



**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE  
OPERATIONS COMMITTEE  
SEPTEMBER 15, 2005**

**SUBJECT: WEST LOS ANGELES TRANSPORTATION FACILITY  
(DIVISION 6 LAND EXCHANGE) STATUS UPDATE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file report on overview and current status of the West Los Angeles Transportation Facility (Division 6 Land Exchange) project.

**ISSUE**

At the August 2005 Executive Management and Audit Committee (EMAC), Director Burke requested staff to report back with an update on the West Los Angeles Transportation Facility (WLATF) project. This report summarizes the current status of the WLATF project, from initial approval of the development agreement to present.

**DISCUSSION**

The existing Division 6 facility on the Sunset Property in Venice, California is Metro's smallest and oldest operating division and has not met the agency's needs for many years. The facility can only accommodate 77 buses, cannot be expanded, cannot accommodate CNG fueling systems, is poorly located outside of the central service area, and has severe and costly operating restrictions. These issues result in operating inefficiencies costing the agency millions of dollars per year in deadhead hours. Numerous attempts over the past 25 years to locate and develop a replacement facility had not been successful until 2003 when Metro was approached by a Developer proposing to exchange Metro's Venice property for a larger, more centrally located property in West Los Angeles.

In September 2003, the Board authorized staff to execute the Land Exchange Agreement and the Jefferson Development Agreement, each dated as of October 30, 2003 (collectively, the "Agreements"), and each between Metro and RAD Jefferson, LLC (the Developer). The Agreements provide for the exchange of Metro's current Division 6 property on Sunset

Avenue in Venice (the “Sunset Property”) for a new replacement property to be developed as a bus operating facility in the West Los Angeles area.

Relocation of existing operations from the Sunset Property in Venice to this new location will allow Metro to improve service from a more centralized location in response to growing ridership, and to alleviate costly operating restrictions and inefficiencies at the current Venice facility. The facility will also provide twice the amount of bus storage and maintenance capabilities of the Sunset property, which is critically required at this time to accommodate new increases in Metro’s bus fleet. The WLATF project will directly result in improved public transit service in the Westside/Central Sector service area incorporating large portions of the core of the City of Los Angeles.

The proposed WLATF is located on a 4.66-acre industrial site on Jefferson Boulevard between Rodeo and National. The facility will be a state-of-the-art transportation facility from which to maintain and operate a mixed fleet of up to 150 standard and articulated CNG-powered buses. The WLATF will also provide up to 240 employee parking spaces on a grade separated parking deck. All ingress and egress from the Project site would be from Jefferson Boulevard, and the highest volumes of traffic in and out of the proposed facility will occur during off-peak traffic hours.

As directed by the Board of Directors, the new facility will be constructed using modern and environmentally sustainable construction techniques and will achieve, at minimum, a "Certified" Leadership in Energy & Environmental Design (LEED) rating. Among numerous LEED features, key elements of the WLATF as currently designed include solar panel arrays on the parking deck, a combination of “green” and “cool” roofs, energy efficient cooling, heating, and lighting systems, environmentally-friendly building materials, and recycling during construction.

Upon completion of the WLATF project, Metro will vacate the Sunset property in Venice and commence operations from the new facility. Per the Agreements, Metro would then exchange the properties and pay the equalizing payment, and the Developer would construct their proposed residential project on the Sunset property.

**Summary of Activities**

The following is a summary of activities since approval of the Agreements between Metro and RAD:

Date	Activity
September 2003	Community outreach activities began and have continued throughout the project. Staff continues to work with the Developer to ensure that community commitments made during the EIR process are met.
November 2003	Metro and RAD executed the Land Exchange Agreement and the Jefferson Development Agreement
December 2, 2003	RAD purchased WLATF Jefferson Blvd. property
December 5, 2003	Published the Notice of Preparation, as required by the California Environmental Quality Act (CEQA)

December 16, 2003	Held the Public Scoping Meeting, as required by CEQA
February 2004	Metro conducted a Phase II environmental investigation to assess the nature and extent of possible soil and groundwater contamination at the Sunset property in Venice. Based on the results of the Phase II testing, a Human Health Risk Assessment was also completed. The results of the investigations reveal that there are no severe environmental impacts on the Sunset property that would impede the development.
March 2004	The Draft Environmental Impact Report (DEIR) process began based on the results of the Public Scoping Meeting and the Draft Initial Study. The DEIR was publicly circulated per CEQA guidelines, and comments were incorporated into a Final Environmental Impact Report (FEIR)
June 2004	Per Supervisor Burke's motion, staff convened the Design Review Committee to provide input as to the external appearance of the facility. The committee met five times between June 2004 and March 2005.
August 2004	Metro submitted all applicable environmental reports for consideration by the Los Angeles Regional Water Quality Control Board (LARWQCB), and upon review the LARWQCB issued a "no further action" letter to Metro
December 17, 2004	The Developer submitted 90% Progress Design Submittal for Metro review and approval on December 17, 2004, but the drawings were rejected.
March 24, 2005	Final Environmental Impact Report (FEIR) approved by Metro Board of Directors
March 30, 2005	Per CEQA, a Notice of Determination (NOD) was filed with the County Clerk
July 2005	The Developer commenced demolition activities on the WLATF site
August 10, 2005	The Developer submitted revised 90% drawings for Metro review and approval, which are currently under review.
October 2005 (Forecast)	Upon approval of the 90% design submittal by Metro, the Developer will complete the 100% and Final Construction Documents submittals as required by the Development Agreement
Winter 2005/2006 (Forecast)	The Developer will acquire all appropriate permits from the City of Los Angeles, and start construction of the WLATF. Construction of the facility is forecasted to be completed approximately one-year from the date construction commences.

Based on the current status of the design and draft schedule data submitted to Metro by the Developer, staff believes that completion of the project will be delayed approximately six months beyond the June 30, 2006 completion date stated in the Agreement.

Also, the Developer has submitted a change request to Metro for such items as betterments to improve facility efficiency, an increase in employee parking capacity, and costs for incorporating LEED features into the design of the facility. Metro is currently evaluating the cost and schedule change request and will be submitting the change to the Board for approval upon completion of negotiations. Due to its complexities, the costs associated with the CNG station were anticipated to come in at a later date after the original Agreement was approved. Staff is currently waiting for the Developer to submit their price proposal for the CNG station, so those costs can be wrapped up in this change, as well.

As staff reported to the Board in the March 2005 board report for approval of the FEIR, staff will be presenting a request for a Life of Project (LOP) increase concurrently with the request for change order approval when negotiations with the developer are complete. Staff has secured funding for the anticipated increase related to the Developer's change request, as well as funding needed for construction of the CNG system.

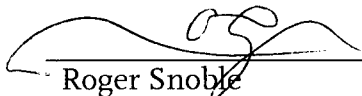
### **NEXT STEPS**

Staff will report back to the Board on the West Los Angeles Transportation Facility (Division 6 Land Exchange) project progress in January 2006 or earlier when approval is required for the change order and Life of Project increase.

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