



SUPPLEMENTAL AGENDA

EXECUTIVE MANAGEMENT COMMITTEE

Thursday, June 21, 2001 – 11:00 A.M.

45. Introduction of the new **Transportation Business Advisory Council Board Members**.
46. ADOPT the revised **non-contract pension** benefit formula of 2% at age 55 for service after July 1, 2001.

PLANNING & PROGRAMMING COMMITTEE

Thursday, June 21, 2001 – 1:00 p.m.

47. AWARD a twenty-four month cost plus fixed-fee contract, Contract No. PS 4340-1016 to the Parsons Transportation Group, to provide **professional consultant services** for Part I (I-5 and SR-14) of **the North County Combined Highway Corridor Study** for an amount not to exceed \$2,860,000, inclusive of a 10% contingency.
48. APPROVE execution of an amendment to Contract No. PS-4610-0547 with Transportation Management & Design, Inc. (TMD) to **design and implement Phase IIA of the Los Angeles Metro Rapid Program** for the period July 1, 2001 to December 31, 2003 for a firm fixed-price of \$659,644, increasing the total contract value from \$416,469 to \$1,076,113.

49. CONSIDER:

- A. accepting the **Mid-City/Westside Transit Corridor Draft Environmental Impact Statement/Environmental Impact Report** (DEIS/EIR);
- B. adopting **Bus Rapid Transit** (BRT) as the Locally Preferred Alternative for the Wilshire Boulevard Corridor to be implemented per the Phased Implementation Strategy with the following provisions:
- peak-hour dedicated transit lanes shall be implemented in the initial phase, following the successful demonstration of an in-street segment and concurrence of the affected city or county jurisdiction(s);
 - 24-hour dedicated transit lanes shall be implemented at a future date only with approval of affected cities and coordination with communities;
 - the preferred site for the Bus Storage & Maintenance Facility shall be the northeast corner of Washington/Alameda (DEIS/EIR site #6);
- C. adopting **Light Rail Transit** (LRT) described in the Draft EIS/EIR Alternative #3A as the Locally Preferred Alternative for the Exposition Corridor from downtown Los Angeles to Venice/Robertson, subject to the following conditions:
- a Minimum Operable Segment shall be identified from downtown Los Angeles to Exposition Park with priority given to implementing this first segment;
 - the Exposition project shall not supplant the Wilshire, Eastside or San Fernando Valley transit corridor projects as a funding priority;
 - the Exposition project shall be separated from Wilshire Boulevard BRT as a stand-alone project for purposes of final environmental clearance;
 - areas of supplemental mitigation, including a possible tunnel segment at USC/Exposition Park, shall be assessed following an expanded community outreach program and considered for inclusion in the Preliminary Engineering (PE)/Final EIS/EIR at the time the Board approves the PE contract; and
- D. initiating procurement of Preliminary Engineering for the **Exposition LRT** from downtown Los Angeles to Venice/Robertson as a necessary component of the Final EIS/EIR with a minimum operable segment as described in recommendation C.