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BPW-2021-003

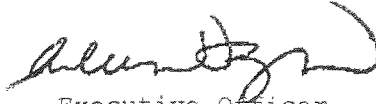
ADOPTED BY THE BOARD  
PUBLIC WORKS OF THE CITY  
of Los Angeles California

Department of Public Works

Bureau of Engineering  
Report No. 2

FEB - 4 2013

February 4, 2013  
CD Nos. 8, 10, and 11

  
Executive Officer

**AUTHORITY TO ADD AREA "O" TO THE MAJOR TRANSIT AND TRANSPORTATION CONSTRUCTION  
IMPACT AREAS, (WORK ORDER NO. E6000011)**

**RECOMMENDATION**

In accordance with Los Angeles Municipal Code (L.A.M.C.) Section 62.250, authorize the City Engineer to add the Streets of Significance (SOS) within Area "O," which will encompass the Los Angeles County Metropolitan Transportation Authority's (METRO) Crenshaw/LAX Transit Corridor Project (Crenshaw/LAX), to the Major Transit and Transportation Construction Impact Areas.

**TRANSMITTALS**

1. Minutes of the October 25, 2012, Transportation Construction Transit Management Committee (Committee) meeting.
2. Map of the proposed SOS within the Crenshaw/LAX Project Area "O."
3. Crenshaw/LAX Transit Corridor Project Alignment Map.

**DISCUSSION**

***Background***

The purpose of L.A.M.C. Section 62.250 is to minimize traffic impacts resulting from construction activity such as light rail, busway, utility, private development, street improvement, street maintenance, and major public works projects. As major transit projects are implemented, affected areas are identified and added to a list of Impact Areas. Permit activities in the Impact Areas are required to undergo an additional review by the Committee.

The METRO Crenshaw/LAX Project will connect the existing METRO Exposition Line station at Crenshaw and Exposition Boulevards to the METRO Green Line's Aviation/LAX Station. The 8.5 mile Crenshaw/LAX Project will serve the cities of Los Angeles, Inglewood, Hawthorne, El Segundo; and portions of unincorporated Los Angeles County. The project includes six stations and two optional stations (pending funding): Crenshaw/Exposition, Crenshaw/Martin Luther King Jr., Leimert Park (optional), Crenshaw/Slauson, Florence/ West, Hindry (optional), and Aviation/Century.

The project budget is approximately \$1.7 billion with the majority of funding coming from Measure R, the half-cent sales tax initiative approved by Los Angeles County voters in November 2008. Metro plans to open the Crenshaw/LAX line in late 2018.

Per the L.A.M.C. Section 62.250, an addition to the Impact Areas requires the Committee to submit a report to the Board of Public Works (Board) for approval. The Impact Areas were developed by the Los Angeles Department of Transportation (LADOT) and reviewed by the Committee. The SOS are streets that are essential for the safe and efficient movement of traffic within, across, or through the Impact Areas. The Committee approved the establishment of Area "O" and the affected SOS within Area "O" at their public meeting held on October 25, 2012 (Transmittal No. 1). A map of the SOS and Area "O" Map is attached (Transmittal No. 2) along with a map of the Crenshaw/LAX Project Alignment (Transmittal No. 3).

Area "O" will be added to five existing designated areas that comprise the Impact Areas, identified as Areas "K", "L", "M", "N", and "P". The addition of Area "O" will require the Committee to review the work plan of contractors, utility companies, and others who intend to obtain a permit to perform construction activities in the SOS, develop the worksite traffic control requirements to minimize the loss of traffic capacity, and minimize construction conflicts between contractors within the Impact Areas. Permittees are required to pay the Traffic Management Fee which is \$275 per lane reduction, per "daylight weekday", per City block. A "daylight weekday" is Monday through Friday, excluding holidays, between the hours of 5:30 am and 7:00 pm inclusive. No permit fee is charged for weekends and holidays.

### ***Conclusion***

It is recommended that the Board authorize the City Engineer to add Area "O" to the Impact Areas in accordance with L.A.M.C. Section 62.250. The addition of Area "O" will allow the Committee to review and coordinate traffic impacts due to construction activities adjacent to the Crenshaw/LAX Project.

### **STATUS OF FINANCING**

There is no direct impact to the General Fund. Pursuant to City Ordinance No. 175,630, the collected fees are placed in a separate trust account (Public Works Trust Fund Account 4230) and used to defray the costs of the various departments and bureaus involved in administering the provisions of this ordinance.

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Respectfully submitted,

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