



Board Report

File #: 2016-0497, File Type: Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE

AUGUST 17, 2016

CONSTRUCTION COMMITTEE

AUGUST 18, 2016

SUBJECT: AIRPORT METRO CONNECTOR

ACTION: EXECUTE CONTRACT MODIFICATION

RECOMMENDATION

CONSIDER:

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

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

B. RECEIVING AND FILING:

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

ISSUE

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

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

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

DISCUSSION

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

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

Draft EIR

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

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

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

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

Architectural and Engineering Design Services

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

Crenshaw/LAX Design Accommodations

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

Impact to Budget

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

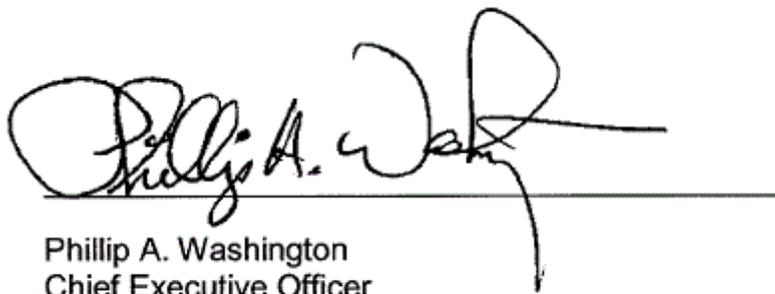
preparation of the Final EIR and federal environmental documentation. Staff will also determine with FTA the federal environmental clearance and other necessary next steps to meet federal environmental and funding eligibility requirements. Staff will continue to closely coordinate with LAWA staff on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

ATTACHMENTS

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

Prepared by: Meghna Khanna, Manager, Transportation Planning (213) 922-3931
Cory Zelmer, Sr. Manager, Transportation Planning (213) 922-1079
Danielle Valentino, Manager, Community Relations (213) 922-1249
David Mieger, Executive Officer, (213) 922-3040
Renee Berlin, Executive Officer, (213) 922-3035
Rick Meade, Executive Officer, (213) 922-7917

Reviewed by: Ivan Page, Chief Vendor/Contract Management (Interim), (213) 922-6383
Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

AIRPORT METRO CONNECTOR/PS114330-2636

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

A. Procurement Background

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

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

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

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

B. Cost Analysis

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

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

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

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

Airport Metro Connector 96th Street Transit Station

Draft Environmental Impact Report – Executive Summary

State Clearinghouse No. 2015021009



INTRODUCTION

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

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

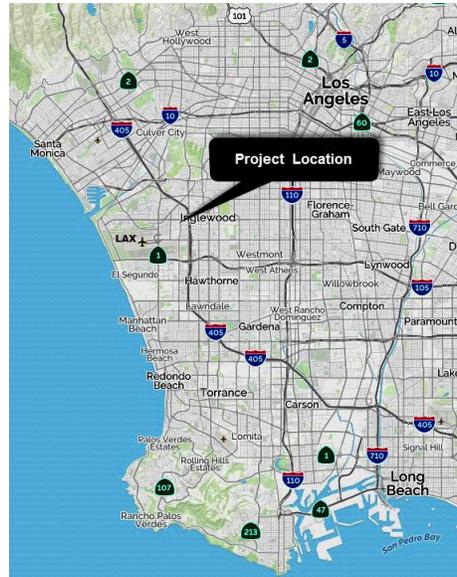
- Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;
- Areas of controversy known to the Lead Agency including issues raised by agencies and the public; and
- Issues to be resolved including the choice among alternatives and whether or how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

OVERVIEW

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

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

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



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

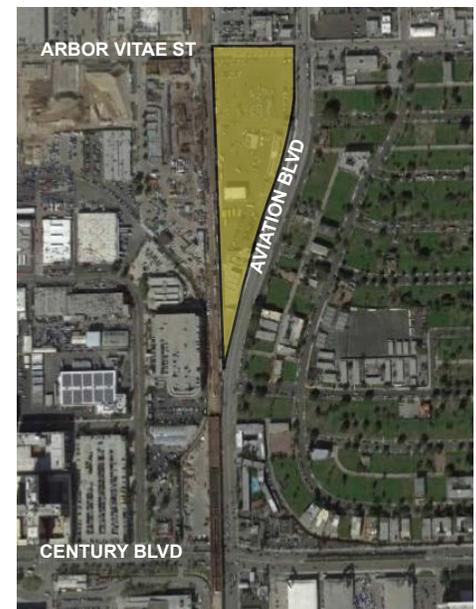
The proposed project is one of the 12 transit projects identified in Measure R and included in the Metro Long Range Transportation Plan. Measure R is a half-cent sales tax approved by Los Angeles County voters in 2008 and became a law in 2009.

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

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

Project Objectives

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



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

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

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

HISTORY

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

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

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

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

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



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

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

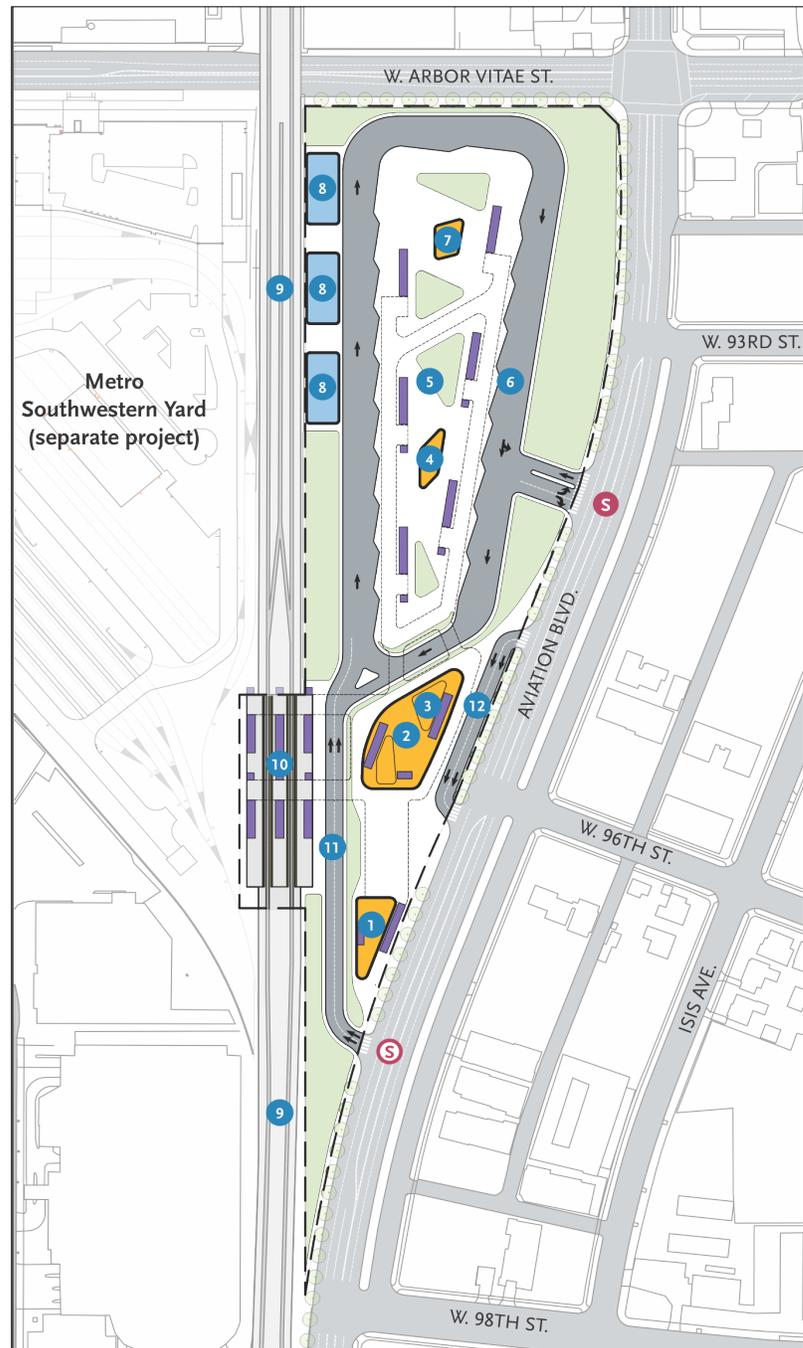
In June 2013, the Metro Board directed staff to include the Through ITF Alternative (Intermediate LRT and Circulator i.e. APM) in the environmental review phase. In an effort to expedite the construction of a regional rail connection to the airport, Metro and LAWA worked collaboratively to further refine

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

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

THE PROPOSED PROJECT

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



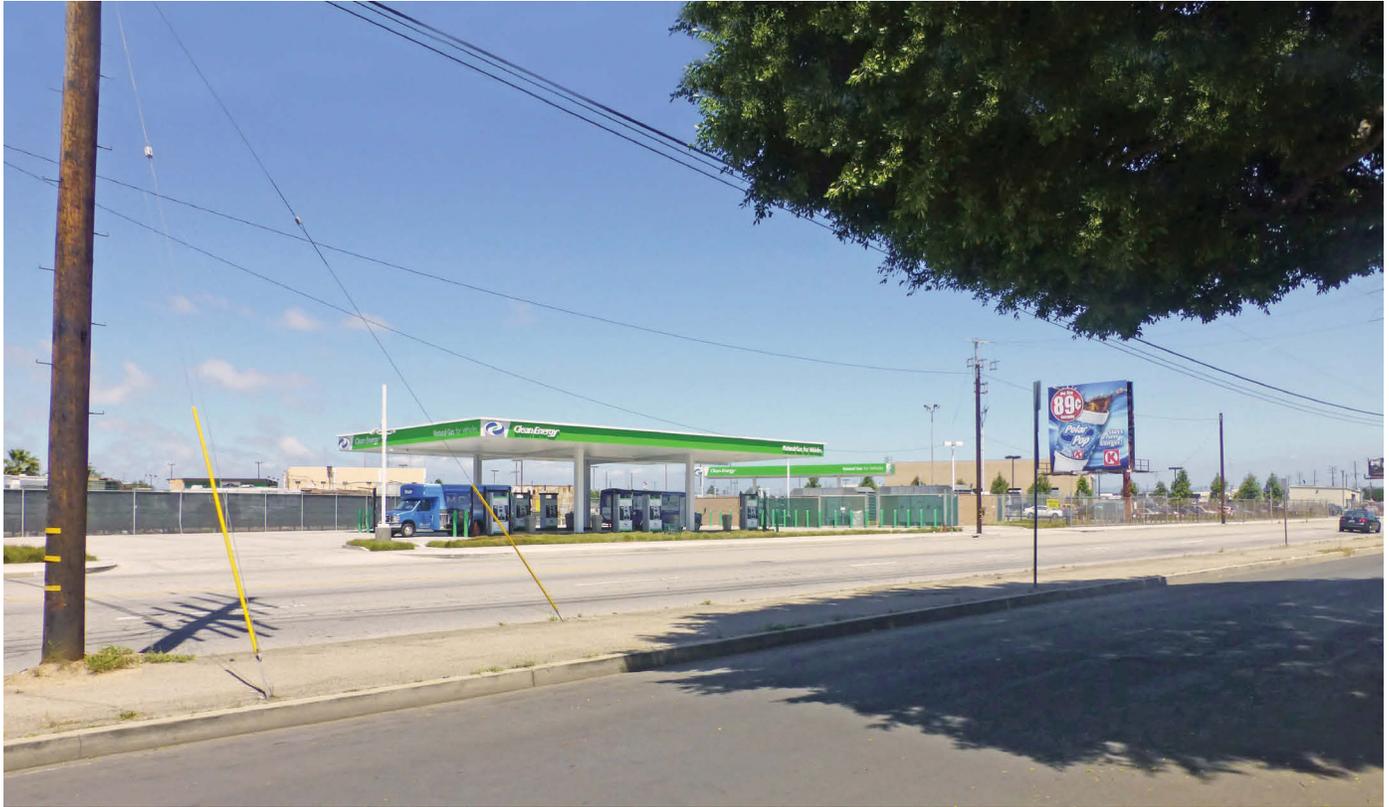
LEGEND

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

The proposed project conceptual site plan.

The LRT platforms, running

NORTHWEST VIEW OF THE PROPOSED PROJECT SITE



Existing Condition



Conceptual Sketch

SOUTHWEST VIEW OF THE PROPOSED PROJECT SITE



Existing Condition



Conceptual Sketch

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

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

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

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

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

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

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

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

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

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

PROJECT ALTERNATIVES

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

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

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

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

TABLE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

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

TABLE S.1 - SUMMARY OF IMPACTS AND MITIGATION MEASURES

(continued)

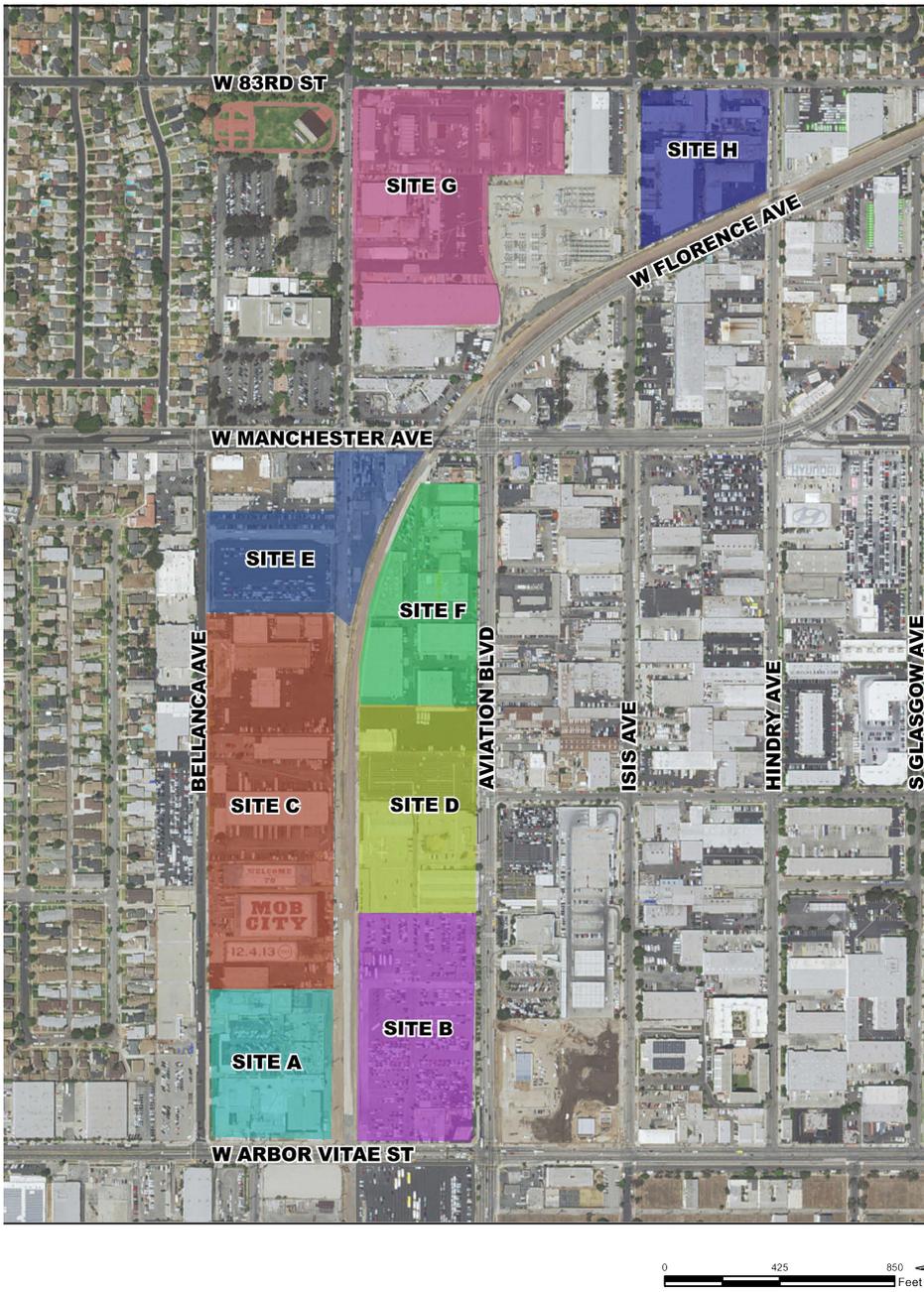
Environmental Issue	Project Impact	Mitigation Measures	Significance After Mitigation
Hazards and Hazardous Materials (Continued)	Less Than Significant With Mitigation	HAZ-5 Metro shall coordinate with the responsible party (Honeywell International Inc.) under the direction of the Regional Water Quality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

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

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

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

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



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

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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

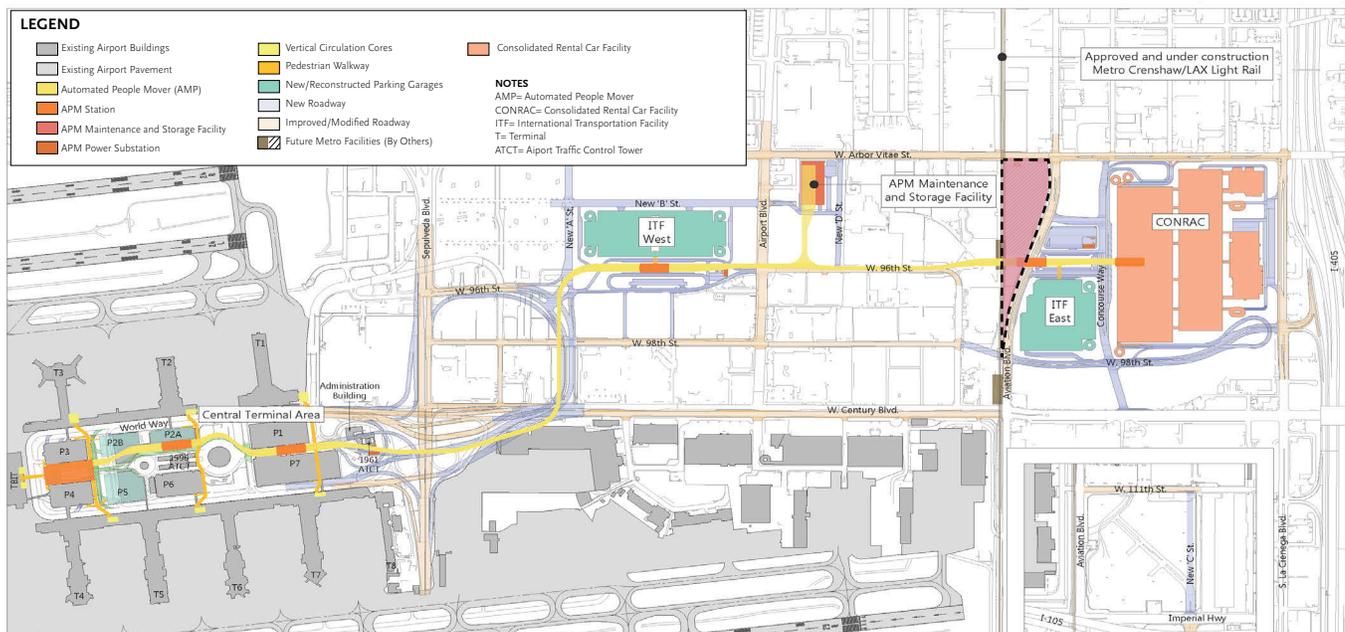
While the No Project Alternative would provide a regional transit connection to LAX through the Aviation/Century station, it could not be included in a

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

THE PROPOSED PROJECT AND FUTURE CUMULATIVE SCENARIO

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

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



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

Source: LAWA

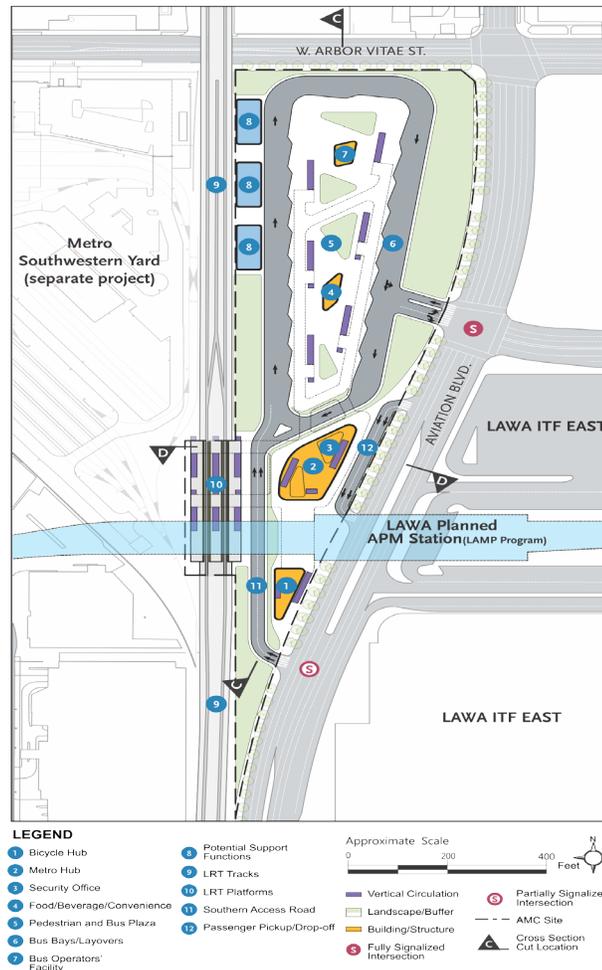
The cumulative impact analysis included in this EIR considers the combined effect of the proposed project with improvements proposed by LAWA as part of their LAMP as well as other private development projects in the project vicinity.

LAMP COMPONENTS

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

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

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



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

elements to the arrival, departure and concourse levels;

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

THE PROPOSED PROJECT INTERFACE WITH THE LAMP

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

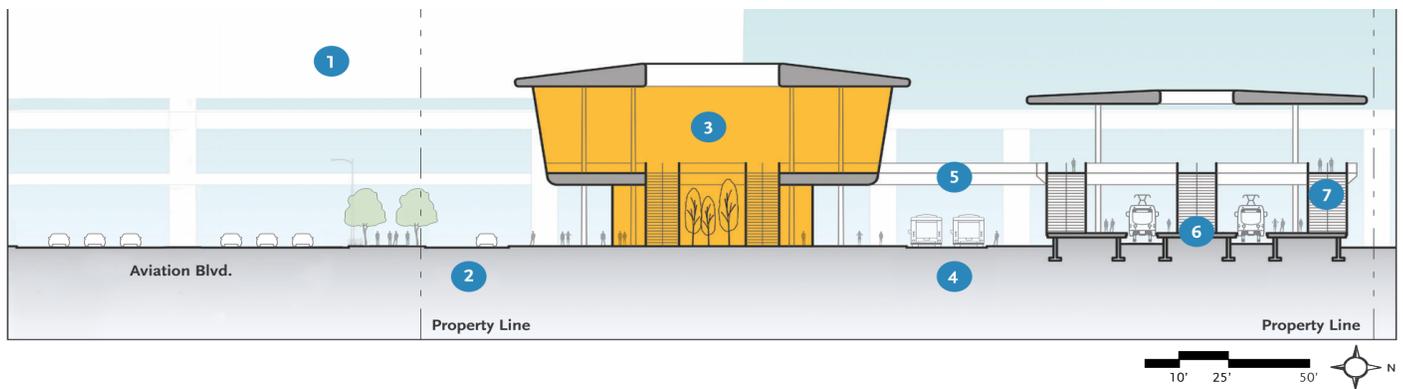
The APM would be built completely above grade and connect to the passenger terminals in the CTA with a pedestrian walkway system located above the existing roads and curb areas. The APM would

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

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

AREAS OF CONTROVERSY/ ISSUES TO BE RESOLVED

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



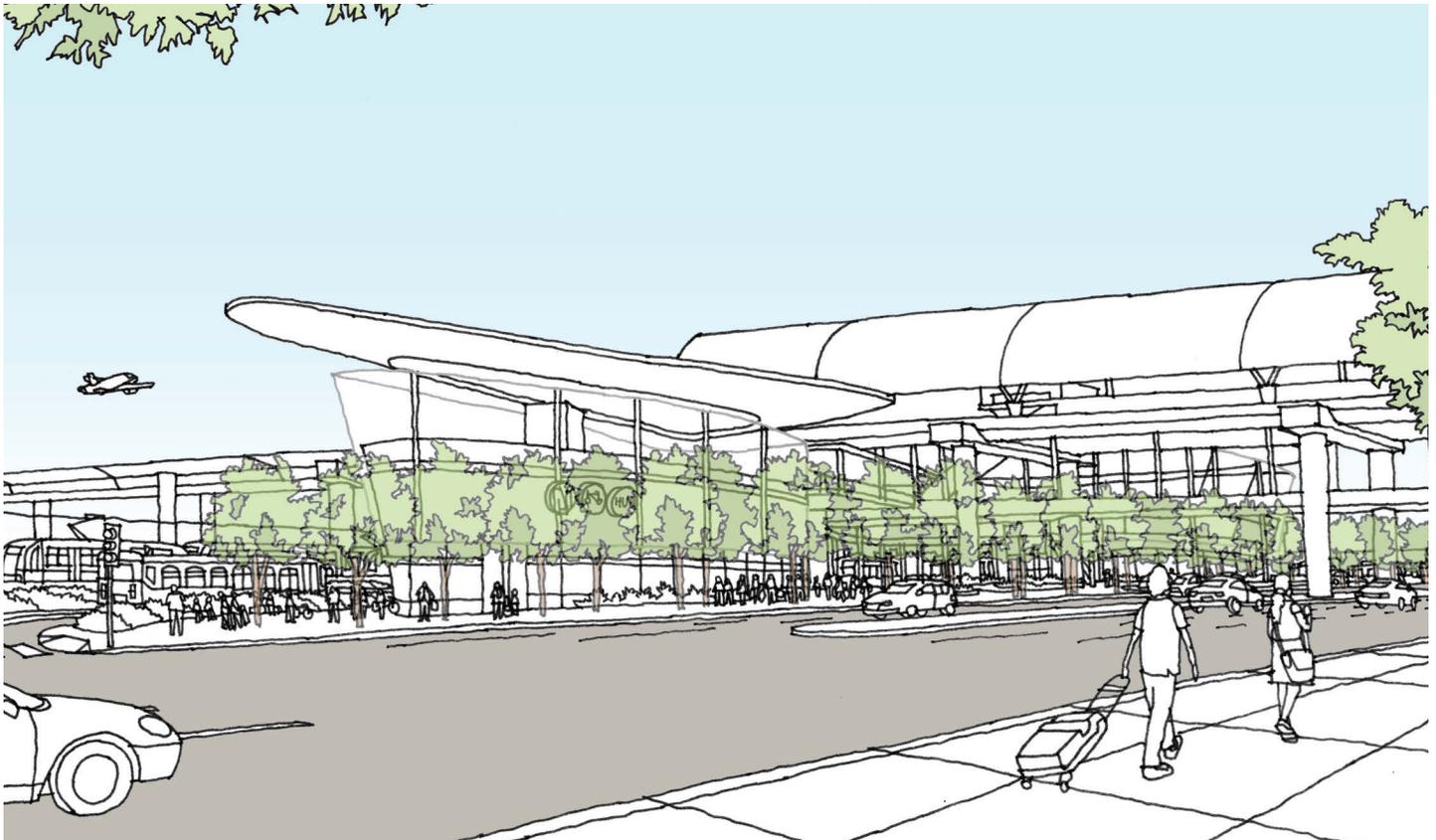
EAST-WEST CROSS SECTION D-D

LEGEND

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

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

NORTHWEST VIEW OF THE PROPOSED PROJECT SITE - CUMULATIVE SCENARIO



Conceptual Sketch

SOUTHWEST VIEW OF THE PROPOSED PROJECT SITE - CUMULATIVE SCENARIO



Conceptual Sketch

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June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

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

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

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

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

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

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

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

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

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

DEOD SUMMARY

AIRPORT METRO CONNECTOR PROJECT/PS114330-2636

A. Small Business Participation

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

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

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

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

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

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

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

Airport Metro Connector

96th Street Transit Station

August 17, 2016 - Planning and Programming Committee

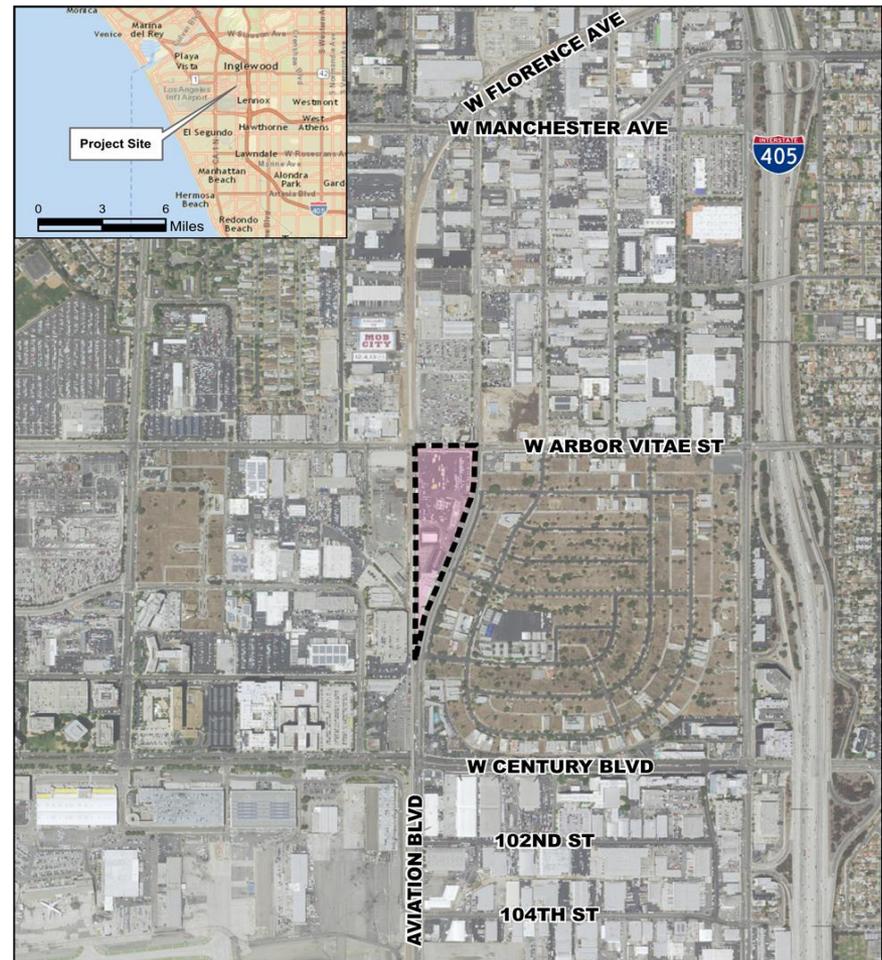
August 18, 2016 - Construction Committee



Draft Environmental Impact Report (EIR)

Project Components

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



LEGEND
Project Site

Approximate Scale
0 1,000 2,000 Feet

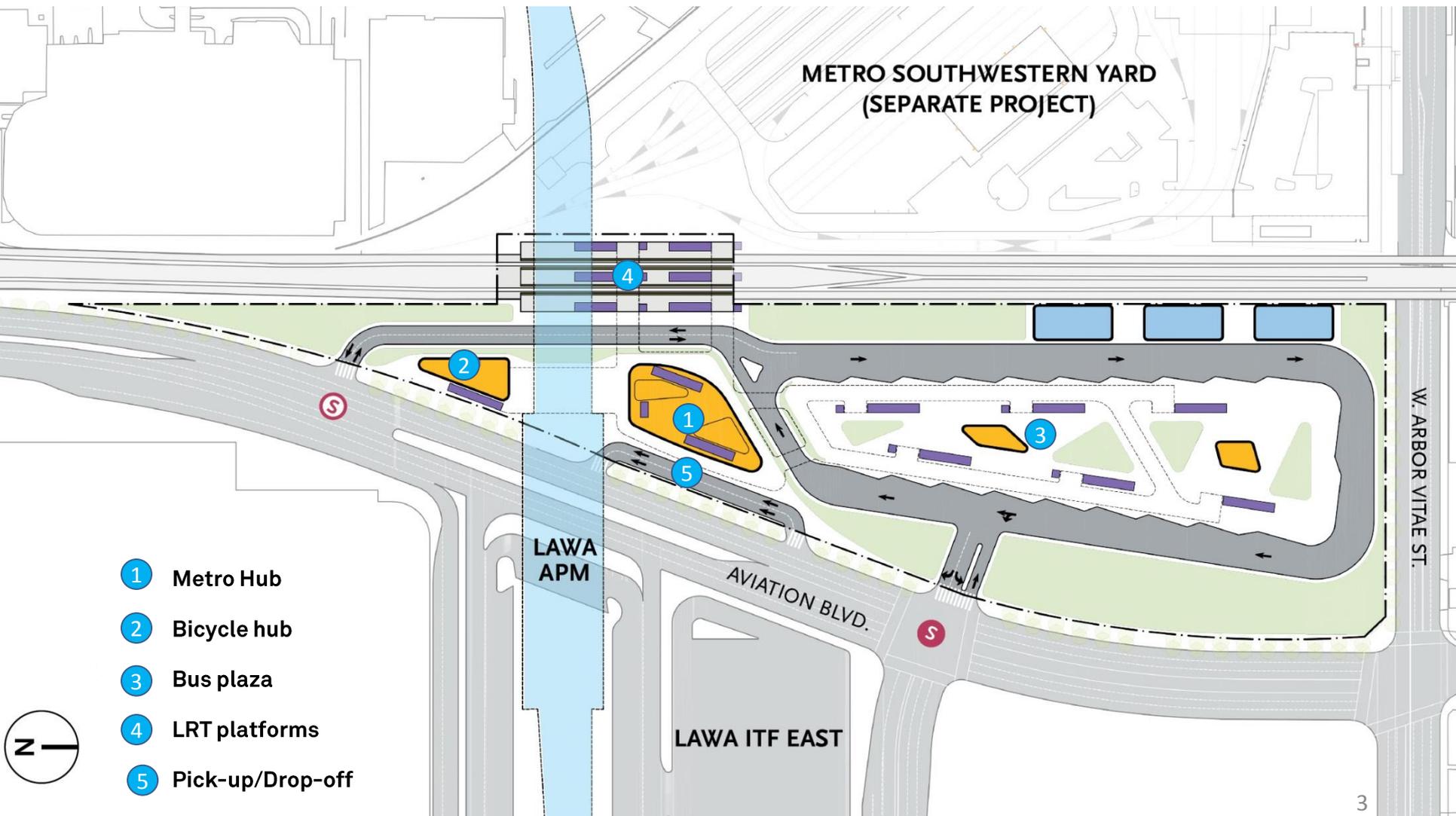
* APM is being cleared by LAWA



Metro®

Draft Environmental Impact Report (EIR)

Ground Level Conceptual Site Plan



Environmental Impact Report

> Draft EIR

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

> Final EIR

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

Draft Environmental Impact Report

Summary of Impact Analysis

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

DEIR Public Comments

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

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



Next Steps

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

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