

Metro

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



Agenda - Final

Thursday, November 21, 2019

10:15 AM

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

Construction Committee

*Janice Hahn, Chair
Robert Garcia, Vice Chair
Kathryn Barger
Jacquelyn Dupont-Walker
Sheila Kuehl
John Bulinski, non-voting member*

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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 one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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

CALL TO ORDER**ROLL CALL**

29. **SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT** [2019-0772](#)

RECOMMENDATION

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

Attachments: [Program Management Major Project Status Report - November 2019.pdf](#)

30. **SUBJECT: CALTRANS UPDATE** [2019-0826](#)

RECOMMENDATION

RECEIVE report by the Caltrans District Director on Delivery of Projects on I-5.

31. **SUBJECT: LINK UNION STATION PROJECT** [2019-0769](#)

RECOMMENDATION

CONSIDER:

- A. FINDING that the use of a construction manager/general contractor (CM/GC) project delivery method for the Link Union Station Project, pursuant to Public Utilities Code Sections 130242, to achieve certain private sector efficiencies by an integrated project delivery team; and
- B. APPROVING a competitive solicitation of a CM/GC contract(s) to qualified proposers, pursuant to Public Utilities Code Section 130242 (e), whose proposals will be evaluated by utilizing appropriate evaluation criteria (including price) set forth in the solicitation documents.

(REQUIRES 2/3 VOTE OF THE BOARD)

Attachments: [Attachment A - Link US CMGC Off-Ramp Opportunities](#)

36. SUBJECT: DIVISION 20 PORTAL WIDENING AND TURNBACK FACILITY

[2019-0778](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING AND ADOPTING minor changes to project definition and CEQA Addendum to the Final Environmental Impact Report (FEIR) for the Division 20 Portal Widening and Turnback Facility (Attachment A); and
- B. ESTABLISHING a Life-of-Project (LOP) Budget of \$801,749,577 for the Division 20 Portal Widening Turnback Project.

Attachments: [Attachment A - Division 20 Portal Widening Turnback Facility Addendum](#)
 [Attachment B - Division 20 NOD Addendum](#)
 [Attachment C - Division 20 Chronology](#)
 [Attachment D - Division 20 Expenditure Plan](#)
 [Attachment E - Division 20 Portal Widening & Turnback Facility FTE Plan](#)

37. SUBJECT: 7TH AND METRO STATION RADIO REPLACEMENT

[2019-0787](#)

RECOMMENDATION

INCREASE the Life of Project (LOP) Budget for the Regional Connector Concurrent Non-FFGA Activities Project, capital project number 861228 by \$6,450,000 to a total amount of \$46,441,168. This will address critical radio system interface requirements at 7th & Metro.

Attachments: [Attachment A - Funding Plan rev. Oct 30](#)
 [Attachment B - Regional Connector Concurrent Non-FFGA Activities](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0813](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2019-0772, **File Type:** Oral Report / Presentation

Agenda Number: 29.

CONSTRUCTION COMMITTEE NOVEMBER 21, 2019

SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT

ACTION: ORAL REPORT

RECOMMENDATION

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

DISCUSSION

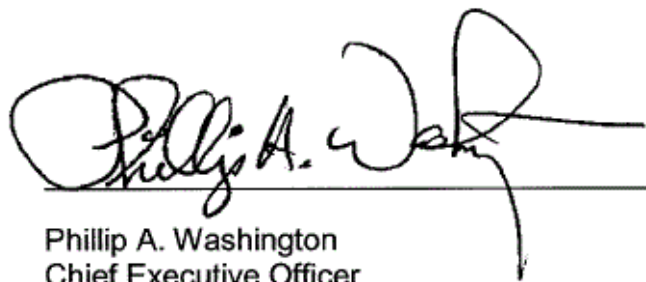
Update report covering the month of November 2019 by the Chief Program Management Officer.

ATTACHMENTS

Attachment A - Program Management Major Project Status Report

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Gary Baker, EO Project Mgmt., (213) 893-7191
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Westside Purple Line Ext 3** - Kimberly Ong, EO Project Mgmt., (323) 903-4112
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, Sr. EO Project Mgmt., (213) 922-7297
- **Willowbrook/Rosa Park Station** - Timothy Lindholm, Sr. EO Project Mgmt., (213) 922-7297
- **The New Blue** - Timothy Lindholm, Sr. EO Project Mgmt., (213) 922-7297
- **I-210 Barrier Replacement** - Androush Danielians, EO Project Engr., (213) 922-7598
- **I-5 North** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **I-5 South** - Abdollah Ansari, Sr EO Construction & Engr., (213) 922-4781
- **Presentation** - Shannon Hanley, Chief Administrative Analyst, (213) 922-1350



Phillip A. Washington
Chief Executive Officer

Program Management Major Project Status Report

Presented By

Richard Clarke

Chief Program Management Officer





















November 2019

Construction Committee

Los Angeles County Metropolitan Transportation Authority



PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			Project is 93% complete. Contractor needs to recover schedule. The forecast revenue service date is Summer/Fall 2020.
Regional Connector			Project is 59% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 1			Project is 53% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 2			Project is 23% complete and proceeding on schedule and within budget.
Westside Purple Line Extension-Section 3			Project is 5% complete and proceeding on schedule and within budget.
Patsaouras Plaza			Project is 75% complete. Archaeological and Native American monitoring not required due to lack of earthwork at the present. Rebar installation for the pedestrian walkway, overcrossing and elevator platform begin.
Willowbrook/Rosa Parks Station			Customer Service Building and mobility hub ongoing at 80% completion. Blue Line Station and mezzanine work progressing with finishes and installation of PA, security, faregate and lighting systems. In full coordination with New Blue. Package B 100% bid package has been delivered and is under review by Metro.
Metro Blue Line Projects			MBL is scheduled to re-open Saturday November 2, 2019. Train control work at Division 11 will proceed upon main line re-opening.
I-5 North: SR 118 to SR 134			Segment 1 and 2 are completed. Segment 3 (Empire Ave & Burbank) is 76% complete. Segment 4 (Magnolia to SR-134) is 93% complete.
I-5 South: Orange County Line to I-605			Segments 1 and 3 and the Carmenita Interchange are completed. Segment 2 (Valley View) is 50% complete. Segment 4 (Imperial) is 96% complete. Segment 5 (Florence) is 84% complete.

November 2019

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem



Major issue



Metro 2

CRENSHAW/LAX TRANSIT PROJECT



BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$2,058M	\$2,058M



SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE	Summer/Fall	Summer/Fall
OPERATION	2020	2020

- Overall Project Progress is 93% complete; contractor needs to recover schedule.
- Contractor investigating blocked and damaged conduits in tunnels and underground stations.
- Contractor continues Crenshaw Blvd road restoration in the Hyde Park neighborhood.
- Critical path is completion of the conduit work, system equipment installation and testing, especially at the three underground stations.



Expo/Crenshaw Station - Track crossover section



Hyde Park Station – northbound view of platform

November 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 3

REGIONAL CONNECTOR TRANSIT PROJECT

BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$1,810M	\$1,810M

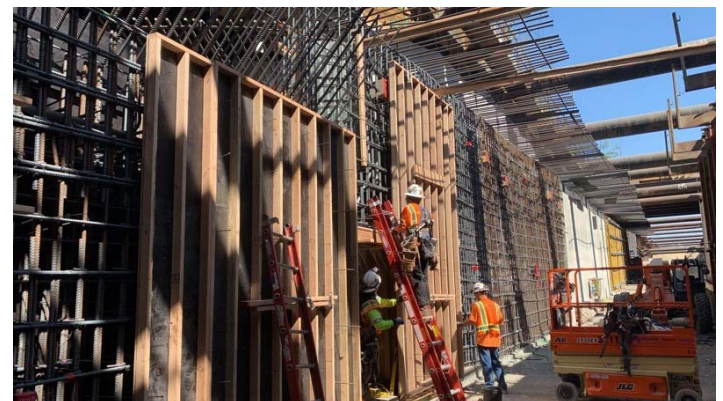
SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE	Summer/Fall	Summer/Fall
OPERATION	2022	2022

- Overall Project Progress is 59% complete.
- Little Tokyo/Arts District Station, WYE and 1st Street:** Street Restoration work will begin in January 2020, as coordinated with the Little Tokyo Community.
- Historic Broadway Station:** Structural concrete continues within the Station and Sequential Excavation Method (SEM) Cavern.
- Grand Av Arts/Bunker Hill Station:** Structural concrete walls continue to be erected at multiple levels throughout the station.
- Flower Street:** Continue installation of exterior and interior walls; preparations for invert placements underway.



Left track tunnel at Flower St



Interior wall forming at Fan Plant

November 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 4

WESTSIDE PURPLE LINE EXTENSION – SECTION 1



BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST*	\$3,154M	\$3,154M

* Includes Board approved LOP budget plus finance costs.



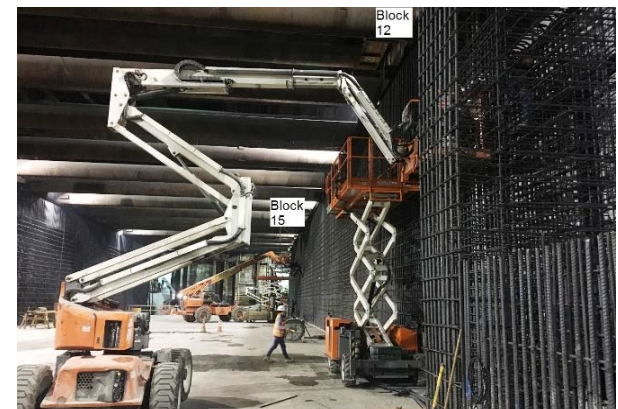
SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE	Fall	Fall
OPERATIONS	2024 (FFGA)	2023

- Overall Project Progress is 53% complete.
- Wilshire/Western Retrieval Shaft:** Reconfigured yard and shaft to accommodate the mining of Reach 1 cross passage construction.
- Wilshire/La Brea Station:** Completed 2nd lift exterior wall concrete placement (G/L 5–15) on September 19, 2019. Work on the high bay 2nd lift exterior walls is scheduled to begin in December 2019.
- Wilshire/Fairfax Station:** HDPE, Rebar and Mechanical, Electrical, and Plumbing (MEP) placement for 1st lift exterior walls moves forward. Concrete placement for 1st lift exterior walls is scheduled to begin on October 16, 2019.
- Wilshire/La Cienega Station:** Excavation is complete. Began installation of geotextile and gravel for mud mat placement, which is scheduled for October 12, 2019.
- Tunneling:** Re-assembly of the Tunnel Boring Machines (TBMs) is nearing completion. Reach 2 TBM launch (Purple TBM) commenced on October 7, 2019. Reach 1 cross passage work is scheduled to start in October 2019.



TBM Launch at Wilshire/La Brea Station



Wall Rebar Placement at Wilshire/Fairfax

November 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 6

WESTSIDE PURPLE LINE EXTENSION – SECTION 2



BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST*	\$2,530M	\$2,530M

* Includes Board approved LOP budget plus finance costs.



SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE	Winter	Summer
OPERATION	2026 (FFGA)	2025

- Overall Project progress is 23% complete.
- Final design progress is 95% complete.
- **Century City Constellation**
 - Tunnel Boring Machine (TBM) launch box excavation is complete. Construction of the base slab is ongoing.
 - Tunnel access shaft excavation is at a depth of 61 feet (approximately 65% complete). Geophysical testing is underway within the partially excavated shaft to confirm there are no subsurface obstructions on the alignment near the shaft.
 - A request for an additional extension of the full closure of Constellation Blvd (in the vicinity of the Launch Box) will be presented to the Board of Public Works before the existing closure expires in December 2019.
 - Cable pulling and splicing for AT&T was completed in September 2019. Cable pulling and splicing for LADWP is anticipated to complete prior to the start of piling activities west of the TBM Launch Box.
- **Wilshire/Rodeo**
 - The closure of North Canon Drive, which included installation of a sound wall and traffic improvements, was completed in October 2019.
 - Piling for the station excavation is scheduled to begin in 4th quarter of 2019.



TBM Launch Box Excavation in Century City



Tunnel Shaft Overview in Century City

November 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 7

WESTSIDE PURPLE LINE EXTENSION – SECTION 3



BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST*	\$3,611M	\$3,611M

* Includes Board approved LOP budget plus finance costs.



SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE	TBD	2027
OPERATION		

- Overall Project progress is 5% complete
- Final design progress is 20% complete
- **C1151 Tunnel Contract**
 - Frontier-Kemper Tutor Perini (FKTP) began Southern California Edison (SCE) ductbank construction in the County portions of the Project.
 - Continue real estate negotiations for access to Veterans Administration property. Draft Access Easement Agreement (AEA) and draft Right-of-Entry (ROE) are under review.
- **C1152 Stations, Trackwork and Systems Contract**
 - Station easement acquisitions continue.
- **Other Third Party Utility Relocation Work**
 - Joint trench conduit as well as Sempra Energy and Southern California Gas line relocations at the Westwood/UCLA station are ongoing.



Geotechnical Boring for Tunnel Cross Passage Design at Westwood/UCLA Station



AUR Telecom Joint Trench Excavation

November 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 8

PATSAOURAS BUS PLAZA STATION



BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$50.9M	\$50.9M



SCHEDULE

	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Spring 2020	Spring 2020

- Overall project progress at approximately 75% complete
- Archaeological and Native American monitoring will continue with the construction of the stormwater vault
- Pedestrian overcrossing rebar installation being completed
- Elevator platform and walkway rebar installation in progress
- Retaining wall drainage design in progress

Bus Platform

Pedestrian Walkway & Overcrossing

Elevator



November 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 9

WILLOWBROOK/ROSA PARKS STATION



BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$109.3M	\$109.3M



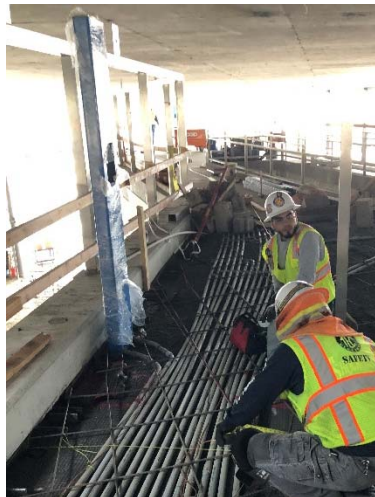
SCHEDULE

	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Summer 2020	Summer 2020

- Package A: Customer Service and Mobility Hub building finish work ongoing with metal panel and curtain wall installations. Interior finishes and fixture installation in progress. Plaza hardscape nearly complete with security and lighting system installation initiated.
- Package C: Blue Line platform extension nearly complete with focus now on finishes and systems work. Mezzanine flooring compete with current focus on enclosure walls, fire and lighting systems. Finalizing key components for re-opening of the Station with New Blue Opening.
- Package B: Final coordination of 100% documents submitted for Metro review.



Blue Line Platform Work



Mezzanine Work ongoing



Mobility Hub, Customer Service Building and Plaza Work

November 2019



On target



Possible problem



Major issue

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 9

THE NEW BLUE CLOSURE

◆ BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$221.3M	\$221.3M

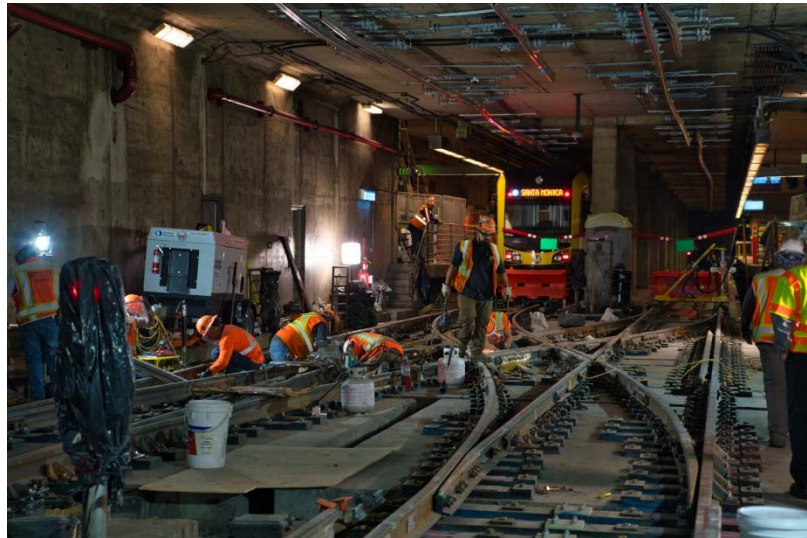
OK SCHEDULE

	<u>Current</u>	<u>Forecast</u>
SUBSTANTIAL COMPLETION	Fall 2019	Fall 2019

- Metro Blue Line opening events scheduled on November 2nd
- 7th Metro tunnel tail track section crossover replacement and Overhead Conductor Rail (OCR) work completed in October
- City of Long Beach beautification work completed in September



System Integration Test at new Slauson Interlocking



Crossover track s replacement at 7th Metro tail track

November 2019



On target



Possible problem



Major issue



Metro 10

Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-5 Construction Projects (By Caltrans)



November 2019

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 11

I-5 NORTH: SR 118 TO SR 134



! BUDGET

TOTAL COST

Current
\$880.9M

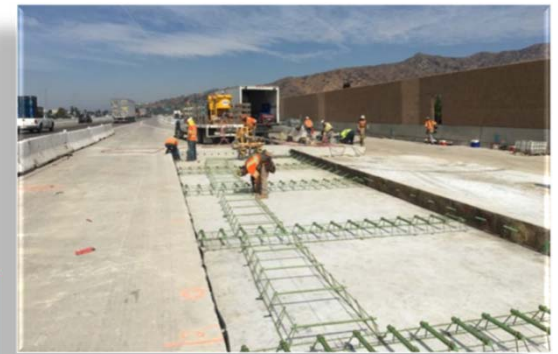
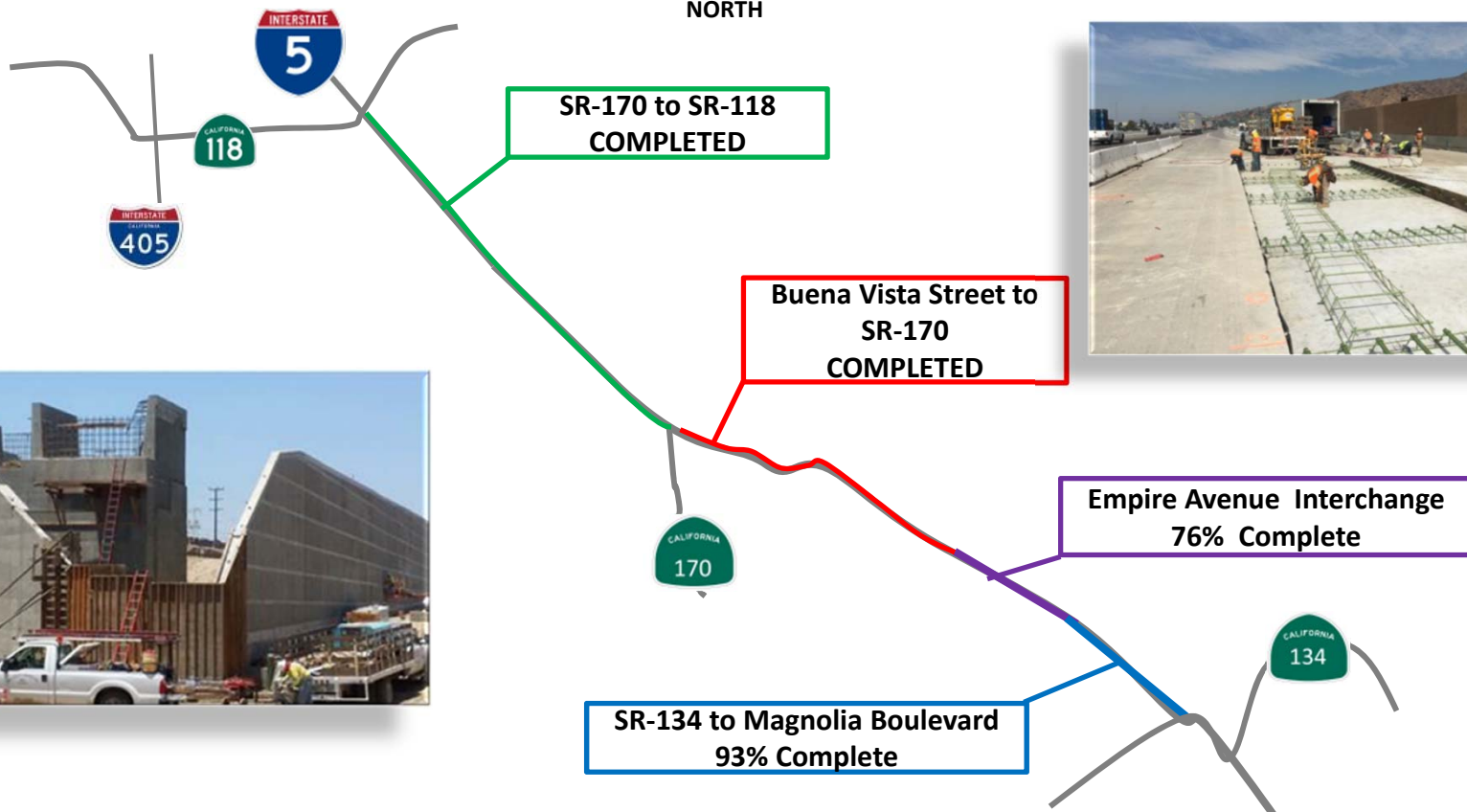
Forecast
\$912.8M*

! SCHEDULE

ANTICIPATED
PROJECT
COMPLETION

Current
Spring 2022

Forecast
Summer 2022



November 2019



On target



Possible problem



Major issue

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Risk Analysis, August 2019



Metro 12

Construction Committee

Los Angeles County Metropolitan Transportation Authority

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



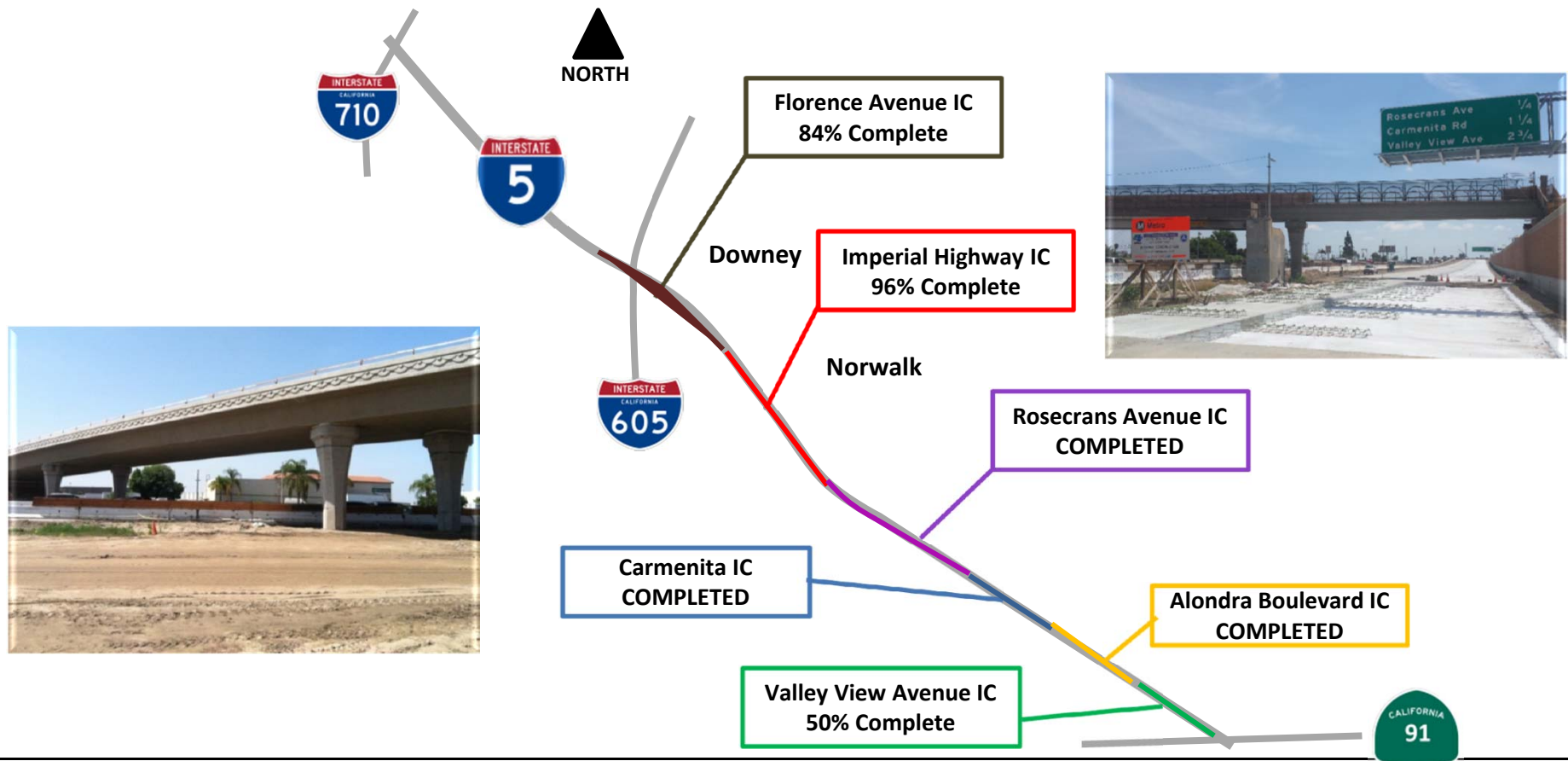
BUDGET

	Current	Forecast
TOTAL COST	\$1.888B	\$1.888B*



SCHEDULE

ANTICIPATED PROJECT COMPLETION	Current Fall 2022	Forecast Winter 2022
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November 2019

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem



Major issue

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Risk Analysis, August 2019

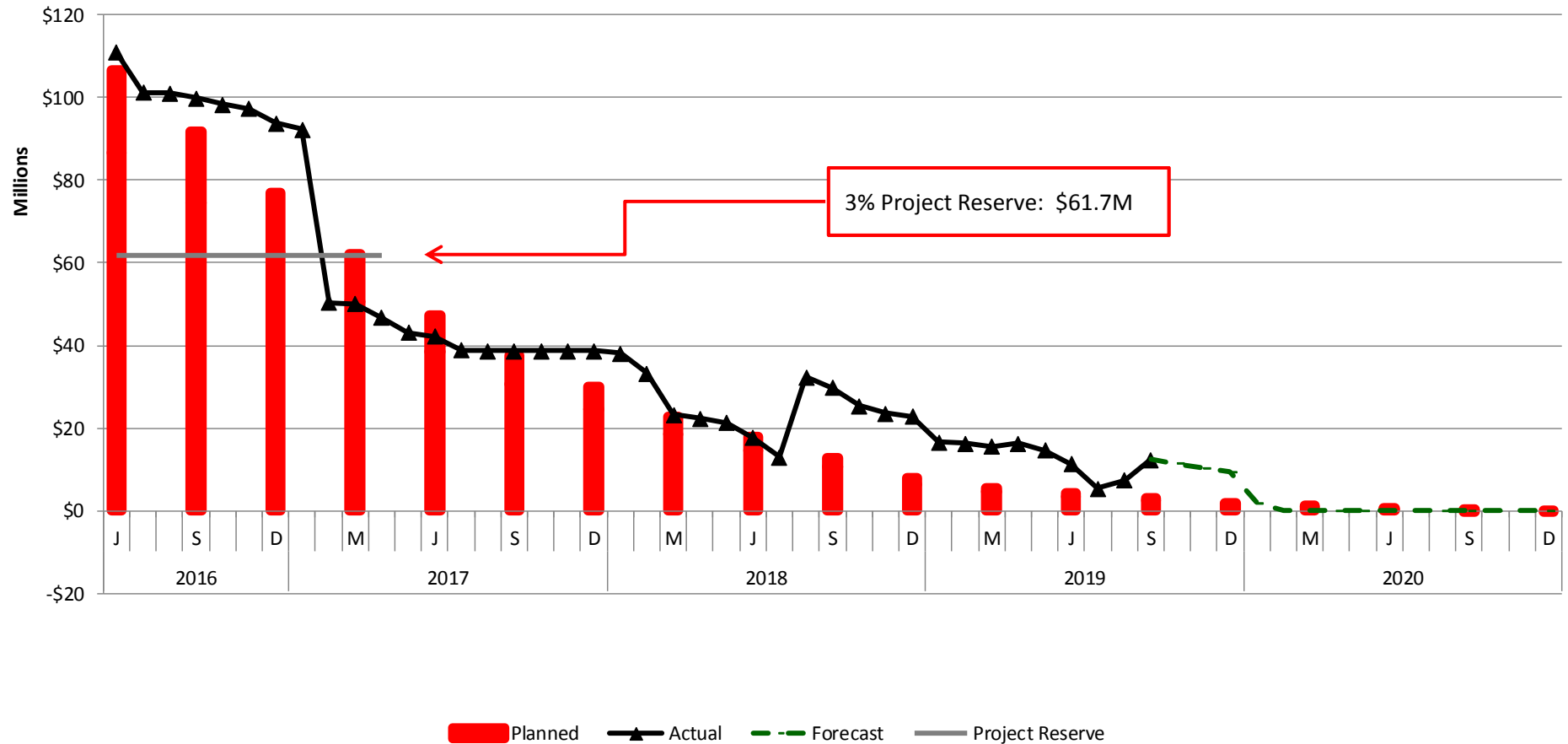


Metro 13

Crenshaw/LAX Transit Project

Project Cost Contingency Drawdown

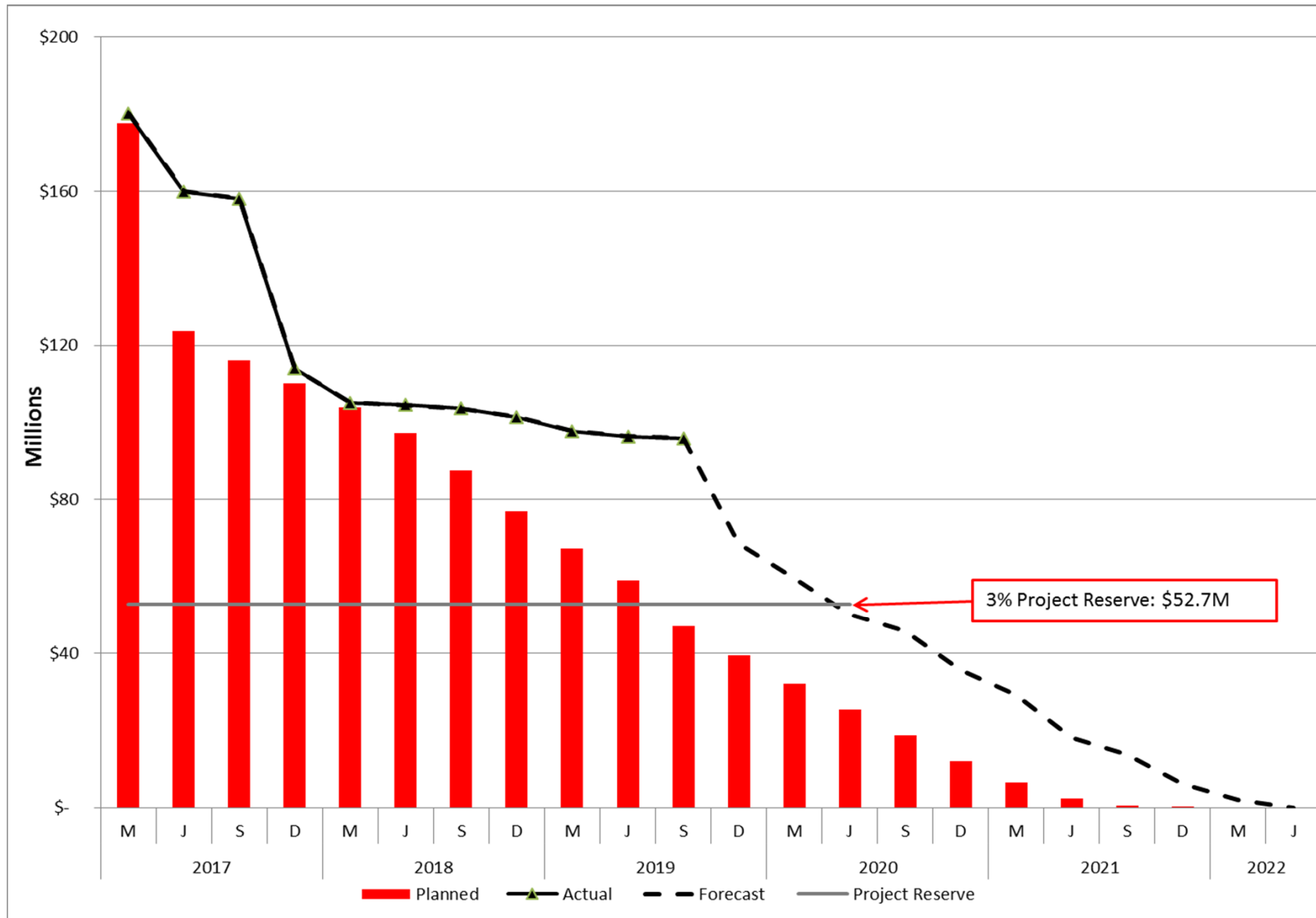
September 2019



Regional Connector

Project Cost Contingency Drawdown

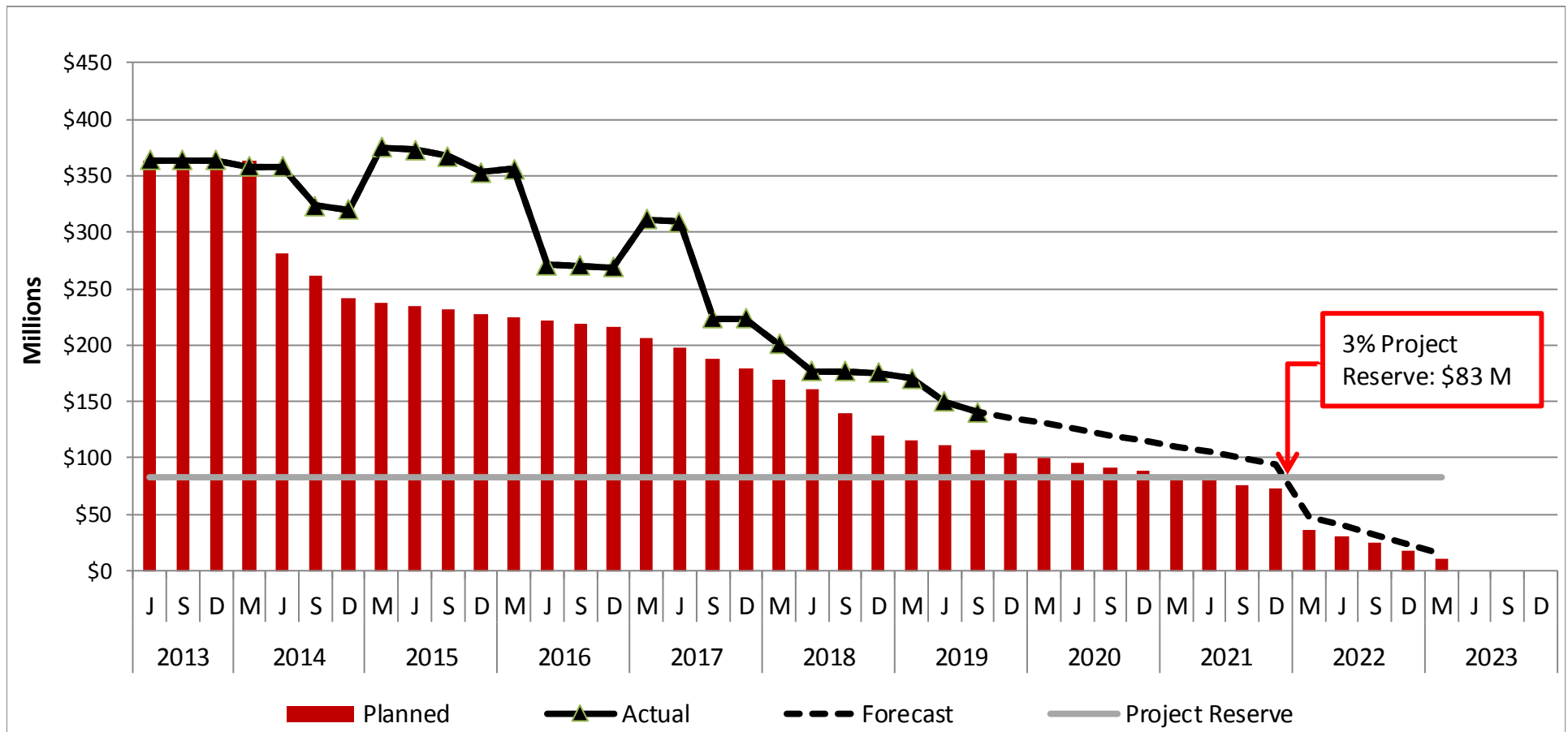
September 2019



Westside Purple Line Extension – Section 1

September 2019

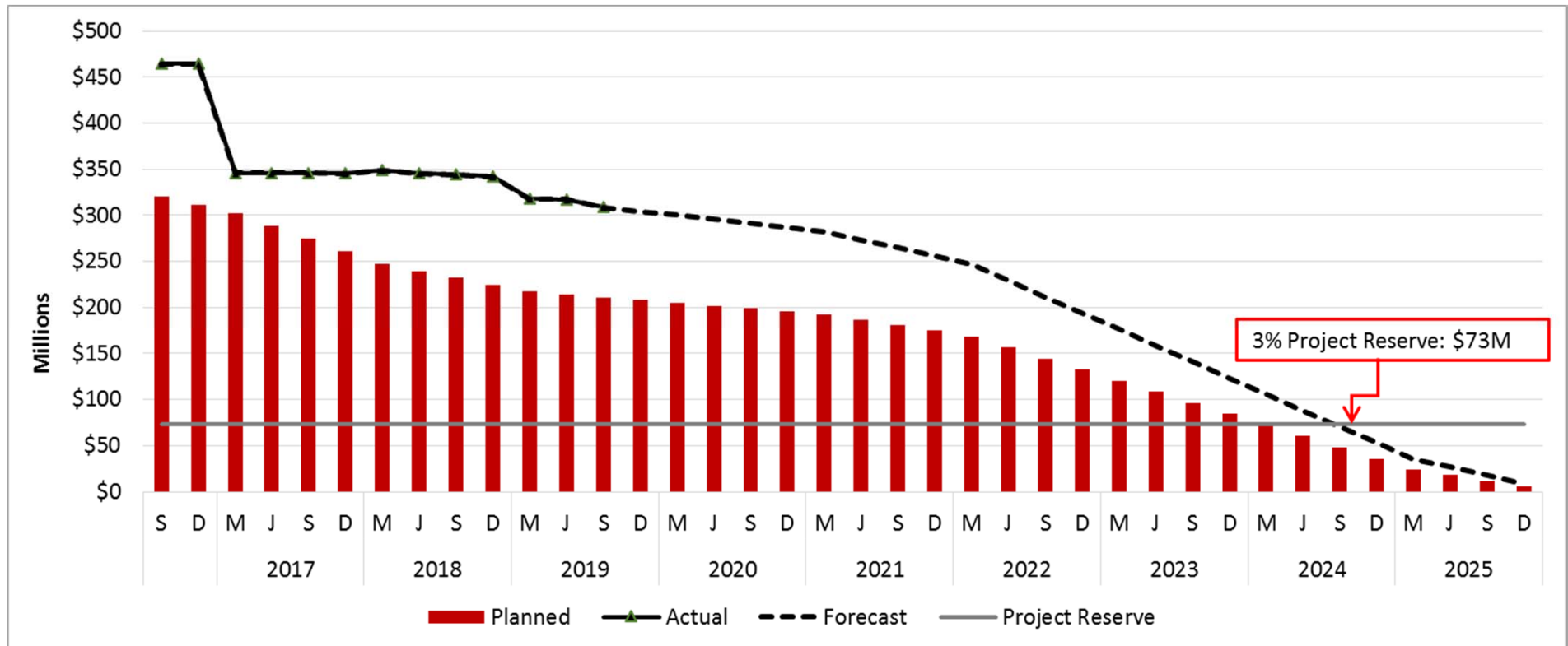
Project Cost Contingency Drawdown



Westside Purple Line Extension – Section 2

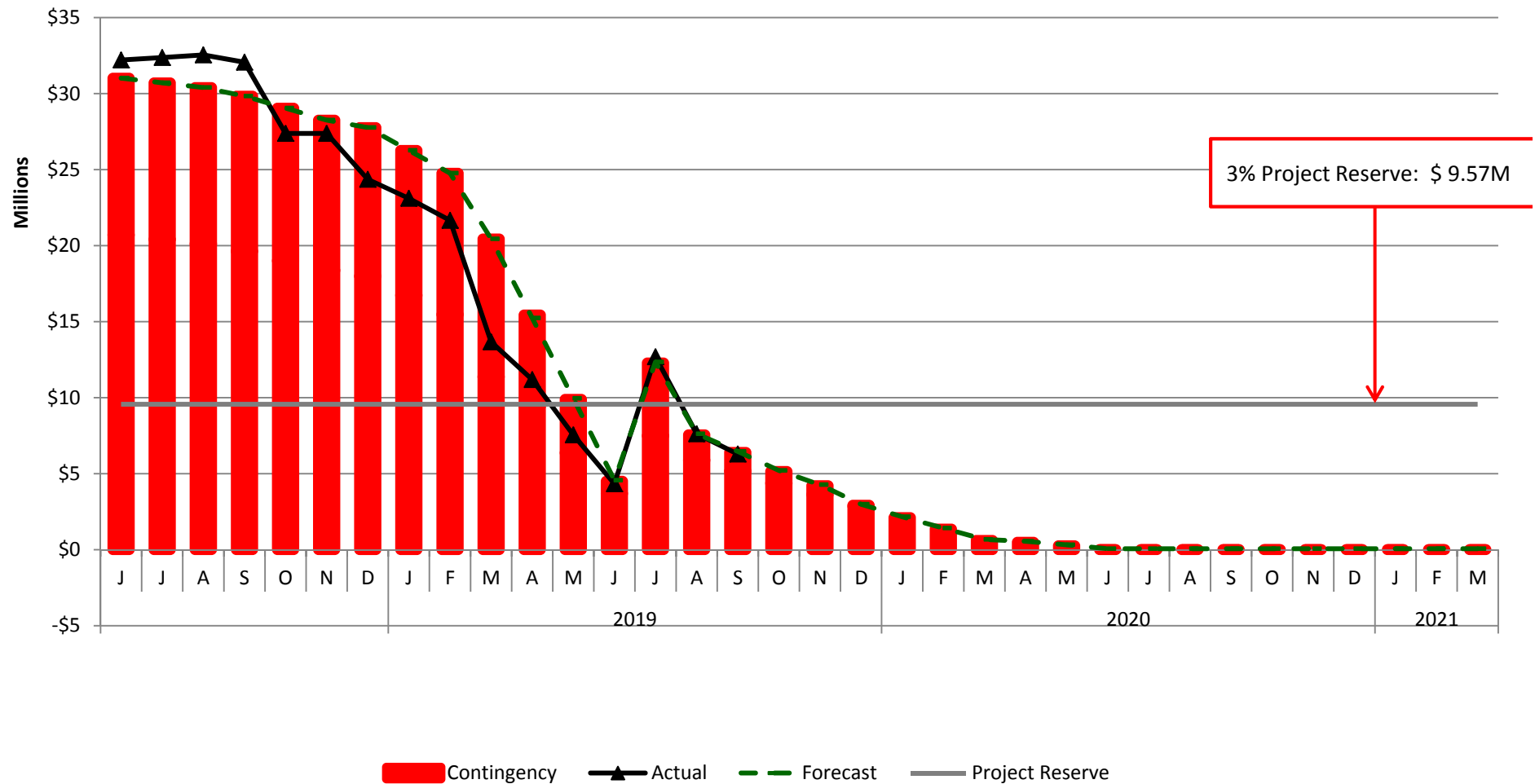
Project Cost Contingency Drawdown

September 2019



New Blue Projects

Project Cost Contingency Drawdown



- Blue Line Signal Rehabilitation
- Blue Line Track and System Refurbishment
- Willowbrook/Rosa Parks Station



Board Report

File #: 2019-0769, **File Type:** Informational Report

Agenda Number: 31.

CONSTRUCTION COMMITTEE NOVEMBER 21, 2019

SUBJECT: LINK UNION STATION PROJECT

**ACTION: APPROVE USE OF CONSTRUCTION MANAGER/GENERAL CONTRACTOR
(CM/GC) PROJECT DELIVERY METHOD**

RECOMMENDATION

CONSIDER:

- A. FINDING that the use of a construction manager/general contractor (CM/GC) project delivery method for the Link Union Station Project, pursuant to Public Utilities Code Sections 130242, to achieve certain private sector efficiencies by an integrated project delivery team; and
- B. APPROVING a competitive solicitation of a CM/GC contract(s) to qualified proposers, pursuant to Public Utilities Code Section 130242 (e), whose proposals will be evaluated by utilizing appropriate evaluation criteria (including price) set forth in the solicitation documents.

(REQUIRES 2/3 VOTE OF THE BOARD)

ISSUE

Metro is able to enter into contracts for a CM/GC delivery pursuant to Public Utilities Code Section 130242. Staff is requesting approval to utilize the competitive procurement process for the selection of a construction manager/general contractor (CM/GC) for the Link Union Station Project, which will allow staff to proceed with a selection of a recommended CM/GC contractor for contract award subject to future Board approval.

DISCUSSION

A Construction Management/General Contractor project delivery method is procured to provide pre-construction services during the design phase of the project and commit to construct the project at defined scope and price. The CM/GC project delivery method provides for an integrated project delivery team consisting of the owner, designer/engineer and construction manager/general contractor (CM/GC) that enables team collaboration to develop the design plans and maximize cost and schedule savings of the project costs. Since the CM/GC contractor is providing preconstruction services during the design phase such as providing constructability reviews, value engineering,

pricing, scheduling and construction phasing, the CM/GC project delivery method, will improve quality, higher certainty on final construction cost and delivery schedule and lower potential for change orders, disputes and third-party delays during construction.

As the collaborative design process is being completed, Metro would enter into exclusive negotiations with the CMGC contractor. A detailed independent cost estimate would be developed by Metro as the basis for these negotiations. If Metro and the CMGC cannot come to terms, off ramps would be defined in the contract that would allow Metro to pursue other contracting options such as a competitive bid.

Staff is recommending the CM/GC method for the delivery of the Link Union Station (Link US) Project due to a fixed and constrained budget, large stakeholder base with a variety of rail and transit operators and the complexity of maintaining operations of Los Angeles Union Station, serving approximately 100,000 passengers every weekday, as summarized below:

1. Fixed budget: The current budget for Phase A of the Link US Project is \$950 million, over 93% of which comes from the State and other agencies. Metro has very limited ability to absorb any cost overruns.
2. Los Angeles Union Station (LAUS) Operations: LAUS railyard includes “live” tracks with 188 Metrolink and Amtrak trains every weekday operating from 4am to 10pm. In addition, LAUS serves over 100,000 passengers every weekday and offers an abundance of rail (Metro Red Line, Purple Line and Gold Line) and bus (over 1,000 buses every week day at Patsaouras Plaza and bus stops around the station) services.
3. Complexity on a constrained site: LAUS must maintain operations with no or very minimal disruptions to transit, commuter and inter-city rail services during construction. There is a large number of stakeholders (SCRRA, HSR, Amtrak, Caltrans, City of Los Angeles, Metro Union Station Property Management, etc.) with each entity involved with defining design and operational requirements. Some examples of physical constraints within the area of the Link US run-through tracks are: the US-101 Freeway including the on- and off-ramps, the Metro Red/Purple Line tunnel and the Division 20 Portal expansion.

CM/GC Independent Review Panel

On October 11, 2019, Metro’s Program Management department hosted an independent review panel comprising of representatives from the Dallas Area Rapid Transit (DART), San Diego Association of Governments (SANDAG), Southern California Regional Rail Authority (SCRRA), California High Speed Rail Authority (CHSRA), the City of Los Angeles, and senior staff from Metro’s Program Management and Vendor/Contract Management departments. The panel addressed two questions prepared by staff:

1. Is CM/GC the right delivery method for the Link US Project and why?
2. What are the advice and lessons learned from your experience and expertise on the CM/GC delivery method?

For question no.1 regarding if CM/GC is the right project delivery method, eight (8) of the twelve (12) panel members recommended the use of CM/GC because of the budget constraints, site and operational constraints and the large group of stakeholders involved. Some panel members also shared concerns about the use of Design-Bid-Build and Design-Build delivery methods for the Project, mainly due to the significant risk of cost overruns from change orders.

With regards to advice and lessons learned from the panels' experiences on CM/GC contract under question no. 2, the panel provided the following:

1. Include a design and construct to budget/cost clause in contracts;
2. For live tracks and station, incentivize the CM/GC with performance score card to minimize disruption to operations;
3. Co-location of key project team members in one office to enhance collaboration and efficiency;
4. Maintain key project team members from design through construction with penalty for changes to key members on the CM/GC and the engineer teams;
5. Defined off-ramp strategy and be ready and willing to implement;
6. Importance of an independent cost estimate to validate both the CM/GC and engineer's cost estimates;
7. Define the first tier subcontractor plan and qualifications (not selection);
8. Define key roles and responsibilities of operations and maintenance of Los Angeles Union Station.

Lastly, DART discussed the positive experience with the use of a cooperation agreement between the owner, the designer and the CM/GC contractor to define roles and responsibilities of each party including providing an incentive program to encourage improved quality, minimize impacts to operations at Union Station during construction, lower project costs and target early completion date. DART also suggested incorporating the Metrolink's project schedule on Metrolink's work on early track, signal and communication into Metro's Link US Phase A Project Schedule.

In consideration of the recommendations by the CM/GC independent review panel, staff recommends the use of the CM/GC project delivery method for the Link US Project. The CM/GC contract will be structured with off-ramp opportunities for Metro if both parties cannot reach agreement on price or other contract terms as outline in Attachment A Link Union Station Phase A CM/GC Off Ramp Opportunities.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro and Metrolink standards, state and federal requirements. Approval of the Link US project will have no impact on safety.

FINANCIAL IMPACT

Approval of the staff recommendation will allow staff to proceed with a competitive procurement process utilizing the CM/GC project delivery method. Staff will develop a Life of Project (LOP) budget recommendation when designs are finalized and seek approval on the award of a GMP

contract for construction with the CM/GC firm.

The amount of \$23.446 million in FY 20 is included in the approved FY20 budget for cost center 2415 under SCRIP 460089. Since this is a multi-year project Senior Executive Officer, Program Management/Regional Rail will be accountable for budgeting the costs in future years.

Impact to Budget

There is no impact to the FY20 budget. The sources of funds secured to date for the Link US Project includes the State's TIRCP grant funds, High-Speed Rail funds, and previously approved and programmed Measure R 3% Commuter Rail funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as High Speed Rail in Southern California. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS, and improving access to train platforms with new escalators and elevators. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, State and Federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommendation to use the CM/GC project delivery approach for the Link US Project. The board may choose to use other project delivery methods such as Design-Build or Design-Bid-Build. This is not recommended because the advantages of using CM/GC for the Link US Project including improved design quality, enhanced efficiencies and a design-to-budget principal, lower potential for change orders will not be realized.

NEXT STEPS

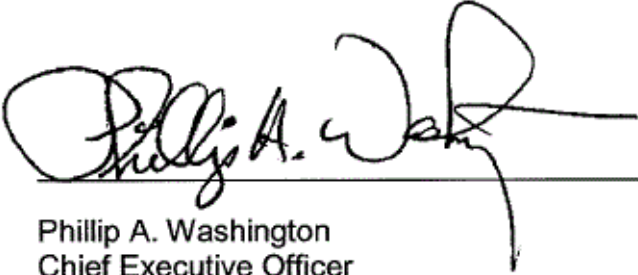
Approval of this action would allow staff to proceed with a competitive procurement process utilizing the CM/GC project delivery method pursuant to Public Utilities Code Section 130242 (e). Staff will hold an industry review in January 2020 to receive feedback on the draft scope of work for the CM/GC contract. Staff plans to release the CM/GC RFQ package by February 2020 and CM/GC RFP Package as early as April 2020.

ATTACHMENTS

Attachment A - Link Union Station Phase A CM/GC Off Ramp Opportunities

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Phillip A. Washington
Chief Executive Officer

Attachment A
Link US CM/GC Off-Ramp Opportunities

DRAFT PRE-CONSTRUCTION PHASE			CONSTRUCTION PHASE
Task Order 1 6 MONTHS (Jan to Jun 2021)	Task Order 2 10 MONTHS (Jul 21' to Apr 22')	Task Order 3 8 MONTHS (May 22' to Dec 22')	Task Order 4, 5, etc. 48 MONTHS (Jan 23' to Dec 26')
35% Phase B Design Milestone	65% Design Milestone	90% Design Milestone	A/E to prepare as constructed documents
SEPARATE TASK ORDER ISSUED OR OFF-RAMP AND TERMINATION	SEPARATE TASK ORDER ISSUED AND/OR OPPORTUNITY FOR EARLY CONSTRUCTION WORK OR OFF-RAMP AND TERMINATION	NEGOTIATION TO DETERMINE LUMP SUM CONSTRUCTION TASK ORDER OR OFF-RAMP AND TERMINATION	
If Terminated, Metro may proceed with second highest CM/GC proposer (TBD if this is feasible under Metro's statutory authority)	If Terminated, Metro may proceed with second highest CM/GC proposer (TBD if this is feasible under Metro's statutory authority)	If Terminated, Metro may proceed with second highest CM/GC proposer (TBD if this is feasible under Metro's statutory authority)	



Board Report

File #: 2019-0778, File Type: Contract

Agenda Number: 36.

CONSTRUCTION COMMITTEE NOVEMBER 21, 2019

SUBJECT: DIVISION 20 PORTAL WIDENING AND TURNBACK FACILITY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING AND ADOPTING minor changes to project definition and CEQA Addendum to the Final Environmental Impact Report (FEIR) for the Division 20 Portal Widening and Turnback Facility (Attachment A); and
- B. ESTABLISHING a Life-of-Project (LOP) Budget of \$801,749,577 for the Division 20 Portal Widening Turnback Project.

ISSUE

The Metro Board of Directors certified the Division 20 Portal Widening and Turnback Facility (Project) Final Environmental Impact Report (FEIR) on October 25, 2018. Since then, two components of the Project—a column to support the high-speed rail (HSR) and a ventilation shaft building—have been eliminated. Additionally, the Citizens Warehouse/Lysle Storage Company building (commonly known as the Pickle Works building) has been demolished due to a fire (unrelated to the Project). Therefore, mitigation measures previously adopted to minimize impacts to the Pickle Works building are no longer necessary. Pursuant to Public Resources Code section 21166 and California Environmental Quality Act (CEQA) Guidelines section 15164, Metro analyzed the potential environmental impacts of the changes in the Project definition and concluded that an addendum to the FEIR would be appropriate. As set forth in the analysis undertaken in the Addendum to the EIR the proposed refinements will not result in new or substantially more adverse impacts than those previously documented.

The establishment of the LOP Budget for the Division 20 Portal Widening and Turnback Project at the time of contract award is consistent with the recommendations in the Office of the Inspector General (OIG) Construction Management Best Practices Study Report and lessons learned regarding establishing final budgets, when adequate information (such as the receipt of hard bids) is available.

BACKGROUND

Metro committed to the Federal Transit Administration (FTA), as part of the Full Funding Grant Agreement (FFGA) for the Westside Purple Line Extension (WPLE) Section 1, to make appropriate infrastructure modifications to allow the Purple Line system to operate at reduced headways. The FFGA states that reduced headways must be achievable by late 2024. The Project will achieve the required headways for the Red and Purple Lines and enhance operational capacity at the division.

The Project elements include:

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to Division 20;
- Constructing new storage tracks;
- Reconfiguring existing tracks and access roads to accommodate a turnback facility;
- Installing a new Traction Power Substation (TPSS) and emergency backup power generator;
- Expanding the rail yard west, into areas previously occupied by the former Citizens Warehouse/Lysle Storage Company building, the LAPD Viertel's Central Division Police Garage, and the former National Cold Storage facility;
- Repurposing an existing building at 100-120 North Santa Fe Avenue for maintenance of way (MOW) activities;
- Modifying the 1st Street Bridge piers and providing a seismic upgrade to the Bridge superstructure; and
- Vacating portions of three City streets: Jackson, Banning, and Ducommun Streets east of Center Street.

On March 23, 2017, the Board approved the award of a professional services contract to complete preliminary engineering and final design for the Division 20 Portal Widening and Turnback Project. The Board also approved the award of a Construction Management Support Services contract on May 17, 2018. A task order was issued to begin abatement and early demolition work on the newly acquired properties for the project on October 8, 2018. Award of a separate power contract was issued on June 18, 2019 to begin procurement of a new traction power substation.

On January 5, 2019, a Request for Qualifications (RFQ)/Invitation-for-Bid (IFB) was issued for Contract No. C1136 using the lowest bid price to select a contractor to construct the project. Three bids were received on September 26, 2019 with an apparent lowest bidder and price identified. The bids ranged from \$439.8M to \$447.9M. The Metro Independent Cost Estimate (ICE) was \$431.5M (Project Chronology is summarized in Attachment C).

DISCUSSION

The Addendum to the Final EIR provides clarifications and analysis on the following items:

- The elimination of two project elements (a column to support the high-speed rail (HSR) and a ventilation shaft building)
- Demolition of the Citizens Warehouse/Lysle Storage Company building (commonly known as the Pickle Works building) due to a fire (unrelated to the Project), and
- Revised mitigation measures necessitated by aforementioned changes to the Project and its surrounding circumstances.

The elimination of the column to support HSR and the ventilation shaft building will result in reduced impacts. In addition, the fire and subsequent demolition of the Citizens Warehouse/Lysle Storage Company building changes the building's eligibility for the National Register of Historical Places. As a result, the mitigation measures previously identified to maintain and protect the building have been eliminated from the Project. Although the elimination of these items alters the Project and reduces its potential impacts, the EIR continues to serve as the appropriate document addressing the environmental impacts of project construction and operational activities pursuant to CEQA.

In particular, the analysis undertaken in the Addendum confirms that the proposed Project refinements will not result in new or substantially more severe adverse impacts than those previously documented in the EIR. Therefore, supplemental environmental review is not required under CEQA. (See Pub. Resources Code, § 21166; 14 Cal. Code Regs. ("CEQA Guidelines"), § 15162.)

Life of Project Budget

From inception, the Division 20 Portal Widening and Turnback Project has been funded on a fiscal year basis. The proposed LOP budget for this project has been based on total project costs incurred (including Metro labor, non-labor costs and right-of-way acquisition), bid price, anticipated scope changes, up to 20 additional Operations personnel, and contingency.

Funding in the amount of \$801.7 million (See Attachment D - Funding/Expenditure Plan) has been identified to be obtained from Red/Purple Line projects that were included in the 2014 Short Range Transportation Plan (SRTP) but are no longer required for Metro's operation of the Red and Purple Lines. Metro Program Management, Operations and Systems have evaluated the following SRTP projects and determined they are not required for Red/Purple Line Operations: North Hollywood Terminal, Train Control for reduced headways, Traction Power for reduced headways and Tunnel Improvements under Santa Monica Mountains. Two additional projects, Union Station Upgrades and Division 20 Improvements are also identified in the LRTP and will contribute to fund Division 20 Project.

Design-bid-build projects typically carry a ten percent contingency because the design is carried out to 100%. In this case twenty percent contingency is justifiable due to several high-risk factors:

- Construction occurs within an active railyard
- Multiple cut-overs are required to ensure service to the mainline is not impacted
- Multiple overlapping construction contracts including rail welding from WPLE Section 1, Link Union Station, and ESOC
- Schedule is critical as it is related to Metro's FFGA commitment for the opening of WPLE Section 1

Additionally for Board's information, as part of the overall expansion of the Division 20 yard, a separate shop expansion project will be required. Design work for this separate project is at a very early stage and will progress towards completion through Winter 2021. Staff will bring forward to the Board a separate LOP recommendation for that project at a later date once design is completed and construction costs are known.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

The funding required for FY20 is included in the Adopted Budget under project 865519 Division 20 Portal Widening Turnback Facility, cost center 8510, in various accounts. The cost for the 19 additional FTEs required in Operations for this project is included in the proposed LOP. Five of the nineteen project FTEs will be addressed through the annual budget process in future fiscal years based on the assessment of project schedule and related annual staffing deployment needs. Likewise, the positions will taper off as the project comes to completion.

This is a multi-year project and it is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are Measure R 35%, Measure R 2%, SB1 - Local Partnership Program, and Cap & Trade Transit and Intercity Rail Capital Program (TIRCP). These funds are not eligible for Bus and Rail Operating expenses. The funding sources are subject to change based on availability and eligibility at the time of expenditure.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time travelling;
2. Deliver outstanding trip experience for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

Item A: The Board may consider not approving changes in the Project definition and the Addendum to the Final EIR. This is not recommended as the revisions, additions, and clarifications included in the updated Project definition and described in the Addendum will ensure that the Project's design and construction are informed by existing conditions and constraints. In particular, advancing construction without this new information could result in design or construction activities that may need to be revised, via a change order, after the construction contractor is on board. Change orders are costly and cause delays. The Addendum will allow for the appropriate level of clarification to move the Project forward in the near-term.

Item B: The Board may choose to not move forward with adopting an LOP budget. This is not recommended as the LOP is based on actual bids which provide an accurate forecast for construction costs.

NEXT STEPS

Upon Board approval of the changes in the Project definition and the Addendum, staff will file the Notice of Determination (Attachment B) and ensure all project activities are consistent with the revised mitigation measures.

ATTACHMENTS

Attachment A - Addendum

Attachment B - Notice of Determination

Attachment C - Division 20 Chronology

Attachment D - Funding Plan

Attachment E - Division 20 Portal Widening & Turnback Facility FTE Plan

Prepared by:

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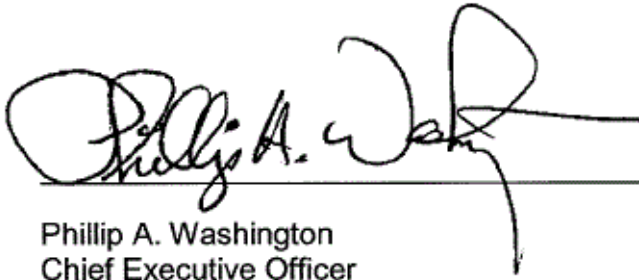
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Phillip A. Washington
Chief Executive Officer

**ADDENDUM TO
ENVIRONMENTAL IMPACT REPORT FOR THE DIVISION 20 PORTAL
WIDENING/
TURNBACK FACILITY PROJECT
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCH # 2017101034**

JULY 2019

1.0 INTRODUCTION

This environmental document is an Addendum to the Division 20 Portal Widening/Turnback Facility Project (Project; Proposed Project) Environmental Impact Report (EIR) (State Clearinghouse No. 2017101034), which was certified by the Metro Board of Directors on October 25, 2018. The purpose of this Addendum is to evaluate whether changes to the Project or to its surrounding circumstances necessitate supplemental environmental review under the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000 et seq.), pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines (14 Cal. Code Regs. et seq.). This Addendum also considers revised mitigation measures that have been necessitated by changes to the Project and its surrounding circumstances. Specifically, since the certification of the EIR, two components of the Project—a column to support the high-speed rail (HSR) and a ventilation shaft building—have been eliminated. Additionally, the Citizens Warehouse/Lysle Storage Company building (commonly known as the Pickle Works building) has been demolished due to a fire (unrelated to the Project). As discussed in Section 4.0, *Significance Determination*, the elimination of the column to support HSR and the ventilation shaft building will result in reduced impacts. In addition, the fire at and demolition of the Citizens Warehouse/Lysle Storage Company building changes the building's eligibility for the National Register of Historical Places. As a result, the mitigation measures previously identified to maintain and protect the building have been eliminated from the Project. Although the elimination of the HSR component and the fire and demolition of the building alter the Project and the potential impacts, the EIR, and the construction and operational activities that were addressed within it, continue to serve as the appropriate document addressing the environmental impacts of these improvements pursuant to CEQA.

1.1 BACKGROUND

The EIR for the Proposed Project addressed construction-level and operational-level impacts related to the Division 20 Portal Widening/Turnback Facility Project, which is composed of the following: widening of the existing portal for the Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), development of a high-capacity turnback facility, increased train storage capacity, and reconfiguration of the existing internal tracks and access roads. The EIR evaluated potential environmental effects on aesthetics, agriculture and forestry resources, air quality, biological resources, construction effects, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service systems, and mandatory findings of significance. The Final EIR concluded that impacts related to noise and cultural resources are considered significant and unavoidable, while all other impacts have been reduced to less-than-significant levels through implementation of mitigation measures when necessary.

CEQA requires public agencies to analyze and consider the environmental consequences of their decisions to approve development projects over which they exercise discretion. As lead agency, Metro prepared an EIR for the Division 20 Portal Widening/Turnback Facility Project in compliance with CEQA and the State CEQA Guidelines. In accordance with the State CEQA Guidelines, the Draft EIR was prepared and distributed to public agencies and the general public by Metro on March 16, 2018, for a 45-day public review period. A Notice of

Availability (NOA) for public review was posted at the Los Angeles County Clerk's Office, the NOA was issued to 1,182 mailing addresses, and a link to a digital copy of the Draft EIR was provided. In addition, following the Metro Board of Director's certification of the Final EIR, a Notice of Determination (NOD) was filed with the State Clearinghouse of the Governor's Office of Planning and Research on October 31, 2018. The notices included a list of locations where the document was available for public review. Comments on the Draft EIR were received and responded to within the Final EIR.

1.2 PURPOSE OF THE ADDENDUM TO THE EIR

When a proposed project is changed or there are changes in the environmental setting, a determination must be made by the Lead Agency prior to any subsequent discretionary approvals as to whether a Subsequent EIR must be prepared. Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 set forth the circumstances under which a subsequent EIR is required.

In contrast, CEQA Guidelines Section 15164 provides, in relevant part, that “[t]he lead agency ... shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” (CEQA Guidelines, Section 15164(a).) An Addendum need not be circulated for public review but can be included in or attached to the Final EIR. (CEQA Guidelines, Section 15164(c)).

The criteria for determining whether an Addendum or Subsequent EIR is prepared are outlined below. If the criteria below are satisfied, then an Addendum is the appropriate document:

- No new significant impacts would result from the project or from new mitigation measures.
- No substantial increase in the severity of environmental impacts would occur.
- There are no new alternatives or mitigation measures, considerably different from those set forth in the EIR, or prior alternatives or mitigation measures that were previously found to be infeasible, which are now feasible and would substantially reduce one or more significant impacts, but the project proponent declines to adopt the mitigation measure or alternative.

Based on the information provided in Section 3. *Changes to the Project*, the changes to the Proposed Project would not result in new significant impacts or substantially increase the severity of impacts previously identified in the EIR. None of the factors set forth in CEQA Guidelines Section 15162 (a)(3) are present. Therefore, an Addendum is appropriate, and this Addendum has been prepared to demonstrate that the new information related to this Project would have no significant effect on the environment.

2.0 PROJECT DESCRIPTION

2.1 EXISTING OPERATIONS

The Division 20 Rail Yard currently (pre-Project) supports a fleet of 104 heavy rail vehicles. Current activities includes 19 pull-outs and 21 pull-ins on weekdays and 10 pull-outs and 10 pull-ins on weekend days and holidays. Up to 150 logistical movements are performed within

the yard and shops daily (roughly six per hour), although most days have less activity. Maintenance of Way (MOW) activities occur at various locations in the Rail Yard and will also occur at a new building (MOW Location 64) that is being constructed adjacent to the 6th Street Bridge. There are currently no turnback movements within the Division 20 Rail Yard. Metro Red and Purple Line trains turn back at Union Station, reversing direction from eastbound to westbound. The current minimum headway that can be achieved at Union Station is approximately 7.5 minutes on each line (3.75 minutes between Union Station and the Wilshire/Vermont Station, where the Metro Red and Purple Lines diverge).

The area adjacent to One Santa Fe that is proposed to be used for storage tracks is currently used by the MOW Department for motor vehicle traffic, including trucks moving into and out of the area on a 24-hour basis, 7 days per week. The non-revenue vehicle repair shop is also located in this area, as well as a storage building for the Material Management Department. Approximately 25 trains move in or out of the building daily (roughly one per hour). Employee parking for vehicle maintenance and transportation staff is located along the southwestern portion of the project site. The Material Management Department maintains an additional storage building just south of the parking lot. The Transportation Department offices, training, and Yard Control are located at this building.

This project description remains primarily unchanged by the minor technical changes identified under the Addendum (described in Section 3.0 of this document). One substantive change, however, is that the successful implementation of the Proposed Project will no longer require modification of the Citizens Warehouse/Lysle Storage Company building, as this building has already been demolished. Additionally, the column to support HSR and a ventilation shaft building have been eliminated.

3.0 CHANGES TO THE PROJECT

The EIR for the Project analyzed the potential impacts on the environment that would be caused by the Project's construction and operation. Since the certification of the Final EIR, the HSR component of the Project and the ventilation shaft building have been eliminated and the Citizens Warehouse/Lysle Storage Company building has been demolished in response to a fire at that building. These changes to the Project and its surrounding circumstances are further described below.

3.1 ELIMINATION OF HSR COLUMN AND VENTILATION SHAFT BUILDING

In the Final EIR, the Project included the construction of a column to support a potential future HSR elevated structure. The column was planned to be located between Metro rail tracks and was planned to extend approximately 15 to 17 feet above the existing grade. However, this project component has since been eliminated.

In addition, in the Final EIR, the Project included the construction of a ventilation shaft building. However, this project component has since been eliminated because the Link US alignment no longer spans the portal.¹

The resulting changes to the analysis, based on the elimination of the column and the ventilation shaft building, are described below in Section 4.0, *Significance Determination*.

3.2 FIRE AT THE CITIZENS WAREHOUSE/LYSLE STORAGE COMPANY BUILDING AND THE BUILDING'S SUBSEQUENT DEMOLITION

Following the Metro Board of Director's certification of the Final EIR, on the evening of November 9, 2018, The Citizens Warehouse/Lysle Storage Company building (commonly known as the "Pickle Works" building) caught fire. Following the fire, the City of Los Angeles demolished the building, and the building site was cleared. Prior to this event, the EIR's analysis had determined the property to be eligible for classification as a historical resource per Section 15064.5(a)(4) of the CEQA Guidelines for its associations with establishment of the Los Angeles neighborhood now called the "Arts District." For further details regarding the fire and its impact on the Citizens Warehouse/Lysle Storage Company building, refer to the DPR 523L analysis in Appendix A to this Addendum.

Prior to the fire and demolition of the building, the Project proposed only partial demolition of the Citizens Warehouse/Lysle Storage Company building, while stabilizing and preserving in place the remaining part of the building. In addition, mitigation measures CR-2 and CR-3 were identified to minimize impacts of the Project. Mitigation measure CR-2 comprised efforts to commemorate the historical significance through an exhibit, report, or website, while mitigation measure CR-3 detailed plans to retain and stabilize the remaining portion of the Citizens Warehouse/Lysle Storage Company building. Because the building has been demolished and is no longer in existence, mitigation measures CR-2 and CR-3 are no longer applicable and are no longer included as part of the Project.

The current plan for the former site of the Citizens Warehouse/Lysle Storage Company building is to build a fence around the remaining part of the site. The site will be used as a temporary employee parking site during construction of the Project. Following construction, the site does not have a programmed use. It will remain a vacant lot until Metro's Joint Development team determines a future use for the property. Metro's Joint Development process includes extensive engagement that begins with initial community outreach to create development guidelines.

4.0 SIGNIFICANCE DETERMINATION

The EIR prepared for the Project found that there would be significant impacts related to cultural resources and noise, while all other potential impacts on the environment could be mitigated to a less-than-significant level. The new components of the Project would not result in any changes to the required right-of-way and would not increase the severity of potential

¹ As a result of the LINK US project's environmental review and in coordination with that project's funding partners, the Link US alignment has shifted to the north and east of the Portal and the combined Regional Rail and HSR elevated structure no longer spans the Portal. As a result of this change, there is no longer a need for a support column for a potential future HSR elevated structure.

impacts or level of impacts identified in the EIR; instead, they would decrease the severity of potential impacts in some cases, as discussed below.

4.1 AESTHETICS

Because the Citizens Warehouse/Lysle Storage Company building has been demolished, the Project would no longer introduce any changes that would affect the visual setting of the Citizens Warehouse/Lysle Storage Company building or the visual setting of the area around the building.

Also, elimination of the HSR column and ventilation shaft building would reduce impacts on the existing visual character and quality of the project site and its surroundings. As such, the impact on visual character and quality would remain less than significant.

4.2 AIR QUALITY

Elimination of the HSR column and the ventilation shaft building would reduce the amount of emissions that would occur during construction because their elimination reduces the amount of construction that must occur. Table 1, which includes data gathered from the Final EIR, details the emissions the construction of the column would have resulted in. Although the emissions associated with the construction of the ventilation shaft building were not quantified, the removal of this project component will reduce overall emissions because the building will no longer need to be constructed. In addition, the Project would no longer require the partial demolition of the Citizens Warehouse/Lysle Storage Company building because the building was demolished following the fire, thus further reducing the construction emissions attributable to the Project. This Project change would result in a further reduction in impacts on air quality as the air quality impact associated with the partial demolition of the building would no longer occur.

Table 1. Maximum Daily Emissions – Project Construction

Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Installation of High-Speed Rail Column						
On-Site Emissions	0.2	0.9	7.1	<0.1	<0.1	<0.1
Off-Site Emissions	0.1	2.9	1.1	<0.1	0.3	0.1
Total	0.3	3.8	8.2	0.1	0.3	0.1

Because the HSR column, ventilation shaft building, and the partial demolition of the Citizens Warehouse/Lysle Storage Company building have been eliminated from the Project, construction emissions would be reduced, and construction of the Project would still result in a less-than-significant impact related to air quality thresholds.

Elimination of the HSR column and the ventilation shaft building as Project components would have negligible effects on long-term operational emissions of criteria pollutants, ozone precursor pollutants, and toxic air contaminants, as there would be no direct long-term emissions associated with the HSR column and the ventilation building would have only been

used during emergencies. Therefore, emissions would be less than or equal to the operational emission identified in the approved EIR. No new significant operational air quality impacts would result from Project modifications.

4.3 CULTURAL RESOURCES

The fire that occurred at the Citizens Warehouse/Lysle Storage Company building, and the subsequent demolition of the building, have changed the impacts of the Project. The revised impacts, in turn, have necessitated revisions in the planned mitigation measures related to cultural resources. Previously, it was determined that demolition of the eastern portion of the remaining Citizens Warehouse/Lysle Storage Company building along the railroad tracks and the Los Angeles River would result in a significant impact because demolition of most of what is still extant would be a substantial adverse change in its significance as a California Register-listed resource. As a result, mitigation measure CR-2 and CR-3 were to be implemented to minimize impacts on the building.

However, because of the occurrence of the fire at the Citizens Warehouse/Lysle Storage Company building and the subsequent demolition of the building, there is no longer a California Register-listed resource in existence. As a result, the Project would not result in a substantial adverse change in significance for the Citizens Warehouse/Lysle Storage Company building, a California Register-listed resource, and the Project would not require mitigation measures CR-2 and CR-3 to minimize the Project's impact on the building.

Although there would no longer be a significant impact on the Citizens Warehouse/Lysle Storage Company building, there would still be a significant impact on cultural resources due to the Project's impact on the 1st Street Bridge over the Los Angeles River and the National Ice and Cold Storage resources. These impacts were analyzed previously in the EIR. As such, the Proposed Project would not result in new significant impacts that have not already been addressed in the approved EIR.

4.4 GREENHOUSE GAS EMISSIONS

As detailed in Section 4.2, Air Quality, elimination of the HSR column, the ventilation shaft building, and the partial demolition of the Citizens Warehouse/Lysle Storage Company building from the Project would reduce the amount of emissions that would occur during construction. GHG emissions would be reduced, and the Project would still result in a less-than-significant impact related to GHG thresholds. Long-term operational GHG emissions would be less than or equal to those emissions identified in the Final EIR. Changes in operational GHG emissions would be negligible, as there would be no direct long-term operational GHG emissions associated with the HSR column and the ventilation building would have only been used during emergencies. As such, the Proposed Project would not result in new significant impacts that have not already been addressed in the approved EIR.

4.5 HAZARDS AND HAZARDOUS MATERIALS

The Project would no longer require partial demolition of the Citizens Warehouse/Lysle Storage Company building because the building has already been demolished. Because the planned demolition has been eliminated from the Project, the associated risks of encountering

hazards and hazardous materials during demolition of the building have been eliminated as well. Furthermore, hazardous materials are strictly regulated by local, state, and federal agencies, including the California Division of Occupational Safety and Health, the City of Los Angeles Fire Code, and all other federal, state, and local regulations. Metro would be required to comply with all relevant rules and regulations. Therefore, compliance with regulatory control measures would ensure there would be no risk of exposure to construction workers who come near the site of the previous Citizens Warehouse/Lysle Storage Company building.

Impacts related to the transport, use, and disposal of hazardous materials during construction would remain less than significant, as all other demolitions would remain compliant with regulatory control measures. As such, the Proposed Project would not result in new significant impacts that have not already been addressed in the approved EIR.

4.6 NOISE AND VIBRATION

Elimination of the column designed to support the HSR and the ventilation shaft building would result in a reduction in noise and vibration. Of the two project components, construction of the column would have resulted in more noise, as it would have required pile drilling during daytime hours that would have generated a maximum noise level of approximately 84 dBA at 50 feet. Because the column and ventilation shaft building would no longer be constructed, noise and vibration would be reduced. However, as detailed in the EIR, construction of the Project would still result in significant impacts related to noise and vibration because heavy-duty equipment would operate adjacent to One Santa Fe.

As discussed with respect to Impact 3.7.3 in the EIR, prior to mitigation, operation of the Project would result in a potentially significant operational noise impact related to wheel squeal and noise from wheels crossing over gaps in standard frogs for the yard tracks leading into the storage yard adjacent to One Santa Fe, those passing under the bridge heading toward the Division 20 Rail Yard, and those leading to the Maintenance Facility. The elimination of the column designed to support the HSR and the ventilation shaft building would not alter this impact. Implementation of Mitigation Measure NV-3 would reduce the Project's operational noise impact to a less-than-significant level. The changes to the Project would not affect operational vibration; this impact remains less than significant.

For these reasons, the Proposed Project would not result in new significant impacts that have not already been addressed in the approved EIR.

4.7 OTHER TOPIC AREAS

The project components identified under the Addendum would not result in any additional land disturbance beyond what was analyzed in the EIR. Therefore, impacts related to agriculture and forestry, biological resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation and traffic, utilities and service systems, or other mandatory findings of significance would remain as determined in the EIR, having either no impact, less-than-significant impact, or less-than-significant impact with mitigation incorporated.

5.0 DETERMINATION

Based on the information and analysis in this Addendum, and the EIR previously prepared for the Project, pursuant to Section 21166 of the Public Resources Code and Section 15162 of the State CEQA Guidelines, Metro has determined that:

1. There are no substantial changes to the Project that would require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of significant impacts previously identified in the EIR.
2. Substantial changes have not occurred in the circumstances under which the Project is being undertaken that would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of significant impacts previously identified in the EIR.
3. There is no new information of substantial importance that was not known and could not have been known at the time the EIR was prepared that would have resulted in any of the following:
 - a) The Project would have one or more new significant effects not discussed in the EIR.
 - b) Significant effects previously examined would be substantially more severe than shown in the EIR.
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the Project proponent declines to adopt the mitigation measure or alternative.
 - d) Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

6.0 ORGANIZATIONS AND PERSONS CONSULTED

6.1 PREPARERS

Metro

June Susilo	Deputy Executive Officer, Program Management
Roger Martin	Senior Manager, Transportation Planning
Michael Cortez	Manager, Community Relations
Andrina Dominguez	Senior Environmental Specialist
Matthew Marquez	Community Relations Officer
Christina Harrington	Communications Assistant

ICF

Lee Lisecki
Namrata Cariapa
Will Herron
Daniel Paul

Program Director
Project Manager
Environmental Planner
Senior Historic Preservation Architect

APPENDIX A
DPR 523L ANALYSIS

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*Resource Name or # Citizens Warehouse/Lysle Storage Co.

*Recorded by: Daniel Paul

*Date 06/17/2019

☒ Update

Resource Name: Citizens Warehouse/Lysle Storage Company

P1. Other Identifier: Site of California Vinegar and Pickle Works; Site of James Hill and Sons Company; Site of James K. Hill and Sons Pickle Works; Pickle Works; R.W. Prideham Co., Lysle Storage Co.; Citizens Warehouse; Art Dock.

P2.c. Address: 110–122 Center Street

P7. Owner: City of Los Angeles

B10. Theme: Art, Social History; **Periods of Significance:** 1905–c.1909; c. 1978-1986

Present Status Code: 2S2

[Presently Proposed] Revised Status Code: 6Z

B10. Significance

Updated Conditions, June 2019:

The subject property was demolished in January of 2019. (Please see Figure 1.)

On the evening of November 9, 2018, the Citizens Warehouse/ Lysle Storage Company building: commonly known as the James K. Hill and Sons Pickle Works property (“Pickle Works”), caught fire. Prior to this event, the present analysis had determined the property eligible as a historical resource per Section 15064.5(a)(4) of the CEQA Guidelines for its associations with establishment of the Los Angeles neighborhood now called the “Arts District.” The subject property, which is in part responsible for the neighborhood’s name and identity, was one of the first properties to house artists in the Arts District area, and began doing so by the late 1970s. Reinforcing this eligibility under this theme was the fact that from 1981 to 1986, a loading bay in the west elevation housed the Carlton Francis project “Art Dock”- one of the first Arts District galleries of any kind in the vicinity. Please see the text below for discussion and context of the subject property’s association to the Arts District.

Minus its original c. 1888 portion, which was demolished in 2007, at the time the present undertaking began, the large 1905 and 1909 building portions still existed. Prior to receiving entry into the building, a historic assessment was conducted wherein a list of character-defining features present upon the building’s north, east, and west exterior elevations was identified. The majority of these character-defining features survived the fire event: common bond brickwork; patterned but irregular spacing of fenestration and openings; segmentally arched window openings of variegated dimensions—though all original windows appear to be lost; [damaged] four-part corbelling at west and north elevation rooflines; ceramic insulators affixed to west

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elevation; [damaged] faux shutters and planters; elevated single-bay loading docks, including the Art Dock, which was the second loading bay from the north at the west elevation; basement window openings (windows lost); stucco-capped parapets at the roofline; [badly damaged] raised parapet at east elevation; ghost signage at east elevation; dedicated rail spur at east elevation; and the banking of the east elevation correspondent to the spur line. It might be noted that though many of these features pertain to design elements of a style (late Victorian) or building type (industrial), the property was not identified as a historically significant example of style or type relative to NRHP/ CRHR Criterion C/3.

Before the building as demolished, the recent fire substantially damaged its interior and ceiling. What remained was largely a building shell. Recent drone footage indicates that the entirety of the building's upper level spaces were destroyed, in addition to lower-level spaces at the building's northern bays as the wood floor above them collapsed. Though open views of all lower floors were not readily visible from available imagery, the fire appears to have burned the entirety of the building's interior. This was based not only off the previously mentioned visible damage at both levels of the building's northern portion, but also the visible damage at both levels of the south elevation. Interior features that appeared to be lost in the fire included: wood structural framing (columns, joists corbels); wood finish floors, interior sliding steel doors, and original remaining elevator cab items that included wood gates. Prior to demolition it was inconclusive how much of the hollow space that functioned as Art Dock remained, but it might be noted that Art Dock was primarily experienced from the public right-of-way as "world's first drive-by art gallery," and from the public right-of-way the Art Dock bay, even after the fire, looked much as it did before.

The Citizens Warehouse/Lysle Storage Company building included spaces that appeared to have been reconfigured from the 1970s onward, from commercial and industrial use to that of residential, in order to house various artists that occupied the building. The high-ceilinged spaces doubled as studios, allowing for art to be made. Corresponding to an oft-followed, if not marketed, later pattern, these spaces incorporated early, original elements from the building with basic, cheap, and rough-hewn later-era renovations of exposed beam and wall board to make kitchens, bathrooms, bedrooms, and other defined living spaces (see Figures 1 and 3). The result brought forth a sectional layering and unintended spatial complexity that became influential upon later "Los Angeles School" postmodernists, who appropriated the look and feel into multiple industrial conversions of their own. The architectural historian Charles Jencks has called this phenomena "ad-hocism," which he has ascribed as a primary character defining feature of Los Angeles School Postmodernism of the 1970s through the 1990s (See Figures 2 and 4). Citizen's Warehouse was not a particularly significant design example of this phenomena, and no high design aims are known to have been intended with its spaces.

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However, until the fire, the Citizen's Warehouse remained a telling example of this concept and—particularly for its Arts District vicinity—one of the very first.

After the fire, all visible volumes and spaces historically associated with the building's use as early artist's lofts within the Arts District appeared to have been destroyed (Figures 5 and 6). Therefore, the historic integrity necessary for the building to convey its associations to early artists housed within the building appeared to be lost. It was the finding of this analysis pre-fire that the Pickle Works property did not appear eligible under any NRHP or CRHR Criteria, due to the loss of the building's 1888 portion, coupled with the identified level of significance, which appeared to have been strictly at the municipal level, of the building's Arts District associations. Because of lost integrity relative to the fire damage, the remnants no longer appeared to be a historical resource for the purposes of CEQA relative to the present analysis. It might be noted that the Art Dock: a significant character-defining feature intended to be experienced from the public right-of-way, appeared to remain (Figure 7).

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Figure 1: The former site of Citizens Warehouse/ Lysle Storage Company (Pickle Works). ICF, June 2019.

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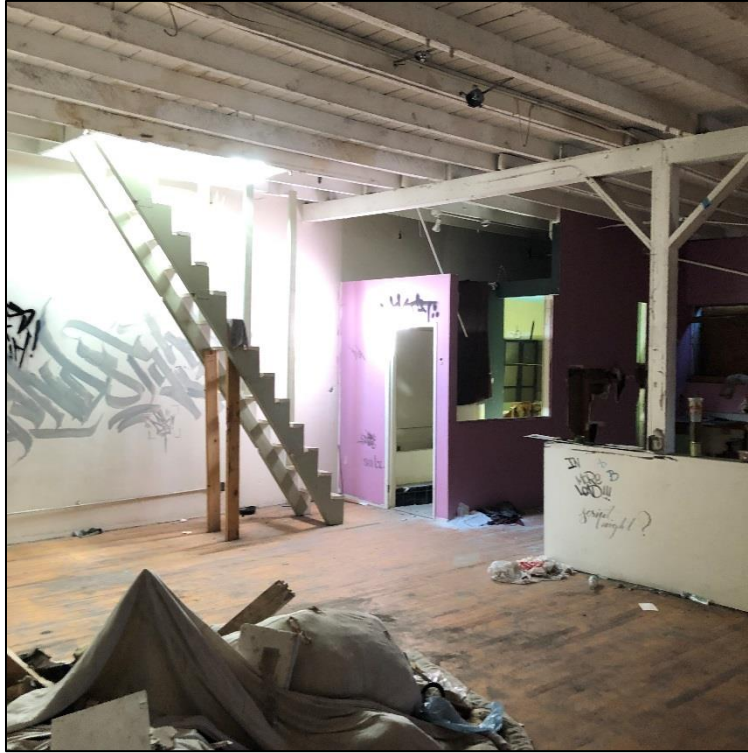


Figure 2. Interior, second level, facing SW. As an early artist loft, the combination of recent, ad-hoc elements to make spaces livable coupled with original design features of the early twentieth century building, were, taken together, a primary character-defining feature. ICF, August 2018.

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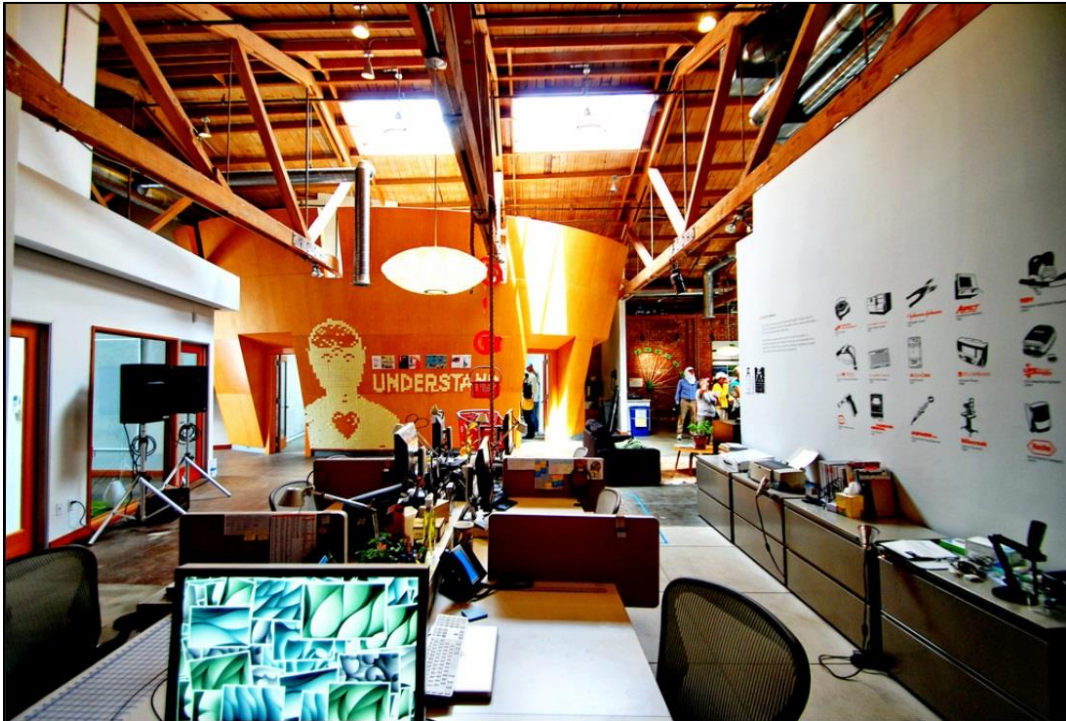


Figure 3. Frank Israel, Bay Cities Garage, Los Angeles (Venice Beach), 1990. Late architect Frank Israel (1950-1995) gained significance for incorporating ad-hoc renovations into pre-existing industrial and commercial spaces. Though not a historically significant example of architectural design, the similar adaptation of the Citizen's Warehouse spaces presage this phenomenon, which becomes associated with Los Angeles School Postmodernism. Michael Locke, Flickr.
http://www.flickrriver.com/photos/michael_locke/8666745583/.

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Figure 4. Interior, first level. Facing east. As an early artist loft, the combination of recent, ad-hoc elements to make spaces livable coupled with original design features of the early twentieth century building, were, taken together, a primary character defining feature. ICF, August 2018.

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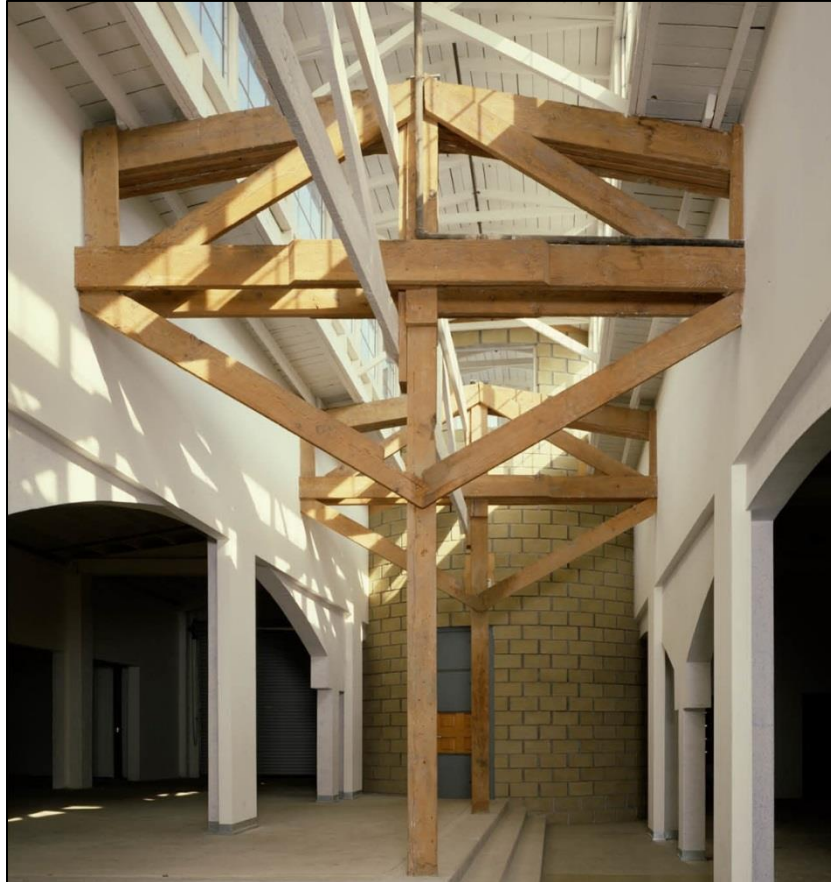


Figure 5. Eric Owen Moss, 8522 National Boulevard, Culver City CA, 1988. Similar to Frank Israel, Eric Owen Moss: a Los Angeles Architect and former Director of the Southern California Institute of Architecture, has undertaken multiple renovations incorporating ad-hoc, unfinished and rough design elements into multiple pre-existing industrial buildings. For this project Moss won a National AIA Honor Award in 1992. Though never intended to be high design, a similar, ad-hocist approach to reuse was present within the Citizen's Warehouse building. The Los Angeles School Postmodernism—which Moss' work is part of—was highly informed by the collagist sensibilities of such conversions. Tom Bonner, <http://ericowenmoss.com/project-detail/8522-national/>.

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Figure 6. Citizens Warehouse/ Lysle Storage Company (Pickle Works). Drone footage of north and central portions. Looking north, northeast, and downward. Zephyr UAS: November, 2018.



Figure 7. Citizens Warehouse/Lysle Storage Company (Pickle Works). Drone footage of southern portion. Looking north, northeast, and downward. Zephyr UAS: November, 2018.

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Figure 8. Citizens Warehouse/Lysle Storage Company (Pickle Works). West elevation. The former Art Dock is the last loading bay to the right with the single wood board over it. Looking southeast. ICF: November, 2018.

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Figure 9. Citizens Warehouse/Lysle Storage Company (Pickle Works). North elevation. Looking southeast.
ICF: November, 2018.

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Figure 10. Citizens Warehouse/Lysle Storage Company (Pickle Works). East elevation. Looking northwest.
ICF: November, 2018.

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Figure 11. Citizens Warehouse/Lysle Storage Company (Pickle Works). West and south elevations. Looking northeast. ICF: November, 2018.

EARLY HISTORY

Located entirely within a portion of the building demolished in 2007, the building's original tenants appear to have been the California Vinegar and Pickle Works, which was listed at the property in the 1888 City Directory but by 1890 relocated to 88 S. Los Angeles Street. The James K. Hill Pickle Works incorporated in June of 1894, and a Sanborn Map of the same year indicates the presence of this business at the far southern end of the property, in place of the earlier pickling entity within the original 1888 buildings. The Sanborn Map shows a one-story addition to the north housing pickling vats. What presently remained until the November 2018 fire was not directly or indirectly associated with either of the pickling enterprises.

Though, until the fire, nothing of the 1888 or 1894 portions appeared to remain, fairly recent photo-documentation shows that both the 1905 and c. 1909 additions were stylistically in-kind to

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the original, echoing its running course brick cladding, multipart corbelling at the roofline, and segmentally arched woodframe, multi-light windows of varying proportions. According to the Galvin Preservation Associates (GPA) report, the Lysle family, whose patriarch Addison Lysle came from the Pittsburgh coal trades, purchased the building in 1905 and presumably oversaw its first major expansion of that same year. The Lysle family would continue to own the building through the 1960s. This includes an early period when the building was occupied by the paper manufacturing company of noted Los Angeles citizen, businessman, and former Chairman of the County Board of Supervisors R.W. Prideham, who undertook the c. 1909 addition and occupied the building until 1916. Early in its history, the building also housed the Lysle Storage Company, and the Western Door and Sash Company. By 1957 the property is identified as the "Citizen's Warehouse."

ARTS DISTRICT

Neither the 2001 or 2003 evaluations, nor the 2014 report, addressed the property's historic associations with the early advent of the City of Los Angeles Arts District, which spanned from Broadway to the west, the LA River to the East, Commercial Street to the north, and Olympic Street to the south. Beginning in the mid-1970s, artists who came to the area as a less expensive alternative to Venice Beach and other points west began occupying, often illegally, vacant warehouses, offices, and other industrial buildings in which they made artwork and lived. The earliest of the artists into the area appeared just west of the 110 freeway near Beaudry Avenue in the mid-1970s, before migrating toward Broadway; then along the Los Angeles River, beginning with the Pickle Works property and similar abandoned buildings; then southward, into the heart of what is presently known as the "Arts District."

Citizens Warehouse/Lysle Storage Company was among the first of a non-contiguous grouping of buildings in the LA River vicinity occupied by artists, which is today called the "Arts District." The artists' presence in the building, which was illegal but allowed by empathetic property owners, seemed to start in the late 1970s. Among the multiple artists who occupied the space were Marc Kreisel and Carlton Davis. Marc Kreisel is the former owner of the seminal punk rock and Arts District venue Al's Bar, and one of the original "Young Turks"—the subject of a documentary about the first artists to settle in this area. Carlton Davis operated a fairly publicized drive-by gallery from 1981 to 1986 called "Art Dock" from what is now the middle loading bay of the west elevation. During Art Dock's run, Davis curated 35 separate exhibits in this dock, which was readily visible to passing cars whenever Davis was home and its roll-up door was open. It was a "drive-through art gallery" in the words of Davis. A self-published 228-page book authored by Davis was published about Art Dock in 2013, and Art Dock has been written of as an early gallery for the area. Many of its artists, including Scott Greiger, Kim Jones, Gary Lloyd, Karen Kristin, and Miles Forst, went on to successful careers in the art world as professors, practitioners, and artists with works in permanent museum collections in Los

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Angeles and elsewhere. Among the museums in possession of their works is the Los Angeles Museum of Contemporary Art (MOCA), whose downtown location appears to have been informed by the burgeoning arts district nearby.

The late 1970s/early 1980s presence of artists within the subject building—known primarily to them as “Citizens Warehouse,” was an extremely early chapter in LA Arts District history, prior to passage in 1981 of the Artists in Residence (AiR) program, which formalized and codified the live/work arrangement of artists occupying industrial buildings in the City of Los Angeles. The subject building would continue to house artists until c. 2007, when it was vacated in advance of the 1st St. Viaduct Widening.

PREVIOUS ANALYSIS:

For the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) undertaking known as the Los Angeles Eastside Corridor, in May 2001, Greenwood and Associates surveyed the subject property for compliance with Section 106 of the National Historic Preservation Act. FTA determined it eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with early industrial development of Los Angeles with a period of significance of 1888–1927 and under Criterion C as an excellent example of “a dwindling stock of Victorian-era buildings remaining in the former heart of Los Angeles’ warehouse district.” The California State Historic Preservation Officer (SHPO) concurred with FTA’s finding on December 5, 2001. For the Federal Highway Administration (FHWA) and Caltrans, in a Historical Resource Evaluation Report (HRER) prepared for the First Street Viaduct and Street Widening Project, in August of 2003, JRP Consulting concurred with FTA’s 2001 NRHP eligibility determination, along with applying California Register of Historical Resources (CRHR) eligibility under Criterion 1 and Criterion 3. JRP did not prepare an updated DPR as part of the HRER. In December 2005, a Memorandum of Agreement (MOA) was executed among FHWA, SHPO, Caltrans, and the City of Los Angeles to minimize the effect of removing the southernmost 30 feet of the oldest portion of the building. In November 2012, for the City of Los Angeles Bureau of Engineering, GPA re-evaluated the subject property as part of an amendment to the MOA after the southernmost 75 feet (not 30 feet), and the oldest portion of the building, were demolished. The GPA report, which is attached, found the property to be NRHP-ineligible under any Criteria after the demolition, but that analysis was never submitted to or otherwise concurred with by the SHPO.

Presently, as of June 2019, the subject property is listed in the California Historic Resources Inventory (HRI) with a 2S2 Status Code: “Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.” However, this 2S2 status code was assigned back in 2001 and does not reflect the demolition of the entire original 1888/1894 portions once occupied by Pickle Works companies, which served as the basis for the

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determination of NRHP eligibility under both criteria A and C. Additionally, this status was ascribed before the November 2018 fire and the building's subsequent demolition.

Immediately prior to the fire, what remained of the subject property were in-kind additions to the now demolished 1888 portion that—based off GPA research using Sanborn maps and historic era building permits—were completed 1905 and c. 1909. Consequently, the resource name had been changed to the Citizens Warehouse/Lysle Storage Company to reflect the names of the historic-era occupants of the still extant portions of buildings, pre-fire and pre-demolition, on the property. The Citizens Warehouse/Lysle Storage Company was one of the first of a non-contiguous grouping of industrial buildings occupied by artists that nearly 40 years later has now lent the neighborhood both its character and its name: the "Arts District." Until the fire and subsequent demolition, despite the loss of the property's southerly 75 feet, as an individual property and a contributor to a non-contiguous local district, the property continued to be considered a historical resource for CEQA purposes as per Section 15064.5(a)(4) of the CEQA Guidelines, in part for its historic associations to the Arts District unaddressed by previous analysis. However, even before the fire, the basis for the NRHP eligibility determination of the property was no longer extant.

The loss of the southernmost 75 feet of the building, once occupied by the California Vinegar and Pickle Works and the James K. Hill and Sons Pickle Works, called into question whether the property was still eligible for the NRHP as determined through consensus determination by FTA/SHPO in 2001. Because that determination (Historical Resource Status Code 2S2) cannot officially be changed through the CEQA process, it was recommended that the NRHP determination be reconsidered the next time Section 106 of the NHPA applies to the subject property. Therefore, the analysis of the subject property relative to the present undertaking had proposed a California Historical Resource Status Code of 7N ("Needs to be reevaluated") be applied to the subject property.

Though the November 2019 fire severely compromised the build's historic integrity, the question remained of whether Art Dock as a standalone resource still retained its historic integrity. Post-fire images had indicated that this key element of the larger property was still intact. However, in January of 2019 the Citizens Warehouse/Lysle Storage Company Building, including Art Dock, was demolished in its entirety. Though the present process is a CEQA-only undertaking, because of the property's total loss, it is recommended that the SHPO, in conjunction with the California Office of Historic Preservation, revise the 2S2 Status Code to 6Z: "Found ineligible for NR, CR or Local designation through survey evaluation."

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Figure 12. Carlton Davis' sketch of Citizens Warehouse floorplan, n.d. Carlton Davis, *The Art Dockuments*, 28.

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Figure 13. Artists at Citizens Warehouse c. 1981. Source: Carton Davis, *The Art Dockuments*, 95.

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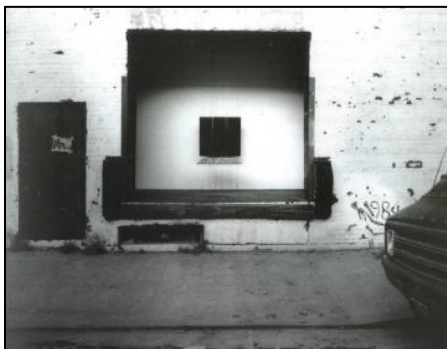
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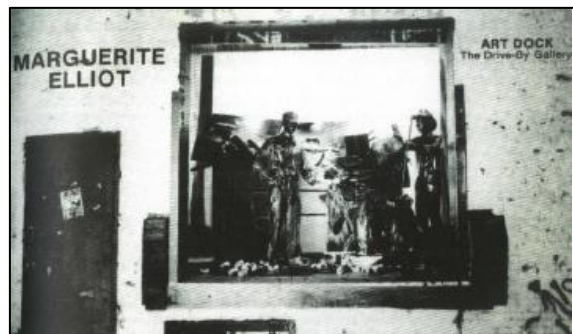
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SELECTED ART DOCK EXHIBITIONS. (Figures 14-17) (All images: Davis, Carlton, *The Art Dockuments: Tales of the Art Dock: The Drive by Gallery*. [Los Angeles, CA]: Carlton Davis, 2012.)

Figure 14. Scott Griger, *Vivid*, Early Summer, 1982.

Figure 15. Eve Montana, *Homage to the Studio*, Winter, 1982.

Figure 16. Leonard Seagal, *Comedia del Arte*, Summer, 1984.

Figure 17. Marguerite Elliott, *Summer Harvest* in Los Angeles, Fall, 1984

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Figure 18. [Pre- Nov. 2018 Fire]: Citizens Warehouse/Lysle Storage Company, showing truncated south elevation to right of frame. View: NE. Photo: ICF. September, 2017.

Sources:

Avocado, Laurie. "Citizens Warehouse or Pickle Works Building." *Evanescent City* [blog]. Available:

<http://evanescent-city.blogspot.com/2014/10/citizens-warehouse-or-pickle-works.html>

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Eric Owen Moss Architects. "8522 National." Culver City, CA: Eric Owen Moss Architects, c. 2018. <http://ericowenmoss.com/project-detail/8522-national/>

Galvin Preservation Associates. "Reevaluation of the Pickle Works Building: 1001 E. 1st Street, Los Angeles." Technical report. November, 2012.

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APPENDIX B
REVISED MITIGATION MONITORING AND REPORTING PROGRAM

1. REVISED MITIGATION MONITORING AND REPORTING PROGRAM

1.1. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a lead agency under the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) 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). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers 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 Environmental Impact Report (EIR) are implemented, effectively minimizing the identified environmental effects.

The purpose of this revised MMRP is to eliminate mitigation measures CR-2 and CR-3 because the fire at the Citizens Warehouse/Lysle Storage Company building and demolition of the building changed the building’s eligibility for the National Register of Historical Places. Prior to the fire and demolition of the building, the Project proposed only partial demolition of the Citizens Warehouse/Lysle Storage Company building, while stabilizing and preserving in place the remaining part of the building. In addition, mitigation measures CR-2 and CR-3 were identified to minimize impacts of the Project on the historic building. Mitigation measure CR-2 comprised efforts to commemorate the historical significance through an exhibit, report, or website, while mitigation measure CR-3 detailed plans to retain and stabilize the remaining portion of the Citizens Warehouse/Lysle Storage Company building. Because the building has been demolished by the City of Los Angeles and is no longer in existence, mitigation measures CR-2 and CR-3 are no longer applicable and are no longer included as part of the Project. The elimination of the mitigation measures CR-2 and CR-3 are shown below in strikeout text.

1.2. PURPOSE

Table 4.1 has been prepared to ensure compliance with all 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 – 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 – The entity accountable for the action.
- Enforcement Agency, Monitoring Agency, and Monitoring Phase – 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	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Aesthetics	Light and Glare	AES-1 Construction-related light fixtures shall be equipped with glare diffusers and feature directional shielding in order to avoid the spillover of light onto adjacent residences.	Equip construction lighting with glare diffusers and directional shielding	Metro/ Contractor	1. Metro 2. Metro 3. Construction
		AES-2 Permanent operations-related light fixtures shall feature directional shielding in order to avoid the spillover of backlight and uplight onto adjacent residences.	Equip permanent operations-related lighting with directional shielding	Metro/ Contractor	1. Metro 2. Metro 3. Operations
Cultural Resources	Significance of a Historical Resource	CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1 st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the Bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.	Develop and implement design measures to minimize harm resulting from alterations to the 1 st Street Bridge.	Metro/ Contractor	1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Pre-construction
		CR-2 Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Company building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1868 until the present time shall also be included in the documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.	Document the historic association and significance of the Citizens Warehouse/Lysle Storage Company building, including a discussion of its role in the early settlement history of the Arts District and its former occupants. Provide this research and analysis to the City of Los Angeles Public Library.	Metro/ Cultural Resources Consultant	1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Prior to demolition of the Citizens Warehouse/Lysle Storage Company building

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Cultural Resources	Significance of a Historical Resource	<p>CR 3 Metro shall do the following to minimize impacts to the Citizens Warehouse/Lysle Storage Company building:</p> <p>A. Metro shall retain and stabilize approximately 24,000 square feet of floor area of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (8,000 square feet per story on the basement, the ground floor, and the second floor), including the former location of the Art Dock, for potential future reuse:</p> <ol style="list-style-type: none"> 1. Stabilization of the remaining portions of the building to remain shall be designed and conducted in a manner consistent with the applicable SOL's Standards. The stabilization design shall be prepared prior to commencement of any of the Proposed Project's construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building. 2. In order to preserve the maximum amount of historic materials comprising the floors and ceiling joists, Metro shall saw cut through the first floor, second floor, and roof along the eastern side to be stabilized. 3. Demolition of the eastern portion of the building may not occur until after the stabilization (item A.1) and saw cut (item A.2) are complete. 4. Brick exterior cladding material, windows, and other character defining materials and features obtained from the demolition of the eastern wall of the Citizens Warehouse/Lysle Storage Company building shall be salvaged and stored so that those original materials 	Prepare and implement a plan to retain, stabilize, and preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building for potential reuse and retain eligibility for designation as a City of Los Angeles Historic Cultural Monument.	Metro/ Contractor	1. Metro/City of Los Angeles Office of Historic Resources 2. Metro 3. Pre construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>can be re-used to clad the southern façade of the existing building or to clad any proposed Pickle Works replication addition to the south.</p> <p>B. Metro shall consult with the Arts District community to identify an appropriate future use for the Citizens Warehouse/Lysle Storage Company building. Renovations to accommodate the new use shall not preclude the building's eligibility to be considered as a City of Los Angeles Historic Cultural Monument.</p> <p>C. Upon identification of an appropriate future use for the Citizens Warehouse/Lysle Storage Company building, Metro shall develop an adaptive reuse plan in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources. The adaptive reuse plan shall:</p> <p>1. Develop an adaptive reuse design for historic rehabilitation consistent with the SOI's Standards for Rehabilitation to a total of up to approximately 26,700 square feet of floor area.</p> <p>a. The adaptive reuse design shall include replication of the original southern façade of the former Pickle Works building to the maximum extent possible.</p> <p>b. The adaptive reuse plan shall be developed by Metro in consultation with the Los Angeles Conservancy and the City of Los Angeles Office of Historic Resources to ensure that adequate guidance is in place for historic rehabilitation principles to</p>			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>be incorporated into the needs of potential future reuse.</p> <p>c. Metro shall obtain the services of a firm specializing in historic preservation rehabilitation projects to provide guidance for development of the plan.</p> <p>D. Metro shall do the following to enable the Cultural Heritage Commission's consideration of the Citizens Warehouse/Lysle Storage Company as a City of Los Angeles Historic-Cultural Monument:</p> <p>1. Ensure the following character-defining features are preserved in the adaptive reuse design along the north and west elevations to convey the building's association with the Los Angeles Arts District during the 1970s and 1980s:</p> <p>a. Common bond brick work</p> <p>b. Patterned but irregular spacing of fenestration and openings</p> <p>c. Segmentally arched windows of variegated dimensions</p> <p>d. Four-part corbelling at west and north elevation rooflines</p> <p>e. Ceramic insulators affixed to west elevation</p> <p>f. Sawtooth element at roof</p> <p>g. Recessed wood frame multi-light windows</p> <p>h. Faux shutters and planters</p> <p>i. The Art Dock bay, located at 112 Center Street (west elevation, second dock from north)</p>			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>j. Elevated single bay loading docks</p> <p>k. Basement windows</p> <p>l. Stucco capped stepped parapets at the roofline</p> <p>4. Apply to the City of Los Angeles Office of Historic Resources and Cultural Heritage Commission for their consideration of the Citizens Warehouse/Lysle Storage Company to be designated as a City of Los Angeles Historic Cultural Monument.</p> <p>a. The application shall base the statement of significance on the building's association with the Los Angeles Arts District during the 1970s and 1980s under Criterion 1: Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.</p> <p>b. The nomination for Historic Cultural Monument status would be prepared after the stabilization is complete.</p> <p>E. Metro shall preserve the opportunity to expand the Citizens Warehouse/Lysle Storage Company building towards the 1st Street Bridge to provide up to approximately 2,700 square feet of floor area (900 square feet per story on the basement, the ground floor, and the second floor). The determination whether to expand the building towards the 1st Street Bridge shall be made by Metro in consultation with the Arts District community, the Los Angeles Conservancy, and the City of Los Angeles Office of Historic Resources.</p>			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>1. Any expansion of the building towards the 1st Street Bridge area shall be conducive to replicating the appearance of the no longer extant portion of the former Pickle Works building built in 1888, which was demolished by a different entity for a previous project – the widening of the 1st Street Bridge.</p> <p>F. A certificate of occupancy shall be recorded on the property for the future reuse within five years of Metro's purchase of the property from the City.</p>			
		<p>CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage facility.</p>	Prepare report on the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Provide copies of the report to the City of Los Angeles Public Library.	Metro/Cultural Resources Consultant	<p>1. Metro/City of Los Angeles Office of Historic Resources</p> <p>2. Metro</p> <p>3. Prior to demolition of National Ice and Cold Storage facility.</p>
Cultural Resources	Significance of an Archaeological Resource	<p>CR-5 A qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology (Project Archaeologist) shall be retained to provide and supervise archaeological monitoring of all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to the start of ground-disturbing activities outlining qualifications and roles of the Project Archaeologist and archaeological monitor,</p>	<p>1. Retain qualified archaeologist</p> <p>2. Develop CRMMP</p> <p>3. Monitor all ground-disturbing activities</p> <p>4. Monthly Reports</p> <p>5. Discovery Protocols</p> <p>6. Data Recovery</p>	Metro/Project Archaeologist	<p>1. Metro/California Office of Historic Preservation</p> <p>2. Metro</p> <p>3. Construction</p>

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>monitoring procedures, reporting requirements, and procedures to follow if cultural resources are encountered during construction.</p> <p>The Project Archaeologist shall prepare monthly cultural resources monitoring progress reports to be filed with Metro. In the event that cultural resources are exposed during construction, the archaeological monitor shall temporarily halt construction within 50 feet (15 meters) of the discovery (if safe) while the potential resource is evaluated for significance (i.e., eligible for listing in the CRHR per PRC Section 5024.1(c), or in a local register of historical resources as defined in PRC Section 5020.1(k)). Construction activities could continue in other areas that are a distance of at least 50 feet from the discovered resource. If the discovery proves to be significant, representatives of Metro and the Project Archaeologist shall meet to determine the appropriate avoidance or minimization measures. In considering suggested mitigation, Metro shall determine whether avoidance and preservation in place is feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations. Under CEQA Guidelines Section 15126.6(b)(3), preservation in place is the preferred method of mitigation and, if feasible, shall be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of the impacts. If avoidance and preservation in place is infeasible, other appropriate measures, such as data recovery excavation, shall be instituted. If data recovery is deemed appropriate, a Treatment or Data Recovery Plan (Plan) outlining the field and laboratory methods to be used shall be prepared by the Project Archaeologist in accordance with CEQA Guidelines Section 15064.5(f) and approved by Metro prior to initiation of data recovery work.</p>			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		The Plan shall specify the appropriate treatment and/or curation of collected materials.			
Cultural Resources	Destruction of Paleontological Resource or Site or Unique Geologic Feature	CR-6 A qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene deposits, if encountered. Project-related excavation activities of less than ten feet in depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being affected. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.	1. Full-time monitoring in area of undisturbed Pleistocene deposits 2. Part-time monitoring when excavation is less than ten feet. 3. Review recovered resources to differentiate between paleontological and archaeological resources	Metro/ Paleontological Monitor	1. Metro 2. Metro 3. Construction
		CR-7 A Paleontological Monitoring and Mitigation Plan (PMMP) shall be developed by a qualified professional paleontologist prior to the start of ground-disturbing activities. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.	1. PMMP development 2. Retain paleontologist 3. Monitoring 4. Monthly reporting 5. Matrix sampling	Metro/ Paleontological Monitor	1. Metro 2. Metro 3. Pre-construction/ Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Cultural Resources	Destruction of a Paleontological Resource or Site or Unique Geologic Feature	CR-8 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.	Curate recovered fossils and deposit in designated curation facility.	Metro/ Paleontological Monitor	1. Metro 2. Metro 3. Construction
	Disturbance of Human Remains	CR-9 In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. Upon being granted access to the site, the-MLD has 48 hours to make recommendations regarding the treatment or disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other	1. Cease work within 100 feet of discovery. 2. Notify Los Angeles County Coroner 3. Preserve in place/reburial/repatriation of remains in consultation with MLD	Metro/ Archaeological Monitor	1. Los Angeles County Department of Medical Examiner-Coroner 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		<p>considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 48, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.</p>			

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Noise and Vibration	Exceedance of Applicable Standards	<p>NV-1</p> <p>The Contractor shall submit a Noise Control and Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall state that:</p> <ul style="list-style-type: none"> • Equipment shall include enclosed engines, acoustically attenuating shields, and/or high-performance mufflers; • Equipment and staging areas shall be located away from noise-sensitive receivers; • Idling of construction equipment shall be restricted to a maximum of five minutes, except as provided in the exceptions to the applicable California Air Resources Board regulations regarding idling; • Temporary noise barriers and/or noise control curtains shall be installed; • Construction-related truck traffic shall be routed away from local residential streets and/or sensitive receivers; • Impact pile driving shall be prohibited; • The use of impact devices such as jackhammers and hoe rams shall be minimized, using concrete crushers and pavement saws instead; • The Noise Control and Monitoring Plan shall include a site drawing, an inventory of equipment, calculations of the one-hour L_{eq} noise levels at sensitive receptors (i.e., OSF), and compliance with FTA noise criteria. <p>An updated Noise Control and Monitoring Plan shall be completed and submitted within ten days of the start of each quarterly period, or whenever there is a major change in work schedule, construction methods, or equipment operations.</p>	Prepare Noise Control and Monitoring Plan and submit to Metro.	Metro/ Contractor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Pre-construction
Noise and Vibration	Exceedance of Applicable Standards	<p>NV-2</p> <p>Metro shall install low-impact frogs at locations with special trackwork. This applies to the OSF-adjacent storage yard and yard tracks within a 200-</p>	Install low-impact frogs	Metro/ Contractor	<ol style="list-style-type: none"> 1. Metro 2. Metro 3. Construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
		foot radius of the northern portion of the northern OSF building. This also applies to existing yard tracks leading to the Maintenance Facility, as well as new yard tracks within a 200-foot radius of the northern portion of the southern OSF building.			
	Exposure of Persons to or Generation of Excessive Groundborne Vibration or Noise	<p>NV-3 The Contractor shall submit a Vibration Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall include:</p> <ul style="list-style-type: none"> • A survey of OSF building foundations with photographs of existing conditions limited to buildings within 25 feet of high-vibration-generating construction activities. Another survey shall be completed at the end of construction activities to assess potential damage. Damaged structures shall be returned to the preconstruction state by the Contractor. • A requirement to monitor vibration at any building where vibratory rollers or similar high-vibration-generating equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants. Construction activities shall be stopped and alternative methods introduced if vibration levels exceed 0.2 inches per second at OSF. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement. • Nighttime construction activities near OSF shall not include equipment operations within the minimum distances shown in Table 3.7.9. 	Prepare Vibration Monitoring Plan and submit to Metro.	Metro/ Contractor	1. Metro 2. Metro 3. Pre-construction

Impact Area	Potential Effects	Mitigation Measures	Action	Responsible Party	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase
Tribal Cultural Resources	Substantial Adverse Change to a Tribal Cultural Resource	TCR-1 Because of the potential for tribal cultural resources, a Native American monitor shall be retained to monitor all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in Mitigation Measure CR-5. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the project CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a Treatment Plan or Data Recovery Plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the Plan.	Retain Native American Monitor	Native American Monitor/ Project Archaeologist	1. Metro 2. Metro 3. Construction

Notice of Determination**Appendix D****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 Highway
 Norwalk, CA 90650

From:

Public Agency: LACMTA
 Address: One Gateway Plaza
 Los Angeles, CA 90012
 Contact: Cris B. Liban
 Phone: (213) 922-2471

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): 2017101034

Project Title: Division 20 Portal Widening/Turnback Facility Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority

Project Location (include county): City of Los Angeles, Los Angeles County, California

Project Description: Subsequent to certification of the Project's Environmental Impact Report (EIR) and approval of the Project, changes to the Project were proposed. These changes include revised mitigation measures that have been necessitated by changes to the environmental setting (the Citizens Warehouse/Lysle Storage Company building, also known as the Pickle Works building, was demolished due to a fire that was unrelated to the Project) and the elimination of two Project components—a column to support the high-speed rail project and a ventilation shaft building. An Addendum has been prepared that describes these changes and the environmental consequences of the changes. As described in the Addendum, none of the conditions described in Section 15162 of the CEQA Guidelines have occurred that would require preparation of a subsequent EIR or negative declaration.

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

described changes on 12/05/19 and has made the following determinations regarding the above
 (date)
 described project changes.

1. The project changes [☐ will ☒ will not] have a significant effect on the environment.
2. ☒ An Addendum to an Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] previously 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] previously adopted for this project.
6. Findings [☒ were ☐ were not] previously made pursuant to the provisions of CEQA.

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

Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

**Division 20 Portal Widening Turnback Project
Los Angeles, California
(October 2019)**

In May 2014 the Los Angeles County Metropolitan Transportation Authority (LACMTA) and Federal Transit Authority (FTA) entered in a Federal Funding Grant Agreement (FFGA) for the Westside Purple Line Extension Section 1, with revenue operations scheduled for October 31, 2024 and service to be provided every four minutes. To meet this headway LACMTA is making infrastructure improvements to the existing Metro Division 20 Yard as part of the Division 20 Portal Widening Turnback Project. Improvements include the construction of a turnback facility and new storage tracks to accommodate capacity for the full extension of the Purple Line.

The Division 20 Portal Widening Turnback Project has completed final design and early abatement activities. The project is on target to issue a Notice-to-Proceed to the main construction contractor in January 2020 with a target project completion date in late 2023.

With Sections 2 and 3 of the Westside Purple Line Extension expected to be completed after Section 1 opens, more trains will be added to the system. As a result, the existing shop will need to be expanded to accommodate the increased rail fleet. The Division 20 Shop Expansion Project is currently in conceptual design with final design to be completed through of 2021. Construction for this separate project could start as early as 2022 and completed by 2025.

FUNDING/EXPENDITURE PLAN
DIVISION 20 PORTAL WIDENING TURNBACK PROJECT
LIFE OF PROJECT BUDGET (LOP)

ATTACHMENT D

(DOLLARS IN MILLIONS)

Capital Project # 865519	Prior	FY20	FY21	FY22	FY23	FY24	Total	% of Total
Uses of Funds								
Support Facilities: Yards, Shops, Admin.Bldgs.		51.9	100.0	128.0	100.0	42.0	421.9	52.6%
Sitework & Special Conditions	10.9	10.0	7.1				28.0	3.5%
Systems		9.0	10.0	20.2	18.0	11.0	68.2	8.5%
Row, Land, Existing Improvements	101.6						101.6	12.7%
Vehicles								
Professional Services	25.2	14.0	14.0	12.0	12.0	11.0	88.2	11.0%
Project Contingency			21.0	29.0	27.3	16.6	93.9	11.7%
Total Life of Project Budget Cost:	\$137.7	\$84.9	\$152.1	\$189.2	\$157.3	\$80.6	\$801.8	100%
Sources of Funds*								
TIRCP	4.8	7.7	28.2	28.5			69.2	8.6%
SB1 - Local Partnership Program				10.0	30.0	10.0	50.0	6.2%
Measure R 35% / 2%	132.9	77.2	123.9	150.7	127.3	70.6	682.6	85.1%
Total Life of Project Budget Funding:	\$137.7	\$84.9	\$152.1	\$189.2	\$157.3	\$80.6	\$801.8	100%

*Funding sources subject to change based on availability and eligibility at the time of expenditure.

Operations Division 20 Portal Widening and Turnback Facility FTE Plan

	Union	Position	# of FTEs	Start (MMM-YY)	End (MMM-YY)	FY20	FY21
1	NC	Manager, Rail Transportation (Track Allocation)	1	Jan-20	Nov-23	1	
2	AFSCME	RTOS, Yard Control	3	Jan-20	Nov-23	3	
3	AFSCME	RTOS, ROC	1	Sep-20	Nov-23		1
4	SMART	Train Operators	2	Sep-20	Nov-23		2
5	ATU	Service Attendants	2	Nov-20	Mar-23		2
6	AFSCME	Supervisor, Wayside (Discipline TBD)	1	Jan-20	Apr-23	1	
7	ATU	Track Inspector	2	Feb-20	Nov-23	2	
8	ATU	Signal Inspector	2	Feb-20	Nov-23	2	
9	ATU	Rail Electronic Comm Inspector	1	Feb-20	Nov-23	1	
10	ATU	Traction Power Inspector	2	Feb-20	Nov-23	2	
11	ATU	Facilities Systems Technician	1	Mar-20	Nov-23	1	
12	ATU	Electrician	1	Mar-20	Nov-23	1	
			19			14	5

**Subject to change based on project schedule
14 FTEs in FY20 and 5 FTEs in FY21*



Board Report

File #: 2019-0778, **File Type:** Contract

Agenda Number: 36.

CONSTRUCTION COMMITTEE NOVEMBER 21, 2019

SUBJECT: DIVISION 20 PORTAL WIDENING AND TURNBACK FACILITY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING AND ADOPTING minor changes to project definition and CEQA Addendum to the Final Environmental Impact Report (FEIR) for the Division 20 Portal Widening and Turnback Facility (Attachment A); and
- B. ESTABLISHING a Life-of-Project (LOP) Budget of \$801,749,577 for the Division 20 Portal Widening Turnback Project.

ISSUE

The Metro Board of Directors certified the Division 20 Portal Widening and Turnback Facility (Project) Final Environmental Impact Report (FEIR) on October 25, 2018. Since then, two components of the Project—a column to support the high-speed rail (HSR) and a ventilation shaft building—have been eliminated. Additionally, the Citizens Warehouse/Lysle Storage Company building (commonly known as the Pickle Works building) has been demolished due to a fire (unrelated to the Project). Therefore, mitigation measures previously adopted to minimize impacts to the Pickle Works building are no longer necessary. Pursuant to Public Resources Code section 21166 and California Environmental Quality Act (CEQA) Guidelines section 15164, Metro analyzed the potential environmental impacts of the changes in the Project definition and concluded that an addendum to the FEIR would be appropriate. As set forth in the analysis undertaken in the Addendum to the EIR the proposed refinements will not result in new or substantially more adverse impacts than those previously documented.

The establishment of the LOP Budget for the Division 20 Portal Widening and Turnback Project at the time of contract award is consistent with the recommendations in the Office of the Inspector General (OIG) Construction Management Best Practices Study Report and lessons learned regarding establishing final budgets, when adequate information (such as the receipt of hard bids) is available.

BACKGROUND

Metro committed to the Federal Transit Administration (FTA), as part of the Full Funding Grant Agreement (FFGA) for the Westside Purple Line Extension (WPLE) Section 1, to make appropriate infrastructure modifications to allow the Purple Line system to operate at reduced headways. The FFGA states that reduced headways must be achievable by late 2024. The Project will achieve the required headways for the Red and Purple Lines and enhance operational capacity at the division.

The Project elements include:

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to Division 20;
- Constructing new storage tracks;
- Reconfiguring existing tracks and access roads to accommodate a turnback facility;
- Installing a new Traction Power Substation (TPSS) and emergency backup power generator;
- Expanding the rail yard west, into areas previously occupied by the former Citizens Warehouse/Lysle Storage Company building, the LAPD Viertel's Central Division Police Garage, and the former National Cold Storage facility;
- Repurposing an existing building at 100-120 North Santa Fe Avenue for maintenance of way (MOW) activities;
- Modifying the 1st Street Bridge piers and providing a seismic upgrade to the Bridge superstructure; and
- Vacating portions of three City streets: Jackson, Banning, and Ducommun Streets east of Center Street.

On March 23, 2017, the Board approved the award of a professional services contract to complete preliminary engineering and final design for the Division 20 Portal Widening and Turnback Project. The Board also approved the award of a Construction Management Support Services contract on May 17, 2018. A task order was issued to begin abatement and early demolition work on the newly acquired properties for the project on October 8, 2018. Award of a separate power contract was issued on June 18, 2019 to begin procurement of a new traction power substation.

On January 5, 2019, a Request for Qualifications (RFQ)/Invitation-for-Bid (IFB) was issued for Contract No. C1136 using the lowest bid price to select a contractor to construct the project. Three bids were received on September 26, 2019 with an apparent lowest bidder and price identified. The bids ranged from \$439.8M to \$447.9M. The Metro Independent Cost Estimate (ICE) was \$431.5M (Project Chronology is summarized in Attachment C).

DISCUSSION

The Addendum to the Final EIR provides clarifications and analysis on the following items:

- The elimination of two project elements (a column to support the high-speed rail (HSR) and a ventilation shaft building)
- Demolition of the Citizens Warehouse/Lysle Storage Company building (commonly known as the Pickle Works building) due to a fire (unrelated to the Project), and
- Revised mitigation measures necessitated by aforementioned changes to the Project and its surrounding circumstances.

The elimination of the column to support HSR and the ventilation shaft building will result in reduced impacts. In addition, the fire and subsequent demolition of the Citizens Warehouse/Lysle Storage Company building changes the building's eligibility for the National Register of Historical Places. As a result, the mitigation measures previously identified to maintain and protect the building have been eliminated from the Project. Although the elimination of these items alters the Project and reduces its potential impacts, the EIR continues to serve as the appropriate document addressing the environmental impacts of project construction and operational activities pursuant to CEQA.

In particular, the analysis undertaken in the Addendum confirms that the proposed Project refinements will not result in new or substantially more severe adverse impacts than those previously documented in the EIR. Therefore, supplemental environmental review is not required under CEQA. (See Pub. Resources Code, § 21166; 14 Cal. Code Regs. ("CEQA Guidelines"), § 15162.)

Life of Project Budget

From inception, the Division 20 Portal Widening and Turnback Project has been funded on a fiscal year basis. The proposed LOP budget for this project has been based on total project costs incurred (including Metro labor, non-labor costs and right-of-way acquisition), bid price, anticipated scope changes, up to 20 additional Operations personnel, and contingency.

Funding in the amount of \$801.7 million (See Attachment D - Funding/Expenditure Plan) has been identified to be obtained from Red/Purple Line projects that were included in the 2014 Short Range Transportation Plan (SRTP) but are no longer required for Metro's operation of the Red and Purple Lines. Metro Program Management, Operations and Systems have evaluated the following SRTP projects and determined they are not required for Red/Purple Line Operations: North Hollywood Terminal, Train Control for reduced headways, Traction Power for reduced headways and Tunnel Improvements under Santa Monica Mountains. Two additional projects, Union Station Upgrades and Division 20 Improvements are also identified in the LRTP and will contribute to fund Division 20 Project.

Design-bid-build projects typically carry a ten percent contingency because the design is carried out to 100%. In this case twenty percent contingency is justifiable due to several high-risk factors:

- Construction occurs within an active railyard
- Multiple cut-overs are required to ensure service to the mainline is not impacted
- Multiple overlapping construction contracts including rail welding from WPLE Section 1, Link Union Station, and ESOC
- Schedule is critical as it is related to Metro's FFGA commitment for the opening of WPLE Section 1

Additionally for Board's information, as part of the overall expansion of the Division 20 yard, a separate shop expansion project will be required. Design work for this separate project is at a very early stage and will progress towards completion through Winter 2021. Staff will bring forward to the Board a separate LOP recommendation for that project at a later date once design is completed and construction costs are known.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

The funding required for FY20 is included in the Adopted Budget under project 865519 Division 20 Portal Widening Turnback Facility, cost center 8510, in various accounts. The cost for the 19 additional FTEs required in Operations for this project is included in the proposed LOP. Five of the nineteen project FTEs will be addressed through the annual budget process in future fiscal years based on the assessment of project schedule and related annual staffing deployment needs. Likewise, the positions will taper off as the project comes to completion.

This is a multi-year project and it is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are Measure R 35%, Measure R 2%, SB1 - Local Partnership Program, and Cap & Trade Transit and Intercity Rail Capital Program (TIRCP). These funds are not eligible for Bus and Rail Operating expenses. The funding sources are subject to change based on availability and eligibility at the time of expenditure.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time travelling;
2. Deliver outstanding trip experience for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

Item A: The Board may consider not approving changes in the Project definition and the Addendum to the Final EIR. This is not recommended as the revisions, additions, and clarifications included in the updated Project definition and described in the Addendum will ensure that the Project's design and construction are informed by existing conditions and constraints. In particular, advancing construction without this new information could result in design or construction activities that may need to be revised, via a change order, after the construction contractor is on board. Change orders are costly and cause delays. The Addendum will allow for the appropriate level of clarification to move the Project forward in the near-term.

Item B: The Board may choose to not move forward with adopting an LOP budget. This is not recommended as the LOP is based on actual bids which provide an accurate forecast for construction costs.

NEXT STEPS

Upon Board approval of the changes in the Project definition and the Addendum, staff will file the Notice of Determination (Attachment B) and ensure all project activities are consistent with the revised mitigation measures.

ATTACHMENTS

Attachment A - Addendum

Attachment B - Notice of Determination

Attachment C - Division 20 Chronology

Attachment D - Funding Plan

Attachment E - Division 20 Portal Widening & Turnback Facility FTE Plan

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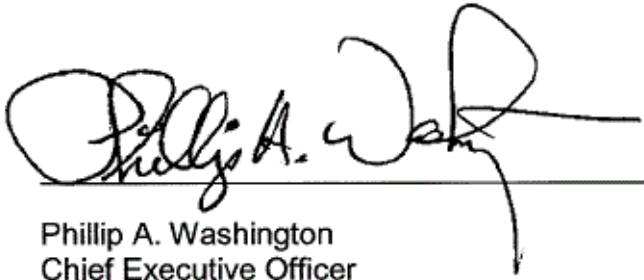
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Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2019-0787, File Type: Budget

Agenda Number: 37.

CONSTRUCTION COMMITTEE NOVEMBER 21, 2019

SUBJECT: 7TH AND METRO STATION RADIO REPLACEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

INCREASE the Life of Project (LOP) Budget for the Regional Connector Concurrent Non-FFGA Activities Project, capital project number 861228 by \$6,450,000 to a total amount of \$46,441,168. This will address critical radio system interface requirements at 7th & Metro.

ISSUE

The existing radio system at 7th & Metro station is more than 25 years old and is obsolete. The age and obsolescence of this life-expired equipment could present possible safety risks to Metro's rail operations due to potential reliability and intermittent maintenance issues. The radio infrastructure ("head-end") at 7th & Metro is uniquely critical to Metro's rail system as it currently serves the Metro Red, Purple, Blue, and Expo lines, including operations, maintenance, security and emergency response radio channels. Moreover, this location is critical to the forthcoming operation of the Regional Connector line, facilitating extension of rail service to Azusa and East Los Angeles.

The Regional Connector Project, in collaboration with Metro Operations and Corporate Safety, have studied how to integrate a new radio system into Metro's existing radio infrastructure, including the extension of new Regional Connector radio channels into the existing station and tunnels. Staff have concluded that it is not practicable to achieve this integration, in compliance with the revised Metro Rail Design Criteria (MRDC), without a complete replacement of the existing radio system at 7th & Metro.

With the understanding that the existing infrastructure requires replacement and that seamless radio operation is essential for operational safety along the Regional Connector, Expo and the Blue Line tunnel, it is recommended that the Regional Connector Project execute contract modifications to design, procure, install and test a new "head-end" radio system at 7th & Metro.

DISCUSSION

Metro Blue Line service to 7th & Metro commenced in 1991, with Section 1 of the Metro Red Line opening for revenue service at the station in 1993. The 7th & Metro Station includes existing radio transmission and reception equipment (i.e., a "head end") to service the Metro Blue, Red, and Purple

lines, including radio channels for operations, maintenance, Metro Security and emergency response & law enforcement. The existing system was expanded in 2012 to add two Metro Operations channels to accommodate the Expo line.

Metro Corporate Safety conducted a condition assessment in 2016 and concluded that replacement of the existing head-end was needed due to the system's age, condition, and risk of inability to repair. A reliable head-end was critical to rail operations safety, incident & emergency response, and to maintenance ability. The recommendations put forth by Corporate Safety are being included in a future radio replacement project for the Red/Purple lines

The Regional Connector Project is installing a radio system for the new tunnels & stations, including a new radio head-end at the 1st & Central/Little Tokyo station. This new radio system will be expanded to include channels for Gold Line Operations that do not currently exist at 7th & Metro or within the existing Metro rail tunnels. It was realized that it would be impractical to expand the radio system at 7th & Metro as required utilizing the existing head-end equipment. This was primarily due to the existing equipment being obsolete, the liability and risk of damaging existing equipment, and a determined inability to achieve seamless radio operation through the connected underground rail systems. Therefore, a modified approach was proposed which included a complete replacement of the existing 7th & Metro head-end to serve as the main communication system, with the second head-end being installed at the new 1st & Central station under the Regional Connector project serving as the 'hot-standby' system. This redundancy is required to meet the recently updated Metro Design Criteria.

By performing this work in conjunction with the Regional Connector Project, system and equipment compatibility and consistency is provided, to the advantage of operations, maintenance and emergency services. Additional cost efficiencies can also be realized by combining the work with similar work already underway by the Project.

Thus, these planned enhancements to the radio system will extend radio channels into the existing infrastructure, replace life-expired equipment due for replacement, and potentially mitigate operational safety risks by improving system continuity and redundancy.

DETERMINATION OF SAFETY IMPACT

The approval of this Work Scope and LOP Budget increase will allow Metro to address potential operational safety concerns, while improving overall service quality and system reliability. The new radio head-end will replace an obsolete system to provide for seamless operation between the new and existing infrastructures and additional operating and emergency responder channels throughout the tunnels and stations.

FINANCIAL IMPACT

Adoption of Recommendation will increase the LOP Budget for Project no. 861228 (Concurrent non-FFGA Activities Project) by \$6,450,000 to the total amount of \$46,441,168. The concurrent non-FFGA Activities are for projects related or being performed by the Regional Connector project, but

part of the base scope of that project. The \$300,000 required in FY20 for the radio system upgrade is included in FY20 adopted budget. The Project Manager and Chief Program Management Officer are responsible for budgeting for all costs associated with 7th & Metro radio system in the future.

Impact to Budget

The additional \$6,450,000 is funded with Measure M State of Good Repair 2%. This is an appropriate source for the upgrade of an existing radio system at 7th & Metro head-end.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommended action is consistent with Metro Strategic Plan Goal 1: providing high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board may decline to approve the recommended actions. Staff do not recommend this alternative because potential safety concerns with the existing station and tunnels would not be addressed and there is a risk of not receiving CPUC approval once the Regional Connector is completed due to the inability to achieve seamless radio operation through the connected underground rail systems.

NEXT STEPS

Upon approval by the Board, Staff will complete negotiations with the Regional Connector contractor and execute a contract modification under authorization delegated to the CEO for the work to be installed and commissioned during pre-revenue operations period.

ATTACHMENTS

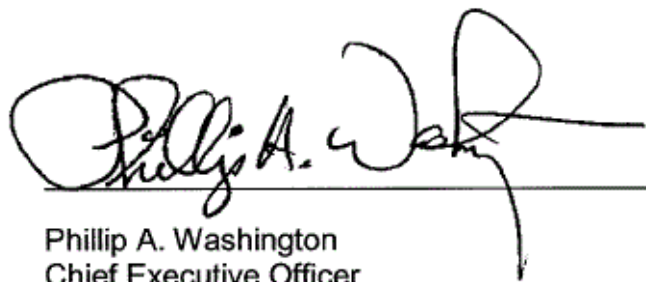
Attachment A - Funding Plan

Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis

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Phillip A. Washington
Chief Executive Officer

FUNDING PLAN
REGIONAL CONNECTOR CONCURRENT NON-FFGA ACTIVITIES PROJECT
LIFE OF PROJECT BUDGET (LOP)
(DOLLARS IN MILLIONS)

Capital Project 861226	Prior	FY20	FY21	FY22	FY23	LOP Total	% of Total
Uses of Funds							
Construction	0.0	0.0	0.0	0.0	0.0	0.0	0.0%
Systems (7th/Metro)	0.0	0.3	4.6	1.5	0.0	6.5	13.9%
Right of Way	22.5	15.0	0.0	0.0	0.0	37.5	80.7%
Professional Services	0.4	0.2	0.2	0.2	0.3	1.2	2.6%
Unallocated Contingency	0.0	0.3	0.4	0.5	0.2	1.3	2.8%
Total Uses	22.8	15.7	5.2	2.2	0.5	46.4	100.0%
Source of Funds							
Local Sources							
Measure R - Rail Capital General Improvements (2%)	0.0	10.5	0.0	0.0	0.0	10.5	22.6%
Lease Revenues	0.0	5.0	0.6	0.7	0.5	6.7	14.3%
Repayment of Capital Project Loans (Fund 3562)	22.8	0.0	0.0	0.0	0.0	22.8	49.2%
Measure M - Metro State of Good Repair (2%)	0.0	0.3	4.6	1.5	0.0	6.5	13.9%
Total Local Funds	22.8	15.7	5.2	2.2	0.5	46.4	100.0%
Total Sources	\$22.8	\$15.7	\$5.2	\$2.2	\$0.5	\$46.4	100.0%

ATTACHMENT B

Regional Connector Concurrent Non-FFGA Activities

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in June 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding potential cost increases to Measure R-funded projects and the strategies available to close any funding gaps. The Regional Connector Concurrent Non-FFGA Activities Project (the Project) is subject to this policy analysis.

The Regional Connector Concurrent Non-FFGA Activities Project was created in April 2014 at the time the design-build contract was awarded and initial Life-of-Project (LOP) budget set for the Regional Connector Project. The Project is a component of the Regional Connector Project and was created due to constraints on costs that are not eligible under the New Starts full funding grant agreement that has been awarded to the Regional Connector Project.

The LOP requires an increase of \$6,459,000, from \$39,991,168 to \$46,441,168. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following:

If a project increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against subsequent actions on cost estimates taken by the Metro Board of Directors, including the determination of the LOP. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

The Policy analysis considers options for the Project as well as the related Regional Connector Project.

Scope Reductions

Given that the goal of the Regional Connector Project is to provide seamless travel between two points, it is not possible to shorten the project. The two end points of the project (Little Tokyo/Arts District Station and 7th Street/Metro Center Station) are 1.9 miles apart and there is no possible way to shorten the segment between these points that is consistent with the Locally Preferred Alternative and the operational objectives of the project. We therefore recommend moving to the next step.

New Local Agency Funding Resources

The Project is located in the City of Los Angeles and the Central City Area subregion (as defined in Measure M). These entities have local return, Multi-Year Subregional Program, and other transportation funding that is eligible for the Project. However, given the name of the Project includes “Regional” and is intended to benefit the Metro rail network, the local agency funding is not being considered for the cost increase.

Value Engineering

The Regional Connector Project has undergone several reductions, including the removal of the 5th/Flower Street Station. Further reductions would likely substantially delay the project or result in a project not consistent with the Locally Preferred Alternative. As a result, we recommend moving to the next step.

Other Cost Reductions within the Same Transit Corridor

The corridor of the Project includes Exposition Light Rail Transit, Gold Line Foothill Extension, and the Gold Line Eastside Extension. The Exposition Light Rail Transit Phase II (Expo II) and Gold Line Foothill Extension have been completed and have no savings or surplus which could be transferred to the Project. The Expo II project did realize Measure R savings, but the Board has directed those savings to the Westside Subway Section 2 project (see Board report #2016-0379). In addition, the Expo II project was partially debt financed with Measure R bonds, and the Board-adopted “Measure R Fiscal Responsibility Policy” requires that any interest for the project is repaid from the surplus. The Foothill Extension II, now ending in Pomona, does not have available funding, as it has been shortened due to cost increases from the initial terminus in Claremont, and has required the use of subregional and State grant funding. While the Gold Line Eastside Transit Corridor Extension Phase II is in the same corridor, the funding for this project is outside of the timeframe needed for the Project.

Other Cost Reductions within the Same Sub-region

The Regional Connector Project is located within the Central, or Central City Area Subregion. Given that the project will create continuous corridors between several subregions (Central, Gateway, San Gabriel Valley, and Westside), we are recommending that any remaining funding shortfall for the Project be dealt with at the Countywide level.

Countywide Cost Reductions and/or Other Funds

The Project is eligible for Measure R 35% Transit funds, but these have all been allocated to the Regional Connector Project. The Project is not eligible for Proposition A

and Proposition C as much of the Project is deemed “new subway” and not allowed under the Act of 1998 (Note: Staff is investigating the potential to allocate a portion of the Regional Connector Project to above-ground rail). The Project is eligible for Measure R Rail Capital General Improvements 2%, Metro Lease Revenues, Measure M State of Good Repair 2%, and Repayment of Capital Project Loans Fund 3562. A combination of the funds is recommended to address the increase in the Project LOP.