



Metro

May 22, 2012

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: KRISHNIAH N. MURTHY *KM*
EXECUTIVE DIRECTOR, TRANSIT PROJECT DELIVERY

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SUBJECT: RAIL ROLLING STOCK PAINT & BODY SHOP SITE
ALTERNATIVES

ISSUE

The Exposition Line and other upcoming light rail projects in the South Bay area require an additional paint & body shop to maintain the increasing fleet size of light rail rolling stock. The paint and body shop was funded and approved for construction at the Metro Green Line Maintenance and Operations Yard in the City of Hawthorne.

Immediately adjacent to Metro's Hawthorne Yard is a large condominium complex named Fusion. In January 2012 the Fusion Homeowners Association, which manages this condominium complex, questioned Metro about the construction of the paint & body shop facility at the Hawthorne facility and Metro's filing of a California Environmental Quality Act (CEQA) Notice of Exemption.

BACKGROUND

In March 2012 Metro staff met with the Fusion Homeowners Association (FHOA) to discuss the site location, facility throughput, noise and paint fume mitigation. The FHOA focused on the November 2011 statutory exemption obtained by Metro to construct the body & paint facility at the Hawthorne facility. The FHOA expressed their strong commitment to pursue legal action and requested that Metro evaluate alternate sites at other maintenance facilities. Fusion has filed an open records request and has initiated a CEQA lawsuit to protect its interests.

The paint and body shop was originally proposed to be built by the Exposition Construction Authority but adequate space could not be located. Metro assumed responsibility for the design-build project from the Exposition Construction Authority

under a capital project charter initiated by the Operations Department and transferred to the Transit Project Delivery Department. The established Project budget is \$11 million.

With the FHOA pending litigation and the fact that Rail Operations is in need of the facility to support new light rail projects, it was determined to consider the following site alternatives.

Site Alternatives:

1. The Hawthorne Yard is the preferred site but with the pending litigation from FHOA, there is a risk of potential construction delays and a negative impact to fleet appearance. This site has been dropped from further consideration.
2. The Southwestern Yard, located at Arbor Vitae St. and Bellanca Ave. in the Westchester community of the City of Los Angeles is considered a good alternative with adequate space available for the facility. A paint & body shop was disclosed in the Final Environmental Impact Study/ Environmental Impact Report and staff is currently preparing a supplemental Environmental Assessment for the Crenshaw/LAX Project to clear a number of post-Record of Decision design changes that were identified through value engineering and refinements in the Preliminary Engineering phase. A statement has been added to the CEQA addendum noting the Southwestern Yard as the preferred location.
3. As an interim measure until the Southwestern Yard is constructed, retrofit and conversion of an existing Service and Inspection Shop at the Metro Blue Line Yard in the City of Carson is proposed to support the paint & body work overflow. Retrofit could be completed as early as 2015.

NEXT STEPS

1. Continue with the paint and body shop at the Southwestern Yard in Westchester that will be built as part of the Crenshaw/LAX project and complete preliminary Engineering. Bids for the Southwestern Yard facility will be solicited in early 2013.
2. Rail Operations and Construction will continue with the conversion and retrofit of an interim facility at the Metro Blue Line Yard for overflow work until such time as the Southwestern Yard facility is operational. This work will be coordinated with other retrofit work planned at the Blue Line facility.