along the Regional Connector and Phase I of the Purple Line extension.

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 a cost analysis and technical analysis. All direct labor rates and fee remain unchanged from the original contract.

Proposed Increase	Metro ICE	Negotiated Amount
\$297,616	\$315,775	\$297,616

ATTACHMENT B

**CONTRACT MODIFICATION/CHANGE ORDER LOG
BUSINESS INTERRUPTION FUND/PS69403444**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Support the expansion of the Business Interruption Fund (BIF) to include “mom and pop” businesses directly impacted by construction activity along the 2nd & Broadway segment of Regional Connector transit rail project.	Approved	12/29/15	\$165,090
2	No cost administrative changes.	Approved	09/26/16	\$0
3	Increase level of effort and resources for the remaining term of the contract and services to eligible « mom and pop » businesses directly impacted by the full street closure along the 2 nd & Broadway segment of the Regional Connector.	Pending	Pending	\$297,616
	Modification Total:			\$462,706
	Original Contract:			\$1,800,000
	Total:			\$2,262,706

Amendment to Item 57

Motion by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti

Business Interruption Fund

September 18, 2014

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

1. Establish a pilot program for a special **Business Interruption Fund** for mom and pop businesses located along the Crenshaw Line, within the Little Tokyo area along the Regional Connector, **and Phase I of the Purple Line Extension** immediately.

2. Define mom and pop businesses as those **meeting the following criteria:**
 - a. Having 25 employees or fewer;
 - b. **A minimal operational history of two years;**
 - c. **Being in good standing with local, state and federal tax requirements; and**
 - d. **Able to produce financial records (i.e. gross receipts, business license information, pay roll taxes and other pertinent financial information) demonstrating the loss of business revenue directly related to the period of construction disruption.**

3. Conduct a baseline survey of all businesses within the project areas.

4. Identify and designate \$10,000,000 of Metro funds annually to be used for the implementation of the Business Interruption Fund. Funds shall be distributed through the project's administration and/or respective Business Solution Center.
5. Each business should be eligible for a maximum of \$50,000 annually, not to exceed 60 percent of their annual business revenue loss.
6. Participation in the program would release MTA and the general contractor from further liability claims for business loss unrelated to specific incidents of damage and would be voluntary.
7. Direct the Chief Executive Officer to work with Los Angeles County and local cities to seek all appropriate legislation that would temporarily reduce or waive taxes and fees imposed on impacted businesses during transit-related construction activities and work with the Los Angeles County Assessor's Office to immediately initiate outreach activities to businesses impacted by transit-related construction activities in order to inform them of the Assessor's Office Proposition 8/Decline-in-Value Review process.
8. Report back to Construction Committee monthly, beginning in October, with an implementation plan and report back to the Board of Directors in September 2015 with an evaluation of the program including utilization levels and recommendations for program modification.

DEOD SUMMARY

BUSINESS INTERRUPTION FUND/PS69403444

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a small business goal for this sole source contract. Services will be performed by Pacific Coast Regional Small Business Development Corporation.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2016-0731, File Type: Project

Agenda Number: 53

PLANNING AND PROGRAMMING COMMITTEE

NOVEMBER 16, 2016

CONSTRUCTION COMMITTEE

NOVEMBER 17, 2016

SUBJECT: AIRPORT METRO CONNECTOR 96TH STREET TRANSIT STATION PROJECT

ACTION: CERTIFY FINAL ENVIRONMENTAL IMPACT REPORT AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the **Airport Metro Connector (AMC) 96th Street Transit Station Project** which will add a new Metro rail station to the Crenshaw/LAX Line at 96th Street;
- B. CERTIFYING the Final Environmental Impact Report (Final EIR). Attachment A contains the Project Overview. The Final EIR is available upon request or at www.metro.net/projects/lax-extension <<http://www.metro.net/projects/lax-extension>>;
- C. ADOPTING the:
 - 1. Mitigation Monitoring and Reporting Plan (MMRP) (Attachment B); and
 - 2. Findings of Fact (Attachment C)
- D. AUTHORIZING the Chief Executive Officer (CEO) to file the Notice of Determination (NOD) (Attachment D) with the Los Angeles County Clerk and State of California Clearinghouse; and
- E. RECEIVING AND FILING the quarterly project status report including architectural and engineering design services and coordination with the Los Angeles World Airports (LAWA) and the Crenshaw/LAX Project, as directed by the Metro Board in July 2014 (Attachment E).

ISSUE

Metro staff coordinated extensively with the Crenshaw/LAX and Southwestern Yard projects as well as LAWA's Landside Access Modernization Program (LAMP) in preparing the EIR for the Project. The

Project will provide an improved connection between the regional transit system and LAX as well as the surrounding area. With Metro as the lead agency, the Metro Board must approve the Project and certify the Final EIR; adopt the MMRP and Findings of Fact; and authorize the CEO to file the NOD. The Project is one of the 12 transit projects in Measure R and is included in Measure M on the November 8th ballot.

The Board is also being requested to receive and file the quarterly status report on the Project including updates on the architectural and engineering design services and coordination with the LAWA and the Crenshaw/LAX Project.

DISCUSSION

Background

The California Environmental Quality Act (CEQA) requires that the lead agency balance, as applicable, the economic, social, technological, and other benefits of the project against its unavoidable impacts when considering project approval. CEQA Guidelines Section 15091(a) states that if the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse effects, those effects may be considered acceptable. The Final EIR determined that the Project would not cause any significant unavoidable impacts. The one potentially significant impact is associated with hazardous soil conditions at the Project site. This can be mitigated to less than significant levels with incorporation of mitigations.

Sections 21086.6 and 21081 of the California Public Resources Code require that public agencies approving a project with an EIR adopt an MMRP and Findings of Fact. The purpose of the MMRP is to ensure that the mitigation measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Project are, in fact, properly carried out. The Lead Agency must also include a Findings of Fact that a MMRP has been prepared and provides a satisfactory program that would ensure avoidance or sufficient reduction of the significant effects of the project. Metro staff is responsible for assuring full compliance with the provisions of the MMRP and Findings of Fact.

In June 2014, the Board approved the AMC 96th Street Transit Station as the preferred alternative for connecting the Metro rail system to LAX and staff initiated work on the Draft EIR. In July 2014, the Board authorized the design and construction of accommodations on the Crenshaw/LAX line so as not to impact the operation of that Line. In July 2015, the Board awarded the architectural and engineering design services contract for the station.

Community Outreach

A community outreach program was conducted throughout the environmental planning phase of the Project. The Public Scoping meeting was held on February 23, 2015 to initiate the public engagement process. The Draft EIR was released on June 22, 2016 for a 46-day public review period (June 22, 2016 to August 6, 2016). The public hearing to accept comments on the Draft EIR was held on July 13, 2016 with 45 community members and stakeholders in attendance. During the public hearing, 10 attendees provided public testimony on topics including 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. The public comment period closed on August 6, 2016 with 74 comments received via letters, Facebook, Twitter and email. Copies of all public testimony and comments, along with responses, have been included in the Final EIR. Following the release of the Final EIR, notices were sent to those who commented on the Draft EIR.

Coordination with LAWA

Staff worked extensively with LAWA representatives to coordinate the respective environmental efforts for both the Project and LAMP, which are on parallel schedules. LAWA provided Metro with existing and projected traffic data to help ensure that both the separate and independent projects are fully synchronized. Staff consulted with LAWA staff on public comments related to LAWA's LAMP which were submitted as part of the Project Draft EIR review period. On September 15, 2016, LAWA released its Draft EIR for the LAMP for a 45-day public review period and held two public hearings to accept comments on October 15 and October 19, 2016. The public comment period is scheduled to close on November 15, 2016.

Project Definition

The Project components, as described below, would be linked together by a continuous system of elevated walkways.

- Three LRT platforms would be located at the southwestern portion of the project site to serve the Crenshaw/LAX Line and a northern service extension of the Metro Green Line;
- A bus facility would include up to 20 active bus bays and up to 18 layover bus bays. The bus plaza will consolidate 13 Metro and municipal bus routes currently serving the LAX City bus center and/or the Aviation/LAX Transit center. The bus plaza would include pedestrian amenities such as restrooms, a lounge for bus operators, and other support services;
- A 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;
- A passenger pick-up and drop-off area would be provided for passengers arriving and departing by automobile; and
- A Metro Hub would link the multiple modes of transit on the second level of the Project. It would serve as the area of transition for all passengers. The design is exploring the inclusion of a security office, food/beverage/convenience/retail kiosk-type spaces, passenger amenities, artwork and information.

Quarterly Status Update

Architectural and Engineering Design Services

Work continues on the schematic design that was initiated in July 2016. Staff continues to work with LAWA on coordinating the Project elements and station design guidelines as identified in the

approved June 2014 Metro Board motion (Attachment F) with their Automated People Mover which is on a parallel design and environmental clearance path.

Crenshaw/LAX Design Accommodations

In June 2016, the Board approved issuing a Contract Modification for Walsh/Shea Corridor Constructors (WSCC) to begin construction of the AMC accommodations in an amount not to exceed \$7,400,000. Currently, the civil design is 100% complete, systems design is 90% complete and train control design is approximately 55% complete. The contractor has begun construction of the accommodations on the Crenshaw/LAX line. Staff continues to negotiate with WSCC to reach an agreement on schedule and cost impacts of the accommodations. Staff will return to the Board for change authorization when the direct costs and time impact negotiations are complete. In addition to the design and construction costs, there will be Metro administrative and construction management costs associated with any schedule impacts.

Transit and Intercity Rail Capital Program (TIRCP) Grants

In April 2016, staff submitted an application for a TIRCP grant for the Project. In August, 2016, the California State Transportation Agency announced the award of \$40 million in TIRCP funds to the Project. The TIRCP program is funded by Greenhouse Gas Reduction Fund proceeds under the Cap and Trade Program.

DETERMINATION OF SAFETY IMPACT

The development of the Project followed Metro adopted policies. The approval will have no impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY17 budget includes \$1,930,000 for the Project in Cost Center 4350 (Transit Corridors Planning), Project 460303 (AMC), 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 35% Transit Capital dollars specifically earmarked for the Project. As such, there is no impact to bus and rail capital or operating dollars. In addition, Congestion Mitigation and Air Quality Improvement (CMAQ) and TIRCP, as part of the Cap-and-Trade Program, funding is also available for this project. The CMAQ funds were previously approved by the Metro Board and are included in approved grants. For this reason, the CMAQ funds cannot be redirected to bus or rail capital or operating uses. TIRCP funds were competitively allocated by the State of California specifically for the AMC project.

ALTERNATIVES CONSIDERED

The Board could defer approving the Project, certifying the Final EIR, and adopting the MMRP and Findings of Fact. This alternative is not recommended as it would impact the schedule and would not be consistent with prior Board direction to accelerate completion of the Project.

NEXT STEPS

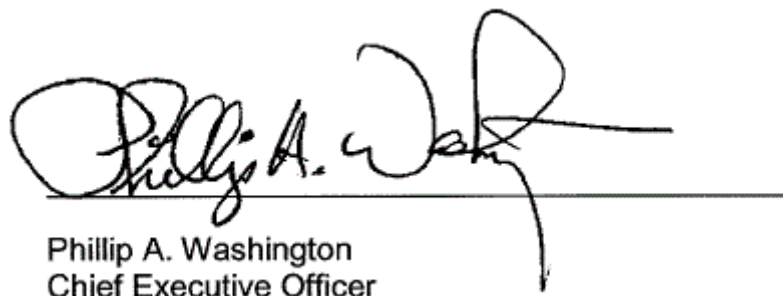
Upon Board approval, staff will file the NOD with the Los Angeles County Clerk and the State of California Clearinghouse. Staff will continue working with the Federal Transit Administration to prepare the Categorical Exclusion (CE) for the Project in accordance with the National Environmental Policy Act. Staff anticipates completing the CE in early 2017. Staff will also work with the state to execute the TIRCP grant agreement. Staff will continue to closely coordinate with LAWA staff and the Crenshaw/LAX project on station design and pre-construction activities.

ATTACHMENTS

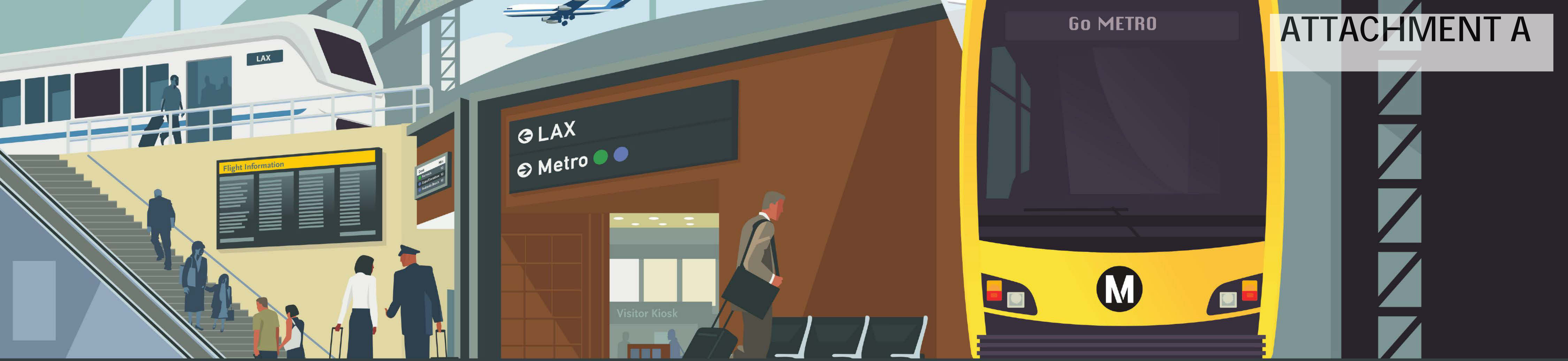
- Attachment A - Project Overview
- Attachment B - Mitigation Monitoring and Reporting Program
- Attachment C - Findings of Fact
- Attachment D - Notice of Determination
- Attachment E - July 2014 Metro Board Motion
- Attachment F - June 2014 Metro Board Motion

Prepared by: Meghna Khanna, Deputy Project Manager (213) 922-3931
Cory Zelmer, Project Manager (213) 922-1079
David Mieger, Executive Officer (213) 922-3040
Renee Berlin, Senior Executive Officer (213) 922-3035
Rick Meade, Executive Officer (213) 922-7917

Reviewed by: Therese W. McMillan, Chief Planning Officer (213) 922-7077



Phillip A. Washington
Chief Executive Officer



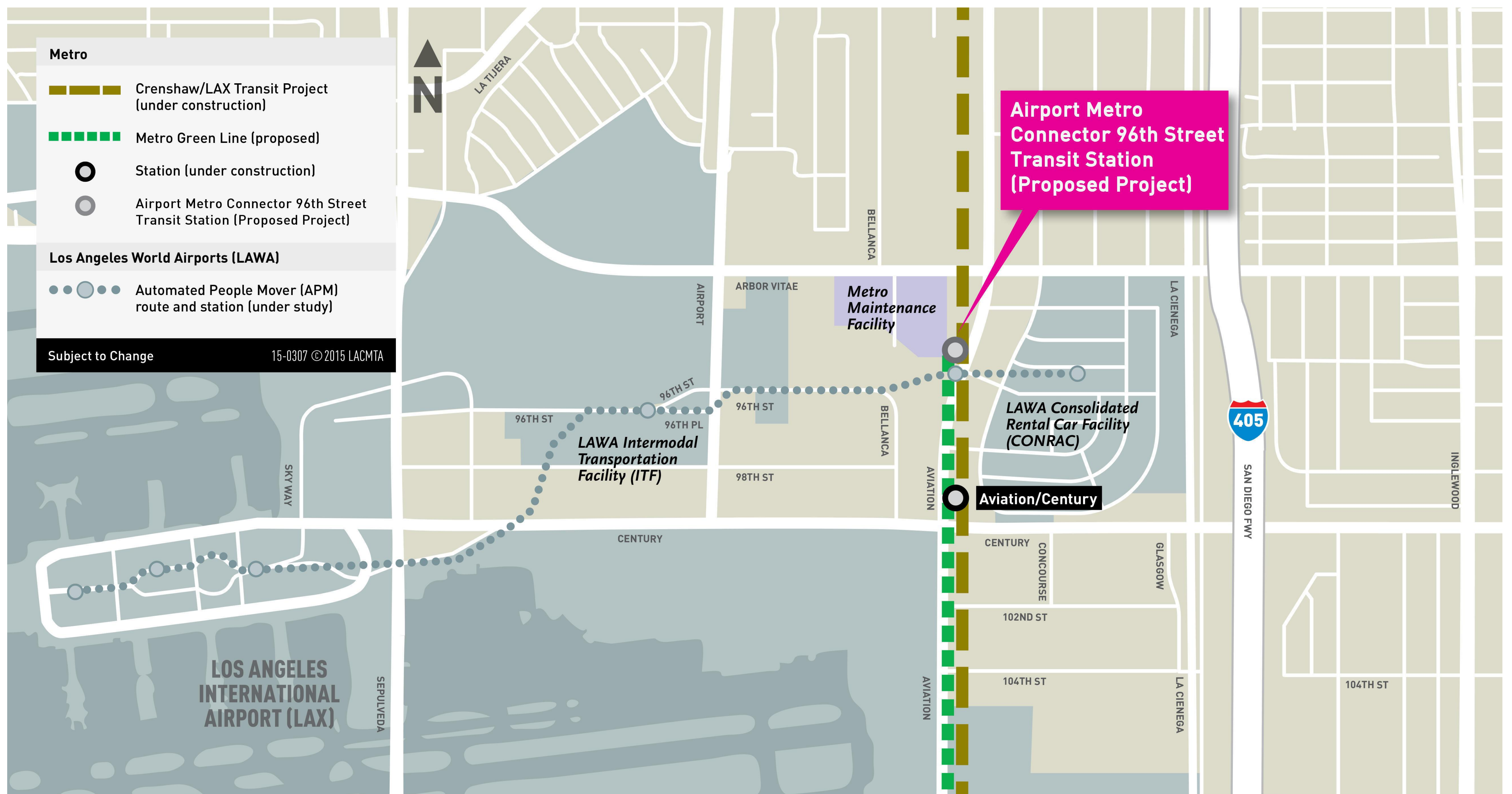
Project Overview

- June 26, 2014: Metro Board approved a new station on Crenshaw/LAX Line at 96th Street/Aviation Boulevard as Locally Preferred Alternative.
 - Staff initiated work on Draft Environmental Impact Report (EIR)
- February 6, 2015: Notice of Preparation (NOP) issued for the Draft EIR
- February 23, 2015: Public Scoping Meeting held for public input on the project and EIR process
- June 22, 2016: Draft EIR released for 46-day public review period (June 22, 2016 to August 6, 2016)
 - Email blasts and "Take One" notices sent to 1000 contacts and 1400 stakeholders
 - 21 online and print ads placed in multiple sources
 - Hard and electronic copies of Draft EIR provided to eight local public libraries
 - July 13, 2015: Held Public Hearing to accept comments on the Draft EIR
- August 6, 2016: End of Public Comment Period with 74 comments received via letters, Facebook, Twitter, project hotline and email
- November 2, 2016: Released Final EIR
- Ongoing coordination with:
 - Los Angeles World Airports (LAWA)
 - Municipal Bus Operators
 - Crenshaw/LAX Project Team
 - Southwestern Maintenance Yard
- Community Outreach



Metro[®]

Project Overview

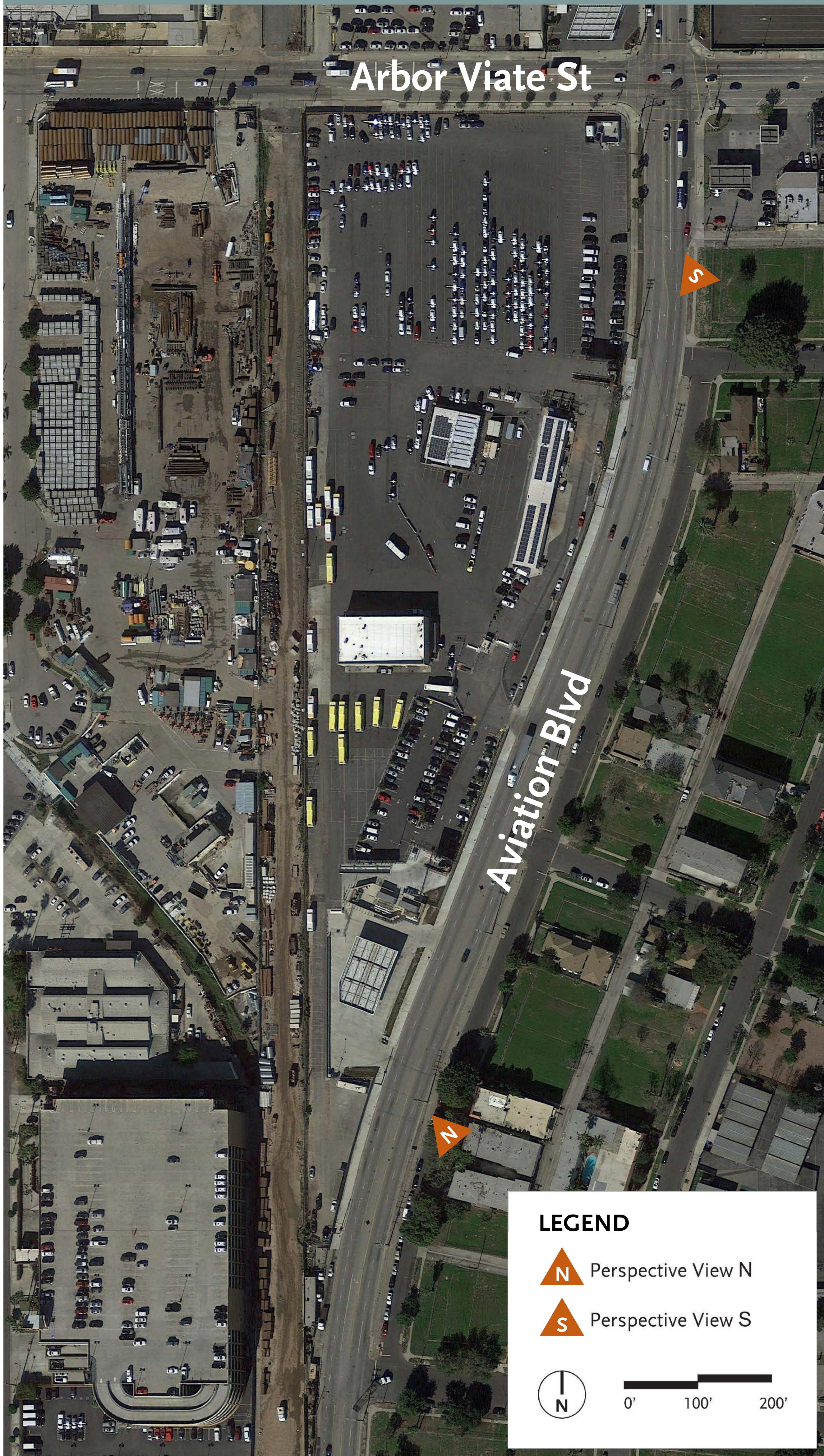


Project components:

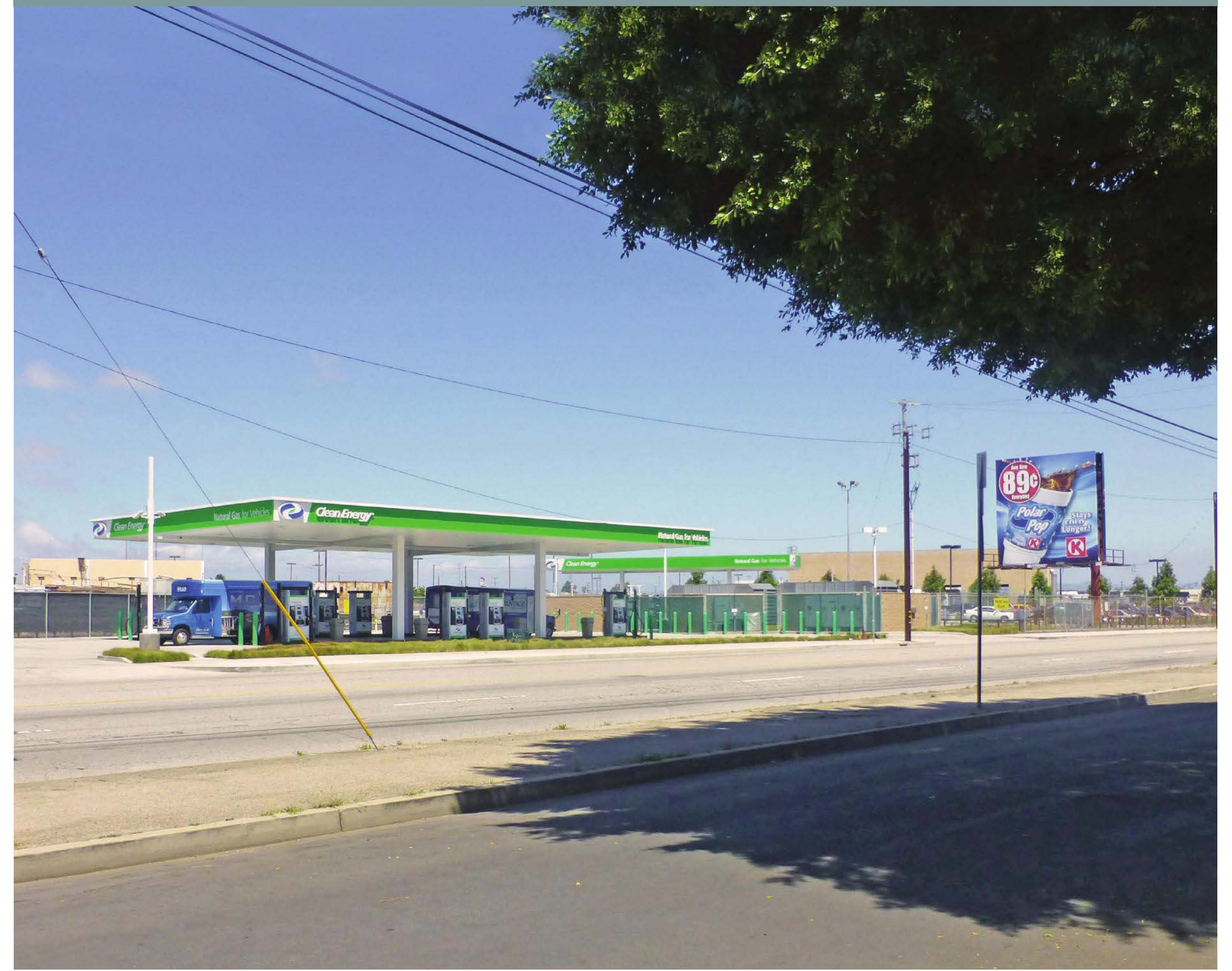
- Three at-grade Light Rail Transit (LRT) platforms to be served by the Crenshaw/LAX Line and Metro Green Line service extension
- Bus plaza and terminal facility for Metro and municipal bus operators;
- Bicycle hub with secured parking for up to 150 bicycles;
- Pedestrian plaza;
- Passenger vehicle pick-up and drop-off area; and
- Metro transit center/terminal building (“Metro Hub”) that connects passengers between the various modes of transportation including the future Automated People Mover (APM) to be built and operated by LAWA

Existing Conditions

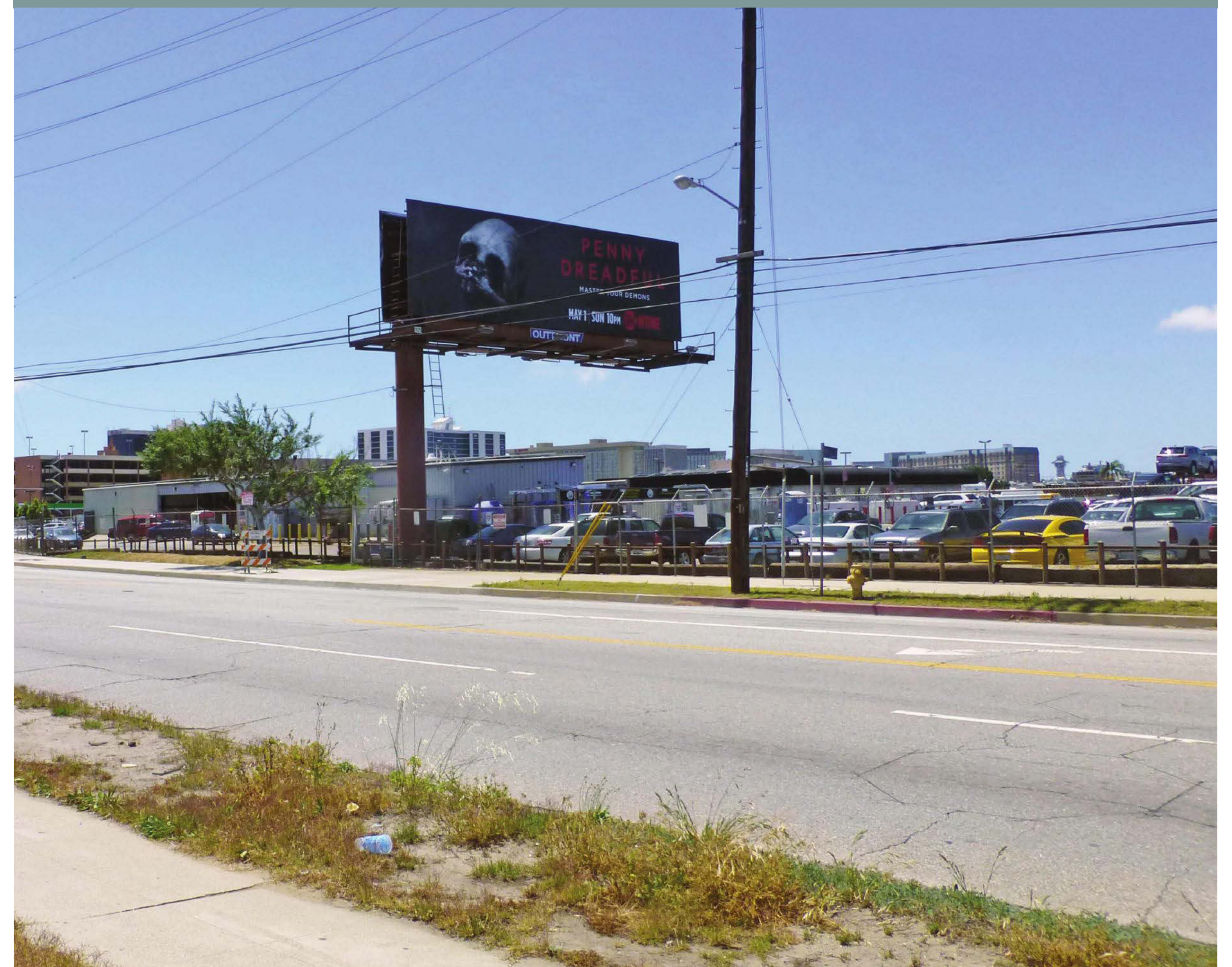
Aerial View



View N – Looking North

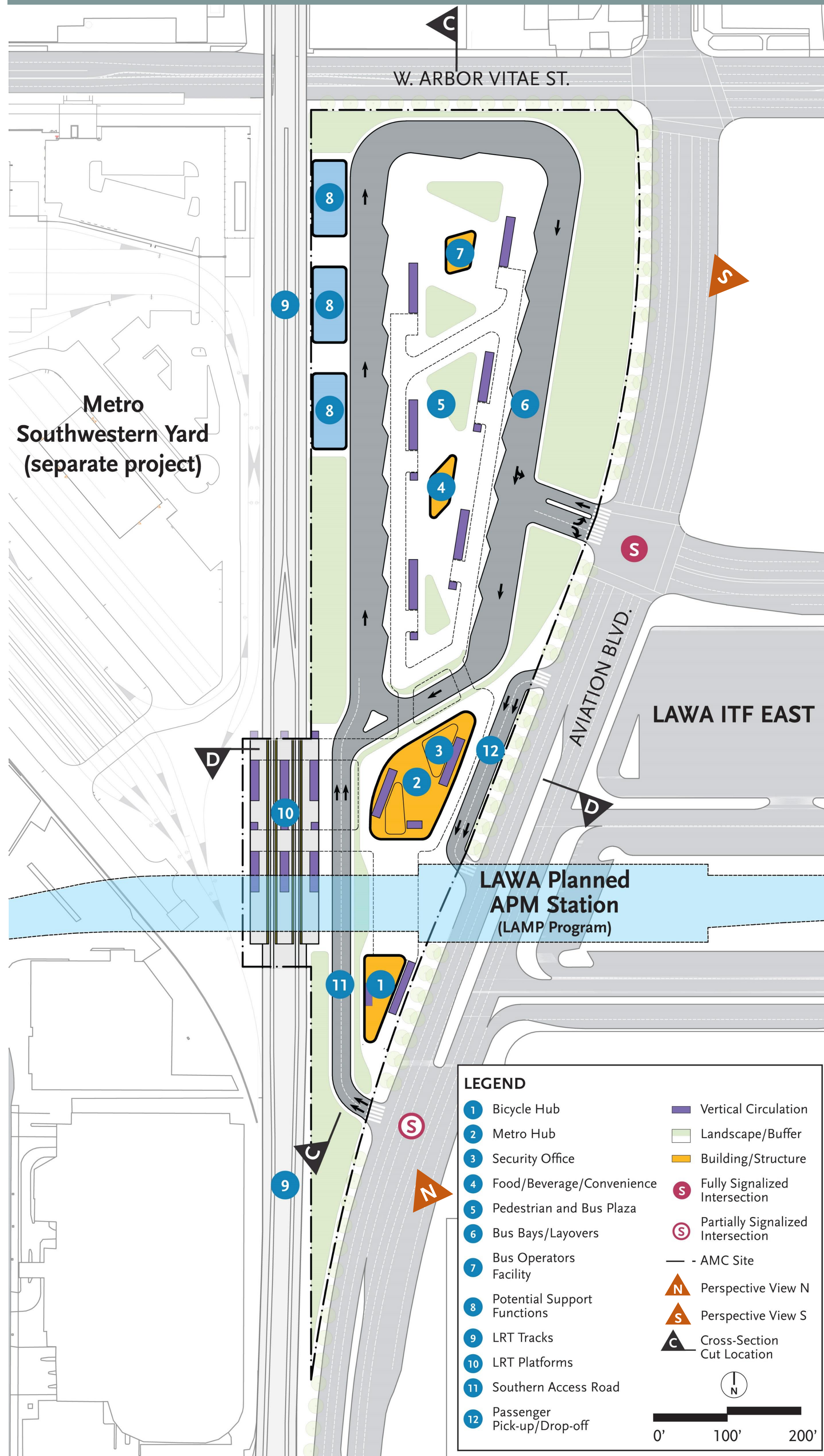


View S – Looking South



Cumulative: Proposed Project with LAWA APM

Ground-Level Conceptual Site Plan



Conceptual Perspective View N – Looking North

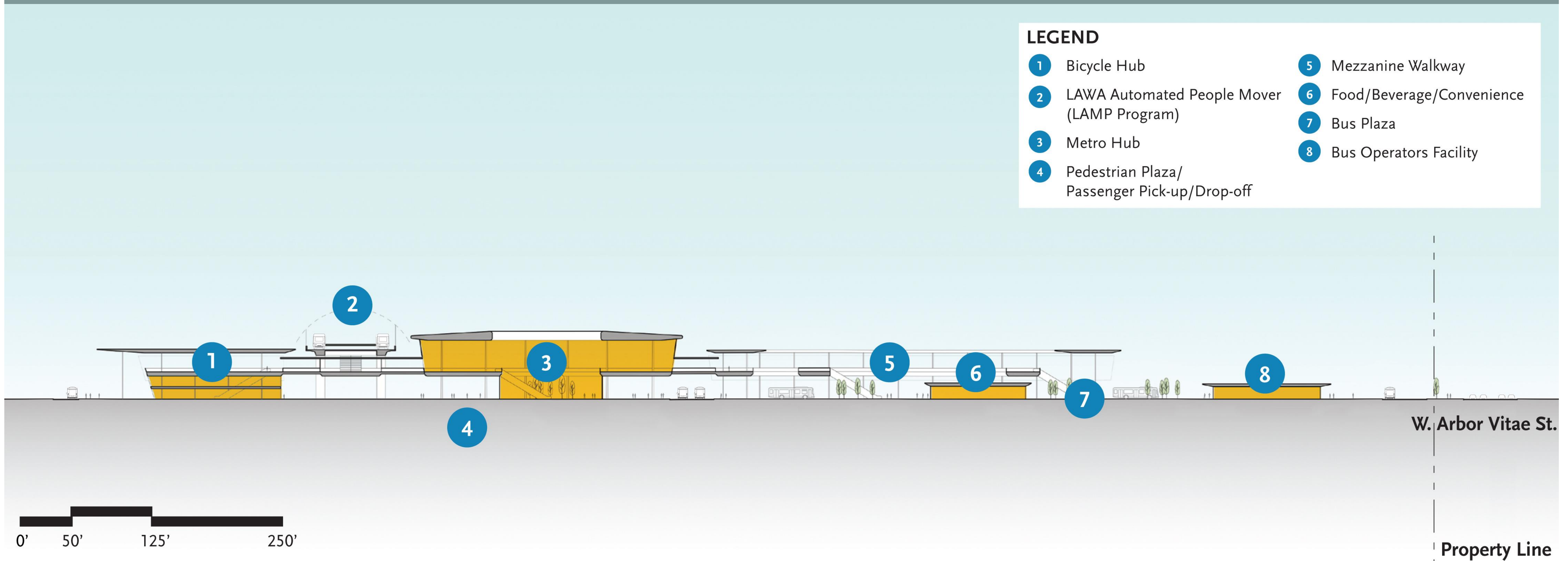


Conceptual Perspective View S – Looking South

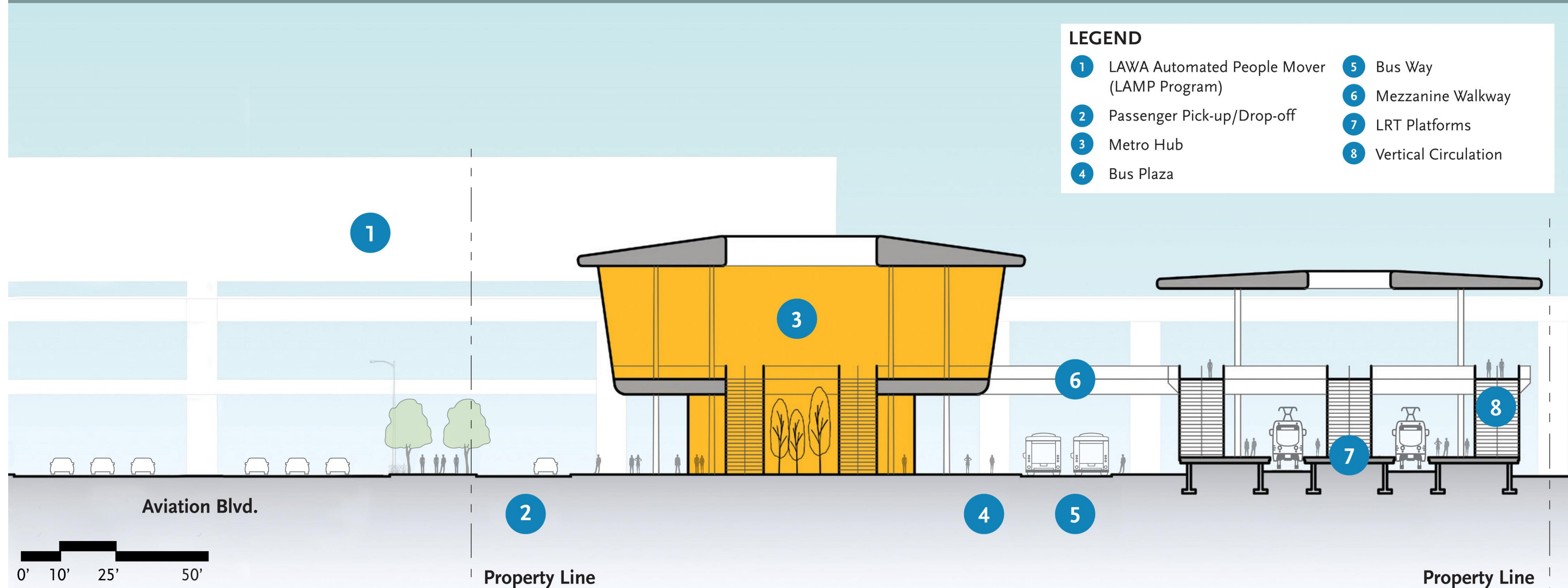


Cumulative: Proposed Project with LAWA APM

Conceptual Cross-Section C-C (Looking West)



Conceptual Cross-Section D-D (Looking South)



4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). Metro is the Lead Agency for the proposed project and is therefore, responsible for administering and implementing the MMRP. The decision-makers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the proposed project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

4.2. PURPOSE

Table 4.1 has been prepared to ensure compliance with all of the mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the proposed project. Each mitigation measure is identified in Table 4.1 and is categorized by environmental topic and corresponding number, with identification of:

- Monitoring Action – This is the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- Party Responsible for Implementing Mitigation – This identifies the entity accountable for the action.
- Enforcement Agency, Monitoring Agency and Monitoring Phase – This identifies the agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

Table 4.1 Mitigation Monitoring and Reporting Program

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Transport, use or disposal of hazardous materials	<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 SCAQMD 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>	Verify for Compliance	Metro/Contractor	1. Metro/South Coast Air Quality Management District 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Accidental release of hazardous materials	<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>	Verify for Compliance	Metro/Contractor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Construction
		<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>	Verify for Compliance	Metro/Contractor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Construction
		<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>	Verify for Compliance	Metro/Contractor	<ol style="list-style-type: none"> 1. Metro/Department of Toxic Substances Control 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Monitoring Action	Party Responsible For Implementing Mitigation	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Hazards and Hazardous Materials	Hazardous Project Site	<p>HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to monitor potential disruptions to the existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard during construction activities or operation of the proposed project. If an existing well must be disturbed, Metro shall coordinate with the responsible party (Honeywell International Inc.) and the Regional Water Quality Control Board to relocate the monitoring wells.</p>	Verify for Compliance	Metro	<ol style="list-style-type: none"> 1. Regional Water Quality Control Board 2. Metro 3. Construction
		<p>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.</p>	Verify for Compliance	Metro/Contractor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Construction

Airport Metro Connector 96th Street Transit Station

Findings of Fact

State Clearinghouse No. 2015021009



**Findings of Fact
Pursuant to CEQA Guidelines Section 15091
and
Public Resources Code Section 21081**

**Airport Metro Connector
96th Street Transit Station**

November 2016



In Association with:

**Cityworks Design
Coast Surveying
D'Leon Consulting Engineers
Diaz Yourman & Associates
Epic Land Solutions
Fehr & Peers
The Greenridge Group, Inc.**

**Lea+Elliott, Inc.
Leighton
Mott MacDonald
Ted Tokio Tanaka Architects
Terry A. Hayes Associates Inc.
The Robert Group
VCA Engineering**

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ABBREVIATIONS/ACRONYMS

ACM	Asbestos-Containing Materials
APM	Automated People Mover
AQMP	Air Quality Management Plan
CEQA.....	California Environmental Quality Act
CMP	Congestion Management Plan
CONRAC.....	Consolidated Rent-A-Car Center
CTA.....	Central Terminal Area
EIR.....	Environmental Impact Report
EIS	Environmental Impact Statement
ESA.....	Environmental Site Assessment
FAA.....	Federal Aviation Administration
GHG.....	Greenhouse Gases
ITF	Intermodal Transportation Facilities
LAMP	Landside Access Modernization Program
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
LBP	Lead-Based Paint
LRT	Light Rail Transit
Metro	Los Angeles County Metropolitan Transportation Authority
MMRP.....	Mitigation Monitoring and Reporting Program
RTP.....	Regional Transportation Plan
SCAQMD	South Coast Air Quality Management District
SMP.....	Soil Management Plan
USTs.....	Underground Storage Tanks
VOC.....	Volatile Organic Compounds
VMT.....	Vehicle Miles Traveled

1 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process to identify the issues to be analyzed, including seeking input from the public, stakeholders, elected officials, and other affected parties. Implementation of the Airport Metro Connector 96th Street Transit Station (proposed project) will result in less-than-significant environmental impacts with inclusion of certain mitigation measures as part of project approval. As required by the California Environmental Quality Act (CEQA), Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter 4.0 of the Final EIR, and made a part of these findings as Attachment C to the November Metro Board Report, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the proposed project.

In accordance with CEQA and the CEQA Guidelines, Metro adopts these findings as part of the approval of the project. Pursuant to Public Resources Code Section 21082.1(c)(3), Metro also finds that the Final Environmental Impact Report (EIR) reflects the Metro's independent judgment as the lead agency for the proposed project.

2 ORGANIZATION

The Findings of Fact is comprised of the following sections:

- Section 3: Contains a brief description of the proposed project and objectives.
- Section 4: Contains the statutory requirements of the findings and a record of proceedings.
- Section 5: Identifies the potentially significant effects which were determined to be mitigated to a less-than-significant level.
- Section 6: Identifies significant impacts, if any, that cannot be mitigated to a less-than-significant level even though all feasible mitigation measures have been identified and incorporated.
- Section 7: Identifies less-than-significant impacts.
- Section 8: Identifies the potential environmental effects that were determined to have no impact.
- Section 9: Discusses potential cumulative impacts.
- Section 10: Describes the alternatives analyzed in the evaluation of the project as well as findings on mitigation measures.

3 PROJECT DESCRIPTION AND OBJECTIVES

Metro is proposing 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 the multiple transportation modes. The west side of Aviation Boulevard would include a 15-foot sidewalk to promote pedestrian accessibility. As part of Los Angeles World Airports (LAWA) Landside Access Modernization Program (LAMP) is proposing a multi-use path on the west side of Aviation Boulevard. Metro and LAWA are coordinating on the potential accommodation of this multi-use path on the west side of Aviation Boulevard south of Arbor Vitae Street. Site amenities would include benches, trash receptacles, bollards or other low level fixtures, bike racks, public art, and signage and wayfinding. The proposed project components would be linked together by a continuous system of elevated mezzanine walkways. The proposed project does not include LAWA's LAMP. For purposes of this EIR, the LAMP is assessed as a related project in the cumulative condition.

The proposed project is being developed to connect the Los Angeles International Airport (LAX) to the regional bus and rail transit system. Given the high volume of daily vehicular trips to and from LAX and the absence of a convenient transit connection, the goal of the proposed project is to increase transit ridership and provide a reliable and convenient transit option to and from LAX along with the regional bus and rail transit system. The three project objectives are:

- Objective #1: Provide a reliable, fast, and convenient connection for passengers traveling between the LAX area and the regional bus and rail transit system.
- Objective #2: Integrate with existing and future transit connections and airport facilities.
- Objective #3: 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.

4 STATUTORY REQUIREMENTS

CEQA (Public Resources Code Section 21081), and particularly the CEQA Guidelines (the Guidelines) (Title 14 California Code Regulations Section 15091) require that:

“No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*

- b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- c. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.”*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency (CEQA Guidelines, Section 15091 (a), (b)).

For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (see Public Resources Code Section 21081 (b)). The CEQA Guidelines state in Section 15093 that, “If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered ‘acceptable.’” No significant and unavoidable environmental impacts have been identified as a result of implementation of the proposed project, therefore a statement of overriding considerations is not needed.

4.1 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the proposed project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, state and local laws and regulations; and (b) the following documents which are in the custody of the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the proposed project;
- The Draft EIR dated June 2016;
- All testimony, documentary evidence, and all correspondence submitted in response to the Notice of Preparation during the scoping meeting or by agencies or members of the public during the public comment period on the Draft EIR and responses to those comments (Chapter 3.0, Response to Comments, of the Final EIR);
- The Final EIR dated November 2016 including all appendices thereto and those documents that were incorporated therein by reference;
- The MMRP (Chapter 4.0 of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the proposed project, and all documents cited or referred to therein;

- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the proposed project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the proposed project;
- All actions of Metro with respect to the proposed project; and
- Any other materials required to be in the record of proceedings by Public Resources Code Section 21167.6 (e).

5 ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT WITH IMPLEMENTATION OF MITIGATION MEASURES

Below are the determinations of Metro regarding the environmental effects, significant impacts, and corresponding mitigation measures of the proposed project. Determination of findings by Metro follows the list of mitigation measures.

5.1 HAZARDS AND HAZARDOUS MATERIALS

Under CEQA, the proposed project would have a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and/or
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment.

Impact. The proposed project would involve the excavation and transport of contaminated soils, which would potentially expose the public to hazardous materials. Underground storage tanks (USTs), clarifiers, sumps, and furnace pits were historically used on the project site in connection with the former Honeywell facility. This site is listed as a Recognized Environmental Condition (REC) on several governmental databases. The disposition of some of the UST is unknown, which would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The project site includes groundwater monitoring wells to monitor volatile organic compound concentrations and migration resulting from residual contamination caused by the former Honeywell facility. These wells would potentially be compromised during the construction process and may need to be relocated. There would also be an impact from the potential to encounter Lead-Based Paint

(LBP) and asbestos during construction activities. The only school located within one-quarter mile of the project site is Bright Star Secondary Charter Academy, which is located approximately 0.1 miles east of the project site. The transport of hazardous construction materials would potentially expose the persons at the school to hazardous substances.

Reference. Section 3.3, Hazards and Hazardous Materials, of the Draft EIR, pages 3.3-16 through 3.3-23.

Mitigation Measures

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.

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 (SCAQMD 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.

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.

HAZ-3 Metro shall test for 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.

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(s).

HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality Control Board to monitor

potential disruptions to existing groundwater monitoring wells at 9225 and 9601 Aviation Boulevard during construction activities or operation of the proposed project. If an existing well must be disturbed, Metro shall coordinate with Honeywell International Inc. and the Regional Water Quality Control Board to relocate the monitoring wells.

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.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measures **HAZ-1** through **HAZ-3** would ensure that Metro identifies hazardous contamination and prepares an SMP, an asbestos study, and a LBP study to transport and dispose of these materials in accordance with regulatory requirements. These mitigation measures would effectively reduce and regulate the potential hazardous conditions associated with transporting construction materials, reasonably foreseeable upset and accident conditions involving the release of hazardous materials, emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. This includes potential hazardous impacts to the Bright Star Secondary Charter Academy.

A geophysical study specified in Mitigation Measure **HAZ-4** would prevent an accidental release of hazardous materials cause by any unidentified USTs. Mitigation Measure **HAZ-5** would ensure the protection of the existing groundwater wells and prevent any further contamination of groundwater on the project site and at adjoining properties.

The Phase I ESA prepared for the proposed project identified the existing hazardous conditions on the project site. Compliance with recommendations of the Phase I and Mitigation Measures **HAZ-1** through **HAZ-6** would ensure the proposed project would not create a significant hazard to the public or the environment by locating the proposed project on a hazardous materials site.

For the reasons stated above, Metro finds that impacts related to hazards and hazardous materials would be reduced to less than significant.

6 ENVIRONMENTAL IMPACTS FOUND SIGNIFICANT AFTER IMPLEMENTATION OF MITIGATION MEASURES

The Draft EIR does not identify impacts that would result in significant or potentially significant impacts after the implementation of mitigation measures. Metro finds that no impacts were found significant after implementation of mitigation measures.

7 ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the proposed project are less than significant, and no mitigation is required.

7.1 AIR QUALITY

The proposed project would have a significant impact related to air quality, if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) (discussed under Section 9, Cumulative Impacts);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

Impact. Air quality impacts would not occur during the construction or operational phases of the proposed project and impacts would be less-than-significant.

Reference. Draft EIR Section 3.1, Air Quality, pages 3.1-17 through 3.1-26 and Draft EIR Chapter 5.0, Cumulative Impacts, pages 5-11 and 5-12.

Mitigation Measures. None required.

Findings. The Air Quality Management Plan (AQMP) is the applicable air quality plan, and the emissions forecasting is based on projected population and employment growth. The proposed project does not contain a residential component and would not introduce population growth to the region. Operation of the proposed project would result in minimal employment growth through the creation of small retail spaces; a majority of the project site would be dedicated to the plaza and platform areas. The proposed project was included in the Regional Transportation Plan (RTP) and would be consistent with the assumptions upon which the AQMP was devised. The proposed project would consolidate bus and rail transit services in the LAX area and provide pedestrian access to the facilities. This regional connectivity to the transit network would be consistent with regional and local air quality

reduction goals to increase transit ridership. The proposed project would be required to comply with all applicable SCAQMD rules and regulations that are in effect at the time of development, and would not conflict with or obstruct implementation of the AQMP.

Construction emissions would be generated by equipment, trucks, and worker vehicles. Emissions of air pollutants that would result from construction of the proposed project were quantified using the California Emission Estimator Model. The analysis showed that regional and localized construction emissions would not exceed the SCAQMD significance thresholds. In addition, Metro has a Green Construction Policy, which includes Tier 4 emission standards for off-road diesel-powered construction equipment greater than 50 horsepower and restricting idling to a maximum of five minutes. The project contractor would be required to comply with Metro's Green Construction Policy.

Air pollutant emissions associated with long-term operation of the proposed project were quantified for both stationary (building envelope and utilities) sources and mobile (buses and passenger vehicles) sources. Mobile sources emissions associated with operation of the proposed project include exhaust and brake and tire wear emissions from changes in bus route vehicle miles traveled (VMT) to and from the new station location, regional changes in highway VMT resulting from transit improvements and reconfiguration of local circulation patterns, and vehicle trips to the pick-up and drop-off area along Aviation Boulevard. Mobile source emissions were quantified using EMFAC2014, the California Air Resources Board-recommended model for calculating estimates of on-road mobile source emissions. The analysis showed that operational emissions would not exceed the SCAQMD significance thresholds. The proposed project would result in a less-than-significant impact related to exposing sensitive receptors to substantial pollutant concentrations.

The proposed project would utilize super-compliant architectural coatings as designated by the SCAQMD to reduce emissions of odorous chemicals. Given existing auto traffic from major and minor arterials adjacent to the project site, any odor impacts from the construction phase are not anticipated to be significant. Any emissions during the construction phase that create odors for nearby sensitive receptors would be addressed by enforcement of SCAQMD Rule 402 (Nuisance), which prohibits any emissions that cause injury, detriment, nuisance or annoyance to a considerable number of people. Land uses and industrial operations commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Operation of the proposed project would include a new multi-modal transportation center with light rail platforms, a bus plaza, and pedestrian and bicycle amenities to connect LAX to Metro's regional transit system and is therefore, not anticipated to create objectionable odors.

For the reasons stated above, Metro finds that these potential air quality impacts are less than significant.

7.2 GREENHOUSE GAS (GHG) EMISSIONS

The proposed project would have a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impact. The proposed project would result in a less-than-significant impact related to GHG emissions and consistency with GHG reduction plans.

Reference. Section 3.2, Greenhouse Gas Emissions, of the Draft EIR, pages 3.2-14 through 3.2-23.

Mitigation Measures. None required.

Findings. Sources of temporary GHG emissions associated with construction include off-road heavy duty equipment and on-road motor vehicle travel to and from the project site. Operational GHG emissions associated with the proposed project would be generated through electricity demand and utilities (indirect as the sources are part of other entities) of the new facilities, changes in local bus routes and vehicle trips by passengers and LAX employees creating additional vehicle miles traveled (direct) and the private vehicle activity at the new pick-up and drop-off along Aviation Boulevard (direct). The operational GHG emissions can generally be divided into stationary (facility) sources and mobile (vehicular) sources. Emissions of air pollutants that would result from construction of the proposed project were quantified using the California Emission Estimator Model. Mobile source emissions were quantified using EMFAC2014, the California Air Resources Board-recommended model for calculating estimates of on-road mobile source emissions. The analysis showed that proposed project emissions would be less than the CEQA baseline condition.

Relevant GHG reduction plans, policies, and regulations adopted by Metro include the Countywide Sustainability Planning Program, the Climate Action and Adaptation Plan, the Energy Conservation and Management Plan, and the Green Construction Policy. The proposed project would incorporate strategies to reduce energy demand and GHG emissions through promotion of alternative energy vehicle use, minimizing building electricity consumption, and decreasing water use and wastewater effluent. The proposed project would be consistent with Metro, regional, and state GHG reduction policies.

For the reasons stated above, Metro finds that these potential GHG emissions impacts are less than significant.

7.3 HAZARDS AND HAZARDOUS MATERIALS

The proposed project would have a significant impact related to hazards and hazardous materials if it would:

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Impact. The proposed project would result in a less-than-significant impact related to safety hazards associated with airports, emergency response plans, and wildfires.

Reference. Section 3.3, Hazards and Hazardous Materials, of the Draft EIR, pages 3.3-23 through 3.3-25.

Mitigation Measures. None required.

Findings. The project area is located within the LAX Airport Influence Area and is subject to Federal Aviation Administration (FAA) height restrictions. The proposed project and the past, present, and reasonably probable future projects within the Airport Influence Area are legally required by the Code of Federal Regulations to file a Form 7460, Notice of Proposed Construction or Alteration, with the FAA to make an airspace determination. This determination ensures compliance with applicable federal guidelines and eliminates the potential for an impact. The proposed project is not within the proximity of a private airstrip. The proposed project would not modify emergency/disaster routes. Per state and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the proposed project. The proposed project is not within or in close proximity to a Wildfire Hazard Area and would not be subject to wildland fires.

For the reasons stated above, Metro finds that these potential hazards and hazardous materials impacts are less than significant.

7.4 LAND USE AND PLANNING

The proposed project would result in a significant impact related to land use and planning if it would:

- Physically divide an established community; and/or

- Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Impact. The proposed project would result in a less-than-significant impact related to dividing an established community and consistency with land use policies or regulations.

Reference. Section 3.4, Land Use & Planning, of the Draft EIR, pages 3.4-13 through 3.4-21.

Mitigation Measures. None required.

Findings. Situated in a largely commercial-industrial area, the project site is bounded by roadways to the north, east and south and a Metro-owned railroad right-of way to the west. It does not adjoin any established residential communities. Further, the project site does not provide access to any residential areas or community facilities. The closest residences are located across Aviation Boulevard to the east in Manchester Square, which has been declining in residential units over the past ten years. The majority of these properties have been or are in the process of being relocated by LAWA as part of their Aircraft Noise Mitigation Program. The project proposes various access and circulation improvements such as signalized lights, crosswalks, pedestrian paths and driveways; however, vehicular ingress and egress is from the existing roadways thereby maintaining the general land use pattern and circulation configuration in the surrounding area.

Project implementation would not require any zone changes or plan amendments and the proposed project is compatible with applicable land use plans and policies. The proposed project would be consistent with the Regional Transportation Plan, City of Los Angeles General Plan, including the Mobility Element, and other state and local land use plans. In addition, the project site is located within the Airport Influence Area and is subject to FAA height restrictions. Metro is legally required by the Code of Federal Regulations to file a Form 7460, Notice of Proposed Construction or Alteration, with the FAA to make an airspace determination. This determination would ensure compliance with applicable federal guidelines.

The project site is not a critical habitat for threatened or endangered species and does not contain any candidate, sensitive or special status species. The proposed project would not conflict with any habitat conservation plan or natural community conservation plan.

For the reasons stated above, Metro finds that these potential Land Use and Planning impacts are less than significant.

7.5 NOISE AND VIBRATION

The proposed project would result in a significant impact related to noise and vibration if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; and/or
- Exposure of persons residing or working in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, to excessive noise levels.

Impact. The proposed project would result in a less-than-significant impact related construction and operational noise and vibration; permanent and temporary ambient noise levels; and noise levels associated with airports.

Reference. Section 3.5, Noise and Vibration, of the Draft EIR, pages 3.5-15 through 3.5-23.

Mitigation Measures. None required.

Findings. Noise levels would vary throughout the construction process depending on the activity and location. The Draft EIR determined that noise levels at nearby sensitive land uses would not exceed applicable significance thresholds. In addition, construction activities would comply with Section 41.40 of the Los Angeles Municipal Code and design criteria established by Metro (e.g., well-maintained equipment with effective noise control devices, such as mufflers).

The proposed project would generate operational noise associated with bus and passenger vehicle movements on and off the project site and light rail activity at the station. An analysis of combined noise levels at sensitive receptors was completed using the Federal Transit Administration guidance. The proposed project would increase noise levels by 1.0 decibels or less at sensitive receivers, and noise levels would not exceed the Federal Transit Administration impact criteria for moderate or severe impacts.

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. The proposed project would not involve impact or sonic pile driving or large vibratory rollers. Based on the anticipated equipment mix, there would be the potential for impacts to occur within 37 feet of the project site. The nearest sensitive receptors are single family residences located at 9608 – 9612 Aviation Boulevard, approximately 100 feet to the east of the project site. Therefore, the proposed project would result in a less-than-significant impact related to construction vibration.

Operational vibration would be generated by light rail activity on the Crenshaw/LAX and Metro Green LRT lines and bus activity on the roadway network. The proposed transit station would result in lower train speeds than assessed in the Crenshaw/LAX Transit Project

Environmental Impact Report/Environmental Impact Statement (EIR/EIS) because the trains will need to slow to stop at the station. Trains generate less vibration at lower speeds and vibration levels would be less than presented for the Crenshaw/LAX Transit Project, and would not result in a new impact that was not disclosed in that EIR/EIS. Regarding bus vibration, the Federal Transit Administration has stated that the rubber tires and suspension systems of buses provide vibration isolation, making it unusual for buses to cause ground-borne noise or vibration problems. Most problems with bus-related vibration can be directly related to a pothole, bump, expansion joint, or other discontinuity in the road surface. The roadway system near the project is in good condition, and project-related buses would not generate perceptible vibration.

The project site is located in the LAX noise contours and has the potential to expose people working in the project area to excessive noise levels. However, because the project site is located near LAX, existing ambient noise levels are relatively high due to aircraft noise and, the ambient noise levels are not considered excessive. The proposed project is not within the proximity of a private airstrip.

For the reasons stated above, Metro finds that impacts related to noise and vibration would be less than significant.

7.6 TRANSPORTATION AND TRAFFIC

The proposed project would result in a significant impact related to transportation and traffic if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase in hazards due to a design feature or incompatible uses;
- Result in inadequate emergency access; and/or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Impact. The proposed project would result in a less-than-significant impact related to transportation and traffic.

Reference. Section 3.6, Transportation and Traffic, of the Draft EIR, pages 3.6-15 through 3.6-29.

Mitigation Measures. None required.

Findings. Construction activities will be primarily limited to and contained within the project site, with the exception of the addition of traffic signals at the main project driveway on Aviation Boulevard and the potential installation of a second signal at the southern entry in Access Option 2. All construction and worker vehicles are anticipated to be accommodated on site throughout construction. During operation, the average increased delay at intersections would be less than the intersection traffic operations significance thresholds established by the City of Los Angeles Department of Transportation and other local jurisdictions. Construction and operational activities would be consistent with applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system in the future condition.

The Congestion Management Plan (CMP) is a state-mandated program administered by Metro's 2010 CMP that provides a mechanism for coordinating land use and development decisions. A detailed CMP analysis is not necessary because the proposed project would not add more than 150 trips to the freeway monitoring locations nor would it add more than 50 trips to the intersection monitoring locations.

The project site is within the LAX Airport Influence Area, which is subject to FAA height restrictions, but is not within a Runway Protection Zone or safety zone. The proposed project is a surface transportation and general development project and would not change air traffic patterns. Thus, the proposed project would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure and reduce regional congestion.

Changes to the roadway network would comply with standard engineering practices and design standards, and design elements would not increase roadway hazards or impede emergency access. Since the proposed project would not include a substantial new population center and is located in close proximity to four fire station, there would be no need to build a new or expand an existing fire station to serve the proposed project or add additional personnel or equipment to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

The proposed project is being developed to connect LAX to the regional transit system and is included in the Metro's 2009 Long Range Transportation Plan and the Measure R Expenditure Plan to finance new transportation projects and programs. The proposed project would consolidate bus transit services in the LAX area and provide pedestrian and bicycle amenities. In addition, the proposed project would have the capacity to accommodate both the existing and future passengers presently using the LAX City Bus Center and the Aviation/LAX transit center. The facility will be capable of handling the consolidated bus service with room for expanded frequency or additional lines in the future.

For the reasons stated above, Metro finds that impacts related to transportation and traffic would be less than significant.

8 ENVIRONMENTAL EFFECTS FOUND TO HAVE NO IMPACT

The proposed project would have either no impact or no impact when incorporating applicable laws and regulations related to the following issues: 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, Energy Resources, and Growth Inducing Effects. The Draft EIR also included that there would be no potential for impacts associated with Hazards and Hazardous Materials (proximity to a private airstrip), Land Use and Planning (conflicts with habitat or natural community conservation plans) and Noise and Vibration (noise exposure from private airstrips).

Impact. No significant impacts would occur.

Reference. Chapter 4.0, Other CEQA Considerations, of the Draft EIR, pages 4-4 through 4-30.

Mitigation Measures. None required.

Findings. Metro finds that the proposed project would not result in impacts to the above issues and no mitigation measures are required.

9 CUMULATIVE IMPACTS

The cumulative impacts analysis in the Draft EIR included projects that may occur in the project vicinity within the same timeframe as the proposed project. As such, the cumulative impact analysis considers the combined effect of the proposed project with improvements proposed by LAWA as part of the LAMP, the Crenshaw/LAX Line, Aviation/Century station, and privately developed projects in the project vicinity. Refer to Chapter 5.0, Cumulative Impacts, of the Draft EIR for a list of projects in the cumulative condition, including details related to LAWA's LAMP.

As stated in CEQA Guidelines Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from the proposed project evaluated in the EIR. Further discussion is not warranted for environmental issue areas. Metro finds that there is no potential for a cumulative impact related to:

- 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
- Energy Resources

9.1 AIR QUALITY

AQMP Consistency. The AQMP is the applicable air quality plan, and the emissions forecasting is based on projected population and employment growth. Projects that are considered to be consistent with the AQMP would not interfere with attainment because the associated growth is included in the projections utilized in the formulation of the AQMP. However, the AQMP was prepared in 2012 and it is possible that projects developed or planned since the completion of the modeling would be inconsistent with the AQMP. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. The proposed project is included in the growth forecasts and is consistent with the AQMP. The proposed project would consolidate bus and rail transit services in the LAX area and provide pedestrian street access to the facilities. This regional connectivity to the transit network would be consistent with regional and local air quality reduction goals to increase transit ridership. The proposed project would be required to comply with all applicable SCAQMD rules and regulations that are in effect at the time of development, and would not conflict with or obstruct implementation of the AQMP. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with AQMP consistency is not cumulatively considerable.

Air Quality Standards Violations, Exposure of Sensitive Receptors to Substantial Pollutant Concentrations, and Nonattainment Pollutant Emissions. The South Coast Air Basin is currently designated nonattainment for ozone and particulate matter. Emissions generated by the proposed project combined with past, present, and reasonably probable future projects could impede attainment efforts or result in locally significant pollutant concentrations. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. Project emissions would not exceed significance thresholds and, therefore, would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with violations of air quality standards, substantial pollutant concentrations is not cumulatively considerable.

Odors. Neither the project area nor the proposed project includes land uses identified by the SCAQMD as commonly associated with odor complaints. For the reasons stated above, Metro finds that the proposed project combined with other past, present, and reasonably probable future projects would not create a significant cumulative impact.

9.2 GHG EMISSIONS

GHG Emissions and Consistency with GHG Emission Reduction Plans. Through Assembly Bill 32, the State of California has acknowledged that GHG emissions are a Statewide impact.

Emissions generated by the proposed project combined with past, present, and reasonably probable future projects could contribute to this impact. Both the proposed project and the LAMP have been approved as consistent with transportation and sustainability efforts within the City of Los Angeles. The proposed project and the LAMP together would encourage alternative modes of transportation to passenger vehicles, and improve the ability of people at existing and future transit oriented development to access LAX using the regional transit system. The proposed project would implement several defined features for sustainability, including LEED Silver minimum rating for the building structures and reduced potable water demand by using recycled water for landscaping and installing low-flow plumbing fixtures. The GHG analysis determined that the proposed project would not result in significant impacts and would be consistent with applicable GHG plans, policies, and regulations. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with GHG emissions is not cumulatively considerable.

9.3 HAZARDS AND HAZARDOUS MATERIALS

Transport, Use or Disposal of Hazardous Materials. There are multiple contaminated properties near the project site and the project site is known to have contaminated soils. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. The proposed project includes Mitigation Measures **HAZ-1** through **HAZ-4**, which would reduce impacts to less than significant levels. In addition, the proposed project would be required to comply with all applicable rules and regulations related to contaminated soils, asbestos-containing materials, and lead-based paint. Therefore, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with construction activities is not cumulatively considerable.

Regarding operational activities, the proposed project combined with past, present, and reasonably probable future projects would involve the occasional use, storage and disposal of common hazardous materials. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. The proposed project would be regulated by the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code and all other federal, state and local regulations. All hazardous materials would be required to be contained, stored and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with operational activities is not cumulatively considerable.

Release of Hazardous Materials from Upset or Accident Conditions. The proposed project combined with past, present, and reasonably probable future projects could create a cumulative impact associated with disturbance of a natural gas line and groundwater monitoring wells, as well as other Recognized Environmental Conditions. The proposed project would be required to comply with all laws, rules and regulations. In addition, the proposed project would incorporate Mitigation Measures **HAZ-1** through **HAZ-6**, which would reduce impacts to less than significant levels. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with construction activities is not cumulatively considerable.

Regarding operational activities, the proposed project combined with past, present, and reasonably probable future projects would involve the occasional use, storage and disposal of common hazardous materials that could be released during upset or accident conditions. The proposed project would be required to comply with all laws, rules and regulations that control hazardous materials. For the reasons stated above, Metro finds that the proposed project's incremental contribution to the significant cumulative impact associated with operational activities is not cumulatively considerable.

Hazardous Conditions at a School, Safety Hazard Near a Private Airstrip, and Wildland Fires. The cumulative condition does not include a school located within one-quarter mile of the

project site, the project site is not located near a private airstrip, and project site is not subject to wildland fires. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Located on a site that would create Significant Hazard to the Public or Environment. The project site and adjacent land uses contain several existing hazardous materials contaminations and existing groundwater monitoring wells are located on the project site. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. Hazardous materials site remediation and hazardous materials themselves are well regulated. The proposed project would be developed on contaminated site but would comply with all regulations related hazardous materials removal and monitoring. Compliance with Mitigation Measures **HAZ-1** through **HAZ-6** would ensure the proposed project would not create a significant hazard to the public or the environment. This mitigation and remediation would also eliminate the project's potential to contribute to the cumulative impact. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Safety Hazard near a Public Airport. The project area is located within the Airport Influence Area and is subject to FAA height restrictions. The proposed project and the past, present, and reasonably probable future projects within the Airport Influence Area are legally required by the Code of Federal Regulations to file a Form 7460, Notice of Proposed Construction or Alteration, with the FAA to make an airspace determination. This determination ensures compliance with applicable federal guidelines and eliminates the potential for a cumulative impact. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Safety Hazard near a Private Airstrip. The proposed project and the Related Projects are not within the proximity of a private airstrip. Therefore, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Emergency Plans. The proposed project and the Related Projects would not modify emergency/disaster routes. Per state and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the proposed project and Related Projects. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Wildland Fires. Exhibit D of the City of Los Angeles Safety Element indicates that no portion of the project area or the surrounding area is within or in close proximity to a Wildfire Hazard Area (City of Los Angeles, 1996). For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

9.4 LAND USE AND PLANNING

Division of an Established Community. Manchester Square is the only residential community that would be affected by the development of the Related Projects and currently consists of sparsely distributed multi-family residences, a small number of single-family homes and an elementary school east of the proposed project. This area is proposed to be developed by LAWA for the Automated People Mover (APM), the Intermodal Transportation Facilities (ITF) East/Consolidated Rent-A-Car Center (CONRAC) with adjacent collateral land use development. Thus, in the cumulative condition, the remaining residences and Bright Star Secondary Charter Academy would be relocated and thus considered a significant cumulative impact. Therefore, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. The proposed project would have no direct or indirect effect on this change. Given the scale and nature of the proposed project as a transit station with light rail platforms, bus bays and ancillary facilities, the overall contribution of the proposed project to land use change would not be significant. For the reasons stated above, Metro finds that the proposed project's incremental contribution to that significant cumulative impact is not cumulatively considerable.

Compatibility with Land Use Plans and Policies. Project implementation would not require any zone changes or plan amendments and the proposed project is compatible with applicable land use plans and policies. Accordingly, impacts on existing land use plans and policies would be less than significant. Due to the nature of the development of the uses proposed by the Related Projects (i.e., primarily airport-serving commercial uses) in an area largely designated for LAX, LAX-related, and a mix of industrial and commercial uses; significant cumulative impacts are not anticipated. For the reasons stated above, Metro finds that proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Habitat Conservation. Neither the site nor the cumulative impact study area are identified as critical habitat for threatened or endangered species and does not contain any candidate, sensitive or special status species. Neither the proposed project nor the Related Projects would conflict with any habitat conservation plan or natural community conservation plan. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

9.5 NOISE AND VIBRATION

Exposure to Excessive Noise Levels. The potential exists for construction activities associated with the proposed project to combine with past, present, and reasonably probable future projects to create a cumulative noise impact at land uses near the project site. The project-related construction noise increase would be approximately 0.5 decibels, and would not likely evoke a community reaction. For the reasons stated above, Metro finds that the proposed project's incremental contribution to a potential significant cumulative impact is not cumulatively considerable.

Regarding operational activities, the cumulative condition includes the proposed project and Related Projects, including LAWA's LAMP. Noise generating components of the LAMP include operation of the APM and increased traffic volume due to parking and roadway improvements. The Draft EIR determined that the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact related to increased operational noise levels. A quantitative analysis demonstrated that the proposed project would constitute a small portion of operational noise in the cumulative condition. The majority of noise in the cumulative condition would be associated with LAX-related land uses, roadway noise not related to the proposed project, the Crenshaw/LAX Line, and the LAMP components. For the reasons stated above, Metro finds that the proposed project's incremental contribution to a potential significant cumulative impact is not cumulatively considerable.

Exposure to Excessive Ground-Borne Vibration. Vibration impacts typically occur within 25 feet of the source. In the cumulative condition, the nearest sensitive receptor to the project site would be the Travelodge Hotel LAX. Neither the project site nor the projects within 25 feet of the Travelodge Hotel LAX would be located within 25 feet of the Travelodge Hotel LAX. Regarding operational activities, vibration is a localized and instantaneous effect and would not differ along Aviation Boulevard in the project or cumulative condition. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Exposure to Excessive Noise Levels Associated with Public Airports. The potential for a cumulative impact related to excessive public airport noise is site specific. The Draft EIR assessed LAX-related noise levels at the project site, which were determined to be less than significant. This potential impact would be independent of Related Projects. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Exposure to Excessive Noise Levels Associated with Private Airstrips. The proposed project and Related Projects are not within the proximity of a private airstrip. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

9.6 TRANSPORTATION AND TRAFFIC

Circulation System. Construction of the proposed project and Related Projects within the study area may include temporary intermittent lane closures, although this is unlikely to be necessary on Aviation Boulevard due to the center turn median on Aviation Boulevard. In the event of road closures due to simultaneous construction activities, the proposed project combined with past, present, and reasonably probable future projects could result in a cumulative impact. To the extent feasible, construction management plans for both the proposed project and LAWA's LAMP will be coordinated to maintain access for nearby land uses, limit lane closures, and maintain safe and adequate pedestrian protection. For the

reasons stated above, Metro finds that the proposed project's incremental contribution to a potential significant cumulative impact is not cumulatively considerable.

Regarding operational activities, cumulative conditions with Related Projects within the study area that affect local roadway circulation include the CONRAC, East and West ITFs, the APM, roadway improvements throughout the cumulative impact study area and collateral private development on the east side of Aviation Boulevard. This scenario analyzes the cumulative forecasted conditions for the year 2035, reflecting regional growth and transportation improvements identified in the Regional Transportation Plan, as well as the proposed projects within the study area. Cumulative conditions with and without the proposed project were used to determine traffic operations with the anticipated growth and transportation improvements in the cumulative impact study area. The cumulative condition also includes rerouted bus transit trips and passenger vehicle pickup and drop-off trips. The analysis demonstrated that there would be no exceedances of the applicable intersection traffic operations significance thresholds. For the reasons stated above, Metro finds that proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

CMP Analysis. The CMP is a state-mandated program administered by Metro's 2010 CMP that provides a mechanism for coordinating land use and development decisions. A detailed CMP analysis is not necessary because the proposed project would not add more than 150 trips to the freeway monitoring locations nor would it add more than 50 trips to the intersection monitoring locations. For the reasons stated above, Metro finds that proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Air Traffic Patterns. The proposed project and Related Projects are surface transportation and general development projects and would not change air traffic patterns. The overall intentions of the proposed project and Related Projects are to satisfy existing and future transit demand in the airport vicinity. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Traffic Hazards. None of the transportation system improvements proposed by the project would introduce new safety hazards at intersections or along roadway segments. Roadway improvements, including driveway access and crosswalks, would be designed to ensure the safety of all roadway users. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Emergency Access. Construction activity in the cumulative condition may include temporary, intermittent lane closures on adjacent streets and emergency access could slightly affect emergency access. These impacts would be negligible and temporary and the proposed project would be required to prepare a Construction Staging and Traffic Management Plan that would address traffic control and emergency access during construction. For the reasons

stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Regarding operational activities, changes to the roadway network would comply with standard engineering practices and design standards. Design elements would not increase roadway hazards or impede emergency access. There are four fire stations located in proximity to the project site, there would be no need to build a new or expand an existing fire station to serve the proposed project because the proposed project would not include a substantial new population center. In addition, the County of Los Angeles Sheriff's Department and the City of Los Angeles Police Department, including the Los Angeles Airport Police Division, would patrol the project area on a regular basis. Response times would be minimally affected by new development due largely to the fact that most officers respond to calls for service from the field and not from the station. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

Public Transit, Bicycle or Pedestrian Facilities. The proposed project and LAWA's LAMP are being developed to enhance regional bus and rail connectivity and connectivity to LAX. The Metro Hub and ITFs would link the multiple modes of transportation. The bicycle hub on the project site would accommodate up to 150 bicycles in a secure location and additional space for up to 50 bicycles would be provided for short-term parking. The LAMP would also include bicycle facilities, a multi-use path along west side of Aviation Boulevard and other bicycle network improvements. The proposed project's transport modes would connect directly via vertical circulation elements (i.e., stairs, escalators, and elevators) to an elevated mezzanine level. The elevated walkways and interconnected mezzanines would allow safe transfers between the proposed project components and the LAMP APM station. The cumulative condition would have the capacity to accommodate both the existing and future passengers, as it would have room for expanded frequency or additional lines in the future. Under the LAMP, the LAX FlyAway service may be consolidated onto the project site to provide a single location for bus transfers. For the reasons stated above, Metro finds that the proposed project combined with past, present, and reasonably probable future projects would not create a cumulative impact.

10 ALTERNATIVES AND MITIGATION MEASURES

10.1 ALTERNATIVES

Pursuant to Section 15060, a preliminary review of the proposed project was conducted and it was determined that the appropriate level of environmental review involved the preparation of an EIR. During the course of preparing this Draft EIR, it was determined that the proposed project would have no significant effects with the implementation of mitigation measures. Although the proposed project meets the criteria for the preparation of a Mitigated Negative Declaration (Section 15070), Metro decided to continue preparing the Draft EIR to facilitate greater public participation during the environmental review process. CEQA requires an analysis of alternatives to the proposed project to reduce or eliminate significant impacts

associated with project development. Alternatives were considered that would avoid or reduce potential impacts of the proposed project to a less than significant level.

As indicated previously, mitigations measures are required to reduce the proposed project's hazardous materials impact to a less-than-significant level. To avoid or substantially reduce this impact would require the relocation of the proposed project to an alternate site where there would be no or substantially reduced contamination and remediation requirements. While the proposed project's hazardous materials impact would be less than significant with mitigation; this analysis is provided to address alternate sites and avoid hazardous materials impacts without requiring mitigation or create a new impact that would not occur if the proposed project were built. In addition, the proposed project requires approximately 4.5 acres to accommodate the bus facility. As discussed in Chapter 6.0, Alternatives, of the Draft EIR, there are no viable alternate sites to provide a feasible alternate location for the proposed project. Therefore, the only alternative considered in the Draft EIR was the No Project Alternative, as discussed in Section 10.3 of this Findings of Fact.

10.2 FINDINGS FOR ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the EIR. As described in the Draft EIR, the No Project Alternative has been found to have the least amount of environmental impacts and is the environmentally superior alternative. If the No Project Alternative is identified as the environmentally superior alternative, the next best environmentally superior alternative must be identified.

The degree to which an alternative meets the objectives of a proposed project is discussed as part of an alternatives analysis pursuant to CEQA. The proposed project consists of series of significant transportation elements and associated infrastructure components, including the LRT platforms, to be served by the Crenshaw/LAX Line and a service extension of the Metro Green Line, a bus plaza and terminal facility for Metro and municipal bus operators, bicycle hub with secured parking for up to 150 bicycles, pedestrian plaza, passenger vehicle pick-up and drop-off area and Metro transit center/terminal building (“Metro Hub”) that connects passengers between the various modes of transportation. These project components are intended to provide a reliable and convenient transit option to and from LAX and the regional transit system. The stated objectives of the proposed project are to 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; and 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.

10.3 NO PROJECT ALTERNATIVE

The No Project Alternative is required by Section 15126.6 of the CEQA Guidelines and would not include development related to the proposed project. The proposed project site would continue to be occupied by the existing rental car facilities, CNG fueling station and towing

storage yard. The site would continue to be characterized by low-rise industrial structures (totaling approximately 19,000 square feet) and paved surfaces. The Crenshaw/LAX Line would continue to be located on the western boundary of the proposed project site.

The No Project Alternative would include a number of differences from the existing conditions analysis. Specifically, the Crenshaw/LAX Line is scheduled for completion in 2019 and will be operating with or without development of the proposed project. Also, it is reasonably foreseeable that the No Project Alternative would include the development of a bus facility at the Aviation/Century station to provide better connectivity between bus and rail transit services. The Crenshaw/LAX Line, including the Aviation/Century station, the extension of Metro's Green Line and a proposed bus facility, were studied in the Crenshaw/LAX Transit Corridor Project EIS/EIR, which was certified by the Metro Board in September 2011 and issued a Record of Decision from the Federal Transit Administration in December 2011. Therefore, impacts of the proposed bus facility at the Aviation/Century station are not included in this assessment. The bus facility at Aviation/Century station would not be built if the proposed project is built. Most importantly, the Aviation/Century station would not provide a convenient connection to other future airport development projects such as the Airport People Mover (APM) discussed in Chapter 5.0, Cumulative Impacts, of the Draft EIR.

10.4 FINDINGS FOR THE NO PROJECT ALTERNATIVE

Metro finds that specific economic, legal, social, technological, or other considerations, make infeasible the No Project Alternative identified in the Draft EIR (CEQA Guidelines Section 15091(a)(3)). Although the No Project Alternative would involve fewer environmental impacts and provide a regional transit connection to LAX through the Aviation/Century station it would not be integrated with the future APM and airport facilities included in the LAMP, as discussed in Chapter 5.0, Cumulative Impacts. Locating the bus facility at the Aviation/Century station would require patrons to walk to the proposed APM adjacent to the project site. 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 transit projects. Therefore, despite being the environmentally superior to the proposed project, the No Project Alternative would not fully satisfy the project objectives.

10.5 FINDINGS FOR MITIGATION MEASURES

Metro has considered all of the mitigation measures recommended in the Draft EIR. None of the recommended measures that are within the Metro's jurisdiction have been rejected by Metro. To the extent that these Findings conclude that various proposed mitigation measures outlined in the Draft EIR are feasible and have not been modified, superseded or withdrawn, Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings of Fact, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the proposed project. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings of Fact and will be effectuated through the process of constructing and implementing the proposed project.

Notice of Determination

To:

Office of Planning and Research
U.S. Mail: *Street Address:*
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
 County of: Los Angeles
 Address: 12400 Imperial Hwy, Norwalk, CA 90650

From:

Los Angeles County Metropolitan
 Public Agency: Transportation Authority (Metro)
 Address: One Gateway Plaza
Mail Stop 99-22-3
 Contact: Cory Zelmer
 Phone: 213-922-1079

Lead Agency (if different from above):
 Address: _____
 Contact: _____
 Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2015021009

Project Title: Airport Metro Connector (AMC) 96th Street Transit Station

Project Applicant: Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location (include county): Los Angeles

Project Description:

This Proposed Project is located in the City of Los Angeles and adjacent to the Los Angeles International Airport. The Project will add a new Metro Rail station to the Crenshaw/LAX Line at the 96th Street and Aviation Boulevard. The Project components include three new Light Rail Transit (LRT) platforms, bus plaza, bicycle hub, passenger pick-up and drop-off area, and transit center/terminal building.

This is to advise that the Los Angeles County Metropolitan Transportation Authority (Metro) has approved the above
 Lead Agency or Responsible Agency

described project on December 1, 2016 and has made the following determinations regarding the above
 (date)
 described project.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

www.metro.net/laxconnector and at the following libraries: City of LA Central, Westchester Loyola Village Branch, City of Inglewood, Crenshaw-Imperial Branch, El Segundo, Hawthorne, Lennox and Metro

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

**MOTION FROM DIRECTORS KNABE AND RIDLEY-THOMAS
ACCELERATING THE LAX/AIRPORT METRO CONNECTOR
GREEN LINE EXTENSION TO LAX**

Connecting Los Angeles International Airport (LAX) directly to the Metro Rail System is among our highest priorities. Completing an accelerated transit connection to LAX by 2019, concurrent with the planned opening of the Crenshaw/LAX Line, would show our prospective Federal funding partners and regulatory agencies that we are serious about working with them to build a transit system that makes sense and that we value a regional rail system directly connected to LAX.

Last month the MTA Board approved a preferred alternative rail connection that moves forward into the environmental review process. However, Metro's most recent Countywide Financial Forecasting Model (FY 2013-2040, Draft Short Range Financial Plan, March 13, 2014) continues to show that Metro's piece of the LAX transit connection won't be completed until 2028. We can and should do better than having the Green Line to LAX/Airport Metro Connector Project completed by 2028, an incredible 14 years from now. Working together to successfully align our planning, advocacy and funding efforts, we can reach the goal of completing the project in less than half the time.

WE, THEREFORE, MOVE THAT THE MTA BOARD:

Instruct the CEO to report back to the Board in September at the Planning and Construction Committees and at the September 25, 2014 full Board Meeting, with written details on the strategic next steps and plan to "accelerate" completion of the Green Line to LAX/Airport Metro Connector Project, for project delivery by 2019, on a timeline that complements both the Crenshaw/LAX Light Rail Project and the South Bay Green Line Extension Project, which are connected to and share the Green Line Corridor. The report is requested to include the following:

- A. A detailed action plan that includes an array of funding alternatives, formal arrangements for working with LAWA, as well as local, state, and federal partners, to fund and implement the Green Line to LAX/Airport Metro Connector Project on an accelerated schedule to deliver the project by 2019;
- B. A specific approach to advocacy efforts with relevant federal agencies including the FTA and FAA to better coordinate and align with the federal review process, including resolving any road blocks to project funding, implementation and acceleration;
- C. A detailed timeline and the specific MTA Board actions that are needed to accelerate delivery of the project including the environmental review, or other actions that may be necessary to complement, align and expedite project delivery to match the completion date of the Crenshaw/LAX Light Rail Project in 2019.

ATTACHMENT F

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.