

**Board Report**

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**File #:** 2016-0230, **File Type:** Contract**Agenda Number:** 25

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**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

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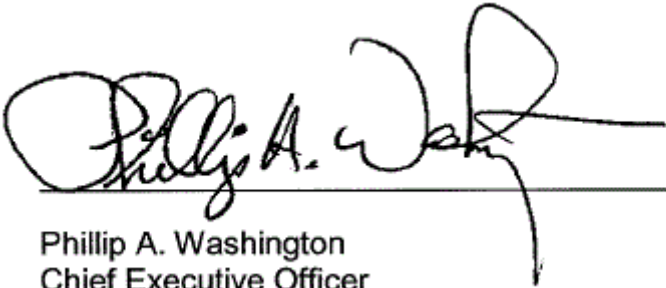
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