



Metro

Los Angeles County
Metropolitan Transportation Authority

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FEBRUARY 11, 2014

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *by [signature]*
CHIEF EXECUTIVE OFFICER

FROM: KRISHNIAH N. MURTHY *[signature]*
EXECUTIVE DIRECTOR, TRANSIT PROJECT DELIVERY

**SUBJECT: RESPONSE TO CITY OF INGLEWOOD ISSUES WITH
CRENSHAW/LAX TRANSIT PROJECT**

ISSUE

On September 26, 2013, the Inglewood City Council and the LACMTA Board authorized the sale of property owned by the City of Inglewood located at the south side of Redondo Boulevard and west of West Boulevard (Assessor No. APN4013008-901). Per the agreement between LACMTA and its Design Build contractor, the property was required to be turned over to the contractor on December 31, 2013. The sale of the property is essential to maintaining the Crenshaw/LAX project schedule since it is designated to be utilized as a construction staging site. On December 5, 2013 Metro Board Chair Diane DuBois wrote to the Mayor of the City of Inglewood, James Butts, expressing concern for the potential project schedule delays (See Attachment A).

DISCUSSION

On January 3, 2014 staff met with representatives from the City of Inglewood to discuss issues related to the sale of the aforementioned property. At the meeting, Mayor Butts (City of Inglewood) raised nine issues related to the Crenshaw/LAX project. The Mayors issues are recorded verbatim in the nine bolded headings below. Beneath each of the headings is the interim status/response from staff. Metro will continue to meet with the City of Inglewood until a mutually acceptable resolution is reached.

1. City of Inglewood Request: The Centinela Grade Crossing.

Awaiting imminent California Public Utilities Commission's (CPUC) ruling before staff can progress this issue.

2. City of Inglewood Request: Rename the “Florence/La Brea” station to “Downtown Inglewood”.

Inglewood and Metro staff will coordinate the naming for the three stations in Inglewood. Upon mutual agreement, the recommendation for names will go to the Inglewood City Council followed by the Metro Board for consideration and approval.

3. City of Inglewood Request: Commit to designing this station to facilitate safe pedestrian access to downtown, even if cost enhancements are required.

The Inglewood request for a footbridge appears to have dissipated. Inglewood representatives and Metro reviewed the Metro concepts for at-grade pedestrian crossings. Metro and its contractor will continue to work with Inglewood as the design progresses. Based on discussions, no major issues or extra costs are foreseen at this time.

4. City of Inglewood Request: Commit to design the least obtrusive and reasonably possible abutments to the La Brea bridge, and provide Inglewood with a funding allowance to place public art or the City name on the bridge.

There are two issues, the architectural treatment/aesthetics of the abutments and the “naming” of the bridge. Inglewood and Metro representatives reviewed the Metro concepts for both and we (Metro and our contractor) will continue to work with Inglewood as the design progresses. Based on the meeting, no major cost issues are foreseen at this time; however, we will continue to monitor this item.

5. City of Inglewood Request: Commit to developing a Bus Plaza on Metro-owned land just east of the Downtown Inglewood Station.

Metro Bus Operations, in collaboration with key stakeholders such as the City of Inglewood, will develop a bus/rail interface plan for the Crenshaw/LAX project. This plan will outline proposed changes to Metro bus service to integrate, coordinate, and reduce duplication with the rail line, including route adjustments, bus stop zones to support connectivity, and layover requirements. Metro Operations will then determine which site, if any, would be most appropriate as a bus transit center in support of the bus/rail interface plan.

6. City of Inglewood Request: Commit to offer the current Metro bus plaza in downtown for private, tax-paying development.

Inglewood owns the Kelso property and Metro has no federal funds at risk. Bus Operations can, subject to internal agreement, release the use of the property, in return for curbside space. Inglewood and Metro will continue to work through this to final resolution.

7. City of Inglewood Request: Allow Inglewood to review and approve the design of the new light rail bridge over the 405 Freeway.

The 405 bridge is a clear span structure. Metro provided the contractor's concept drawing to Inglewood. Once Caltrans' initial approvals are obtained, Inglewood will be involved in review of the developing design, short of approvals.

8. City of Inglewood Request: Cooperate in redesign of the Florence/West Station to create a public plaza, rather than transit parking, and to facilitate private development nearby (this should save Metro money).

The County has requested that Metro work with them on developing adjacent County property. This will dictate the final disposition of the area in question. Metro has no environmental requirement to provide parking but has inherited (from Inglewood) an obligation to use part of the area for parking for the nearby church. Metro, Inglewood and County will continue to coordinate.

9. City of Inglewood Commitment Associated with the Requests Above: Commit to complete the Agreement between the City and Metro.

Inglewood city staff appears to be working cooperatively with both Metro project staff and the contractor, so the Master Cooperative Agreement does not have to be resolved immediately. As the working relationship solidifies, discussions on the Local Funding Match will be resurrected.

NEXT STEPS

Staff will continue to meet with City of Inglewood representatives on a bi-weekly basis to finalize and address the nine issues identified above. Staff will also provide regular updates to the Board.

Attachment A – Chair DuBois's letter to City of Inglewood, dated December 5, 2013



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
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Los Angeles, CA 90012-2952

Diane DuBois
Chair

December 5, 2013

Honorable James T. Butts
Mayor, City of Inglewood
One Manchester Boulevard
Inglewood, CA 90301

Dear Mayor Butts:

I am writing to you and the Inglewood City Council to convey my deep concern over the recent lack of developments concerning the City of Inglewood (City) and the multi-billion-dollar Crenshaw/LAX rail project agreement.

Two months ago, after lengthy negotiations surrounding the property owned by the City of Inglewood located on the south side of Redondo Boulevard and west of West Boulevard (known as Assessor No. APN4013008-901) ("Property"), LACMTA and the City reached an agreement on the sale of this property at a purchase price of \$1 million. In the intervening months, the City has failed to consummate the sale or to communicate with LACMTA staff.

By not proceeding with this sale, the City is impacting the project's schedule and leading us on a course toward severe financial penalties. As you know, the Inglewood City Council and LACMTA's board authorized this sale on September 26, 2013. Since late October, despite repeated attempts to finalize the details, we have received no responses from your representative, Lewis Atwell, Public Works Director. The Contract of Sale presented to the City contemplated an escrow closing on or before November 15, 2013.

Per the agreement between LACMTA and its Design Build contractor, the property is required to be turned over to the contractor on December 31, 2013. Given the ongoing delay on the part of the City of Inglewood, we are about to begin incurring penalties. On December 31, the terms of the design build contract allow the contractor to file a claim for delay against the Crenshaw/ LAX project. The resulting initial cost impact to Metro is likely to be in the range of \$50,000 to \$60,000 per day. The costs could increase exponentially should the delay be prolonged.

Honorable James T. Butts
Mayor, City of Inglewood
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To continue with the Project and to maintain the current budget and schedule, we need to proceed to immediately complete this acquisition. Otherwise, Metro will need to take appropriate action to preserve the Crenshaw/LAX Transit Corridor Project. Given the immense investment by the taxpayers of Los Angeles County, and the benefit of the two stations planned in the City of Inglewood, unnecessary and undue delay would be a breach of the trust the citizens have placed in their public officials. If the City continues to delay completing the Real Estate transaction, we would be left with only two possible alternatives: (1) initiate eminent domain proceedings, or (2) eliminate the two station stops now planned in the City of Inglewood. We do not wish to execute either of these options, however, at this point we must consider these options. We want the City of Inglewood to comply with the agreement and execute the contract immediately.

I look forward to your prompt attention to this matter and hope that your response is in the affirmative.

Sincerely,



Diane DuBois
Board Chair, MTA

cc: Metro Board Members
Arthur T. Leahy
Inglewood City Council