

Metro

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



Agenda - Final

Thursday, June 16, 2016

9:00 AM

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

Construction Committee

Don Knabe, Chair

Jacquelyn Dupont-Walker, Vice Chair

Mike Bonin

Diane DuBois

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

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

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Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

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

CALL TO ORDER**ROLL CALL****24. CONSIDER:**[2015-1716](#)

- A. AUTHORIZING the Chief Executive Officer (CEO) to issue a Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to begin **construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96th Street, Airport Metro Connector (AMC)**, in an amount not to exceed \$7,400,000 increasing the total contract value from \$1,294,476,149.38 to \$1,301,876,149.38; and
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988 in the amount of \$7,400,000 increasing the total CMA from \$134,699,993 to \$142,099,993.

Attachments:[Attachment A - Procurement Summary](#)[Attachment B - Contract Modification Change Order Log](#)[Attachment C - Design Option 3](#)[Attachment D - DEOD Summary](#)[Attachment E - AMC Accelerate Funding 20141113rbmitem56](#)**25. CONSIDER:**[2016-0230](#)

- A. AUTHORIZING the CEO to execute a Contract Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to **design and construct a bus transfer facility** for \$2,200,000, increasing the total contract price from \$1,294,476,149.38 to \$1,296,676,149.38 for the **Crenshaw/LAX Transit Project**;
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988, in the amount of \$2,200,000, increasing the total CMA from \$134,699,993 to \$136,899,993;
- C. ADOPTING a Life-of-Project (LOP) Budget of \$2,200,000 for the Bus Transfer Facility; and
- D. AUTHORIZING the execution of this Contract Modification subject to final execution of the 3% Local Match funding agreement

between Metro and the City of Inglewood.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification](#)
[Attachment C - La Brea Bus Transfer Facility](#)
[Attachment D - DEOD Summary](#)

26. APPROVE the **transfer and reallocation of State Proposition 1B Intercity Rail Improvement Program (ICR1B) funds for the Van Nuys North Platform Project from Metro to the Southern California Regional Rail Authority (SCRRA)** [2016-0428](#)

Attachments: [Attachment A - SCRRA Organizational Structure with Focus on Capital Project](#)
[Attachment B - Van Nuys North Platform Project Rolls and Responsibilities](#)
[Attachment C - Van Nuys](#)

27. CONSIDER: [2016-0434](#)

- A. INCREASING Life of Project (LOP) budget in the amount of \$6,560,142 for a total LOP of \$15,000,000 for the **Bob Hope Airport/Hollywood Way Metrolink Station Project (Project)**;
- B. PROGRAMMING an additional \$6,560,142 of Measure R3% - Metrolink Commuter Rail funds towards this project;
- C. AMENDING the FY 2016-17 (FY17) budget in the amount of \$4,265,492 for project 460090; and
- D. AUTHORIZING the Chief Executive Officer (CEO) to enter into an Operations and Maintenance (O&M) agreement with the cities of Los Angeles and Burbank.

Attachments: [Attachment A - Uses and Sources of Funds.pdf](#)
[Attachment B - Burbank Airport Authority Letter of Contributions to Project](#)

43. AUTHORIZE the Chief Executive Officer (CEO) to: [2016-0328](#)

- A. NEGOTIATE and execute a 48-month, firm fixed price Contract No. AE5204200 with HDR Engineering Inc., in an amount not-to-exceed \$34,030,555 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PA&ED) on Interstate 605/State Route 60 Interchange**; and
- B. APPROVE Contract Modification Authority specific to Contract No. AE5204200 in the amount of \$5,104,583.

Attachments:

[Attachment A Procurement Summary.pdf](#)

[Attachment B DEOD Summary.pdf](#)

[Attachment C - Location Map](#)

44. CONSIDER:[2016-0379](#)

- A. ESTABLISHING a Full Funding Grant Agreement (FFGA) Budget of \$2,410,544,879 as described in Attachment A for the **Westside Purple Line Extension (WPLE) Section 2 project**, consistent with direction from the Federal Transit Administration (FTA);
- B. AUTHORIZING up to \$54.5 million in funds expected from the City of Beverly Hills as their 3% contribution to be advanced from Measure R funds from the Westside Subway Extension line item in the Measure R Expenditure Plan, in support of the FFGA requirements of the FTA;
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment B to use up to \$191.81 million Measure R funds from the Westside Subway Extension line in the Measure R Expenditure Plan to meet the new cost and revenue assumptions in the Short Range Transportation Plan;
- D. DIRECTING the CEO to assume that all savings from the Exposition Light Rail Phase 2 project will be redirected to WPLE Section 2 project at such time as the Expo project is closed out and the necessary actions of the Metro Board of Directors can be secured to free up these funds; and
- E. APPROVING the resolution in Attachment C updating the FTA on these actions as they relate the Metro's WPLE Section 2 Financial Plan from August 2015.

Attachments:[Attachment A - FFGA.pdf](#)[Attachment B - Measure R Cost Management Process and Policy Analysis.pdf](#)[Attachment C - Los Angeles County Metropolitan Transportation Authority Reso](#)**Adjournment**

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



Board Report

File #: 2015-1716, File Type: Contract

Agenda Number: 24

CONSTRUCTION COMMITTEE JUNE 16, 2016

SUBJECT: CRENSHAW/LAX TRANSIT PROJECT

ACTION: APPROVE CONTRACT MODIFICATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to issue a Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to begin **construction on accommodations so as not to preclude a future Light Rail Transit (LRT) Station at 96th Street, Airport Metro Connector (AMC)**, in an amount not to exceed \$7,400,000 increasing the total contract value from \$1,294,476,149.38 to \$1,301,876,149.38; and
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988 in the amount of \$7,400,000 increasing the total CMA from \$134,699,993 to \$142,099,993.

ISSUE

WSCC has completed the design required for the Crenshaw/LAX Transit Project to construct the accommodations for the future AMC transit station at 96th Street. Board authorization is requested to provide funding to issue construction a Modification to allow construction of the accommodation's scope of work. Authorization in the form of construction Modification is required to start construction to prevent any additional schedule delay impact on the Crenshaw/LAX Transit Project. Metro and WSCC are continuing to negotiate a final value, including direct, indirect and delay impact costs, and will return to the Board once final costs have been negotiated.

DISCUSSION

On May 28, 2015, the Board approved Design Option 3 for the Crenshaw/LAX track alignment to accommodate and cure the ailment of no public transportation (rail) to LAX for the future AMC transit station at 96th Street. Subsequently, staff issued modifications to WSCC, Metro's Crenshaw/LAX Transit Project design-builder, for engineering design services to incorporate Option 3. The design modifications increased construction costs specifically tied to the required accommodations. Staff is requesting a Modification authorization in the amount of \$7,400,000 for the direct construction costs for FY17. Authorization is required now to commence construction to prevent any additional

schedule delay impact on the Crenshaw/LAX Transit Project.

At the May 2015 Board meeting, staff forecasted that design changes and subsequent construction changes to accommodate the future AMC Project could potentially impact the schedule. Metro is continuing to negotiate with WSCC on the total time the work will take to accommodate the AMC Project and how it is projected to impact the Crenshaw/LAX Transit Project.

Staff will return to the Board for Contract Modification authority when the direct costs and time impact negotiations are completed. In addition, WSCC will be issued a time extension to their substantial completion milestone which will impact the ability of the Project to complete the Crenshaw/LAX Transit Project as currently scheduled. A request to modify the current Revenue Service date may also be included as a recommendation in the next Board action. In addition to the design and construction costs, there will be administrative costs incurred for construction management, Metro staff and other costs associated with the schedule impact.

The Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was adopted by the Metro Board in September 2011 and a federal Record of Decision (ROD) received in December 2011, includes a tail track option located adjacent and north of the Aviation/Century station. An environmental analysis was conducted to determine the potential environmental impacts associated with the tail track relocation from north of the Aviation/Century station to south of Arbor Vitae. The new location is approximately 1,550 feet north of the Aviation/Century station. The analysis indicates that the proposed design changes would not introduce any impacts that would exceed a threshold of significance or any impacts beyond those or increase in the severity of impacts, previously disclosed in the approved FEIS/FEIR. As applicable, Metro would continue to implement the mitigation measures identified in the ROD for the overall project to ensure significant impacts are continually mitigated. The findings of the environmental analysis were supported by the FTA.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards.

FINANCIAL IMPACT

The funds, in an amount of \$7,400,000, to construct accommodations work under the first recommendation is included in the adopted FY17 budget for Project 460303, AMC Project, in Cost Center 8510, Program Management-Construction Procurement. Although WSCC is the design-build contractor for the Crenshaw/LAX Transit Project, this recommendation is funded by the AMC Project (460303). The Crenshaw/LAX Transit Project Life-of-Project budget is not impacted by this action.

Since this is a multi-year project the Executive Director, Program Management will be responsible for budgeting in future fiscal years.

Impact to Budget

The source of funds is federal Congestion Mitigation and Air Quality (CMAQ) funds. This is in

compliance with the November 2014 Board approval (Item 56). No other funding sources have been considered.

ALTERNATIVES CONSIDERED

The Board may elect not to approve construction Modification to accommodate changes for the future AMC station. Staff does not recommend this alternative since the Board already approved Option 3 at the May 2015 board, which included the required design and construction changes to the Project. Additionally, these modifications need to be made now as once the Crenshaw/LAX line is operating, it will be more difficult to construct the accommodations.

NEXT STEPS

Upon Board authorization, staff will proceed with a time-sensitive construction Modification to WSCC's contract, directing the design-builder to start construction of the accommodations scope of work for the future AMC station. Staff will complete negotiations with WSCC for all remaining costs and will return to the Board for final approval of a fully defined Contract Modification.

ATTACHMENTS

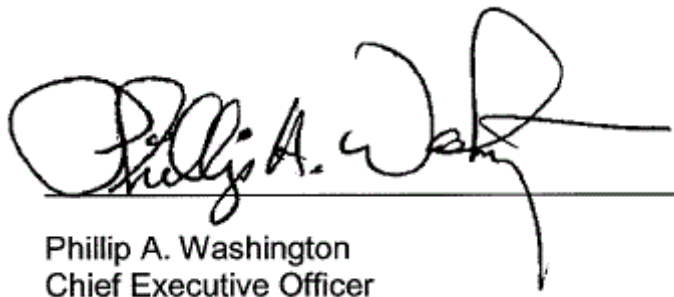
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - Design Option 3
Attachment D - DEOD Summary
Attachment E - November 2014 Board Report Item 56

Prepared by:

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CRENSHAW/LAX TRANSIT PROJECT / C0988

1.	Contract Number: C0988 Crenshaw/LAX Transit Corridor Design-Build		
2.	Contractor: Walsh/Shea Corridor Constructors (WSCC)		
3.	Description: Construct accommodations so as not to preclude a future Light Rail Station (LRT) Station at 96th Street.		
4.	The following data is current as of: April 30, 2016		
5.	Contract Completion Status:		
	Proposals Opened	6/12/12	% Completion \$'s 44.4%
	Contract Awarded	6/27/13	% Completion Time 51.8%
	Notice to Proceed (NTP)	9/10/13	Orig. Contract Days 1824
	Original Completion Date	9/08/18	Change Order Days 35
	Current Estimated Completion Date	10/13/18	Suspended Days 0
	Total Revised Days		1859
6.	Financial Status:		
	Contract Award :	\$1,272,632,356.00	
	Total of Mods/Changes Approved :	\$21,843,793.38	
	Current Contract Value :	\$1,294,476,149.38	
7.	Contract Administrator: Frederick Origel Director, Contract Administration	Telephone Number: (213) 922-7331	
8.	Project Director: Charles Beauvoir, S.E. Deputy Executive Officer, Project Management	Telephone Number: (213) 922-3095	

A. Procurement Background

On June 27, 2013, Contract No. C0988 was awarded to Walsh/Shea Corridor Constructors (WSCC), the lowest responsive and responsible proposer, in the amount of \$1,272,632,356.

This Board Action is to authorize the CEO to issue a Change Order to start the construction of accommodations so as not to preclude a future Light Rail Transit (LRT) Station in the vicinity of 96th Street, while staff negotiate a total contract modification. Contract Modification(s) will be processed in accordance with Metro's Acquisition Policy.

Metro Staff is requesting approval of a not-to-exceed value to allow for the procurement of long lead items and construction of the change work to mitigate potential delays to project schedule.

Refer to Attachment B for modifications/change orders approved and pending as of April 30, 2016, to add and/or delete work and the proposed modifications pending authorization.

B. Cost/Price Analysis

The final price for this contract change will be reviewed and analyzed by Metro staff to determine a fair and reasonable price in accordance with Metro Procurement Policies and Procedures. The negotiation process will included, but is not limited to, fact finding, technical evaluation, cost analysis, and an independent cost estimate. The recommended price will be audited by MASD and subject to removal of any unallowable or unallocable costs.

Design for the necessary accommodations for the future 96th street station was Approved for Construction (AFC) on March 10, 2016 and two (2) Notice of Design Changes (NDC) have been approved, latest dated May 19, 2016. Contractor is reviewing the approved AFC and NDC design packages and after discussions with Metro will submit a revised cost proposal for Construction.

MOD. No.	Modification Description	Proposed Amount	Metro ICE	NTE Amount
TBD	Construct W. Alignment Shift for 96 th Street Station	TBD	TBD	\$7,400,000.00

ATTACHMENT B

CONTRACT MODIFICATION / CHANGE ORDER LOG – CRENSHAW/LAX TRANSIT PROJECT

Mod. No.	Description	Status	Cost
1	Administrative Change - Update Special Provision SP -05-Notice and Service and SP-06-Insurance Requirements	Approved	No Cost
2	Administrative Change - Technical Reports Part 6.3 PSR/PR	Approved	No Cost
3	CPUC Application	Approved	No Cost
4	Administrative Change - Revised Contractor's Mailing address	Approved	No Cost
5.3	Clarification of Schedule F Applicability	Approved	No Cost
6	Administrative Change – Update Metro Rail Directive Drawings	Canceled	Canceled
7	Design -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$366,400.00
8	Design - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$47,820.00
9	Design -Protect for Future Transport. Corridor at 98th Street	Approved	\$120,458.00
10	Update Volume 1: Form of Contract, Volume 4: Metro Specifications and Volume 5: Metro Rail Design Criteria	Canceled	Canceled
11	Special Events Traffic Control Site Improvements	Approved	\$26,754.00
12	Design Fare Gates At-Grade Latching	Approved	\$239,000.00
13	Construction of Fare Gates At-Grade Latching	Approved	\$2,310,000.00
14	Hazardous Material Abatement Parcel	Approved	\$260,338.90
15	Hazardous Material Abatement Parcel Florence	Approved	\$481,555.20
16	Updated Volume 1, 4, and 7	Approved	No Cost
17	Construction - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$122,503.49
18	Construction -Protect for Future Transport. Corridor at 98 th St	Approved	\$240,434.34
19	Update MRDC Station Benches	Approved	No Cost
20	Waste Removal Bellanca & Arbor ROW	Approved	\$80,880.00
21	Design Underground Structure HDPE	Approved	No Cost
22	ADA Directional Tile	Approved	No Cost
23	Modify Property Turnover Dates	Approved	No Cost
24	Phone System For Field Office	Approved	\$44,019.07
25	Additional Property Demo, Parcel HS-2706	Approved	\$60,731.85
26	Rail Design Criteria Update – Full Height Platform End Gate	Approved	\$194,412.00
27	Rail Design Criteria Update – LED Lighting	Approved	\$407,242.00
28	Rail Design Criteria Update – Park and Ride Lot ETEL	Approved	\$407,552.00
29.1	Traffic Control Support for DWP Utility Work	Approved	\$113,232.00
29.2	Adjustment Traffic Control for DWP at MLK	Approved	\$112,216.00
30.3	Access for Construction of Temporary Roadway	Approved	No Cost
31	Security Guard – Crenshaw/LAX IPMO	Approved	\$102,757.54

32	ACM Removal Century-Aviation Bridge	Approved	\$55,012.20
33	Revised Steel Canopy Sections	Approved	(\$66,254.00)
34	Temporary Fencing at Avis Property	Approved	\$1,212.43
35	Hazardous Material Abatement Gourmet Food Bldg	Approved	\$341,074.00
36	Hazard Material Abatement-Bldgs /Properties	Approved	\$211,166.00
37	Dispute Review Board Procedures	Canceled	Canceled
38.2	Update Volume 1 Conformed Articles	Approved	No Cost
39.1	Update Vol 1 SP 6 Insurance Requirements	Approved	No Cost
40.1	ADA Tactile Guidance Pathways	Approved	\$565,376.00
40.2	ADA Tactile – Color Change	Approved	No Cost
41	Parking for Florence/West Park & Ride	Approved	\$99,500.00
42	SC Edison Design Engineering	Approved	\$55,606.11
43	HVAC Repair/Replacement LAX IPMO	Approved	\$119,630.00
44	Fencing at ROW Cedar/Eucalyptus	Approved	\$8,695.00
45	Construct HDPE Geo membrane Cushion	Approved	\$697,495.00
46	Striping and Traffic Loops	Approved	\$19,041.13
47	CHP Support for Century Crush	Approved	\$46,566.84
48.2	35 Day Delay – Milestone	Approved	No Cost
49	Hazardous Material Parcels	Approved	\$52,420.00
50	UST Removal – Parcels SW-0103	Approved	\$51,827.00
51	UST Remv-Parcels HS2201/2206 CR3701	Approved	\$176,376.00
52	Update Roll-Up Grilles & Pay Phone	Approved	\$136,597.00
53	Contaminated Soil/Slurry	Approved	\$240,218.00
54	COI Design Serv. Century Crush	Approved	\$14,543.00
55	Security Guard – 24 hour Shifts	Approved	\$82,947.12
56	Station Architectural Standards	Approved	\$69,162.00
57	Millstone Revision Exercise Option 2A & 2B	Approved	No Cost
58.2	Design Extended Track	Approved	\$274,876.55
59	SP 24 Incorporating BAFO Changes	Approved	No Cost
60	Design Accommodations for 96 th St Sept 1,2, Part A	Approved	\$641,378.28
61.1	TIFA Certification Requirements	Approved	No Cost
62	Design Centinela Crossing/Eucalyptus	Approved	\$251,158.00
63	Design Harbor Sub At Grade Lighting	Approved	\$216,080.00
64	Removal of Contaminated Seg A Imperial	Approved	\$1,824.07
65	Capri AC Unit Replacement	Approved	\$22,191.89
66	Unknown UG Obstruction at MLK Phase	Approved	\$30,234.68
67	3rd Party (Conad) Repair on Victoria	Approved	\$1,592.63
68	LADWP Gate and Laydown	Approved	\$1,767.14
69.1	Revised Radio System Frequencies	Approved	\$6,222.00
70	Clarification of Radiating Cable and Assembly Parts	Canceled	Canceled
71	Aviation/Century Temp Sidewalk	Approved	\$18,207.00
72	Hazardous Material Removal at Parcel SW-010CR 3304	Approved	\$33,212.00
73	Dollar Rent A Car Facility Hazardous Material Removal	Approved	\$204,924.00

74	Access to Covered Manholes	Approved	\$200,000.00
75	Design Updated Station Customer Signage Directive Drawings	Approved	\$55,665.00
76	Capri Electrical-Surveillance Camera	Approved	\$19,649.58
77	Relocate LAWA Water Service – Design	Approved	\$50,702.00
78	African Drum Project Tree Removal	Approved	\$2,512.76
79	Update Vol. 1 Indefinite Qty Equipment	Approved	No Cost
80	Contaminated Drilling Slurry Century	Canceled	Canceled
81	Reroute Northrop Bent 1A	Approved	\$20,988.00
82	96th Station West Option Analysis	Approved	\$17,333.52
83	Additional Recurring of Properties	Approved	\$8,331.44
84	MIC Control System	Approved	\$1,076,736
85	Delete HS-2001 & 0.1 FM SP 16/17	Approved	No Cost
86	Fence Adjustment at MLK	Approved	\$10,011.21
87	Claim Resolution-Electric Mtrg Switchgear	Approved	\$610,300.00
88	Design 10" & 8" Abandon Lines Crenshaw	Approved	\$18,180.00
89	At Grade Station Ticketing Zone	Approved	\$70,074.00
90	Utility Investigation for 96th Street	Approved	\$35,808.21
91	Additional Security "Taste of Soul"	Approved	\$15,912.55
92	Abandoned 8" and 10" Pipe at Vernon Station	Approved	\$222,752.00
93	Daily Stand By Construction Zone 2/2A	Approved	\$90,000.00
94	Storage Trailer at the Arlington Yard	Approved	\$8,695.00
95	Unknown Concrete Slab Encounter at FCBC Facility	Approved	\$11,032.00
96	Electrical Ductbank Revisions at Exposition Station	Approved	\$541,193.00
97	Continuous Deflection Monitoring Greenline Counterweight Removal	Approved	\$155,461.00
98	Intrusion Detection Access Control Interface	Approved	\$65,926.00
99	16" Gas Pipe ACM Abatement Expo	Approved	\$17,972.98
100	Additional Rebar at Deck Panel	Approved	\$282,386.56
101	Security Guard for Crenshaw/LAX – Year 2	Approved	\$171,919.90
102	Cable Transmission System Update	Approved	\$65,517.00
102.1	Cable Transmission System Update – Add Diagrams	Approved	No Cost
103	Obstructions at Green Line Bent 3 and 4	Approved	\$30,821.00
104	Contaminated Soil – Multiple Locations	Approved	\$387,257.46
105	Century/Aviation Bridge Camera	Approved	\$9,719.00
106	Asbestos Testing Monitoring at Avis	Approved	\$1,894.00
107	Haz Mat Investigation Removal – Car Wash UST	Approved	\$14,541.73
108	Reconfiguration of Traffic Control Plan – La Brea	Approved	\$55,053.00
109	Cedar Encroachment Removal	Approved	\$17,566.00
110.2	Transmit LACMTA Lease Agreement and SWY Turnover Dates	Approved	\$26,533.00
111.1	Crenshaw Blvd. Tree and Landscaping	Approved	\$399,308.00
112	HNTB Design Costs for 96 th Street W. Alignment	Approved	\$922,997.00
113	Centinela Crossing Tree Preservation	Approved	\$45,450.00
114	Claim Resolution – DWP Vault Relocation MLK	Approved	\$125,614.66

115	Deletion of Public Phone	Approved	(\$59,315.19)
116	Harbor Sub Encasement Verification – Non Highlighted Utilities	Approved	\$94,240.13
117	Harbor Sub Encasement Verification – Unknown Utilities	Approved	\$159,743.78
118	Harbor Sub Encasement Verification – Highlighted Utilities	Approved	\$208,350.12
119	Encasement Verification – City of LA	Approved	\$45,448.78
120	Contaminated Oil Removal – UG1 FOG Lines	Approved	\$41,193.00
121	Florence/West Station – Redondo Blvd. Temporary Parking	Approved	\$35,000.00
122	ATC System at Slauson Signals	Approved	\$42,943.00
123	Track Drainage CI Pipe in Lieu of PVC	Approved	\$130,217.00
124	City of Inglewood Water Line Relocation	Approved	\$697,526.00
125	LKC Design W. Alignment Shift for 96 th Street	Approved	\$217,638.00
126.1	Provisional Sum – Unknown Utility	Pending	\$3,000,000.00
127.1	Modifications for 24" FAA Fiber Optic Duckbank at UG1	Approved	\$134,735.00
128	Greenline Safety Walkway – Design	Approved	\$44,068.00
129	Support of Excavation 2.0 Safety Factor	Approved	\$504,769.00
130	Unique 65 Foot Mast Arm at Aviation Blvd. and Century Blvd.	Canceled	Canceled
131	Unknown Obstructions at 405 Bridge Bent 2	Approved	\$63,480.00
132	Claim Resolution – Traffic Control at LADOT's	Approved	\$155,988.75
133	Design – Eliminate DWP Switchgear at MLK	Approved	\$51,410.00
134	Addition of LATS Time Synchronization	Approved	\$39,880.00
135	Updated Standard Wayside Rail Operation Signage	Approved	\$39,735.00
136	UG 1 Wayfinding – Design	Approved	\$68,548.00
137	LKC Design Accommodations 96 th Street, Step 2 part A	Approved	\$65,132.00
138	Claim Resolution – Install Video Detection Camera	Approved	\$27,216.00
139	Claim Resolution – ATSAC Fiber Optic Relocation at Expo	Approved	\$221,652.00
140	TPSS #10 Build-out, Power Drop and UG4 Fan Revision	Pending	\$259,244.53
141	Mitigation Reimbursement (Golf Carts)	Approved	\$14,853.90
142	Design- North Yard Lead Revisions	Approved	\$21,030.00
143	Line Removal at Florence and Isis in Conflict with Storm Drain Installation	Approved	\$4,483.00
144	Removal of Underground Storage Tanks at Florence Properties	Approved	\$69,486.57
145	Remove/Dispose/Burn Contaminated Soils from Expo	Approved	\$487,827.24
146	TPSS No. 2 Upgrade from 1.5 MW to 2.0 MW	Approved	\$46,802.00
147	Unknown Slab at 111 th and Aviation	Approved	\$6,746.00
148	Subsurface Investigation 317 E. Florence	Pending	\$30,087.60
149	Removal of Underground Storage Tank at Expo Yard Excavation	Approved	\$43,876.87
150	Gas Line in Pole Foundation at Arlington and MLK	Approved	\$2,489.41
151	Market Street Catch Basin Tie-in	Pending	\$14,010.00
152	Abandoned 8" and 10" Pipe Environmental Testing UG-4	Pending	\$417,000.00
153.1	Removal of the Track/Rail and Hump at Imperial and Aviation Blvd.	Pending	\$70,128.00
154	18in Sanitary Sewer Relocation at MSE Wall	Pending	\$614,133.00
155	Claim Resolution – TPSS #1 Relocation S. Imperial	Pending	\$91,252.00

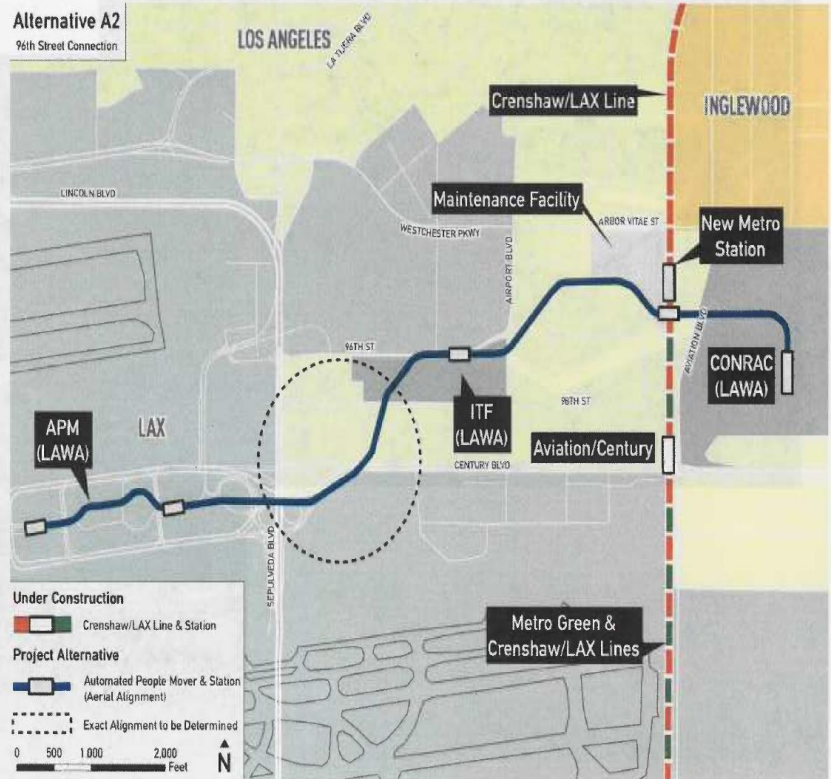
156	Qwest Line Relocation	Pending	\$436,312.00
157	Delay Cost at CP-4	Pending	\$115,000.00
158	Vernon ATSAC Relocation	Pending	\$270,555.00
159	Claim Resolution – FAA LAWA Navid Light	Pending	\$125,000.00
160	Pothole & Remove 216in Gas Line	Pending	\$52,000.00
161	UG 1 Ventilation Fans	Pending	\$390,429.00
162	Tunneling Requirements	Pending	(\$5,534.40)
163	Claim Resolution – 104 St. Deck Lid – Design	Pending	\$62,000.00
165	Claim Resolution – SWY Removal of Electric Service	Pending	\$25,000.00
166	Claim Resolution – Metro Directed Fencing	Pending	\$35,228.80
167	Claim Resolution – Metro Directed Potholing	Pending	\$6,919.87
173	Florence/ La Brea Bus Transfer Station	Pending	\$2,200,000.00
Change Orders			
CO 30	Board Approved Station Name Change	NTE	\$10,000.00
CO 37.2	Design Hold Out Signals Aviation/Century	NTE	\$50,000.00
CO 38	Abandoned 8" and 10" Pipe Environmental Test and Removal (UG3)	NTE	\$362,500.00
CO 40	Relocate LAWA Water Service to 111 th	NTE	110,000.00
CO 41	Design Deluge System at Expo Crossover	NTE	\$0
CO 46.2	Underground Fire Rated Conduit Cable	NTE	\$200,000.00
CO 50.1	Turnback and Speed Restrictions	NTE	\$100,000.00
CO 51	Shut Down at MLK Station	Pending	\$60,000.00
CO 52	Habor Sub Potholing Unknown Utilities Eucalyptus	NTE	\$20,000.00
CO 53	Signal House Monitors	NTE	\$15,000.00
CO 58	Encasement Verification City of LA Sewer at Arbor Vitae	NTE	\$8,000.00
CO 59	Park Mesa Heights Median Exhibit Study	Canceled	Canceled
CO 60.1	Revise Street Plans at Hindry Avenue	NTE	\$21,600.00
CO 61	Park Mesa Heights Resequencing	NTE	\$300,000.00
CO 62	Encase City of LA Sanitary Sewers	NTE	\$100,000.00
CO 63.1	Civil Revisions for CPUC Striping at West Street	NTE	\$30,000.00
CO 64	Crenshaw Landscaped Median Rendering	NTE	\$50,000.00
CO 65	Removal/Disposal of Asbestos Pipe 255+30	NTE	\$2,000.00
CO 66	Removal and Disposal of Unknown Concrete at Redondo	NTE	\$5,000.00
CO 67	Ballast Wall Extension at Eucalyptus	NTE	\$12,500.00
CO 68	TPSS No.1 New Power Transmission	NTE	\$260,000.00
CO 69	Unknown 18inch Storm Drain UG-1	NTE	\$12,000.00
CO 71	Credit Crenshaw Tree Permit	NTE	No Cost
CO 72	Removal of 24in Storm Drain at MLK Station	NTE	\$100,000.00
CO 73	Tree Species and Bike Racks	NTE	\$8,000.00
CO 74	Pedestrian Lights Slauson Station	NTE	\$16,000.00
CO 75	Unknown Storm Drain Utility West Century	NTE	\$2,000.00
CO 76	LADOT Parking Lots Improvements	NTE	\$20,000.00
TBD	W. Alignment Shift for 96 th Street Station Accommodations	Pending	\$7,400,000.00

Subtotal – Approved Modifications & Change Orders	\$21,843,793.38
Subtotal – Pending Changes/Modifications	\$15,668,765.40
Total Mods and Pending Changes (including this change)	\$37,512,558.78
Prior CMA Authorized by the Board (including base award and other modifications)	\$134,699,993.00
Increased CMA for this recommended action	\$7,400,000.00
Total CMA including this action	\$142,099,993.00
Remaining CMA for Future Changes	\$104,587,434.22

ATTACHMENT C

Alternative A2 – New LRT/APM Stations at 96th Street

- North of 96th Street APM route preferred by recent LAWA analysis
- Requires new at-grade Crenshaw/LAX/Green Line LRT station at 96th Street to connect to APM
- 2.1 miles with 5 stations
- Provides direct connection from Metro Rail to Intermodal Transportation Facility (ITF) and CTA



DEOD SUMMARY

CRENSHAW/LAX TRANSIT PROJECT

A. (1) Small Business Participation – Design

Walsh/Shea Corridor Constructors (WSCC) made a 20.59% Disadvantaged Anticipated Level of Participation (DALP) commitment for Design. DBE commitments were made to 10 DBE subcontractors at the time of award, and 10 additional DBE subcontractors have been added to-date. The current (DBE) participation is 25.61%.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20.59%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 25.61%
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Item No.	Design DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	BA, Inc.	0.61%	0.95%	African American
2.	D'Leon Consulting Engineers	0.85%	1.48%	Hispanic American
3.	FPL and Associates, Inc.*	0.41%	0.36%	Asian Pacific American
4.	IDC Consulting Engineers, Inc.	0.94%	1.06%	Asian Pacific American
5.	Innovative Engineering Grp., Inc. *	0.23%	0.24%	Asian Pacific American
6.	Lynn Capouya	0.96%	1.09%	Non-Minority Women
7.	Martin & Libby	0.85%	0.92%	Non-Minority Women
8.	MGE Engineering	1.48%	2.12%	Asian Pacific American
9.	Mia Lehrer + Associates	0.51%	0.35%	Hispanic American

10.	NBA Engineering	0.72%	0.83%	Non-Minority Women
11.	Parikh Consultants	1.85%	2.89%	Asian Pacific American
12.	Sapphos Environmental *	0.02%	0.02%	Hispanic American
13.	Selbert Perkins Design Collaborative *	0.27%	0.32%	Non-Minority Women
14.	TEC Management *	0.41%	0.77%	African American
15.	Ted Tokio Tanaka Architects *	0.51%	0.54%	Asian Pacific American
16.	Togo Systems *	0.46%	0.78%	Asian Pacific American
17.	Universal Reprographics *	0.03%	0.14%	Non-Minority Women
18.	V&A, Inc.	9.25%	10.60%	Hispanic American
19.	YBI Management Services*	0.03%	0.02%	Hispanic American
20.	YEI Engineers *	0.20%	0.13%	Asian Pacific American
Total Commitment		20.59%	25.61%	

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

* DBEs added after contract award

A. (2) Small Business Participation – Construction

Walsh Shea Corridor Constructors (WSCC) made a 20% Disadvantaged Anticipated Level of Participation (DALP) commitment for Construction at the time of contract award, and made 5 DBE subcontract commitments. After the start of Construction, 43 DBE subcontractors were added. WSCC is currently achieving 9.96% of their proposed 20% DBE subcontract commitment for Construction. It is expected that DBE commitments will continue to increase as Construction progresses.

Based on the total amount paid-to-date to WSCC and the total actual amount paid-to-date to DBE subcontractors, current participation is 25.62%. WSCC is expected

to continue ongoing outreach and good faith efforts to meet their DBE contract commitment.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 25.62%
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Item No.	Construction DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	Ace Fence Company*	0.03%	0.09%	Hispanic American
2.	Advantage Demolition & Grading*	0.01%	0.02%	African American
3.	Alameda Construction*	0.06%	0.16%	African American
4.	Analysis & Solution Consultants*	0.04%	0.08%	African American
5.	Anytime Dumping*	0.68%	1.17%	African American
6.	B&B Diversified Materials*	0.26%	0.76%	Asian Pacific American
7.	Bravo Pacific*	1.68%	1.04%	Hispanic American
8.	C Bass Dirtyworks*	0.03%	0.09%	African American
9.	Clean Up America*	0.04%	0.11%	African American
10.	Coast Surveying	0.25%	0.24%	Hispanic American
11.	Coleman Construction*	0.03%	0.10%	African American
12.	CPR Trucking	0.20%	0.06%	Hispanic American
13.	DC Engineering Group*	0.01%	0.20%	Sub-Continent Asian American

14.	Davis Blue Print Co., Inc.*	0.00%	0.01%	Hispanic American
15.	DCD Electric*	0.07%	0.46%	African American
16.	Deco Pave*	0.01%	0.07%	Asian Pacific American
17.	Deborah Dyson Electrical Contractor*	0.00%	0.01%	African American
18.	E-Nor Innovations*	0.06%	0.18%	African American
19.	EW Corporation*	0.01%	7.67%	Hispanic American
20.	Excelsior Elevator Corporation*	0.62%	0.27%	Asian Pacific American
21.	Fine Grade Equipment*	0.02%	0.01%	Native American
22.	Flores Construction*	0.00%	0.01%	Hispanic American
23.	G & C Equipment Corporation*	1.92%	6.36%	African American
24.	G.O. Rodriguez*	0.00%	0.01%	Hispanic American
25.	GW Civil Constructors, Inc.*	0.32%	0.80%	African American
26.	Integrity Rebar Placers*	2.54%	2.94%	Hispanic American
27.	Lowers Welding and Fabrication, Inc.*	0.02%	0.57%	Non-Minority Female
28.	Morgner Construction Management*	0.07%	0.12%	Hispanic American
29.	Nextline Protection Services *	0.03%	0.32%	African American
30.	Pacrim Engineering*	0.00%	0.00%	Asian Pacific American
31.	Padilla & Associates	0.15%	0.36%	Hispanic American
32.	Quality Engineering, Inc.	0.31%	0.32%	African American
33.	Robnett Electric, Inc.*	0.00%	0.01%	African American
34.	RJ Lalonde, Inc.*	0.00%	0.00%	Non-Minority Women

35.	RJ Safety Supply Co.*	0.00%	0.00%	Non-Minority Women
36.	Safeprobe*	0.02%	0.04%	Asian Pacific
37.	Sapphos Environmental	0.05%	0.08%	Hispanic American
38.	Soteria Company (Griego and Associates)	0.10%	0.13%	Hispanic American
39.	South Coast Sweeping*	0.12%	0.21%	Non-Minority Women
40.	The Jungle Nursery*	0.01%	0.00%	Hispanic American
41.	Thomas Land Clearing*	0.03%	0.16%	African American
42.	TEC Management Consulting*	0.02%	0.02%	African American
43.	Titan Disposal*	0.03%	0.00%	African American
44.	Treesmith Enterprises*	0.02%	0.06%	Hispanic American
45.	Universal Reprographics, Inc.*	0.00%	0.03%	Non-Minority Women
46.	V&A, Inc.*	0.07%	0.16%	Hispanic American
47.	VMA Communications	0.04%	0.10%	Hispanic American
48.	YBI Management Services*	0.00%	0.01%	Hispanic American
	Total Commitment	9.96%	25.62%	

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

* DBEs added after contract award

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. This project is 53.92% complete which represents the number of construction labor hours worked to date divided by the total projected labor hours for the project. The contractor is achieving the 40% Targeted Worker Goal at 58.72% not achieving the 20% Apprentice Worker Goal at 18.27%, and achieving the Disadvantaged Worker Goal at 11.54%. Contractor provided an Employment Hiring Plan that the Apprentice Worker goal will be fully achieve by Mid-2017. Staff will continue to monitor and report the contractor's progress toward meeting the goals of the PLA/CCP.

C. Prevailing Wage Applicability

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

D. Living Wage Service Contract Worker Retention Policy

Living wage is not applicable to this modification.


Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 5, 2014
CONSTRUCTION COMMITTEE
NOVEMBER 6, 2014

SUBJECT: AIRPORT METRO CONNECTOR

ACTION: APPROVE PURSUING ACCELERATED FUNDING AND RENAMING PROJECT

RECOMMENDATION

A. Approve:

1. Pursuing acceleration of up to \$33.2 million in federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure R Transit Sub-funds currently planned for the Airport Metro Connector (AMC) project in Fiscal Years (FY) 2024 and 2025 to cover the cost of accommodations implemented as part of the Crenshaw/LAX Transit Project (Crenshaw/LAX) and design of the new station; and
2. ~~Renaming the Airport Metro Connector project to "LAX Gateway Station";~~

B. Receive and File:

1. Preliminary project schedule, developed in coordination with Los Angeles World Airports (LAWA), for the environmental review phase only; and
2. Status report on the station design guidelines directed by the Board in June 2014.

ISSUE

On June 26, 2014, the Board approved a new Metro Rail station (LAX Station) on the Crenshaw/LAX transit corridor as the preferred alternative for the AMC Project. On the same date, the Board also approved a motion containing a set of design guidelines for staff to incorporate during the development of this new rail station. Attachment A includes the June 2014 Board motion. At the October 2, 2014 meeting, the Board directed, among other items, that staff report to the Board at the November 2014 meeting with a financial plan, in coordination with LAWA, to accelerate completion of the AMC project to complement the opening of the Crenshaw/LAX project in 2019. Attachment B includes the October 2, 2014 Board motion. This report responds, in part, to the October Board directive, ~~requests Board approval to change the project name~~ and provides a status report on the station design elements and environmental

clearance schedule. Staff will report to the Board in February 2015 with a financial plan and updated project schedule.

DISCUSSION

At the July 2014 meeting, the Board approved increasing the total contract value for Contract No. C0988 with Walsh/Shea Corridor Constructors by \$3 million to design and construct accommodations so as not to preclude a future Metro Rail station, near Aviation Boulevard and 96th Street, being developed as part of the AMC project. The accommodations presented in July included relatively minor modifications to the alignment design and involved work within the current Metro-owned Right-of-Way (ROW).

Since July, AMC and Crenshaw/LAX staff have explored expanding the scope of the accommodations, beyond the current Metro-owned ROW, in an attempt to realize better efficiencies between current and future construction activities as well as reducing impacts to future Metro Rail service. This analysis was initiated in response to the Board's directive to explore strategic steps necessary to accelerate completion of the AMC project.

The expanded scope for accommodations is part of a possible three-step phasing strategy intended to accelerate AMC project completion. As suggested in the September 2014 staff report, a phased implementation plan could include:

1. Not-to-preclude accommodations as part of Crenshaw/LAX
2. Construction of light rail platforms and bus plaza
3. Construction of fully-enclosed transit center building, in coordination with LAWA's construction of the APM station

All three phases are contingent upon the acceleration of AMC funding. Phase 3 may also require a financial contribution by ~~LAWA and/or~~ other parties. ~~Metro and LAWA~~ Staff will continue to explore cost and funding strategies as the building program is developed.

Project Funding Acceleration

The proposed first phase of the AMC project is estimated to cost approximately \$33.2 million. This cost includes right of way acquisition, construction of the Crenshaw/LAX accommodations, and design of the full transit facility (excluding the APM station).

To finance and deliver the Crenshaw/LAX accommodations, Metro staff is proposing to accelerate the use of as much CMAQ funds as possible from the \$33.3 million currently planned for AMC in fiscal years 2024 and 2025. Subject to approval by the Federal Transit Administration (FTA), these funds would be made available to the Crenshaw/LAX project so that this work could be done as part of the construction. Some Measure R Transit Sub-fund revenues may be used to fulfill matching requirements or project needs that pre-date the availability of the CMAQ funds. The Crenshaw/LAX project budget includes federal Transportation Infrastructure Finance

and Innovation Act (TIFIA) funds and Metro staff anticipates that federal action to amend the current Crenshaw/LAX TIFIA agreement will need to occur. The balance of CMAQ funds along with available Measure R funds programmed to AMC will be used for architectural services for the transit center.

Crenshaw/LAX Accommodations

AMC and Crenshaw/LAX project staff continue to evaluate the accommodations which could be made to the Crenshaw/LAX project so as to protect for the future Metro station and minimize impacts to future Metro Rail operations. The accommodations identified to date involve the acquisition of right-of-way, utility relocation, redesign and construction of mainline tracks, relocation of special track work, and grade crossing modifications. Completion of these accommodations is contingent upon accelerated AMC funding and Board approval of Crenshaw/LAX contract modification.

Potential Impacts to Crenshaw/LAX Project

A Notice to Proceed was issued to the Crenshaw/LAX design-builder C0988 Walsh/Shea Corridor Constructors (WSCC), on September 10, 2013. WSCC is completing final design and has already begun construction work in several areas of the project alignment.

Crenshaw/LAX and AMC staff are currently validating the expanded scope of work for the accommodations, which includes executing a separate design process that will proceed in parallel with WSCC's base contract work. The expanded scope of accommodations, that is proposed to be implemented as part of the Crenshaw/LAX project, requires supplemental environmental approval (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA]) and property acquisition prior to construction. The supplemental environmental approval would need to be completed by Spring 2015 and the property acquisition would need to be completed by Summer 2015 in order to avoid delays to the Crenshaw/LAX project. The full impacts to the Crenshaw/LAX construction schedule, if any, will not be known until the environmental and property acquisition processes are initiated and progressed. Crenshaw/LAX and Metro Real Estate staff are in the process of initiating the environmental and property acquisition processes, respectively.

Another potential impact to the Crenshaw/LAX project is the timing of the future AMC construction. Currently, construction of the LAX Station cannot begin until after the environmental clearance process is completed and funding for Phase 2 (light rail platforms and bus plaza) is accelerated. Should the AMC construction phase begin as early as 2017, this would create a condition where two contractors from different projects would be working in the same area which could result in delay claims by one or both contractors. In addition, the AMC construction activities could potentially impact local area systems installation and testing as well as pre-revenue testing for the Crenshaw/LAX project, which could delay completing the project on schedule.

AMC Project Schedule

Over the last several months, Metro and LAWA have worked to better define the respective projects, including the development of initial studies which are intended to streamline the environmental review phase.

As currently planned, both Metro and LAWA will initiate preparation of separate, yet coordinated, CEQA Environmental Impact Reports (EIR) in January/February 2015. The CEQA environmental review process will precede the federal process. Metro and LAWA are currently coordinating with the ~~Federal Transit Administration (FTA)~~ and the Federal Aviation Administration (FAA), respectively, to keep both federal partners apprised of the projects and to explore strategies for streamlining the federal environmental review phase in accordance with the NEPA. Attachment C contains the preliminary schedule, developed in coordination with LAWA, for the environmental review phase, including CEQA and NEPA clearance. The procurement for architectural services is still scheduled to begin in January 2015 with the project design phase estimated to begin in July/August 2015.

The acceleration of the Metro construction phase is contingent upon three factors:

- Metro Board approval to accelerate project funding;
- LAWA commitment to deliver the APM; and
- Ability to integrate AMC and Crenshaw/LAX construction activities.

Staff will continue to coordinate with LAWA and the Crenshaw/LAX project to identify opportunities as well as risk associated with delivering Phase 2 of the AMC project in conjunction with the opening of the Crenshaw/LAX line. Staff will also coordinate with LAWA to ensure bus service to the LAX terminals remains in operation with the Crenshaw/LAX opening and the implementation of AMC, as appropriate.

Initial Design Phase

Metro staff has worked closely with internal and external stakeholders over the last several months to better define the various transit operations planned for the new LAX station and how those operations influence the design of the new intermodal transit facility. Following initial meetings with Metro Rail and Bus Operations, staff held a design workshop with local municipal bus operators to gather input on the design and operation of the planned bus terminal. Design elements such as bus access/egress, quantity and design of bus bays, layover spaces, passenger and operator restrooms, real-time bus information, passenger wayfinding, and connectivity to rail platforms were discussed during this workshop. On October 13th, staff held a second workshop with various Metro Departments to gather initial input on the services, amenities and ancillary spaces needed on the planned station site and within the enclosed building. With a preliminary list of requirements, staff then met with LAWA on October 20th to begin identifying airport-specific functions and amenities that would share space in the new LAX station. The information gathered during these workshops will be used to prepare the Statement of Work (SOW) for the architectural design contract anticipated to be released in January 2015. Workshop information will also be used to better define

the project in the Notice of Preparation for the start of the CEQA environmental review process.

Below is a listing of the 16 transit station design elements (A through P), approved by the Board in June 2014, broken down by agency(s) responsible for implementation:

<u>Metro</u>	<u>Metro/LAWA</u>	<u>LAWA</u>
<ul style="list-style-type: none">• Metro Bike Hub	<ul style="list-style-type: none">• Enclosed facility• Integrated LRT/APM Station• Concourse area• Station restrooms• Free public WiFi• Device charging areas• Private vehicle drop-off• Pedestrian plaza• Retail• Connectivity to surrounding areas• LEED Classification• Public art• Passenger safety	<ul style="list-style-type: none">• LAX airline check-in• Flight information boards• LAX information• Misc. airport traveler amenities

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Metro's Countywide Financial Forecast currently identifies the \$33.3 million of CMAQ funds for the AMC project in fiscal years 2024 and 2025 as part of the total revenues planned for the project in that same period of time. While accelerating the use of the \$33.2 million in CMAQ funds and any necessary matching funds from Measure R is not anticipated to have any negative financial impact on any other Metro projects or projects sponsored by local agencies in Los Angeles County, accelerating the entire AMC Measure R funding now programmed in FY25 through FY28 is expected to involve such trade-offs.

While the initial project activities are underway, staff will be updating the Countywide Financial Forecast to determine the financial trade-offs that we will recommend to the Board to accomplish the entire AMC project in the context of that update. By necessity, these recommendations will involve a strategy for accelerating the funds necessary into the first decade of the Long Range Transportation Plan (LRTP), from where they are now forecasted in the second decade. In addition, staff will need to identify

contributions that will be needed from LAWA and/or other parties to accomplish the project.

Impact to Budget

The sources of funds for the AMC project are capital funds assumed in the LRTP. The recommended acceleration of these funds does not have an impact to Metro operations funding sources. Future budget amendments related to the Crenshaw/LAX accommodations funding and delivery strategies will be brought back for Board consideration and will be subject to federal approval.

ALTERNATIVES CONSIDERED

The Board could direct staff not to pursue accelerating AMC funding to cover the costs of the not-to-preclude accommodations to be implemented as part of the Crenshaw/LAX project. This is not recommended as it goes against prior Board direction to explore funding alternatives that could accelerate completion of the AMC project.

~~With regard to renaming the project, the Board could instead retain the current AMC name or approve a name other than LAX Gateway Station. Retaining the current name is not recommended as the LAX Gateway Station more appropriately describes the project as defined by the Board.~~

NEXT STEPS

Staff will finalize the accommodations recommended to be designed and built by the Crenshaw/LAX Project. Concurrent to the time-sensitive coordination with the Crenshaw/LAX Project, staff will complete an initial study intended to streamline the AMC project's environmental process. Parallel with the initial study, staff will prepare the SOW to procure architectural design services for the new station. Options for project delivery, including an updated project schedule and financial plan, will be presented at the February 2015 meeting for the Board's consideration. Staff will continue to coordinate closely with LAWA staff.

ATTACHMENTS

- A. June 26, 2014 Board Motion
- B. October 2, 2014 Board Motion
- C. Preliminary Environmental Schedule

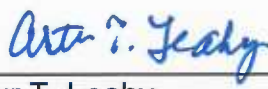
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Chief Planning Officer



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REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 5, 2014
CONSTRUCTION COMMITTEE
NOVEMBER 6, 2014

SUBJECT: AIRPORT METRO CONNECTOR

ACTION: APPROVE PURSUING ACCELERATED FUNDING AND RENAMING PROJECT

RECOMMENDATION

A. Approve:

1. Pursuing acceleration of up to \$33.2 million in federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure R Transit Sub-funds currently planned for the Airport Metro Connector (AMC) project in Fiscal Years (FY) 2024 and 2025 to cover the cost of accommodations implemented as part of the Crenshaw/LAX Transit Project (Crenshaw/LAX) and design of the new station; and
2. ~~Renaming the Airport Metro Connector project to "LAX Gateway Station";~~

B. Receive and File:

1. Preliminary project schedule, developed in coordination with Los Angeles World Airports (LAWA), for the environmental review phase only; and
2. Status report on the station design guidelines directed by the Board in June 2014.

ISSUE

On June 26, 2014, the Board approved a new Metro Rail station (LAX Station) on the Crenshaw/LAX transit corridor as the preferred alternative for the AMC Project. On the same date, the Board also approved a motion containing a set of design guidelines for staff to incorporate during the development of this new rail station. Attachment A includes the June 2014 Board motion. At the October 2, 2014 meeting, the Board directed, among other items, that staff report to the Board at the November 2014 meeting with a financial plan, in coordination with LAWA, to accelerate completion of the AMC project to complement the opening of the Crenshaw/LAX project in 2019. Attachment B includes the October 2, 2014 Board motion. This report responds, in part, to the October Board directive, ~~requests Board approval to change the project name~~ and provides a status report on the station design elements and environmental

clearance schedule. Staff will report to the Board in February 2015 with a financial plan and updated project schedule.

DISCUSSION

At the July 2014 meeting, the Board approved increasing the total contract value for Contract No. C0988 with Walsh/Shea Corridor Constructors by \$3 million to design and construct accommodations so as not to preclude a future Metro Rail station, near Aviation Boulevard and 96th Street, being developed as part of the AMC project. The accommodations presented in July included relatively minor modifications to the alignment design and involved work within the current Metro-owned Right-of-Way (ROW).

Since July, AMC and Crenshaw/LAX staff have explored expanding the scope of the accommodations, beyond the current Metro-owned ROW, in an attempt to realize better efficiencies between current and future construction activities as well as reducing impacts to future Metro Rail service. This analysis was initiated in response to the Board's directive to explore strategic steps necessary to accelerate completion of the AMC project.

The expanded scope for accommodations is part of a possible three-step phasing strategy intended to accelerate AMC project completion. As suggested in the September 2014 staff report, a phased implementation plan could include:

1. Not-to-preclude accommodations as part of Crenshaw/LAX
2. Construction of light rail platforms and bus plaza
3. Construction of fully-enclosed transit center building, in coordination with LAWA's construction of the APM station

All three phases are contingent upon the acceleration of AMC funding. Phase 3 may also require a financial contribution by ~~LAWA and/or~~ other parties. ~~Metro and LAWA~~ Staff will continue to explore cost and funding strategies as the building program is developed.

Project Funding Acceleration

The proposed first phase of the AMC project is estimated to cost approximately \$33.2 million. This cost includes right of way acquisition, construction of the Crenshaw/LAX accommodations, and design of the full transit facility (excluding the APM station).

To finance and deliver the Crenshaw/LAX accommodations, Metro staff is proposing to accelerate the use of as much CMAQ funds as possible from the \$33.3 million currently planned for AMC in fiscal years 2024 and 2025. Subject to approval by the Federal Transit Administration (FTA), these funds would be made available to the Crenshaw/LAX project so that this work could be done as part of the construction. Some Measure R Transit Sub-fund revenues may be used to fulfill matching requirements or project needs that pre-date the availability of the CMAQ funds. The Crenshaw/LAX project budget includes federal Transportation Infrastructure Finance

and Innovation Act (TIFIA) funds and Metro staff anticipates that federal action to amend the current Crenshaw/LAX TIFIA agreement will need to occur. The balance of CMAQ funds along with available Measure R funds programmed to AMC will be used for architectural services for the transit center.

Crenshaw/LAX Accommodations

AMC and Crenshaw/LAX project staff continue to evaluate the accommodations which could be made to the Crenshaw/LAX project so as to protect for the future Metro station and minimize impacts to future Metro Rail operations. The accommodations identified to date involve the acquisition of right-of-way, utility relocation, redesign and construction of mainline tracks, relocation of special track work, and grade crossing modifications. Completion of these accommodations is contingent upon accelerated AMC funding and Board approval of Crenshaw/LAX contract modification.

Potential Impacts to Crenshaw/LAX Project

A Notice to Proceed was issued to the Crenshaw/LAX design-builder C0988 Walsh/Shea Corridor Constructors (WSCC), on September 10, 2013. WSCC is completing final design and has already begun construction work in several areas of the project alignment.

Crenshaw/LAX and AMC staff are currently validating the expanded scope of work for the accommodations, which includes executing a separate design process that will proceed in parallel with WSCC's base contract work. The expanded scope of accommodations, that is proposed to be implemented as part of the Crenshaw/LAX project, requires supplemental environmental approval (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA]) and property acquisition prior to construction. The supplemental environmental approval would need to be completed by Spring 2015 and the property acquisition would need to be completed by Summer 2015 in order to avoid delays to the Crenshaw/LAX project. The full impacts to the Crenshaw/LAX construction schedule, if any, will not be known until the environmental and property acquisition processes are initiated and progressed. Crenshaw/LAX and Metro Real Estate staff are in the process of initiating the environmental and property acquisition processes, respectively.

Another potential impact to the Crenshaw/LAX project is the timing of the future AMC construction. Currently, construction of the LAX Station cannot begin until after the environmental clearance process is completed and funding for Phase 2 (light rail platforms and bus plaza) is accelerated. Should the AMC construction phase begin as early as 2017, this would create a condition where two contractors from different projects would be working in the same area which could result in delay claims by one or both contractors. In addition, the AMC construction activities could potentially impact local area systems installation and testing as well as pre-revenue testing for the Crenshaw/LAX project, which could delay completing the project on schedule.

AMC Project Schedule

Over the last several months, Metro and LAWA have worked to better define the respective projects, including the development of initial studies which are intended to streamline the environmental review phase.

As currently planned, both Metro and LAWA will initiate preparation of separate, yet coordinated, CEQA Environmental Impact Reports (EIR) in January/February 2015. The CEQA environmental review process will precede the federal process. Metro and LAWA are currently coordinating with the ~~Federal Transit Administration (FTA)~~ and the Federal Aviation Administration (FAA), respectively, to keep both federal partners apprised of the projects and to explore strategies for streamlining the federal environmental review phase in accordance with the NEPA. Attachment C contains the preliminary schedule, developed in coordination with LAWA, for the environmental review phase, including CEQA and NEPA clearance. The procurement for architectural services is still scheduled to begin in January 2015 with the project design phase estimated to begin in July/August 2015.

The acceleration of the Metro construction phase is contingent upon three factors:

- Metro Board approval to accelerate project funding;
- LAWA commitment to deliver the APM; and
- Ability to integrate AMC and Crenshaw/LAX construction activities.

Staff will continue to coordinate with LAWA and the Crenshaw/LAX project to identify opportunities as well as risk associated with delivering Phase 2 of the AMC project in conjunction with the opening of the Crenshaw/LAX line. Staff will also coordinate with LAWA to ensure bus service to the LAX terminals remains in operation with the Crenshaw/LAX opening and the implementation of AMC, as appropriate.

Initial Design Phase

Metro staff has worked closely with internal and external stakeholders over the last several months to better define the various transit operations planned for the new LAX station and how those operations influence the design of the new intermodal transit facility. Following initial meetings with Metro Rail and Bus Operations, staff held a design workshop with local municipal bus operators to gather input on the design and operation of the planned bus terminal. Design elements such as bus access/egress, quantity and design of bus bays, layover spaces, passenger and operator restrooms, real-time bus information, passenger wayfinding, and connectivity to rail platforms were discussed during this workshop. On October 13th, staff held a second workshop with various Metro Departments to gather initial input on the services, amenities and ancillary spaces needed on the planned station site and within the enclosed building. With a preliminary list of requirements, staff then met with LAWA on October 20th to begin identifying airport-specific functions and amenities that would share space in the new LAX station. The information gathered during these workshops will be used to prepare the Statement of Work (SOW) for the architectural design contract anticipated to be released in January 2015. Workshop information will also be used to better define

the project in the Notice of Preparation for the start of the CEQA environmental review process.

Below is a listing of the 16 transit station design elements (A through P), approved by the Board in June 2014, broken down by agency(s) responsible for implementation:

<u>Metro</u>	<u>Metro/LAWA</u>	<u>LAWA</u>
<ul style="list-style-type: none">• Metro Bike Hub	<ul style="list-style-type: none">• Enclosed facility• Integrated LRT/APM Station• Concourse area• Station restrooms• Free public WiFi• Device charging areas• Private vehicle drop-off• Pedestrian plaza• Retail• Connectivity to surrounding areas• LEED Classification• Public art• Passenger safety	<ul style="list-style-type: none">• LAX airline check-in• Flight information boards• LAX information• Misc. airport traveler amenities

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Metro's Countywide Financial Forecast currently identifies the \$33.3 million of CMAQ funds for the AMC project in fiscal years 2024 and 2025 as part of the total revenues planned for the project in that same period of time. While accelerating the use of the \$33.2 million in CMAQ funds and any necessary matching funds from Measure R is not anticipated to have any negative financial impact on any other Metro projects or projects sponsored by local agencies in Los Angeles County, accelerating the entire AMC Measure R funding now programmed in FY25 through FY28 is expected to involve such trade-offs.

While the initial project activities are underway, staff will be updating the Countywide Financial Forecast to determine the financial trade-offs that we will recommend to the Board to accomplish the entire AMC project in the context of that update. By necessity, these recommendations will involve a strategy for accelerating the funds necessary into the first decade of the Long Range Transportation Plan (LRTP), from where they are now forecasted in the second decade. In addition, staff will need to identify

contributions that will be needed from LAWA and/or other parties to accomplish the project.

Impact to Budget

The sources of funds for the AMC project are capital funds assumed in the LRTP. The recommended acceleration of these funds does not have an impact to Metro operations funding sources. Future budget amendments related to the Crenshaw/LAX accommodations funding and delivery strategies will be brought back for Board consideration and will be subject to federal approval.

ALTERNATIVES CONSIDERED

The Board could direct staff not to pursue accelerating AMC funding to cover the costs of the not-to-preclude accommodations to be implemented as part of the Crenshaw/LAX project. This is not recommended as it goes against prior Board direction to explore funding alternatives that could accelerate completion of the AMC project.

~~With regard to renaming the project, the Board could instead retain the current AMC name or approve a name other than LAX Gateway Station. Retaining the current name is not recommended as the LAX Gateway Station more appropriately describes the project as defined by the Board.~~

NEXT STEPS

Staff will finalize the accommodations recommended to be designed and built by the Crenshaw/LAX Project. Concurrent to the time-sensitive coordination with the Crenshaw/LAX Project, staff will complete an initial study intended to streamline the AMC project's environmental process. Parallel with the initial study, staff will prepare the SOW to procure architectural design services for the new station. Options for project delivery, including an updated project schedule and financial plan, will be presented at the February 2015 meeting for the Board's consideration. Staff will continue to coordinate closely with LAWA staff.

ATTACHMENTS

- A. June 26, 2014 Board Motion
- B. October 2, 2014 Board Motion
- C. Preliminary Environmental Schedule

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Chief Executive Officer

June 26, 2014 Board Motion

**MTA Board Meeting
June 26, 2014**

Relating to Item 65

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

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

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

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

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

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

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

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

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

October 2, 2014 Board Motion

**MTA Board Meeting
October 2, 2014**

Relating to Item 26 and 30

**MOTION BY
DIRECTORS KNABE, GARCETTI, RIDLEY-THOMAS, AND BONIN
THE REGIONAL IMPORTANCE OF ACCELERATING THE AIRPORT METRO
CONNECTOR/GREEN LINE EXTENSION TO LAX**

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

Metro and Los Angeles World Airports (LAWA) have made significant progress towards improving regional rail access to LAX; however, lost in the discussion is the importance that the Airport Metro Connector project and associated Automated People Mover (APM)/LAWA transit connection will have throughout the region and the need to formally recognize the “regional significance” of this project.

Metro’s promise to the voters in 2008 in Measure R included expenditure plan details that subsequently informed the Board’s adoption of the 2009 Long Range Transportation Plan (LRTP) update; at that time, the regional rail connection to LAX (funds availability date starting 2010-2012; completion during 2015-2028) was acknowledged as a major transportation system priority and an important missing link in the countywide transportation system.


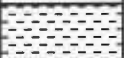


Metro staff is currently hard at work with the sub-regions to develop Mobility Matrices and the next LRTP update. However, at present, the transportation issues and financial implications relating to connecting the countywide rail system to LAX are being examined through a geographically-limited focus on the South Bay sub-region; left out of this important examination are regional entities, such as LAX/LAWA, and the value of the Airport Metro Connector to the regional transportation system, to ensure that connecting LAX to our rail system remains a significant Measure R priority that benefits travelers throughout Los Angeles County.


WE, THEREFORE, MOVE that the MTA Board instruct the CEO to:

1. Report back at the November 2014 Board meeting with an updated financial plan, in coordination with LAWA, for Board consideration to accelerate the Airport Metro Connector Project which will complement the completion of the Crenshaw/LAX Light Rail Project in 2019;
2. As part of the Mobility Matrix studies, create a regional category, separate from the individual sub-regional mobility matrix studies, which would include projects and programs countywide, cross-county entities such as LAX/LAWA, the Ports, etc;
3. Report back with recommendations as to how regional projects will not impact sub-regional funding allocations should a new sales tax ballot measure be approved.

ATTACHMENT C

Preliminary Environmental Schedule

Calendar Year	2014		2015				2016				2017				2018			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Definition & Initial Studies for NOP																		
																		
Environmental																		
																		

Metro	
LAWA APM	



Board Report

File #: 2016-0230, File Type: Contract

Agenda Number: 25

CONSTRUCTION COMMITTEE JUNE 16, 2016

SUBJECT: CRENSHAW/LAX TRANSIT PROJECT

ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER (CEO) TO EXECUTE CONTRACT MODIFICATION

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the CEO to execute a Contract Modification to Contract No. C0988 with Walsh/Shea Corridor Constructors (WSCC), to **design and construct a bus transfer facility** for \$2,200,000, increasing the total contract price from \$1,294,476,149.38 to \$1,296,676,149.38 for the **Crenshaw/LAX Transit Project**;
- B. APPROVING an increase in Contract Modification Authority (CMA) for Contract No. C0988, in the amount of \$2,200,000, increasing the total CMA from \$134,699,993 to \$136,899,993;
- C. ADOPTING a Life-of-Project (LOP) Budget of \$2,200,000 for the Bus Transfer Facility; and
- D. AUTHORIZING the execution of this Contract Modification subject to final execution of the 3% Local Match funding agreement between Metro and the City of Inglewood.

ISSUE

A notice-to-proceed was issued to Walsh/Shea Corridor Constructors (WSCC) on September 10, 2013 for Contract No. C0988. The C0988 contract included three park- and-ride facilities: Expo/Crenshaw Station, Fairview Heights Station, and Downtown Inglewood Station. The Metro Board approved a bus transit facility at the Downtown Inglewood light rail station during the November 2015 Board meeting. This was also approved by the South Bay Cities Council of Governments (COG) in November 2015. Changing the park-and-ride facility at the Downtown Inglewood station into a bus transit facility is a change to the Contract No. C0988 and requires a Contract Modification.

DISCUSSION

The Metro Board approved a bus transit facility at the Downtown Inglewood light rail facility at the November 2015 Board meeting. The South Bay Cities COG also approved the project in November 2015. The Final Environmental Impact Statement /Final Environmental Impact Report (FEIS/FEIR), which was adopted by the Metro Board in September 2011, includes a park-and-ride facility at the Downtown Inglewood station located at Florence/La Brea. An environmental analysis was conducted to determine the potential environmental impacts associated with the repurposing of the Downtown Inglewood Station from a park-and-ride lot to a bus transit center. In addition to the repurposing of the parking lot at the Downtown Inglewood station, the analysis included impacts to ancillary properties at the Fairview Heights station. The addresses for these properties are 6848 West Blvd, Los Angeles, CA 90043; 1119 E. Redondo Blvd., Inglewood, CA 90302; 1123 E. Redondo Blvd., Inglewood, CA 90302; 1133 E. Redondo Blvd., Inglewood, CA 90302; and 1137 E. Redondo Blvd., Inglewood, CA 90302. This analysis indicates that identified potential environmental impacts would have no adverse effects resulting from the action. Metro would continue to implement the mitigation measures identified in the Record of Decision for the overall project to ensure significant impacts are continually mitigated.

Locating the bus transit facility at the Downtown Inglewood station will require repurposing the parking lot from vehicle parking spaces to bus bays. The entry into the bus transit facility will also require upgrading the intersection signal at Florence/Hillcrest. Subsequent to the Metro Board approval for the bus transit center, Metro has determined that an additional \$700,000 from the previous December 2015 approval of \$1,500,000 is required to fully build out the bus transit facility. The additional cost is required due to addition of a restroom dedicated for the bus operators per the contract with the United Transportation Union (UTU) and revised design as part of the completed negotiations with the design-builder, WSCC.

The execution of this Contract Modification is subject to final execution of the 3% Local Match funding agreement between Metro and the City of Inglewood.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Upon approval of the recommendations, staff will designate a project number and establish a life of project budget for \$2.2 million. The planned funds will be allocated as follows: \$260,000 in FY16, \$1,240,000 in FY17 and \$700,000 in FY18. Budget will be included in Cost Center 8510, Construction Contract Procurements, Account 50316 - Professional / Technical Services and 53101 - Acquisitions Building and Structures.

The funding for the recommendations is separate from the Fiscal Year budget and the life-of-project budget for the Crenshaw/LAX Transit Project (C/LAX). The recommendations have no financial impact to the C/LAX project. Because this is a multi-year project, the Executive Director, Program

Management, will be accountable for requesting funding in future years.

Impact to Budget

The source of funds for the recommendations is a combination of Highway Operational Improvements (HOI) funds from the South Bay Cities COG for \$1.5 million and \$0.7 million from Proposition A / Proposition C / TDA Admin funds for the planning, study and redesign. These funds are not eligible for bus and rail capital and operations expenses. No other funds were considered.

In considering the use of HOI funds, staff evaluated the potential added benefits to the service provided by the Crenshaw transit corridor project, which is a significant Metro investment intended to shift considerable number of automobile trips along the corridor to transit ridership. The connection of the proposed bus transit center to the Crenshaw Corridor rail service will be an enhancement to allow riders to continue their transit trips to other destinations without the use of a vehicle. Additionally, the plans to provide direct connection between this transit facility and the proposed stadium in Inglewood could create opportunities for greater transit access and less freeway trips to and from the events.

The HOI funds for \$1.5 million originated from the South Bay Cities COG which agreed to fund the recommendations. Moving forward, staff will develop a mutual understanding with the South Bay Cities COG that all future transit projects targeted for use of the HOI funds will be evaluated individually and on a case-by-case basis to identify congestion relief along with providing adequate technical studies and justifications to the Metro Highway Program for review.

ALTERNATIVES CONSIDERED

The Board may elect to not approve this Contract Modification; however, the Board already authorized modification of the Downtown Inglewood park-and-ride as a bus transit facility. Staff does not recommend this alternative as the C/LAX Project would then proceed with the existing plan to construct the park-and-ride facility. If this Contract Modification is not approved and the park-and-ride facility is constructed, the costs will increase to construct a bus facility in the future and there will also be added costs to demolish the newly built park-and-ride facility.

NEXT STEPS

Upon approval of the recommendations, staff will execute the Contract Modification.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - Downtown Inglewood Bus Plaza Concept
Attachment D - DEOD Summary

Prepared by:

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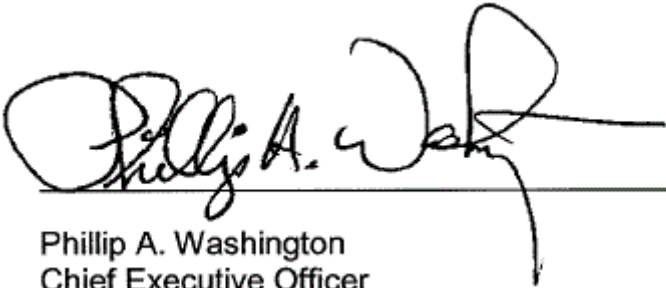
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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CRENSHAW/LAX TRANSIT PROJECT / C0988

1.	Contract Number: C0988 Crenshaw/LAX Transit Corridor Design-Build		
2.	Contractor: Walsh/Shea Corridor Constructors (WSCC)		
3.	Description: Design and construct bus transfer facility		
4.	The following data is current as of: April 30, 2016		
5.	Contract Completion Status:		
	Proposals Opened	6/12/12	% Completion \$'s 44.4%
	Contract Awarded	6/27/13	% Completion Time 51.8%
	Notice to Proceed (NTP)	9/10/13	Orig. Contract Days 1824
	Original Completion Date	9/08/18	Change Order Days 35
	Current Estimated Completion Date	10/13/18	Suspended Days 0
	Total Revised Days		1859
6.	Financial Status:		
	Contract Award :	\$1,272,632,356.00	
	Total of Mods/Changes issued to Date	\$21,843,793.38	
	Current Contract Value :	\$1,294,476,149.38	
7.	Contract Administrator: Frederick Origel Director, Contract Administration	Telephone Number: (213) 922-7331	
8.	Project Director: Charles Beauvoir, S.E. Deputy Executive Officer, Project Management	Telephone Number: (213) 922-3095	

A. Procurement Background

This Board Action is to authorize the CEO to execute a Contract Modification to design and construct a bus transfer facility at the Florence/La Brea Station. This Contract Modification will be processed in accordance with Metro's Acquisition Policy.

On June 27, 2013, Contract No. C0988 was awarded to Walsh/She Corridor Constructors, the lowest responsive and responsible proposer, in the amount of \$1,272,632,356. As of April 30, 2016, a total of 167 Contract Modifications and Change Orders have been approved and 22 changes are pending.

Attachment B shows modifications issued as of April 30, 2016, to add and/or delete work and the proposed modifications pending authorization.

B. Cost/Price Analysis

The final negotiated price for this contract change was determined to be fair and reasonable in accordance with Metro Procurement Policies and Procedures. The negotiation process included, but was not limited to, clarification, fact finding, technical evaluation, cost analysis, and an independent cost estimate. The recommended price will be audited by MASD and subject to removal of any unallowable or unallocable costs.

MOD. No.	Modification Description	Proposed Amount	Metro ICE	Negotiated Amount
TBD	La Brea Bus Transfer Facility	\$2,254,164.86	\$2,108,296.00	\$2,200,000.00

ATTACHMENT B**CONTRACT MODIFICATION / CHANGE ORDER LOG –
CRENSHAW/LAX TRANSIT PROJECT**

Mod. No.	Description	Status	Cost
1	Administrative Change - Update Special Provision SP -05-Notice and Service and SP-06-Insurance Requirements	Approved	No Cost
2	Administrative Change - Technical Reports Part 6.3 PSR/PR	Approved	No Cost
3	CPUC Application	Approved	No Cost
4	Administrative Change - Revised Contractor's Mailing address	Approved	No Cost
5.3	Clarification of Schedule F Applicability	Approved	No Cost
6	Administrative Change – Update Metro Rail Directive Drawings	Canceled	Canceled
7	Design -Aviation/Century Station – Pedestrian Vertical Circulation	Approved	\$366,400.00
8	Design - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$47,820.00
9	Design -Protect for Future Transport. Corridor at 98th Street	Approved	\$120,458.00
10	Update Volume 1: Form of Contract, Volume 4: Metro Specifications and Volume 5: Metro Rail Design Criteria	Canceled	Canceled
11	Special Events Traffic Control Site Improvements	Approved	\$26,754.00
12	Design Fare Gates At-Grade Latching	Approved	\$239,000.00
13	Construction of Fare Gates At-Grade Latching	Approved	\$2,310,000.00
14	Hazardous Material Abatement Parcel	Approved	\$260,338.90
15	Hazardous Material Abatement Parcel Florence	Approved	\$481,555.20
16	Updated Volume 1, 4, and 7	Approved	No Cost
17	Construction - Century Boulevard Future Right Turn Lane (LAWA)	Approved	\$122,503.49
18	Construction -Protect for Future Transport. Corridor at 98 th St	Approved	\$240,434.34
19	Update MRDC Station Benches	Approved	No Cost
20	Waste Removal Bellanca & Arbor ROW	Approved	\$80,880.00
21	Design Underground Structure HDPE	Approved	No Cost
22	ADA Directional Tile	Approved	No Cost
23	Modify Property Turnover Dates	Approved	No Cost
24	Phone System For Field Office	Approved	\$44,019.07
25	Additional Property Demo, Parcel HS-2706	Approved	\$60,731.85
26	Rail Design Criteria Update – Full Height Platform End Gate	Approved	\$194,412.00
27	Rail Design Criteria Update – LED Lighting	Approved	\$407,242.00
28	Rail Design Criteria Update – Park and Ride Lot ETEL	Approved	\$407,552.00
29.1	Traffic Control Support for DWP Utility Work	Approved	\$113,232.00
29.2	Adjustment Traffic Control for DWP at MLK	Approved	\$112,216.00
30.3	Access for Construction of Temporary Roadway	Approved	No Cost

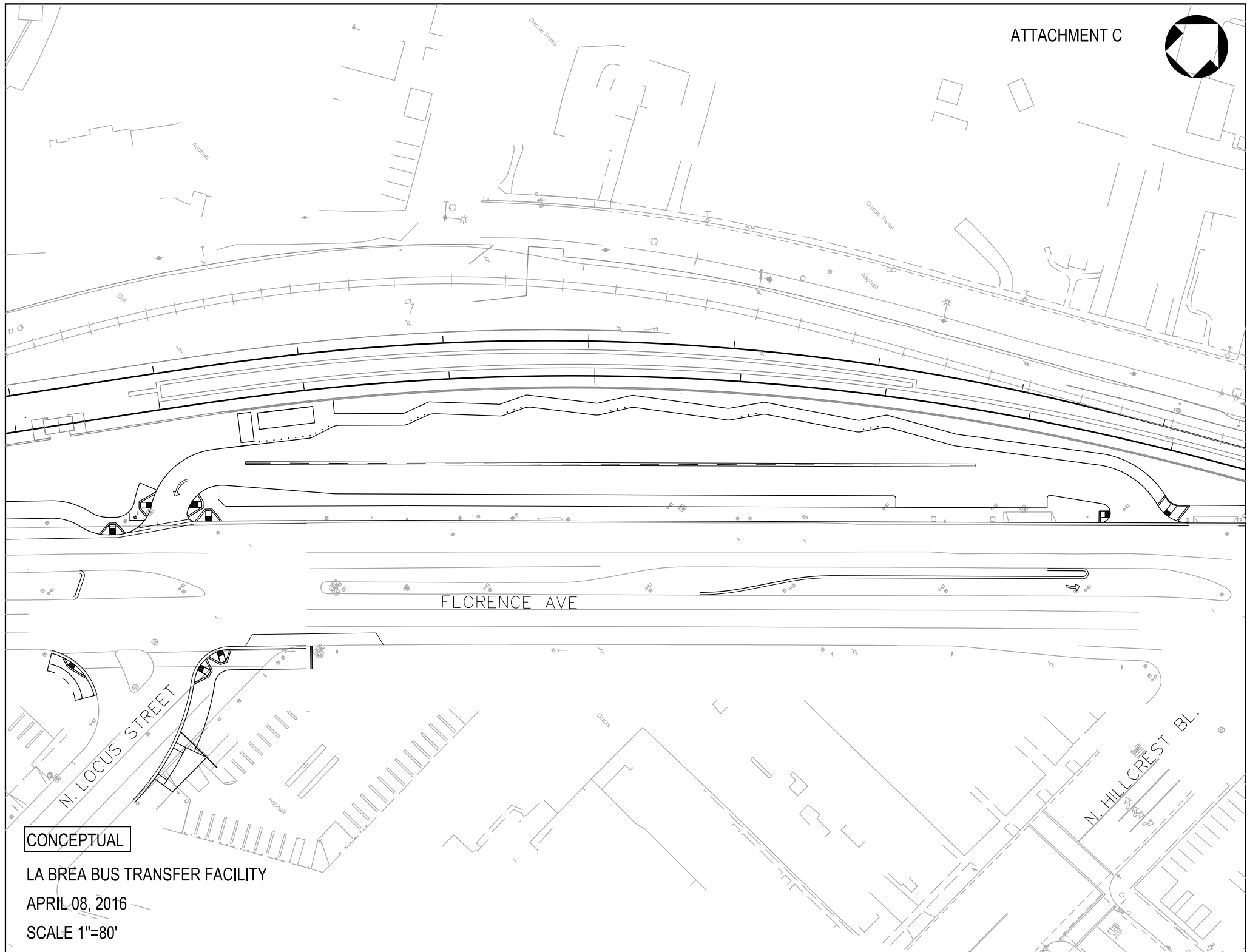
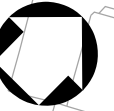
31	Security Guard – Crenshaw/LAX IPMO	Approved	\$102,757.54
32	ACM Removal Century-Aviation Bridge	Approved	\$55,012.20
33	Revised Steel Canopy Sections	Approved	(\$66,254.00)
34	Temporary Fencing at Avis Property	Approved	\$1,212.43
35	Hazardous Material Abatement Gourmet Food Bldg	Approved	\$341,074.00
36	Hazard Material Abatement-Bldgs /Properties	Approved	\$211,166.00
37	Dispute Review Board Procedures	Canceled	Canceled
38.2	Update Volume 1 Conformed Articles	Approved	No Cost
39.1	Update Vol 1 SP 6 Insurance Requirements	Approved	No Cost
40.1	ADA Tactile Guidance Pathways	Approved	\$565,376.00
40.2	ADA Tactile – Color Change	Approved	No Cost
41	Parking for Florence/West Park & Ride	Approved	\$99,500.00
42	SC Edison Design Engineering	Approved	\$55,606.11
43	HVAC Repair/Replacement LAX IPMO	Approved	\$119,630.00
44	Fencing at ROW Cedar/Eucalyptus	Approved	\$8,695.00
45	Construct HDPE Geo membrane Cushion	Approved	\$697,495.00
46	Striping and Traffic Loops	Approved	\$19,041.13
47	CHP Support for Century Crush	Approved	\$46,566.84
48.2	35 Day Delay – Milestone	Approved	No Cost
49	Hazardous Material Parcels	Approved	\$52,420.00
50	UST Removal – Parcels SW-0103	Approved	\$51,827.00
51	UST Remv-Parcels HS2201/2206 CR3701	Approved	\$176,376.00
52	Update Roll-Up Grilles & Pay Phone	Approved	\$136,597.00
53	Contaminated Soil/Slurry	Approved	\$240,218.00
54	COI Design Serv. Century Crush	Approved	\$14,543.00
55	Security Guard – 24 hour Shifts	Approved	\$82,947.12
56	Station Architectural Standards	Approved	\$69,162.00
57	Millstone Revision Exercise Option 2A & 2B	Approved	No Cost
58.2	Design Extended Track	Approved	\$274,876.55
59	SP 24 Incorporating BAFO Changes	Approved	No Cost
60	Design Accommodations for 96 th St Sept 1,2, Part A	Approved	\$641,378.28
61.1	TIFA Certification Requirements	Approved	No Cost
62	Design Centinela Crossing/Eucalyptus	Approved	\$251,158.00
63	Design Harbor Sub At Grade Lighting	Approved	\$216,080.00
64	Removal of Contaminated Seg A Imperial	Approved	\$1,824.07
65	Capri AC Unit Replacement	Approved	\$22,191.89
66	Unknown UG Obstruction at MLK Phase	Approved	\$30,234.68
67	3rd Party (Conad) Repair on Victoria	Approved	\$1,592.63
68	LADWP Gate and Laydown	Approved	\$1,767.14
69.1	Revised Radio System Frequencies	Approved	\$6,222.00
70	Clarification of Radiating Cable and Assembly Parts	Canceled	Canceled
71	Aviation/Century Temp Sidewalk	Approved	\$18,207.00
72	Hazardous Material Removal at Parcel SW-010CR 3304	Approved	\$33,212.00

73	Dollar Rent A Car Facility Hazardous Material Removal	Approved	\$204,924.00
74	Access to Covered Manholes	Approved	\$200,000.00
75	Design Updated Station Customer Signage Directive Drawings	Approved	\$55,665.00
76	Capri Electrical-Surveillance Camera	Approved	\$19,649.58
77	Relocate LAWA Water Service – Design	Approved	\$50,702.00
78	African Drum Project Tree Removal	Approved	\$2,512.76
79	Update Vol. 1 Indefinite Qty Equipment	Approved	No Cost
80	Contaminated Drilling Slurry Century	Canceled	Canceled
81	Reroute Northrop Bent 1A	Approved	\$20,988.00
82	96th Station West Option Analysis	Approved	\$17,333.52
83	Additional Recurring of Properties	Approved	\$8,331.44
84	MIC Control System	Approved	\$1,076,736
85	Delete HS-2001 & 0.1 FM SP 16/17	Approved	No Cost
86	Fence Adjustment at MLK	Approved	\$10,011.21
87	Claim Resolution-Electric Mtrg Switchgear	Approved	\$610,300.00
88	Design 10" & 8" Abandon Lines Crenshaw	Approved	\$18,180.00
89	At Grade Station Ticketing Zone	Approved	\$70,074.00
90	Utility Investigation for 96th Street	Approved	\$35,808.21
91	Additional Security "Taste of Soul"	Approved	\$15,912.55
92	Abandoned 8" and 10" Pipe at Vernon Station	Approved	\$222,752.00
93	Daily Stand By Construction Zone 2/2A	Approved	\$90,000.00
94	Storage Trailer at the Arlington Yard	Approved	\$8,695.00
95	Unknown Concrete Slab Encounter at FCBC Facility	Approved	\$11,032.00
96	Electrical Ductbank Revisions at Exposition Station	Approved	\$541,193.00
97	Continuous Deflection Monitoring Greenline Counterweight Removal	Approved	\$155,461.00
98	Intrusion Detection Access Control Interface	Approved	\$65,926.00
99	16" Gas Pipe ACM Abatement Expo	Approved	\$17,972.98
100	Additional Rebar at Deck Panel	Approved	\$282,386.56
101	Security Guard for Crenshaw/LAX – Year 2	Approved	\$171,919.90
102	Cable Transmission System Update	Approved	\$65,517.00
102.1	Cable Transmission System Update – Add Diagrams	Approved	No Cost
103	Obstructions at Green Line Bent 3 and 4	Approved	\$30,821.00
104	Contaminated Soil – Multiple Locations	Approved	\$387,257.46
105	Century/Aviation Bridge Camera	Approved	\$9,719.00
106	Asbestos Testing Monitoring at Avis	Approved	\$1,894.00
107	Haz Mat Investigation Removal – Car Wash UST	Approved	\$14,541.73
108	Reconfiguration of Traffic Control Plan – La Brea	Approved	\$55,053.00
109	Cedar Encroachment Removal	Approved	\$17,566.00
110.2	Transmit LACMTA Lease Agreement and SWY Turnover Dates	Approved	\$26,533.00
111.1	Crenshaw Blvd. Tree and Landscaping	Approved	\$399,308.00
112	HNTB Design Costs for 96 th Street W. Alignment	Approved	\$922,997.00
113	Centinela Crossing Tree Preservation	Approved	\$45,450.00

114	Claim Resolution – DWP Vault Relocation MLK	Approved	\$125,614.66
115	Deletion of Public Phone	Approved	(\$59,315.19)
116	Harbor Sub Encasement Verification – Non Highlighted Utilities	Approved	\$94,240.13
117	Harbor Sub Encasement Verification – Unknown Utilities	Approved	\$159,743.78
118	Harbor Sub Encasement Verification – Highlighted Utilities	Approved	\$208,350.12
119	Encasement Verification – City of LA	Approved	\$45,448.78
120	Contaminated Oil Removal – UG1 FOG Lines	Approved	\$41,193.00
121	Florence/West Station – Redondo Blvd. Temporary Parking	Approved	\$35,000.00
122	ATC System at Slauson Signals	Approved	\$42,943.00
123	Track Drainage CI Pipe in Lieu of PVC	Approved	\$130,217.00
124	City of Inglewood Water Line Relocation	Approved	\$697,526.00
125	LKC Design W. Alignment Shift for 96 th Street	Approved	\$217,638.00
126.1	Provisional Sum – Unknown Utility	Pending	\$3,000,000.00
127.1	Modifications for 24” FAA Fiber Optic Duckbank at UG1	Approved	\$134,735.00
128	Greenline Safety Walkway – Design	Approved	\$44,068.00
129	Support of Excavation 2.0 Safety Factor	Approved	\$504,769.00
130	Unique 65 Foot Mast Arm at Aviation Blvd. and Century Blvd.	Canceled	Canceled
131	Unknown Obstructions at 405 Bridge Bent 2	Approved	\$63,480.00
132	Claim Resolution – Traffic Control at LADOT's	Approved	\$155,988.75
133	Design – Eliminate DWP Switchgear at MLK	Approved	\$51,410.00
134	Addition of LATS Time Synchronization	Approved	\$39,880.00
135	Updated Standard Wayside Rail Operation Signage	Approved	\$39,735.00
136	UG 1 Wayfinding – Design	Approved	\$68,548.00
137	LKC Design Accommodations 96 th Street, Step 2 part A	Approved	\$65,132.00
138	Claim Resolution – Install Video Detection Camera	Approved	\$27,216.00
139	Claim Resolution – ATSAC Fiber Optic Relocation at Expo	Approved	\$221,652.00
140	TPSS #10 Build-out, Power Drop and UG4 Fan Revision	Pending	\$259,244.53
141	Mitigation Reimbursement (Golf Carts)	Approved	\$14,853.90
142	Design- North Yard Lead Revisions	Approved	\$21,030.00
143	Line Removal at Florence and Isis in Conflict with Storm Drain Installation	Approved	\$4,483.00
144	Removal of Underground Storage Tanks at Florence Properties	Approved	\$69,486.57
145	Remove/Dispose/Burn Contaminated Soils from Expo	Approved	\$487,827.24
146	TPSS No. 2 Upgrade from 1.5 MW to 2.0 MW	Approved	\$46,802.00
147	Unknown Slab at 111 th and Aviation	Approved	\$6,746.00
148	Subsurface Investigation 317 E. Florence	Pending	\$30,087.60
149	Removal of Underground Storage Tank at Expo Yard Excavation	Approved	\$43,876.87
150	Gas Line in Pole Foundation at Arlington and MLK	Approved	\$2,489.41
151	Market Street Catch Basin Tie-in	Pending	\$14,010.00
152	Abandoned 8” and 10” Pipe Environmental Testing UG-4	Pending	\$417,000.00
153.1	Removal of the Track/Rail and Hump at Imperial and Aviation Blvd.	Pending	\$70,128.00
154	18in Sanitary Sewer Relocation at MSE Wall	Pending	\$614,133.00

155	Claim Resolution – TPSS #1 Relocation S. Imperial	Pending	\$91,252.00
156	Qwest Line Relocation	Pending	\$436,312.00
157	Delay Cost at CP-4	Pending	\$115,000.00
158	Vernon ATSAC Relocation	Pending	\$270,555.00
159	Claim Resolution – FAA LAWA Navid Light	Pending	\$125,000.00
160	Pothole & Remove 216in Gas Line	Pending	\$52,000.00
161	UG 1 Ventilation Fans	Pending	\$390,429.00
162	Tunneling Requirements	Pending	(\$5,534.40)
163	Claim Resolution – 104 St. Deck Lid – Design	Pending	\$62,000.00
165	Claim Resolution – SWY Removal of Electric Service	Pending	\$25,000.00
166	Claim Resolution – Metro Directed Fencing	Pending	\$35,228.80
167	Claim Resolution – Metro Directed Potholing	Pending	\$6,919.87
173	Florence/ La Brea Bus Transfer Station	Pending	\$2,200,000.00
TBD	W. Alignment Shift for 96 th Street Station Accommodations	Pending	\$7,400,000.00
Change Orders			
CO 30	Board Approved Station Name Change	NTE	\$10,000.00
CO 37.2	Design Hold Out Signals Aviation/Century	NTE	\$50,000.00
CO 38	Abandoned 8" and 10" Pipe Environmental Test and Removal (UG3)	NTE	\$362,500.00
CO 40	Relocate LAWA Water Service to 111 th	NTE	110,000.00
CO 41	Design Deluge System at Expo Crossover	NTE	\$0
CO 46.2	Underground Fire Rated Conduit Cable	NTE	\$200,000.00
CO 50.1	Turnback and Speed Restrictions	NTE	\$100,000.00
CO 51	Shut Down at MLK Station	Pending	\$60,000.00
CO 52	Habor Sub Potholing Unknown Utilities Eucalyptus	NTE	\$20,000.00
CO 53	Signal House Monitors	NTE	\$15,000.00
CO 58	Encasement Verification City of LA Sewer at Arbor Vitae	NTE	\$8,000.00
CO 59	Park Mesa Heights Median Exhibit Study	Canceled	Canceled
CO 60.1	Revise Street Plans at Hindry Avenue	NTE	\$21,600.00
CO 61	Park Mesa Heights Resequencing	NTE	\$300,000.00
CO 62	Encase City of LA Sanitary Sewers	NTE	\$100,000.00
CO 63.1	Civil Revisions for CPUC Striping at West Street	NTE	\$30,000.00
CO 64	Crenshaw Landscaped Median Rendering	NTE	\$50,000.00
CO 65	Removal/Disposal of Asbestos Pipe 255+30	NTE	\$2,000.00
CO 66	Removal and Disposal of Unknown Concrete at Redondo	NTE	\$5,000.00
CO 67	Ballast Wall Extension at Eucalyptus	NTE	\$12,500.00
CO 68	TPSS No.1 New Power Transmission	NTE	\$260,000.00
CO 69	Unknown 18inch Storm Drain UG-1	NTE	\$12,000.00
CO 71	Credit Crenshaw Tree Permit	NTE	No Cost
CO 72	Removal of 24in Storm Drain at MLK Station	NTE	\$100,000.00
CO 73	Tree Species and Bike Racks	NTE	\$8,000.00
CO 74	Pedestrian Lights Slauson Station	NTE	\$16,000.00
CO 75	Unknown Storm Drain Utility West Century	NTE	\$2,000.00

CO 76	LADOT Parking Lots Improvements	NTE	\$20,000.00
Subtotal – Approved Modifications & Change Orders			\$21,843,793.38
Subtotal – Pending Changes/Modifications			\$15,668,765.40
Total Mods and Pending Changes (including this change)			\$37,512,558.78
Prior CMA Authorized by the Board (including base award and other modifications)			\$134,699,993.00
Increased CMA for this recommended action			\$2,200,000.00
Total CMA including this action			\$136,899,993.00
Remaining CMA for Future Changes			\$99,387,434.22



CONCEPTUAL

LA BREA BUS TRANSFER FACILITY

APRIL 08, 2016

SCALE 1"=80'

DEOD SUMMARY

CRENSHAW/LAX TRANSIT PROJECT / C0988

A. (1) Small Business Participation – Design

Walsh/Shea Corridor Constructors (WSCC) made a 20.59% Disadvantaged Anticipated Level of Participation (DALP) commitment for Design. DBE commitments were made to 10 DBE subcontractors at the time of award, and 10 additional DBE subcontractors have been added to-date. The current (DBE) participation is 25.61%.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20.59%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 25.61%
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Item No.	Design DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	BA, Inc.	0.61%	0.95%	African American
2.	D'Leon Consulting Engineers	0.85%	1.48%	Hispanic American
3.	FPL and Associates, Inc.*	0.41%	0.36%	Asian Pacific American
4.	IDC Consulting Engineers, Inc.	0.94%	1.06%	Asian Pacific American
5.	Innovative Engineering Grp., Inc. *	0.23%	0.24%	Asian Pacific American
6.	Lynn Capouya	0.96%	1.09%	Non-Minority Women
7.	Martin & Libby	0.85%	0.92%	Non-Minority Women
8.	MGE Engineering	1.48%	2.12%	Asian Pacific American
9.	Mia Lehrer + Associates	0.51%	0.35%	Hispanic American
10.	NBA Engineering	0.72%	0.83%	Non-

				Minority Women
11.	Parikh Consultants	1.85%	2.89%	Asian Pacific American
12.	Sapphos Environmental *	0.02%	0.02%	Hispanic American
13.	Selbert Perkins Design Collaborative *	0.27%	0.32%	Non-Minority Women
14.	TEC Management *	0.41%	0.77%	African American
15.	Ted Tokio Tanaka Architects *	0.51%	0.54%	Asian Pacific American
16.	Togo Systems *	0.46%	0.78%	Asian Pacific American
17.	Universal Reprographics *	0.03%	0.14%	Non-Minority Women
18.	V&A, Inc.	9.25%	10.60%	Hispanic American
19.	YBI Management Services*	0.03%	0.02%	Hispanic American
20.	YEI Engineers *	0.20%	0.13%	Asian Pacific American
	Total Commitment	20.59%	25.61%	

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

* DBEs added after contract award

A. (2) Small Business Participation – Construction

Walsh Shea Corridor Constructors (WSCC) made a 20% Disadvantaged Anticipated Level of Participation (DALP) commitment for Construction at the time of contract award, and made 5 DBE subcontract commitments. After the start of Construction, 43 DBE subcontractors were added. WSCC is currently achieving 9.96% of their proposed 20% DBE subcontract commitment for Construction. It is expected that DBE commitments will continue to increase as Construction progresses.

Based on the total amount paid-to-date to WSCC and the total actual amount paid-to-date to DBE subcontractors, current participation is 25.62%. WSCC is expected

to continue ongoing outreach and good faith efforts to meet their DBE contract commitment.

DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION COMMITMENT	DALP 20%	DISADVANTAGED BUSINESS ENTERPRISE ANTICIPATED LEVEL OF PARTICIPATION	DALP 25.62%
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Item No.	Construction DBE Subcontractors	% Commitment	Current ¹ Participation	Ethnicity
1.	Ace Fence Company*	0.03%	0.09%	Hispanic American
2.	Advantage Demolition & Grading*	0.01%	0.02%	African American
3.	Alameda Construction*	0.06%	0.16%	African American
4.	Analysis & Solution Consultants*	0.04%	0.08%	African American
5.	Anytime Dumping*	0.68%	1.17%	African American
6.	B&B Diversified Materials*	0.26%	0.76%	Asian Pacific American
7.	Bravo Pacific*	1.68%	1.04%	Hispanic American
8.	C Bass Dirtyworks*	0.03%	0.09%	African American
9.	Clean Up America*	0.04%	0.11%	African American
10.	Coast Surveying	0.25%	0.24%	Hispanic American
11.	Coleman Construction*	0.03%	0.10%	African American
12.	CPR Trucking	0.20%	0.06%	Hispanic American
13.	DC Engineering Group*	0.01%	0.20%	Sub-Continent Asian American

14.	Davis Blue Print Co., Inc.*	0.00%	0.01%	Hispanic American
15.	DCD Electric*	0.07%	0.46%	African American
16.	Deco Pave*	0.01%	0.07%	Asian Pacific American
17.	Deborah Dyson Electrical Contractor*	0.00%	0.01%	African American
18.	E-Nor Innovations*	0.06%	0.18%	African American
19.	EW Corporation*	0.01%	7.67%	Hispanic American
20.	Excelsior Elevator Corporation*	0.62%	0.27%	Asian Pacific American
21.	Fine Grade Equipment*	0.02%	0.01%	Native American
22.	Flores Construction*	0.00%	0.01%	Hispanic American
23.	G & C Equipment Corporation*	1.92%	6.36%	African American
24.	G.O. Rodriguez*	0.00%	0.01%	Hispanic American
25.	GW Civil Constructors, Inc.*	0.32%	0.80%	African American
26.	Integrity Rebar Placers*	2.54%	2.94%	Hispanic American
27.	Lowers Welding and Fabrication, Inc.*	0.02%	0.57%	Non-Minority Female
28.	Morgner Construction Management*	0.07%	0.12%	Hispanic American
29.	Nextline Protection Services *	0.03%	0.32%	African American
30.	Pacrim Engineering*	0.00%	0.00%	Asian Pacific American
31.	Padilla & Associates	0.15%	0.36%	Hispanic American
32.	Quality Engineering, Inc.	0.31%	0.32%	African American
33.	Robnett Electric, Inc.*	0.00%	0.01%	African American
34.	RJ Lalonde, Inc.*	0.00%	0.00%	Non-Minority Women

35.	RJ Safety Supply Co.*	0.00%	0.00%	Non-Minority Women
36.	Safeprobe*	0.02%	0.04%	Asian Pacific
37.	Sapphos Environmental	0.05%	0.08%	Hispanic American
38.	Soteria Company (Griego and Associates)	0.10%	0.13%	Hispanic American
39.	South Coast Sweeping*	0.12%	0.21%	Non-Minority Women
40.	The Jungle Nursery*	0.01%	0.00%	Hispanic American
41.	Thomas Land Clearing*	0.03%	0.16%	African American
42.	TEC Management Consulting*	0.02%	0.02%	African American
43.	Titan Disposal*	0.03%	0.00%	African American
44.	Treesmith Enterprises*	0.02%	0.06%	Hispanic American
45.	Universal Reprographics, Inc.*	0.00%	0.03%	Non-Minority Women
46.	V&A, Inc.*	0.07%	0.16%	Hispanic American
47.	VMA Communications	0.04%	0.10%	Hispanic American
48.	YBI Management Services*	0.00%	0.01%	Hispanic American
	Total Commitment	9.96%	25.62%	

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

* DBEs added after contract award

B. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

The Contractor has committed to complying with PLA/CCP requirements for this project. This project is 53.92% complete which represents the number of construction labor hours worked to date divided by the total projected labor hours for the project. The contractor is achieving the 40% Targeted Worker Goal at 58.72% not achieving the 20% Apprentice Worker Goal at 18.27%, and achieving the Disadvantaged Worker Goal at 11.54%. Contractor provided an Employment Hiring Plan that the Apprentice Worker goal will be fully achieve by Mid-2017. Staff will continue to monitor and report the contractor's progress toward meeting the goals of the PLA/CCP.

C. Prevailing Wage Applicability

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

D. Living Wage Service Contract Worker Retention Policy

Living wage is not applicable to this modification.



Metro

Board Report

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

File #: 2016-0428, **File Type:** Informational Report

Agenda Number: 26

CONSTRUCTION COMMITTEE JUNE 15, 2016

SUBJECT: VAN NUYS NORTH PLATFORM PROJECT

ACTION: APPROVE REALLOCATION OF STATE FUNDS FROM METRO TO SCRRA

RECOMMENDATION

APPROVE the transfer and reallocation of State Proposition 1B Intercity Rail Improvement Program (ICR1B) funds for the Van Nuys North Platform Project from Metro to the Southern California Regional Rail Authority (SCRRA)

ISSUE

In January 2016, the California Transportation Commission (CTC) allocated \$30.5 million in ICR1B funds to LACMTA (Metro) for construction of the Van Nuys North Platform Project (the Project). SCRRA has requested that the State allocate the ICR1B funds directly to SCRRA rather than to Metro for the Project.

This action would change the project allocation grantee recipient status from Metro to SCRRA for the Project..

DISCUSSION

There are two main tracks at the Van Nuys Station; however, there is only one side platform, thereby creating a single track capacity constraint and bottleneck at the station. In January 2012 a funding agreement was executed between Caltrans Division of Rail and Mass Transportation (the Department) and Metro for environmental clearance and preliminary engineering for the Project, which was completed in late 2013. In June 2014, a funding agreement was executed between the Department and Metro for final design for the Project, which was completed in late 2015.

In September 2015, SCRRA requested to work with Metro to develop plans to transfer the management of specific capital projects currently under the management of Metro, including the Project, from Metro to SCRRA. Due to SCRRA's unique experience with engineering and construction of commuter rail projects which operate under Federal Railroad Administration (FRA) jurisdiction, staff concurs that some Metro Regional Rail projects, including the Project, are candidates to be transferred for SCRRA management.

Attachment A identifies SCRRA's organization structure and its capacity to deliver commuter rail capital projects for the region. Attachment B identifies the Van Nuys North Platform Project roles and responsibilities between Metro and SCRRA.

SCRRA is currently conducting a constructability review of the 100% design plans. Pending SCRRA's review and acceptance of the 100% design plans and engineer's estimate of the project costs, staff recommends that the Project be transferred to SCRRA as a pilot project for construction. Pending SCRRA's successful construction of this Project, other Metro Regional Rail projects will be assessed and considered for transfer to SCRRA for construction on a case-by-case basis. Therefore, this project can be used as a pilot project to evaluate the transfer of other projects to SCRRA.

DETERMINATION OF SAFETY IMPACT

The Project will include a new pedestrian underpass built to current Metrolink standards. This will provide pedestrian access to the platform without crossing active railroad tracks.

FINANCIAL IMPACT

There is no financial impact to Metro since the \$30.5 million in ICR1B funds will be allocated from the Department directly to SCRRA for construction of the Project.

Impact to Budget

Source of funds: \$30.5 million in State Proposition 1B Intercity Improvement Program (ICR1B) funds (allocated directly by the State to SCRRA)

ALTERNATIVES CONSIDERED

An alternative is that the \$30.5 million in ICR1B funds continue to be allocated to Metro. This is not recommended since SCRRA has a proven successful record of construction of commuter rail projects in accordance with FRA and California Public Utilities Commission (CPUC) requirements. SCRRA has also historically constructed Metrolink commuter rail projects in Los Angeles County on Metro's behalf.

NEXT STEPS

Metrolink will advertise construction of the Project in late 2016, award the contract by April 2017 and issue Notice to Proceed shortly thereafter. The Project is estimated to take two years to complete construction. Metro will monitor the Project as owner of the right of way, and as a major project stakeholder. Staff will report to the board on the Project progress through the Regional Rail quarterly board report.

ATTACHMENTS


Attachment A - SCRRA's Organizational Structure

Attachment B -Van Nuys North Platform Roles and Responsibilities

Attachment C -- Van Nuys North Platform Rendering

Prepared by: Jeanet Owens, P.E., Interim Executive Officer, Regional Rail (213) 922-6877
 Jay Fuhrman, Transportation Manager IV, Regional Rail
 (213) 922-2810

Reviewed by: Richard Clarke, Executive Director, Program Management
 (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT C



ATTACHMENT A- Organizational Structure of Southern California Regional Rail Authority

Background

Operated by the Southern California Regional Rail Authority (SCRRA), Metrolink commuter rail service was created in October 1992 to fill a void in Southern California's transportation infrastructure. Metrolink is the only long-distance transit provider that serves commuters across six counties. It has expanded over its 24 years of service, starting with three service lines, 11 stations and 2,300 daily boardings to seven service lines, 55 stations and 44,000 daily boardings. Starting in 2016, Metrolink will service an additional four stations along 24 new miles of track between Riverside and Perris Valley.

The Organization

Guided by a board of directors representing Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments and Ventura County Transportation Commission, SCRRA has a strong track record of delivering multi-million dollar capital projects, including Positive Train Control stopping system, double tracking and station construction and modifications, and, on-going renewal of railroad structures and facilities. Using a contracting out business model, this lean organization of 279 employees is committed to providing safe, efficient and reliable commuter rail service.

The following departments are responsible for planning, supporting and delivering capital projects:

Engineering and Construction

This department develops and maintains engineering standards, manages design and construction of new capital and rehabilitation projects for track, structures, highway-rail crossings, and right-of-way drainage, as well as right-of-way encroachment permit services. It coordinates with the signal and communications department and other operating departments to prevent service disruptions. Additionally, the department provides railroad engineering and project management services required to protect the railroad operating environment and infrastructure for all third-party projects that are designed and constructed by other agencies across or adjacent to the railroad right-of-way through reimbursement agreements with the third-party. Staff resources are supplemented with on-call design and engineering and project management/construction management consultant firms.

- Key staff: Interim Director, Patricia Watkins, has over 23-years of experience in project and construction management roles, working on many projects valued at greater than \$100 million. She has worked for many public agencies and has earned a reputation for managing on-time and on-budget projects. She has a particular expertise in project delivery methods, including design-bid-build, design-build, and design-build-operate-maintain.

ATTACHMENT A- Organizational Structure of Southern California Regional Rail Authority

Planning and Development

This group is responsible for service planning and system performance analytics, strategic planning and regional coordination as well as grants and capital development. This department works closely with the engineering department to plan service levels associated with new capital initiatives. It also secures grant funding for new projects.

- Key staff: Director, Roderick Diaz, has over 20 years of planning and capital development experience. Most recently, he led the successful effort to develop a board-adopted 10-year strategic plan.

Contracts and Procurement

The Contracts and Procurement Department is responsible for the procurements of capital construction projects, professional services, operating maintenance contracts and all material requirements. It also assists other departments with their procurement planning needs as well as grantor compliance requirements.

- Key staff: Assistant Director, Lia McNeil-Kakaris, leads a team responsible for procuring materials and services in support of all Metrolink projects, including Tier 4 locomotives, a contract valued at more than a quarter of a billion dollars.

Risk Management

This function is responsible for the identification, evaluation and elimination or mitigation of risk and making recommendations regarding the retention or transference of risk. Risk transference is accomplished in two primary ways, the purchase of insurance and contractual provisions such as indemnity and warranty provisions. The purchase and administration of insurance policies is a major focus for Risk Management.

- Key staff: Risk Manager, William Garrett, is a licensed attorney who has more than 20 years of experience in risk transference and related transactional legal matters.

Project Management Office

The Project Management Office provides project tracking, reporting and forecasting support to help ensure successful project delivery. This group leads monthly project review meetings to address issues and resolve them quickly so that projects remain on time, schedule and budget.

- Key staff: Assistant Director, Mary Lou Williams, started the PMO practice at SCRRA and has led her team through the successful delivery of all major capital projects. Ms. Williams is well-versed in multiple approaches to project management.

Finance:

This department is responsible for overseeing financial management for the organization. This group works closely with the engineering and planning and development departments to develop budgets and cash flows as well as ensure timely payments to vendors and reimbursements from grantors.

ATTACHMENT A- Organizational Structure of Southern California Regional Rail Authority

- Key staff: Manager of Grants Finance and Administration, Michael Naoum III, has extensive experience with Oracle grants module management and recently led his team in developing practices for securing reimbursements that result in shorter time-to-pay cycles for securing grantor reimbursements to the organization.

Human Resources

The Human Resources Department is responsible for attracting and retaining employees, while delivering innovative and exciting training and development programs.

- Key staff: Director, Patricia Francisco, has over 25 years of public sector human resources experience. She directs the overall management and administration of the major functions in human resources including employee benefits, recruitment and retention, learning and organization development, classification and compensation, and employee relations.

Public Affairs

The Public Affairs Team is responsible for consistent communication with stakeholders through social, traditional and digital mediums. The Public Affairs Department has a community relations firm on contract to help with outreach on various projects.

- Key staff: Director, Sherita Coffelt, manages a team of staff and consultants dedicated to effective and consistent communications. She has expertise in all aspects communications including public relations, crisis communications, event planning, community relations, executive communications, advertising, social media, digital project management, message development and internal communications.

Government Affairs

This department is responsible for managing legislative and regulatory advocacy efforts of the agency which include developing and tracking legislation, conducting analysis, developing strategic coalitions, coordinating with stakeholders, and providing recommendations to the CEO and the Board. A key aspect of the work, in coordination with Public Affairs, is conducting legislative outreach to district offices and facilitating issues with local cities.

- Key staff: Government & Regulatory Affairs Manager, Peter Muller, manages government relations staff and state and federal contract lobbyist teams. He oversees all aspects of this practice.

Attachment - B

Van Nuys North Platform Project Roles and Responsibilities

Reason for this Outline: Specify the roles and responsibilities of each party with regard transferring the Project from Metro's lead to Southern California Regional Rail Authority (SCRRA) as lead for construction of the Project.

By signing the May 13, 2016 letter to Bruce Roberts regarding the Van Nuys North Platform Project – Grant Recipient Change and Vendor Contract Extension Request, which was required to be submitted by that date to be agendaized for approval at the June 29-30, 2016 California Transportation Commission (CTC) meeting, both agencies agree to transfer of the construction of the Project and will cooperate with each other to complete the Project as described herein.

Description of Project: Construction of a new center platform between Metrolink main line tracks 1 and 2 with a pedestrian tunnel undercrossing to access new platform. Remove existing side platform. Modify track and signals to accommodate new platform as well as relocation or protection of fiber optic and other utilities.

Funding Sources: Proposition 1B Intercity Rail funding will cover all design and construction costs.

Metro roles and responsibilities:

- Upon Metro and SCRRA Board approval and SCRRA's acceptance of the 100% design plans and engineer's estimate of project costs, transfer the Project to SCRRA for construction including revisions to the designs per SCRRA's review comments received by Metro by May 26, 2016
- Request Caltrans make SCRRA direct recipient of CTC allocation instead of Metro
- Notify stakeholders of transfer
- Provide copies of executed agreements, easements, licenses, etc. completed during the design phase
- Extend Metro's designer's E&O coverage to include SCRRA (to be provided in contract modification)
- Monitor and provide oversight during construction including but not limited to: reviewing and approving all pay applications, change orders and design modifications, reviewing inspections reports and construction schedules, attending weekly construction meetings, and providing punch list items.

SCRRA roles and responsibilities:

- Upon Metro and SCRRA Board approval and SCRRA's acceptance of the 100% design plans and engineer's estimate of project costs, assume responsibility to construct the Project in accordance with the 100% design plans, including revisions to the designs per SCRRA's review comments received by Metro by May 26, 2016

- SCRRRA Board approval of project budget and contract award
- Secure agreement on behalf of Metro with third parties for construction, including UPRR and utilities for fiber relocations
- Secure Operations and Maintenance Agreements on behalf of Metro as the Station property owner and appropriate third parties Caltrans, Amtrak, City of Los Angeles)
- Property easement/licenses cleared on behalf of Metro for construction with UPRR/DOT/Caltrans
- Bid and award construction contract (award is dependent on favorable construction bids)
- Manage the construction of the Project to completion and closeout
- Oversee, coordinate, or perform the procurement, installation and commissioning of Positive Train Control within the project limits.
- Prepare reports for Caltrans as required, and share copies with Metro
- Coordinate construction with stakeholders
- Perform community outreach during construction
- Closeout grant with the State
- Turn over finished station to City for maintenance
- Certify design in accordance with SCRRRA design procedures, specifications and standards and arrange for the delivery of as-built drawings and related documents for the completed project.
- Responsible for notification of cost overruns and requests for additional funding required for construction.



Board Report

File #: 2016-0434, File Type: Program

Agenda Number: 27

CONSTRUCTION COMMITTEE JUNE 16, 2016

SUBJECT: BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION

ACTION: APPROVE LIFE OF PROJECT BUDGET INCREASE AND RELATED ACTIONS

RECOMMENDATION

CONSIDER:

- A. INCREASING Life of Project (LOP) budget in the amount of \$6,560,142 for a total LOP of \$15,000,000 for the **Bob Hope Airport/Hollywood Way Metrolink Station Project (Project)**;
- B. PROGRAMMING an additional \$6,560,142 of Measure R3% - Metrolink Commuter Rail funds towards this project;
- C. AMENDING the FY 2016-17 (FY17) budget in the amount of \$4,265,492 for project 460090; and
- D. AUTHORIZING the Chief Executive Officer (CEO) to enter into an Operations and Maintenance (O&M) agreement with the cities of Los Angeles and Burbank.

ISSUE

The Bob Hope Airport/Hollywood Way Station (Station) will advance Board approved policy to provide plane-to-train connection between the Burbank Airport and the Metrolink service on the Antelope Valley Line (AVL). In December 2015, the Board established LOP budget of \$8,439,858. An additional \$6,560,142 is needed to revise the design in response to stakeholder concerns and to fully fund construction. To proceed with this significant Project, Staff requires approval of the above recommendations to begin construction by November 2016.

DISCUSSION

Metrolink stations are usually operated and maintained by the cities where the station is located. The Station is located approximately 35 percent in City of Los Angeles, and 65 percent in City of Burbank. Both cities agreed to accept operation and maintenance (O&M) responsibilities for the station, but requested design changes be addressed to reduce the ongoing O&M costs. Furthermore, Invitation for Bids (IFB) for construction was issued in March 2016. The bids received were up to 48% more

than the budgeted amount. In addition, contingency for third party/utility relocations and work windows for construction were not properly addressed. Hence, all bids were declined in May 2016.

This Board action will fund the additional engineering, third party, and construction costs, and allow Metro to enter into an O&M agreement to document the roles and responsibilities of Metro, and the Cities of Los Angeles and Burbank pertaining to O&M of the Station including parking.

The Burbank Airport Authority has offered to contribute up to \$2.59 million of its Surface Transportation Uniform Relocation Assistance Act (STURAA) funds (see Attachment B) towards the construction of the Station, in addition to providing a courtesy shuttle service between the Station and the Burbank Airport. Staff is currently working with Caltrans to repurpose the STURAA funds pursuant to the Consolidated Appropriations Act of 2016 for Station construction.

Refer to Attachment A for the planned uses and sources of funds for this project.

DETERMINATION OF SAFETY IMPACT

The Station is designed in accordance with Metrolink standards; therefore no safety impacts are anticipated.

FINANCIAL IMPACT

Upon approval by the Board, the LOP budget for the Project will be increased to \$15,000,000.

Source of Funds for this action: \$6,560,142 million in Measure R 3% funds.

The total project funding is anticipated to consist of \$12.41 million in Measure R3% and \$2.59 million in repurposed STURAA funds.

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

Impact to Budget

The FY 17 budget will be amended to include an additional \$4,265,492 Measure R 3% funds in cost center 2415, Regional Rail, Project number 460090.

Since this is a multi-year contract, the Interim Executive Officer of Regional Rail and Executive Director of Program Management will be accountable and responsible for budgeting the cost of future fiscal year requirements.

ALTERNATIVES CONSIDERED

An alternative would be to not approve the recommended actions. This is not recommended as the Station is needed to advance this important plane-to-train connection.

NEXT STEPS

- Upon Board approval, staff will proceed with the design revisions and procurement for construction.
- Notice to Proceed for construction is anticipated by November 2016.
- An O&M agreement will be developed between Metro and the cities of Los Angeles and Burbank including courtesy shuttle services provided by the Burbank Airport Authority.

ATTACHMENTS

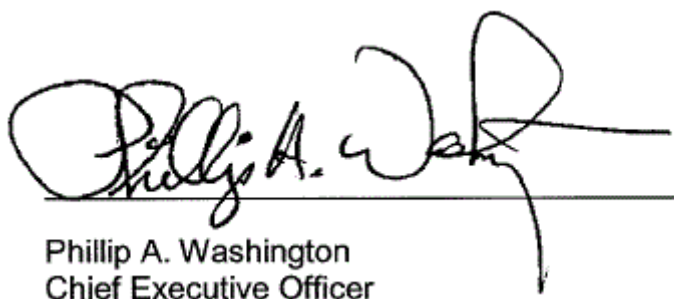
Attachment A - Uses and Sources of Funds

Attachment B - Burbank Airport Authority: Letter of contributions to project

Prepared by: Kate Amissah, Transportation Planner I, Regional Rail, (213) 922-1203
Jeanet Owens, Interim Executive Officer, Regional Rail, (213) 922-6877

Reviewed by: Richard Clarke, Executive Director Program Management,
(213) 922-7557

Nalini Ahuja, Executive Director, Finance & Budget
(213) 922-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - BOB HOPE AIRPORT/HOLLYWOOD WAY METROLINK STATION
USES AND SOURCES OF FUNDS (In the Millions)

USES	BUDGET TOTAL	Up to FY 16	FY17	FY 18
Engineering	\$ 2.00	\$ 1.70	\$ 0.30	
Third Party	\$ 1.50		\$ 1.25	\$ 0.25
Construction Management	\$ 1.50		\$ 1.25	\$ 0.25
Construction	\$ 7.00		\$ 5.00	\$ 2.00
Contingency	\$ 3.00		\$ 2.00	\$ 1.00
Grand Total	\$ 15.00	\$ 1.70	\$ 9.80	\$ 3.50

SOURCES	BUDGET TOTAL	Up to FY 16	FY17	FY 18
Measure R 3%	\$ 12.41	\$ 1.70	\$ 7.21	\$ 3.50
Repurposed STURAA*	\$ 2.59		\$ 2.59	
Grand Total	\$ 15.00	\$ 1.70	\$ 9.80	\$ 3.50

* STURAA - Surface Transportation Uniform Relocation Assistance Act (STURAA) earmark funds are being repurposed pursuant to the Consolidated Appropriations Act of 2016. If the repurposed STURAA funding is not approved for this project, the \$2.59 million will be replaced with Measure R 3%.



May 13, 2016

Ms. Jeanet B. Owens
Executive Officer, Project Management
& Program Management
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, Mail Stop: 99-17-5
Los Angeles, CA 90012-2952

Via Email and US Mail
OwensJ@metro.net

Re: Hollywood Way/San Fernando Metrolink Station

Dear Ms. Owens:

In response to our conversation yesterday morning, you indicated that the Los Angeles County Metropolitan Transportation Authority ("Metro") has placed a "hold" on the Hollywood Way/San Fernando Road Metrolink Station ("Station") unless a resolution could be reached as to how future operations and maintenance ("O&M") expenses would be shared by the stakeholders for the Station. Confirming the position that Mark Hardyment communicated to you previously and as detailed further below, Federal Aviation Administration ("FAA") Grant Agreement Assurances prohibit the Airport Authority ("Authority"), owner and operator of the Bob Hope Airport ("Airport") from participating in a number of activities, specifically revenue diversion to other agencies where the facilities in question are not located on Airport property.

As was confirmed in yesterday's call, the Authority has previously taken actions to provide nearly \$2.6M of its Federal Highway Administration Surface Transportation Uniform Relocation Assistance Act ("STURAA") grant to be used by Metro. That Commission action included adoption of two resolutions authorizing the reallocation of those funds to Metro for both the design and implementation of this Station. Furthermore, from early in our discussions with Metro, the Authority has committed to provide the transportation of passengers between the Airport terminal and the Station. This is a service that is limited to the transportation of passengers between these two points, is consistent with Metro's "Plane to Train" connectivity goals, and is estimated to cost the Authority upwards of \$250,000 annually to meet approximately 30 northbound and southbound trains each day.

As referenced above, FAA Grant Agreement Assurances prohibit the Airport Authority from participating in cost allocation of facilities located off-airport. Specifically, Airport expenditures for ground access projects must be consistent with the requirements of Title 49, United States Code 47107 and, specifically, federal Grant Assurance 25.

Jeanet B. Owens
LA County Metropolitan Transportation Authority
May 13, 2016
Page 2

Grant Assurance 25, entitled Airport Revenue, in essence requires that Airport revenue only be spent on capital or operating costs of the Airport.

Perhaps the best current guidance on the requirements of Assurance 25 is the U.S. Department of Transportation Office of Inspector General Audit Report on the use of airport revenue for the Bay Area Rapid Transit ("BART") District extension to San Francisco International Airport ("SFO").ⁱ That audit stated that federal law required that in order for SFO funds to be used for the BART "project", the project conform with all three of the following requirements:

- (1) BART fixed facilities and operating system for the project be owned by SFO;
- (2) The facilities and operating system be located on SFO property with guaranteed continued SFO access; and
- (3) Costs benefiting both BART and the SFO be prorated on a reasonable basis.

Given the above, the facts that the Metrolink "station" will not be owned by the Airport and will not be located on Airport property means that the Airport cannot commit revenue to that Metrolink station.

In conclusion, the Authority strongly believes that this important connectivity enhancement needs to be constructed, and the Authority has stepped up to the plate by providing the STURAA grant and a commitment to provide passenger transportation to the terminal. We appreciate your willingness to look at the design in an effort to identify aspects that either or both are leading to your cost overrun or may contribute to higher anticipated O&M expenses. To that end, we suggest replacing the awning structure contained in the current design with one more akin to what is currently in use at the Chatsworth Station.

These issues can be discussed in greater detail in the meeting on May 26th. Should you have any questions, please do not hesitate to contact me or Mark Hardyment.

Sincerely,



Dan Feger
Executive Director

cc: BGPAA Commissioners
Mark Hardyment

ⁱ Furthermore, the BART extension was an overall 9.5 mile extension of which the FAA prohibited SFO participation on the 8.7 mile "off-airport" portion. What was conditionally approved was an "on-airport" 0.8 mile segment, and the proration for costs was made on this 0.8 mile segment.



Board Report

File #: 2016-0328, File Type: Contract

Agenda Number: 43.

CONSTRUCTION COMMITTEE JUNE 16, 2016

SUBJECT: INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. NEGOTIATE and execute a 48-month, firm fixed price Contract No. AE5204200 with HDR Engineering Inc., in an amount not-to-exceed \$34,030,555 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PA&ED) on Interstate 605/State Route 60 Interchange**; and
- B. APPROVE Contract Modification Authority specific to Contract No. AE5204200 in the amount of \$5,104,583.

ISSUE

Metro, in collaboration with Caltrans and the Gateway Cities Council of Governments (GCCOG), is leading the development of Measure R I-605 “Hot Spots” highway improvement projects. This contract award will enable Metro to advance the project approval and environmental document for the Interstate 605/State Route 60 (I-605/SR-60) “Hot Spot” Congestion Area.

DISCUSSION

Measure R designated \$590 million for congestion “Hot Spots” relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. The Technical Advisory Committee (TAC) and Corridor Cities Committee (CCC) for the SR-91/I-605/I-405 corridors cities were formed by the GCCOG to provide technical and policy direction for the development of future transportation improvements. In March 2013, Metro completed a feasibility study of the I-605 Hot Spots and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts; one of the identified congestion hot spots was the I-605/SR-60 Interchange Attachment C provides a map of the study area.

Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/SR-60 Interchange in December 2015. The PSR/PDS is an initial scoping/ resourcing document that identified the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the PA&ED. The I-605/SR-60 PSR/PDS enabled Metro, Caltrans and the GCCOG to achieve consensus on the purpose and need, scope, and schedule of the project. During the PA&ED phase, more detailed studies, including a Project Report and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will be prepared to further refine the information in the PSR/PDS and advance the project.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards are followed in the design of the proposed improvements and exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

The FY17 Adopted Budget includes \$3,350,000 to support both recommendations. The budget resides in Project 463314-I-605/SR-60 Interchange Improvements project, Cost Center 4730-Highway Programs, Account 50316-Professional and Technical Services and Task Number 5.1.100-Project Management. Since this is a multi-year project, the Project Manager, Cost Center Manager and Executive Director, Program Management will be responsible for budgeting the remaining costs in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operating and capital expenditures. No other funds were considered for eligibility.

ALTERNATIVES CONSIDERED

The Board may elect not to award and execute the contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with the I-605/SR-60 PA&ED is consistent with the goals of Measure R.

NEXT STEPS

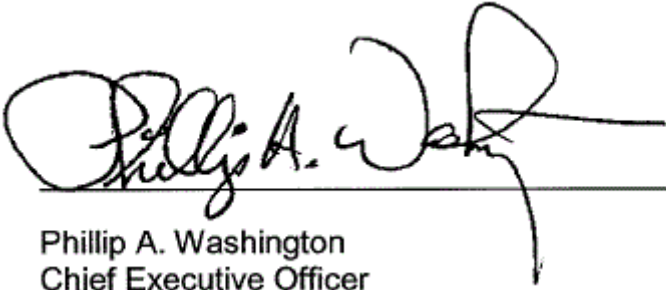
Upon Board approval, staff will complete negotiations and execute Contract No.AE5204200 with HDR Engineering, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Location Map
Attachment D - Presentation

Prepared by: Lucy Olmos, Transportation Planning Manager, (213) 922-7099
Ernesto Chaves, Director, (213) 922-7343
Abdollah Ansari, Managing Executive Officer, (213) 922-4781

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Management (213) 922-6383
Richard Clarke, Executive Director, Program Management, (213) 922-7557

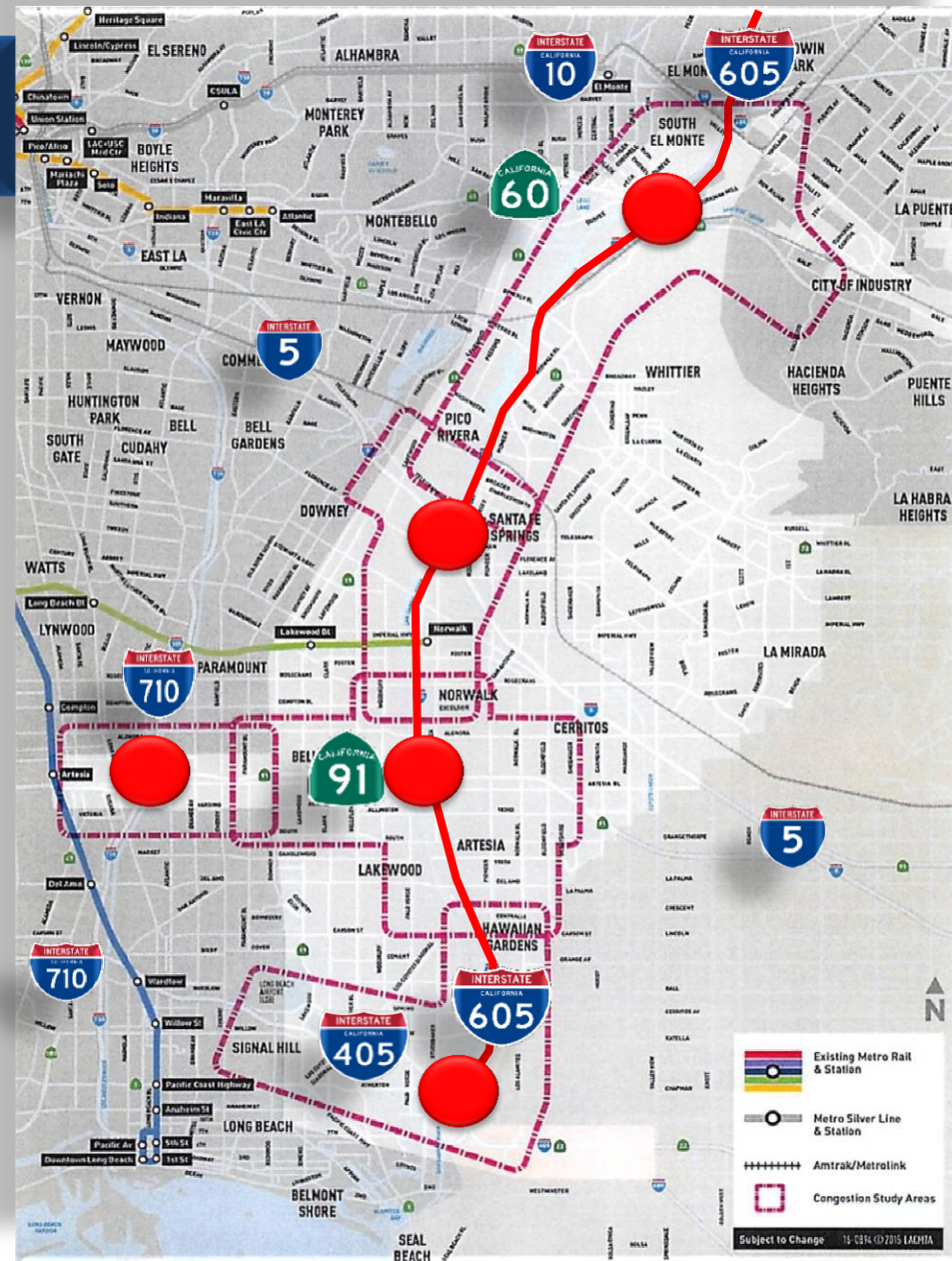


Phillip A. Washington
Chief Executive Officer

INTERSTATE CALIFORNIA 605 “Hot Spots”

Background

- 2012 Feasibility Study
- Identified congestion “Hot Spots” along I-605, SR-91, I-5, and I-405
- Freeway widening/additional lanes, auxiliary lanes, ramp reconfigurations, arterial intersection enhancements, signage, and safety features
- PIDs and PAEDs in progress for various projects
- Estimated total cost of projects in the corridor: \$6+/- billion



I-605/SR-60 PAED

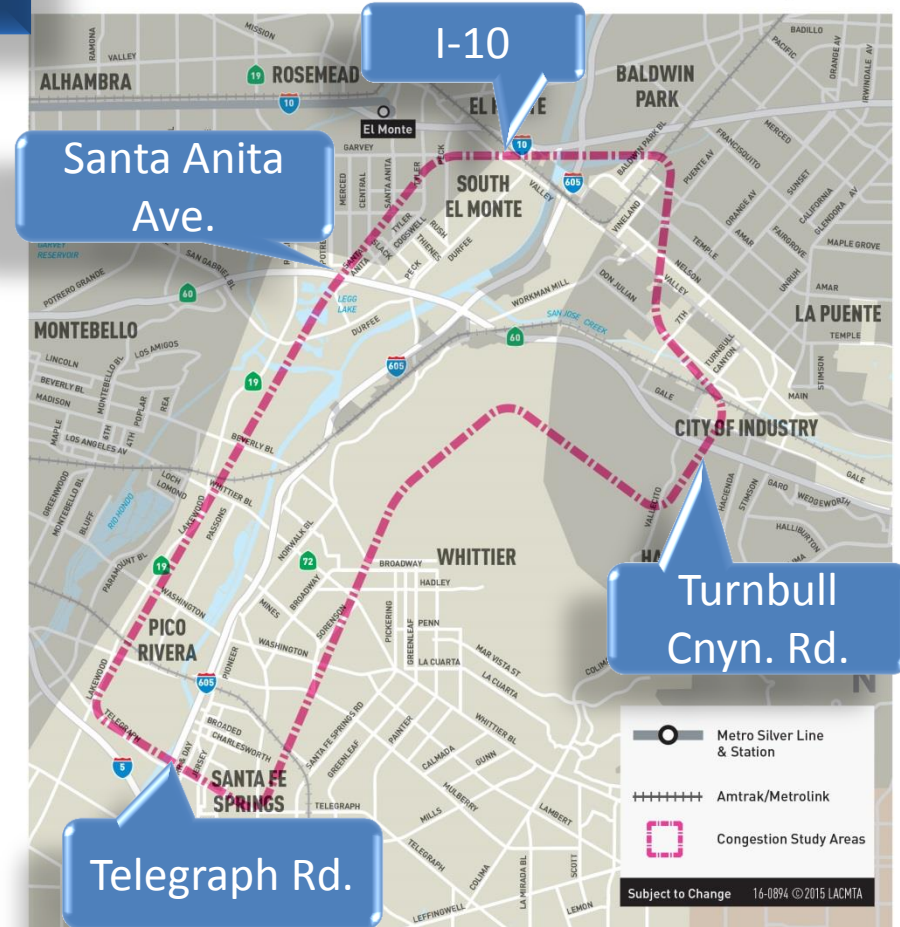
- **Project Elements:**

- 15.2 total centerline miles
- 12 local interchanges
- 605/60 interchange
- 2 605/10 connectors
- 48 Structures

- **Jurisdictions Involved:**

- County of Los Angeles
- City of Industry
- City of Pico Rivera
- City of Whittier
- City of South El Monte

I-605/SR-60 Study Area



I-605/SR-60 PAED

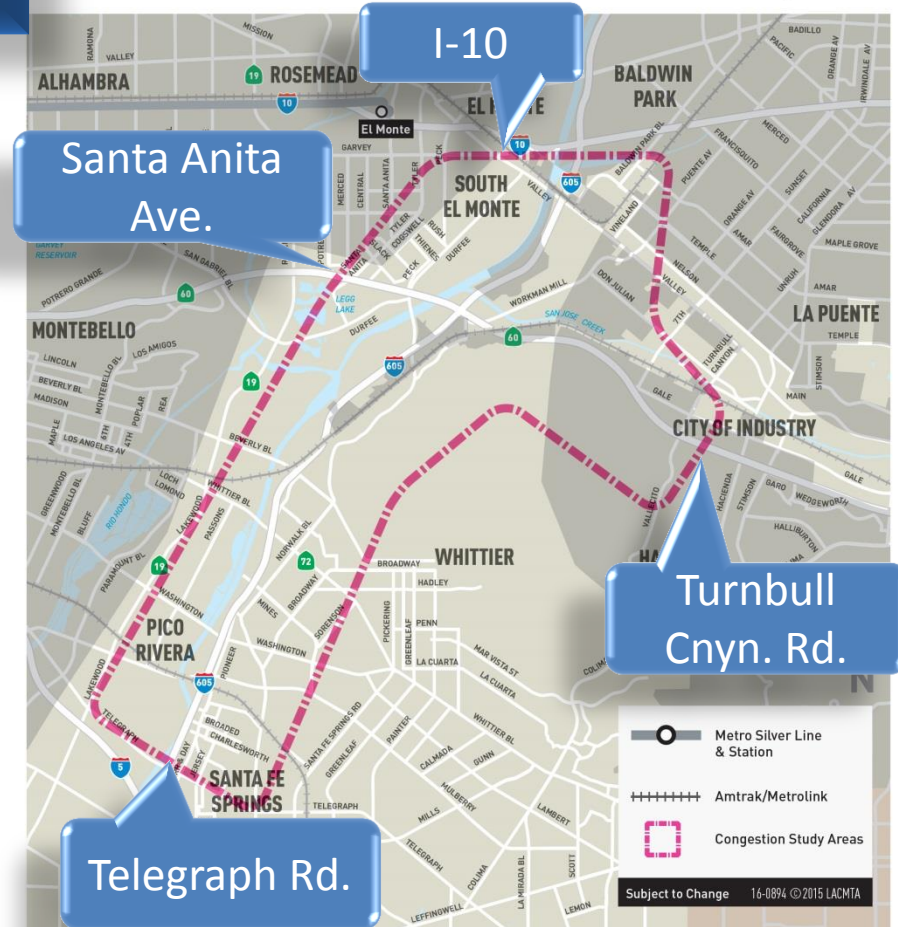
- **Projects to Coordinate with:**

- Eastside Extension Phase 2
- Emerald Necklace (Urban Forest Project) Watershed Conservation Authority
- East-West Freight Corridor
- Waste by Rail (LACSD)
- Regional and Freight Railroads
- Pico Rivera Sports Arena Improvements
- I-10/I-605 Interchange Improvements

- **Sensitive Impact Considerations**

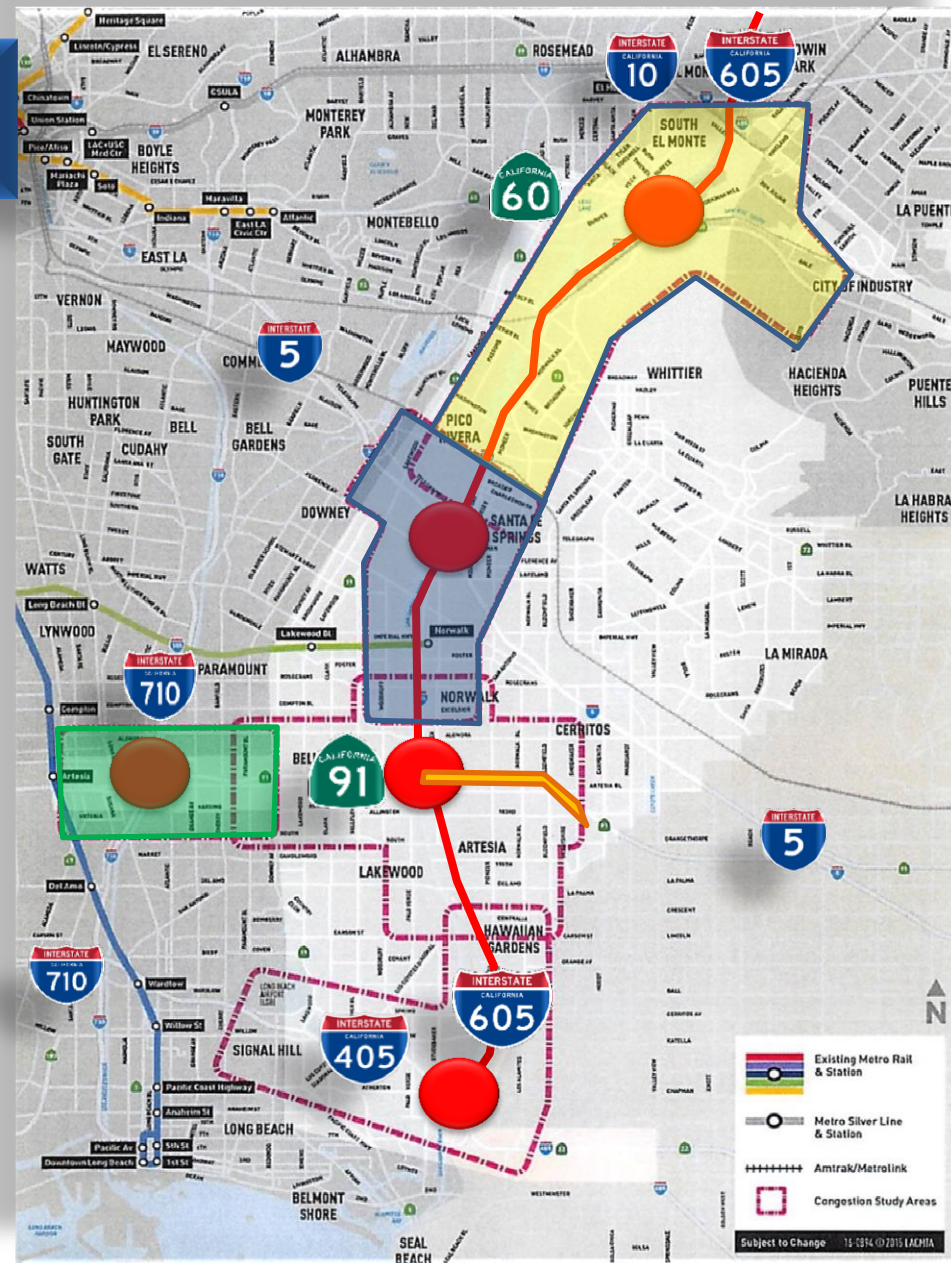
- San Jose Creek
- San Gabriel River
- Utility Impacts
- California Country Club

I-605/SR-60 Study Area



System Connectivity

- 605/60 PAED
 - Jul. 2016/Jul. 2020
- 605/5 PAED
 - Dec. 2015/Jul. 2019
- 605/91 PAED
 - Apr. 2016/Apr. 2019
- 710/91 PSR
 - Nov. 2015/Jan. 2017



System Connectivity

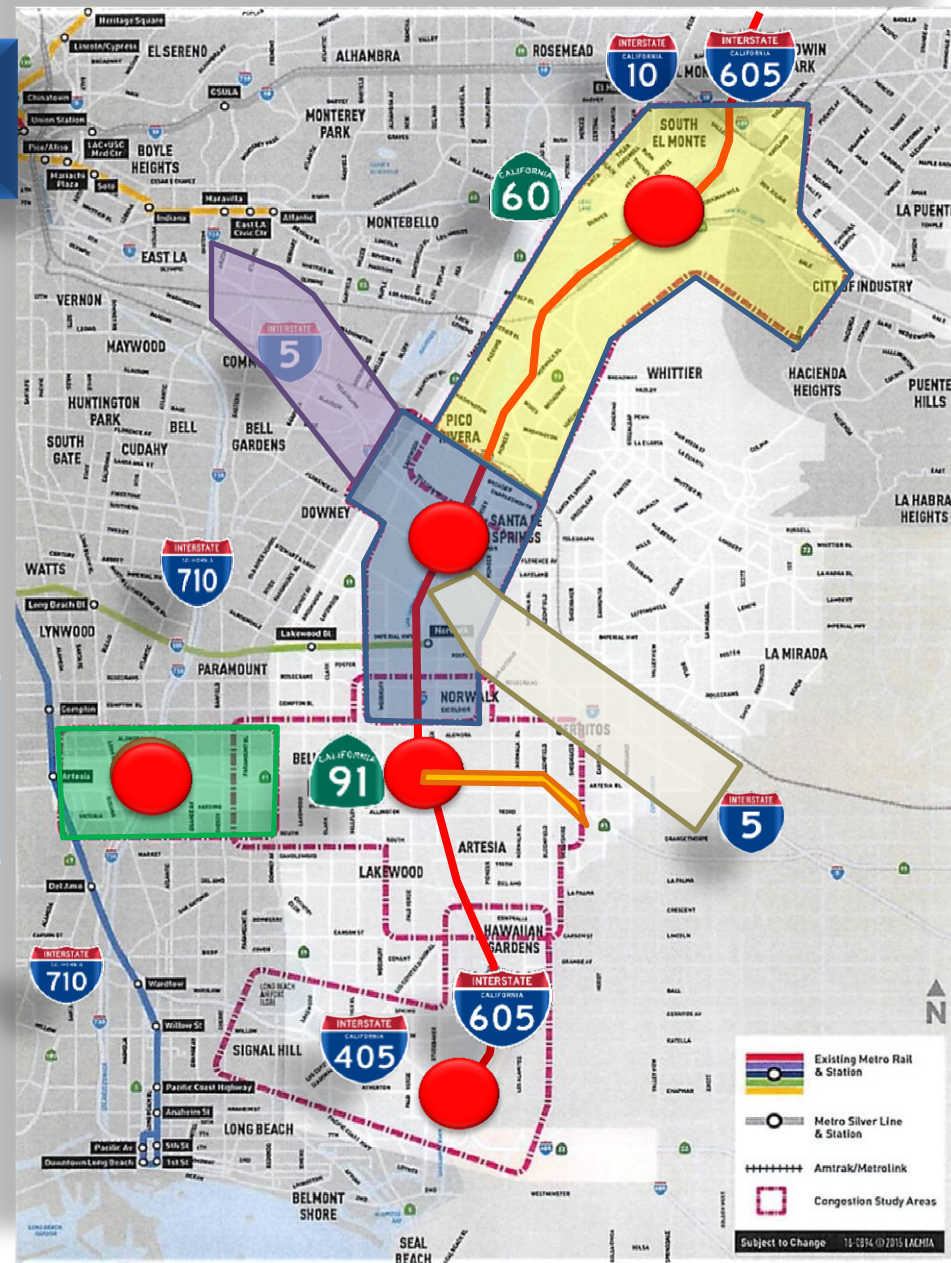
Corridor-wide
improvements
along the I-605



Connectivity
with the I-5
improvements



Maximized
Regional
Benefits



Metro

PROCUREMENT SUMMARY

INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND
ENVIRONMENTAL DOCUMENT (PA&ED)/AE5204200

1.	Contract Number: AE5204200	
2.	Recommended Vendor: HDR Engineering, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: January 28, 2016	
	B. Advertised/Publicized: January 28, 2016	
	C. Pre-proposal/Pre-Bid Conference: February 11, 2016	
	D. Proposals/Bids Due: March 8, 2016	
	E. Pre-Qualification Completed: May 27, 2016	
	F. Conflict of Interest Form Submitted to Ethics: March 14, 2016	
	G. Protest Period End Date: June 22, 2016	
5.	Solicitations Picked up/Downloaded: 101	Bids/Proposals Received: 2
6.	Contract Administrator: Jesse Zepeda	Telephone Number: (213) 922-4156
7.	Project Manager: Ernesto Chaves	Telephone Number: (213) 922-7343

A. Procurement Background

This Board Action is to approve Contract No. AE5204200 issued in support of preparation of the Project Approval & Environmental Document (PA&ED) for improvements to the I-605/SR-60 interchange in compliance with California Environmental Quality Act/Negative Environmental Policy Act (CEQA/NEPA) standards.

This is an Architectural and Engineering (A&E) qualifications based Request for Proposals (RFP) issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued with an SBE/DVBE goal of 25% (SBE 22% and DVBE 3%).

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 17, 2016, clarified the required forms, the page limit excluding resumes, provided responses to questions received, documents related to the Pre-Proposal conference, the planholders' list, and extended the proposal due date to March 8, 2016.

A pre-proposal conference was held on February 11, 2016, attended by 52 participants representing 43 firms. There were 10 questions asked and responses were provided prior to the proposal due date. A total of 101 firms downloaded the

RFP and those firms were included in the planholders' list. A total of two proposals were received on March 8, 2016.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Highway Programs, Alameda Corridor East (representing San Gabriel Valley Council of Governments) and California Department of Transportation, District 7 (Caltrans) was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated by the PET in accordance with the following evaluation criteria and associated weights:

- | | |
|--|------------|
| • Project Manager and Key Staff Qualifications | 30 percent |
| • Firm/Team Qualifications | 20 percent |
| • Work Plan | 25 percent |
| • Project Understanding and Approach | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other similar A&E PA&ED procurements. Several factors were considered when developing these weights, giving the greatest importance to the project manager and key staff qualifications. As part of the Work Plan evaluation criteria, Contracting, Outreach and Mentor Protégé Plan (COMP) was evaluated. The PET evaluated the proposals according to the evaluation criteria established in the RFP.

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

The two proposals received were deemed responsive and are listed below in alphabetical order:

1. HDR Engineering, Inc. (HDR)
2. Parsons Transportation Group, Inc. (PTG)

During March 15 through 29, 2016, the PET completed its independent evaluation of the proposals. The PET determined both firms to be within the competitive range.

On April 5, 2016, the PET interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team addressed the requirements of the RFP, their experience as it relates to completing the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to each firm's proposed solutions to major environmental and engineering challenges, discussed HOT lane design solutions, proposed schedule acceleration, discussed proposed community participation and

communication strategies to facilitate the development and completion of the project, traffic modeling/forecasting, approach on engaging Caltrans and receiving approvals of non-standard designs, and the teams' approach to proposing engineering solutions/technical recommendations that would achieve stakeholder support.

The final scoring, after interviews, determined HDR to be the highest qualified firm.

Qualifications Summary of Recommended Firm:

HDR is a full private and public development, architecture, engineering, environmental and transportation company. The proposed team demonstrated several years of significant experience on similar projects within the study area. The proposed team is very experienced working with Caltrans District 7, Metro, Gateway Cities Council of Governments, San Gabriel Valley Council of Governments and the County of Los Angeles.

The proposal demonstrated a thorough understanding of project history/potential risks and solutions with this type of project. The proposal strongly demonstrates that HDR is cognizant of the big picture within the study area.

The HDR proposal demonstrated a thorough understanding of the local community's needs. The proposal discussed how to integrate the outreach component, and the interview confirmed the outreach approach was very responsive to local cities and met Metro's needs. HDR's proposal strongly demonstrated the required consensus building efforts required at the local level, and presented a complete, technically qualified team that would be able to successfully deliver the PA&ED documents.

Aside from technical qualifications, HDR proposed cost-savings resulting from design improvements that would not impact schedule requirements.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	HDR				
3	Project Manager and Key Staff Qualifications	80.78	30.00%	24.23	
4	Firm/Team Qualifications	82.17	20.00%	16.43	
5	Work Plan	84.53	25.00%	21.13	
6	Project Understanding and Approach	84.27	25.00%	21.07	
7	Total		100.00%	82.86	1
8	PTG				
9	Project Manager and Key Staff Qualifications	79.67	30.00%	23.90	
10	Firm/Team Qualifications	81.67	20.00%	16.33	
11	Work Plan	82.13	25.00%	20.53	
12	Project Understanding and Approach	73.33	25.00%	18.33	
13	Total		100.00%	79.09	2

C. Cost Analysis

The recommended price is determined to be fair and reasonable, pending the current MAS audit being conducted on two major subcontractors (TRC Solutions Inc. and WKE Inc.), and based on an independent cost estimate, cost analysis, technical evaluation, and fact finding.

The Not-to-Exceed (NTE) amount is a cost savings of \$5,501,773 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	NTE Amount
HDR Engineering, Inc.	\$39,532,328	\$34,026,002	\$34,030,555

D. Background on Recommended Contractor

The recommended firm, HDR, located in Los Angeles, California, has been in business for 100 years and is a full private and public development, architecture, engineering, environmental and transportation company. HDR has worked in collaboration with local/regional agencies and directly for Caltrans on design reports, supporting environmental documents and plans, specifications and estimates.

The proposed team is comprised of HDR and 18 subcontractors (11 SBE, 3 DVBE, and 4 non-SBE/DVBE firms). The proposed team has significant experience working with Caltrans District 7, Gateway Cities Council of Governments, San Gabriel Valley Council of Governments and the County of LA. The proposed project manager has 32 years of experience and has extensive knowledge working with the project stakeholders identified in the statement of work.

DEOD SUMMARY

**INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND
ENVIRONMENTAL DOCUMENT (PA&ED) / AE5204200**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% goal, inclusive of a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this project. HDR Engineering, Inc. exceeded the goal by making a 35.40% SBE commitment and 3.03% DVBE commitment. The SBE/DVBE commitments are subject to final confirmation of audited rates.

SMALL BUSINESS GOAL	22% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	35.40% SBE 3.03% DVBE
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	SBE Subcontractors	% Commitment
1.	Arellano Associates, LLC	1.44%
2.	Civil Works Engineers	0.27%
3.	D'Leon Consulting Engineers	0.19%
4.	Earth Mechanics	0.57%
5.	Geo-Advantec, Inc.	0.40%
6.	GPA Consulting, Inc.	11.84%
7.	Guida Surveying, Inc.	2.46%
8.	Intueor Consulting, Inc.	0.39%
9.	Tatsumi & Partners, Inc.	0.52%
10.	T&T Public Relations	0.76%
11.	WKE, Inc.	16.56%
	Total SBE Commitment	35.40%

	DVBE Subcontractors	% Commitment
1.	Calvada Surveying, Inc.	0.77%
2.	Global Environmental Network, Inc.	1.19%
3.	ZMassociates Environmental Corporation	1.07%
	Total DVBE Commitment	3.03%

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting, Outreach and Mentor Protégé Plan (COMP), which included its plan to mentor two firms, one SBE

and one DVBE, for protégé development. The selected protégés are GPA Consulting, Inc. (SBE), and Calvada Surveying, Inc. (DVBE).

C. Project Labor Agreement/Construction Careers Policy

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

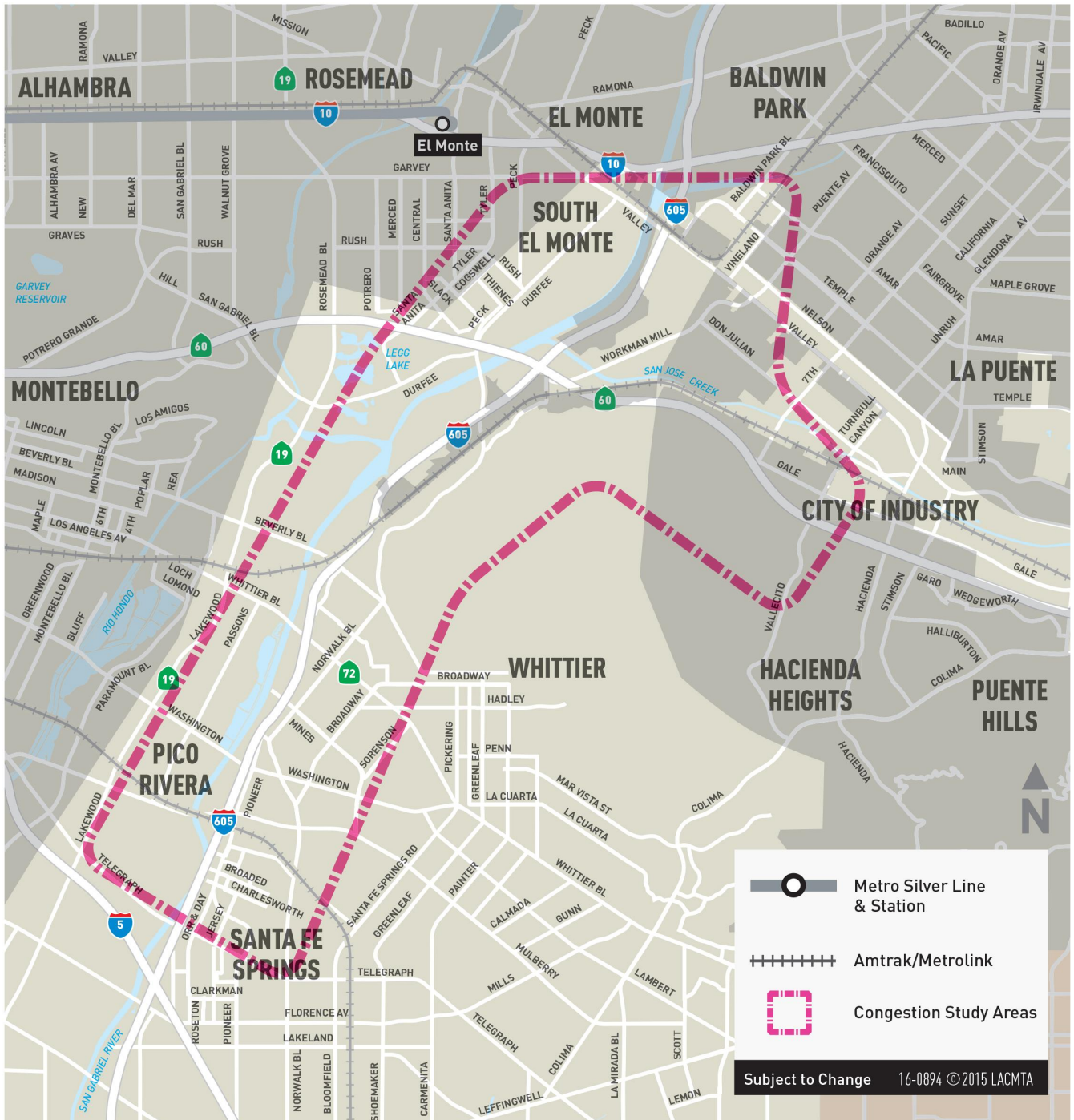
D. Living Wage Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection and other support trades.

I-605/SR-60 Study Area





Board Report

File #: 2016-0379, File Type: Project

Agenda Number: 44.

CONSTRUCTION COMMITTEE JUNE 16, 2016

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT

ACTION: APPROVE FFGA BUDGET, REVENUES, AND THE FUTURE REDIRECTION SAVINGS FROM EXPOSITION PHASE 2 IN SUPPORT OF \$1.5 BILLION IN FFGA AND TIFIA LOAN REQUESTS FOR THE WPLE SECTION 2 PROJECT

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Full Funding Grant Agreement (FFGA) Budget of \$2,410,544,879 as described in Attachment A for the **Westside Purple Line Extension (WPLE) Section 2 project**, consistent with direction from the Federal Transit Administration (FTA);
- B. AUTHORIZING up to \$54.5 million in funds expected from the City of Beverly Hills as their 3% contribution to be advanced from Measure R funds from the Westside Subway Extension line item in the Measure R Expenditure Plan, in support of the FFGA requirements of the FTA;
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment B to use up to \$191.81 million Measure R funds from the Westside Subway Extension line in the Measure R Expenditure Plan to meet the new cost and revenue assumptions in the Short Range Transportation Plan;
- D. DIRECTING the CEO to assume that all savings from the Exposition Light Rail Phase 2 project will be redirected to WPLE Section 2 project at such time as the Expo project is closed out and the necessary actions of the Metro Board of Directors can be secured to free up these funds; and
- E. APPROVING the resolution in Attachment C updating the FTA on these actions as they relate the Metro's WPLE Section 2 Financial Plan from August 2015.

ISSUE

This report provides recommended actions of the Metro Board of Directors that are necessary to secure federal approval of a \$1,187 million Federal Transit Administration (FTA) Full Funding Grant

Agreement (FFGA) and a \$307 million Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan. Without approval of the recommendations in this report, the Federal Transit Administration's schedule for concurrent approval of these important federal funds will be delayed.

With regard to the City of Beverly Hills, it has been the Board's direction to pursue local financial contributions for Measure R transit projects consistent with the approved Long Range Transportation Plan. Generally, these agreements have been negotiated after the Board has established a budget for the project. Given the on-going litigation with the City of Beverly Hills related to the NEPA lawsuit, it has not been practical to open these negotiations until now. Given the requirement by FTA to solidify all fund sources prior to finalizing the FFGA and TIFIA loan documents now, it is necessary to identify a fall back source of funds for this expected contribution, as an advance pending future negotiations with Beverly Hills.

DISCUSSION

The Westside Purple Line Extension Section 2 project (the Project) is the second of three sections to be designed and constructed as part of the Los Angeles County Metropolitan Transportation Authority (Metro) Measure R Program. The program was approved by Los Angeles County voters in November 2008 and provides a half-cent sales tax to finance new transportation projects. In April 2012, the three sections of the Project were environmentally cleared and adopted by the Metro of Board of Directors.

WPLE Section 2 will extend the Purple Line by 2.59 miles from the interim Section 1 terminus at the Wilshire/La Cienega Station that is currently under construction. From this station, the twin tunnel alignment will travel westerly beneath Wilshire Boulevard to two new stations in the City of Beverly Hills (Wilshire/Rodeo Station) and the City of Los Angeles (Century City/Constellation Station). Underground stations will be located at the intersections of Wilshire/Rodeo and Century City/Constellation. The Project will also include trackwork, train control and signals, communications, traction power supply and distribution, and fare collection systems that will connect and operate with the existing system. The Project schedule requires completion in August 2025. The major scope elements of the Project are included in the C1120 Design/Build Contract procurement with proposals due on June 1, 2016.

DETERMINATION OF SAFETY IMPACT

This Board action complies with established safety standards.

FINANCIAL IMPACT

Consistent with the procedures analysis contained in the Measure R Cost Management Process and policy, this action revises the WPLE Section 2 cost assumptions used in the June 2015 SRTP Update to include cost changes of \$137.31 million, as shown in Attachment A, and identifies advance funding B, Table 1 to backfill the City of Beverly Hills' assumed 3% contribution of \$54.5 million. Attachment B provides the required Process and Policy Analysis. The updated cost estimates therein can be supported by Measure R 35% Transit Capital funding from the line item for this project in the Measure R Expenditure Plan. This action cannot be deferred without seriously impacting the FFGA

and TIFIA schedules for the WPLE Section 2 project.

Approval of these funds will reduce funds available for a Westside Area Sub-Regional Measure R replacement project(s) from approximately \$360 million to \$170 million as discussed in Attachment B. No other sub-regions or Measure R projects are impacted by this recommendation. Since this is a multi-year Project, the Executive Director of Program Management and the WPLE Section 2 Project Manager will be responsible for budgeting costs for future years, including any options exercised.

Impact to Budget

This recommended action establishes an FFGA budget. A full Life of Project (LOP) budget will be established along with the recommended contract award later this year. This approach is consistent with that recommended in the Office of Inspector General (OIG) Construction Best Practices Report and lessons learned regarding establishing final budgets, when adequate information (such as the selected bid price) are available.

The sources of funds for the Project are capital funds identified shown in Attachment B, Exhibit 1. The recommendation was assumed in the Long Range Transportation Plan for the WPLE Section 2 project and does not have an impact to operations funding sources. The Measure R Cost Management Process and Policy Analysis, Attachment B, describes the process used to analyze the availability of funds for these cost and revenue assumption changes

Resolution of the Metro Board of Directors

The FTA has requested a resolution specifying the Metro Board of Directors approval on the updated project cost and attendant revenues. While the Metro Board of Directors is approving all changes and revenue made since June of 2015 at this time (as outlined in Attachment B), discussions with the FTA have revolved around a higher cost estimate made in August 2015 in support the WPLE Section 2 Financial Plan. As a consequence, the resolution in Attachment C required by the FTA references cost changes made since the August 2015 WPLE 2 Financial Plan, which included all of the cost changes known at that time. The net cost changes necessary to include in the resolution for the FTA are as shown in the table below:

Westside Purple Line Extension Section 2	August 2015 FTA Submittal (\$ millions)	Current Cost Estimate Submitted to FTA (\$ millions)	FTA Difference (\$ millions)
Guideways	\$ 385.32	\$ 385.32	\$ -
Stations	\$ 521.02	\$ 517.38	\$ (3.64)
Special Conditions	\$ 406.93	\$ 406.96	\$ 0.02
Systems	\$ 96.73	\$ 96.73	\$ -
ROW	\$ 278.58	\$ 312.42	\$ 33.84
Vehicles	\$ 85.35	\$ 85.35	\$ -
Professional Services	\$ 384.81	\$ 383.94	\$ (0.87)
Unallocated Contingency	\$ 219.15	\$ 222.44	\$ 3.29
Total	\$ 2,377.90	\$ 2,410.55	\$ 32.64

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the approval of the cost change and resolution. This is not recommended as this is an adopted project with the Long Range Transportation Plan and not approving the recommended action at this time will delay the schedule, jeopardize \$1.5 billion in grants and loans, and will increase the cost of the Project. Therefore, if the Board does not approve the recommended actions the following consequences may occur:

- Potential loss of funds under the FFGA; and
- Potential loss of funds under the TIFIA Loan Agreement.

NEXT STEPS

Metro staff has initiated discussions with the FTA regarding how to address the new amounts in the context of the overall WPLE Section 2 FFGA budget. Once these discussions are complete, Metro staff will have similar discussions with the TIFIA office regarding the plan of finance for the WPLE Section 2 TIFIA loan documents and application.

Once proposals for the main design build contract C1120 have been evaluated and an award recommendation is brought to the Board for approval, a life of project budget will be established for WPLE Section 2.

ATTACHMENTS

Attachment A - FFGA Budget

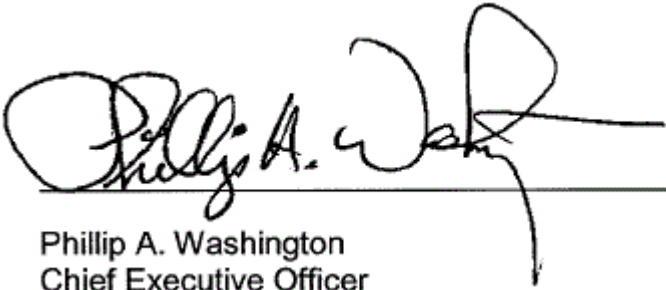
Attachment B - Measure R Cost Management Process and Policy Analysis

Attachment C - Los Angeles County Metropolitan Transportation Authority Resolution for Westside

Purple Line Extension Section 2

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Phillip A. Washington
Chief Executive Officer

Attachment A
Westside Purple Line Extension Section 2 Project
FFGA Budget
Funding/Expenditure Plan
(Dollars in Millions)

Capital Project 865522	Prior	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total	% of Total
Uses of Funds														
Construction	-	8.7	66.9	117.2	202.5	260.5	234.4	235.6	179.1	82.9	18.4	-	1,406.4	58.3%
Right-of-Way	40.0	73.7	195.1	-	3.6	-	-	-	-	-	-	-	312.4	13.0%
Vehicles	-	-	7.9	8.1	16.5	17.0	17.6	18.2	-	-	-	-	85.4	3.5%
Professional Services	25.6	30.5	54.7	52.0	32.3	28.9	27.9	28.9	26.9	19.4	17.6	39.2	384.0	15.9%
Project Contingency	-	-	32.6	33.7	35.6	24.2	24.7	15.7	16.0	13.8	14.3	11.9	222.4	9.2%
Total Project Cost*	65.7	112.9	357.2	211.1	290.5	330.7	304.7	298.4	222.0	116.2	50.3	51.0	2,410.5	100.0%
Sources of Funds**														
Federal 5309 New Starts	-	58.0	142.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0	1,187.0	49.2%
Federal TIFIA Loan Proceeds (Repaid with Measure R 35%)	-	-	146.0	61.0	100.0	-	-	-	-	-	-	-	307.0	12.7%
Measure R 35%	10.9	54.8	58.2	48.1	60.5	174.7	113.7	125.4	75.0	1.2	14.3	(44.0)	692.8	28.7%
Repayment of Capital Project Loans	54.8	-	-	-	-	-	-	-	-	-	-	-	54.8	2.3%
Federal CMAQ	-	-	11.0	2.0	30.0	56.0	44.0	26.0	-	-	-	-	169.0	7.0%
Total Project Funding	65.7	112.9	357.2	211.1	290.5	330.7	304.7	298.4	222.0	116.2	50.3	51.0	2,410.5	100.0%

*Does not include \$88,694,657 in finance costs.

**Timing of funding sources is subject to change.

ATTACHMENT B

Measure R Cost Management Process and Policy Analysis WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2

May 4, 2016

Introduction

The Measure R Cost Management Process and Policy (the Policy) was adopted by the Metro Board of Directors in March 2011. The Policy caps Measure R project funding at the amounts in the Expenditure Plan approved by voters. 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 Westside Purple Line Extension Section 2 Project warrants such an analysis due to a \$137.31 million, 6% cost increase relative to what was last reported to the Metro Board of Directors in June 2015. In addition, the City of Beverly Hills has not yet identified or agreed to their assumed 3% contribution of \$54.5 million. In total, \$191.81 million, 8.4% of new funding or cost reductions are needed to resolve the issue, as shown in Table 1:

Table 1 – Westside Purple Line Extension Section 2 Cost Increase Summary (\$ millions)

Cost Element	June 2015 SRTP Update	Current Cost Estimate	Difference
Guideways	\$ 378.23	\$ 385.32	\$ 7.09
Stations	\$ 479.82	\$ 517.38	\$ 37.56
Special Conditions	\$ 424.90	\$ 406.96	\$ (17.94)
Systems	\$ 91.42	\$ 96.73	\$ 5.31
ROW	\$ 221.71	\$ 312.42	\$ 90.71
Vehicles	\$ 100.06	\$ 85.35	\$ (14.71)
Professional Services	\$ 369.44	\$ 383.94	\$ 14.50
Unallocated Contingency	\$ 207.65	\$ 222.44	\$ 14.79
Subtotal Project Costs and Shortfall	\$2,273.23	\$2,410.54	\$137.31
Backfill of Beverly Hills Contribution	\$ -	\$ 54.50	\$ 54.50
Subtotal Revenue Shortfall		\$ 54.50	\$ 54.50
Total Funding Need			\$191.81

The total Measure R commitment to WSPLE is \$4,074 million. The Measure R funds targeted to the Westside Purple Line Extension (WPLE) Sections 1 and 2 as of June 2015 are \$2,266 million. The \$1,808 million remaining available for WPLE Section 3 from Measure R can be used to address the shortfall if doing so meets the Metro Board defined Measure R Debt Policy tests. Our cash flow and borrowing analysis indicates that any savings on the Exposition Phase 2 LRT project should be folded into the cash flow for the WPLE Section 2 project as soon as that figure is finalized. With this assumption, the cash flow and borrowing forecasts are permissible under the current

Measure R Debt Policy.

Measure R Cost Management Policy Summary

The adopted Policy stipulates the following:

If a project increase occurs, the LACMTA 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 the 2009 Long Range Transportation Plan (LRTP) as adjusted by subsequent actions on cost estimates taken by the LACMTA Board of Directors. With certain exceptions, shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order:

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

The policy was amended in January 2015 to establish Regional Facility Areas at Ports, airports and Union Station; and states that any:

“...capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reductions. Cost increases regarding these projects will be addressed from the regional programs share.”

The Westside Purple Line Extension Project Section 2 does not fall within a Regional Facility Area.

Value Engineering and/or Scope Reductions

During the development of the Preliminary Engineering for the Request for Proposal (RFP) documents, staff conducted Value Engineering (VE) Workshops utilizing a VE Panel of transit industry professionals with participation including the FTA's Project Management Oversight Consultant (PMOC). The VE items believed to have the potential of yielding the largest cost savings were incorporated into the Advanced Preliminary Engineering (PE) designs in 2012. These items included the reduction of underground station footprint sizes and station depths. Station room layouts and other architectural elements were standardized to reduce design, construction, operations and maintenance costs. The Project Team also analyzed constructability issues and various construction sequencing scenarios to reduce risks and the overall durations for tunneling and cut-and-cover underground construction.

In 2014, an operational analysis was performed and the operational infrastructure was evaluated to determine the impacts if scope items were not constructed or purchased. The resulting operational impacts are as follows:

- Not constructing the track crossover, east of the Wilshire/Rodeo Station, will increase passenger wait times between trains when one track is out of service between Wilshire/La Cienega and Century City/Constellation stations.
- Not constructing tunnel/systems/track for the tailtrack west of the Century City/Constellation Station will not provide for storage of trains for routine operations, special events or vehicle maintenance issues. However, the station will still provide the minimum operational requirements for a temporary WPLE Section 2 terminus to be located at the Century City/Constellation Station.
- Reducing the heavy rail vehicles to be acquired for WPLE Section 2 from 20 to 10 will require either: 1) increases in the passenger wait times or 2) operation of shorter trains.

The impact of the crossover and tailtrack elimination has been determined to be reasonably acceptable for the operation of WPLE Section 2.

Further reductions in scope 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.

New Local Agency Funding Resources

Per Note G in the Measure R Expenditure Plan, local agencies are expected to contribute an amount equal to three percent of total costs for transit corridor projects listed in the Expenditure Plan. Since the City of Beverly Hills cannot meet their local contribution requirement in the time available for the Full Funding Grant Agreement (FFGA) schedule required by the FTA, this has led to a \$54.5 million shortfall in the project that puts at risk \$1.5 billion in New Starts grants and TIFIA loans. We are continuing negotiate with the City of Beverly Hills to reach a mutually satisfactory resolution to several environmental, real estate, and 3% contribution issues. Per Measure R, we will continue to seek the 3% contribution from the City of Beverly Hills.

Similarly, the \$1,187 million New Starts FFGA and the \$307 million TIFIA loan currently being negotiated between the FTA and Metro will both state that all cost increases are to be borne by the project sponsor, not the Federal Transit Administration or TIFIA. Pursuant to those agreements, we are assuming that no additional New Starts or TIFIA loan funds can be made available to cover the cost increase.

Shorter Segmentation

While shorter segmentation is possible for the Westside Purple Line Extension, we recommend against this step for several reasons. The only Section which could be shortened is Section 3. This would require eliminating the Veteran Affairs Station and moving the terminus to Westwood. In addition to higher real estate prices in Westwood, eliminating the Veteran Affairs station would require LACMTA to prepare a supplemental Environmental Impact Statement/Environmental Impact Report (EIS/EIR) due to significant project changes. As a result, there may be significant project delays and increased costs to the project. We do not recommend shorter segmentation.

Other Cost Reductions within the Same Transit Corridor

The Westside Purple Line Extension is broken into three sections. Section 1 is already under construction and there are no reductions that can be moved from Section 2 to Section 3. As we enter into advanced preliminary engineering for Section 3, we will be considering further value engineering studies. The results of these studies will not be available in the timeframe necessary for this action.

Other Cost Reductions within the Same Subregion

Should the Metro Board elect not to use Measure R 35% from the Westside Purple Line Extension, the Metro Board could choose to use the cost underruns from the Exposition Light Rail Transit Phase 2 Project to partially cover the cost increase. The Metro Board can elect to use the Measure R 35% from the Transit Capital Subfund¹ forecasted as a reserve for Westside replacement projects. This subfund is comprised of reserves of Measure R 35% which are allocated to the Westside Purple Line Extension per the Measure R Ordinance as well as project savings from the Exposition Light Rail Line Phase 2.

The June 2015 Short Range Transportation Plan Financial Model Update identified up to \$691.6 million in Measure R 35% assigned to the Westside Purple Line Extension as potentially available from the Transit Capital Subfund Westside reserve. A substantial, but as yet undetermined additional amount could potentially be added when the Exposition Phase 2 project is closed-out by the Metro Board of Directors. More current planning documents not yet presented to the Metro Board indicate that the reserve stands at \$360.48 million due to additional needs for WPLE Section 3. Allocating \$191.81 from this source now to Section 2 to meet the cost and revenue shortfall in Table 1 will limit the amount remaining to \$168.67 (plus any Expo Phase 2 savings yet to be determined) using these more current forecasts. None of these forecasts assume passage of the Potential Ballot Measure.

¹ Section 7(1)(d)(4) of the Measure R Ordinance allows any unused Measure R be credited to the Transit Capital Subfund and expended for Capital Projects located within the same subregion as the project so completed.

As shown in the previous step, Measure R funds are to be used in the same subregion as the project. We recommend the Metro Board utilize the Measure R savings from the Exposition Light Rail Transit Phase II Project to cover the funding shortfall on Section 2 of the Westside Purple Line Extension as soon as the close out figure is approved by the Metro Board.

The Metro Board may also decide to defer Call for Projects located within the subregion as shown in Table 2. Currently, the Westside Subregion has \$12.2 million in committed funds for the Call for Projects. The projects shown below came from the 2013 and 2015 Call for Projects and do not have executed MOU/LOAs. We do not recommend this option as the projects would not fully address the funding gap and are important transportation projects.

Table 2 – Metro Call for Projects Located in the Westside Subregion

Proj ID	Agency	Project	Source	FY2017	FY2018	FY2019	FY2020	FY2021	Total
F7401	Culver City	Culver CityBus Clean Fuel Bus Replacement	LTF	\$ -	\$ -	\$ -	\$ 1.69	\$ 2.52	\$ 4.21
F7507	Culver City	Ballona Creek Bike Path Connectivity Project at Higuera Bridge	LTF	\$ -	\$ 0.23	\$ -	\$ 0.39	\$ -	\$ 0.62
F7704	Santa Monica	Multi-modal Wayfinding: Congestion Reduction/Station Access	LTF	\$ -	\$ 0.36	\$ 0.57	\$ 0.36	\$ -	\$ 1.29
2013 CFP Total				\$ -	\$ 0.60	\$ 0.57	\$ 2.43	\$ 2.52	\$ 6.11
F9537	Beverly Hills	Beverly Hills Bikeshare Program	LTF	\$ 0.010	\$ 0.010			\$ 0.262	\$ 0.28
F9625	Santa Monica	17th Street/SMC Expo Pedestrian Connectivity Improvements	CMAQ	\$ 0.163	\$ 1.332				\$ 1.49
F9434	Santa Monica	Bus Replacement - City of Santa Monica	CMAQ	\$ 1.765					\$ 1.77
F9807	Santa Monica	Santa Monica Expo and Localized Travel Planning Assistance	LTF	\$ 0.127	\$ 0.123	\$ 0.126			\$ 0.38
F9533	Santa Monica	Beach Bike Path Ramp Connection to Santa Monica Pier	CMAQ	\$ 0.138				\$ 0.912	\$ 1.05
F9517	West Hollywood	WeHo Bikeshare Implementation and Interoperability Project	LTF	\$ 0.511					\$ 0.51
F9424	West Hollywood	West Hollywood CityLine Vehicle Replacement	LTF		\$ 0.640				\$ 0.64
2015 CFP Total				\$ 2.71	\$ 2.10	\$ 0.13	\$ -	\$ 1.17	\$ 6.12
Total CFP Eligible Revenues				\$ 2.71	\$ 2.70	\$ 0.70	\$ 2.43	\$ 3.69	\$ 12.23

Countywide Transit Cost Reductions and/or Other Funds

This cost increase does not require any countywide cost reductions or other funds.

Long Range Transportation Plan Financial Forecast
Westside Purple Line Extension Project Funding Comparison (Section 2)

Attachment B - Exhibit 1

		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
(\$ in millions)		Prior	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
SRTP Mar 2014	As of March 2014															
	Planning/Environmental															-
	Proposition A 35%															-
	Proposition C 25%															-
	Measure R 35%	3.8	1.0	1.1	47.2	47.8	63.7	168.7	67.3	96.8	50.3	1.3	2.7	(85.0)		466.7
	Measure R 35% TIFIA Loan				146.0	61.0	100.0									307.0
	Lease Revenues															-
	Repayment of Capital Projects Fund 3562	14.8	33.1						41.1							89.0
	Local Agency Funds									54.5						54.5
	Regional Improvement Program															-
	CMAQ & RSTP				11.0	2.0	30.0	56.0	44.0		26.0					169.0
	Section 5309 New Starts			66.0	134.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0		1,187.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds															-
	5309 Capital Grant Rcpt Rev Bonds Repay & Int															-
	Other State & Federal															-
	Total	18.6	34.1	67.1	338.2	210.8	293.7	324.7	299.4	298.3	223.3	116.3	38.7	10.0	0.0	2,273.2
April 20, 2016	As of 12/7/15															
	Planning/Environmental															-
	Proposition A 35%															-
	Proposition C 25%															-
	Measure R 35%	3.8	7.5	49.1	33.4	48.1	60.5	174.7	112.9	120.3	70.2	(1.1)	12.0	(53.0)		638.3
	Measure R 35% TIFIA Loan			-	146.0	61.0	100.0									307.0
	Lease Revenues															-
	Repayment of Capital Projects Fund 3562	14.8	40.0	-		-	-		-							54.8
	Local Agency Funds												54.5			54.5
	Regional Improvement Program															-
	CMAQ & RSTP				11.0	2.0	30.0	56.0	44.0	26.0						169.0
	Section 5309 New Starts			66.0	134.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0		1,187.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds															-
	5309 Capital Grant Rcpt Rev Bonds Repay & Int															-
	Other State & Federal															-
	Total	18.6	47.5	115.1	324.4	211.1	290.5	330.7	303.9	293.3	217.2	113.9	48.0	96.5	0.0	2,410.6
Change	Change															
	Planning/Environmental	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	(0.0)	6.5	47.9	(13.9)	0.3	(3.2)	6.0	45.6	23.6	19.9	(2.4)	9.2	32.0	-	171.6
	Measure R 35% TIFIA Loan ⁽¹⁾	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Repayment of Capital Projects Fund 3562	-	6.9	-	-	-	-	-	(41.1)	-	-	-	-	-	-	(34.2)
	Local Agency Funds	-	-	-	-	-	-	-	-	(54.5)	-	-	-	54.5	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP ⁽⁴⁾	-	-	-	-	-	-	-	-	26.0	(26.0)	-	-	-	-	-
	Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5309 Capital Grant Rcpt Rev Bonds Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5309 Capital Grant Rcpt Rev Bonds Repay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other State & Federal ⁽⁵⁾	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total	(0.0)	13.4	47.9	(13.9)	0.3	(3.2)	6.0	4.5	(4.9)	(6.1)	(2.4)	9.2	86.5	-	137.3

2009 LRTP - Transit Corridors



**Los Angeles County Metropolitan Transportation Authority
Board Resolution
Approval of Westside Purple Line Extension Section 2 Project
Additional Financial Commitments of \$87.1Million**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles; and

WHEREAS, the LACMTA is an eligible project sponsor and may receive federal funding from the Federal Transit Administration (FTA) for transit projects, including the Westside Purple Line Extension Section 2 project ("Project"); and

WHEREAS, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) provides loans for qualified transportation projects of regional and national significance; and

WHEREAS, the FTA administers grant funding under the federal New Starts Program pursuant to the transit capital investment program (49 U.S.C. 5309) which provides capital assistance for new fixed guideway systems; and

WHEREAS, the Project is an eligible project for funds under the New Starts Program and for a TIFIA loan; and

WHEREAS, LACMTA submitted a Financial Plan to the FTA in August 2015 with a project cost estimate of \$2,377.9 million that is now instead estimated to cost \$2,410.5 million, an increase of \$32.6 million; and

WHEREAS, the Financial Plan submitted to the FTA assumed a local funding contribution of \$54.5 million for the Project that has not yet been agreed to in writing by the City of Beverly Hills and cannot be agreed to before the end of May 2016;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Los Angeles County Metropolitan Transportation Authority hereby commits an additional \$87.1 million in Measure R funds to the Westside Purple Line Extension Section 2 project Financial Plan to compensate for the \$32.6 million estimated cost increase and the \$54.5 million in not yet committed local contributions, for the purposes of demonstrating all funding is committed since that is a prerequisite for receipt of a Full Funding Grant Agreement from FTA.

CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, May 26, 2016.

Michelle Jackson
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County
Metropolitan Transportation Authority

Metro