



Metro

Metropolitan Transportation Authority

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PLANNING AND PROGRAMMING COMMITTEE

October 17, 2007

**SUBJECT: RE-SCOPING OF COMPTON MARTIN LUTHER KING JR.,
CALL FOR PROJECTS GRANT #8223**

**ACTION: APPROVE AN AMENDED SCOPE OF WORK, FINANCIAL PLAN,
AND PROJECT EXTENSION DATE**

RECOMMENDATIONS

- A. Approve an amended scope of work and financial plan for the Compton Martin Luther King Jr. (MLK) Transit Center Expansion – Multi-Modal Transportation Building Project #8223.
- B. Approve an extension of the existing Memorandum of Understanding (MOU) to June 30, 2010.

ISSUE

On December 13, 2005, Metro entered into an MOU with the City of Compton for the Compton MLK Transit Center Expansion – Multi-Modal Transportation Building Project #8223. In a letter dated August 22, 2007 (Attachment A), the City of Compton requested that Metro approve an amended scope of work, financial plan, and an extension of the project schedule until September 30, 2009. Because the amended scope has been deemed significantly different than the original, Board action is required to approve the amended scope of work.

The original scope of work, as approved on December 13, 2005, proposed construction of a 10,000 square foot building to house the Regional Traffic Management and Operations Center, Renaissance Bus Transit System, and Dial-a-Ride Service. This scope of work also included the construction of maintenance-related facilities such as diesel fuel and compressed natural gas fueling stations, electric vehicle recharging station, bus washer, and parts storage facilities. Subsequent to receiving grant approval, the City developed a master plan of the site and decided to create a more transit oriented development that would maximize mobility options and improve and enhance the use, safety, efficiency, and enjoyment of the transit interface between the Metro Blue Line Station and the buses serving the transit center. The City sought to accomplish their objectives by proposing to construct a pedestrian plaza that allows for safe access to nearby buses and trains, and relocation of the existing bus bays to accommodate the new Metro articulated

buses which would serve to improve bus circulation. The re-scoped project would demolish the current Center Building, reduce the size of the Traffic Management and Operations Center and the Operations Facility and Administrative Offices and eliminate the proposed refueling/recharging facilities at this location. This will allow the City to expand the size of the existing park-and-ride lot, construct the plaza, better locate the bus bays and allow for future construction of a senior citizens center and joint development retail offices. Exhibit 1 is a site plan that was provided by the City.

POLICY IMPLICATIONS

Because the change in scope has been deemed significant, the project requires Metro Board action, and if approved, the execution of a formal amendment to the existing MOU. In addition, the City requests an extension of the June 30, 2008 lapse date to September 30, 2009 to allow sufficient time to complete proposed project milestones. However, staff recommends a two year extension until June 30, 2010 to be consistent with Metro's schedule for Recertification and Deobligation of Call for Projects in Los Angeles County.

OPTIONS

Metro could disapprove the request by the City of Compton and cancel all or some of its funding commitment to the project rather than continue to authorize further expenditure. Staff is not recommending this option since the Compton MLK Transit Center is a key community facility serving the City and surrounding communities and the goals of the project are in line with the goals of the Call for Projects Transit Capital Mode. The City has undertaken a study and determined that the elements proposed in the re-scoped project are in the best interest of the City, surrounding communities and Metro. The goals of the Call for Projects Transit Capital Mode are intended to support a tiered service development strategy allowing for the integration and coordination of local and community-based service with the regional network to effectively address service demand, maximize mobility options, and attract new riders to public transit. The re-scoped project would serve to meet the goals of the Call for Projects by improving and enhancing the use, safety, efficiency of the transit interface between the Metro Blue Line Station and buses serving the transit center; upgrading the bus layover and bus passenger interface to accommodate Metro articulated buses; and providing facilities for the Traffic Management and Operations Center, Operations Facility, and Administrative Office and Storage.

FINANCIAL IMPACT

The funding for the recommended action to approve an amended scope of work is included in the FY 08 budget in project 410033, and cost center 0441. This action will not impact Metro's total contribution to the project. Even though the City proposes to increase the total project cost from \$5,096,860 to \$6,896,400, the amount of Metro funds to be expended on the project will not change. Instead, the City proposes to increase its local match share from \$1,797,860 to \$3,597,400.

BACKGROUND

Metro, as a part of the 2001 Call for Projects, approved a grant of \$3,299,000 in Proposition C 10 % Discretionary funds for the Compton MLK Transit Center Expansion –Multi-Modal Transportation Building Project #8223. Subsequent to Board approval, the project was deferred on April 16, 2003 and und deferred on September 15, 2004. On December 13, 2005, Metro entered into an MOU with the City of Compton which included a scope of work and financial plan. The City has since started work on the project and developed a master plan, engineering plans, soil tests, surveys, and related consultant services. Following completion of the master plan, the City realized that the original scope of work did not meet the City's goals. As a result, City staff developed an amended scope of work and financial plan (included in Attachment A) and the City Council approved the amended scope of work on July 24, 2007. On August 22, 2007, the City forwarded a letter requesting approval of the amended scope of work, financial plan and project extension to September 30, 2009. Exhibit 2 highlights details of the project scope of work that was approved by Metro in the initial grant and compares it with the project scope elements that are now being requested for approval by the City of Compton.

NEXT STEPS

If the Board approves the recommendations, staff will develop an amendment to the original MOU that incorporates the revised scope of work, financial plan and June 30, 2010 project extension date.

ATTACHMENTS

Attachment A - August 22, 2007 City of Compton letter of request

Exhibit 1 - Site Plan

Exhibit 2 - Comparison of original and revised scope of work

Prepared by: Larry Torres, Project Manager
Regional Transit Planning

Rex Gephart, Director
Regional Transit Planning



Carol Inge
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Countywide Planning and Development



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City of Compton
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CHARLES EVANS
City Manager

August 22, 2007

File:06-04

Mr. Rex Gephart
Director of Regional Transit Planning
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Project Description:
Martin Luther King Transit
Center Complex
Improvements
City of Compton CIP #06-04
FTIP-LAOC 8223

**Re: Request to Approve Scope Change, Financial
Plan and Project Extension for the Martin
Luther King Transit Center (MLKTC)
Complex Improvement Project**

Dear Mr. Gephart:

The City of Compton hereby requests approval of the following Subject attachments:

1. Amended Scope of Work dated August 22, 2007
2. Financial Plan Attachments A and B per Call for Projects MOU

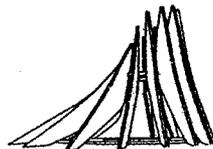
Further, per the Project Schedule noted in the Amended Scope of Work, we request a project schedule extension to September 30, 2009. The City of Compton has accepted and approved the intent of the attachments per Resolution #22,402 dated July 24, 2007.

Should you have any questions, please do not hesitate to give me a call at (310) 605-5589.

Very truly yours,


Charles Evans, City Manager
City of Compton

Attachments



COMPTON CITY HALL

DRAFT 8/22/07

AMENDED SCOPE OF WORK

(Intended for MTA Board Action Fall 2007)

Multi-Modal MLK Transit Center Complex Improvements (FTIP - LAOC 8223, CIP 06-04) City of Compton

1.0 LOCATION

The proposed improvements are located at the existing Martin Luther King, Jr.-Blue line Transit Center (MLKTC) Complex. The address of these improvements is: MLKTC Complex, 300-310 North Willowbrook Avenue, Compton, California 90220.

Project Goals:

1. Improve and enhance the use, safety, efficiency, and enjoyment of the transit interface between the Compton Blvd. MTA Blue Line Station and buses serving the MLKTC.
2. Upgrade the bus layover and bus passenger interface to accommodate the new larger high-capacity Metro articulated buses. Mitigate the impact of expanded bus services to the local residential neighborhood by re-routing the bus traffic.
3. Provide facilities for the Traffic Management & Operation Center, Operations Facility, and Administrative Offices and Storage.

2.0 PROJECT DESCRIPTION

The Compton Regional Multi-Modal MLK Transit Center Complex is an improvement to the existing MLK Transit Center Complex that will widen the streets of Willowbrook Avenue and Palmer Street to allow bus bays with associated improvements to accommodate the new Metro articulated bus, improve bus circulation, and enhance the transit function. The project will also include approximately 4,000 square feet of office for the Traffic Management and Operations Center, Compton-Renaissance Bus Transit System, Dial-a-Ride Service, Dial-a-Taxi Service, Park and Ride, and Bus Lay-over operator restroom facilities. Other elements of the improvements include a transit plaza area, bicycle storage, and landscaping/street-scaping improvements.

The Service Area of the Center includes the City of Compton and the Gateway Cities Sub-Region Southeast Los Angeles County area.

The following is a summary of the fundable Scope elements necessary to construct the project:

| Table of Scope Elements | |
|--|---|
| Item | Description |
| 1. Soft Costs: Management, Investigations, & Design | The Soft Costs will be used as a City funding match which includes all project and construction management, as-built and boundary surveying, design work, traffic studies and traffic engineering review, architectural design work, geotechnical investigations and environmental assessment work necessary to accomplish the following activities. |
| 2. Temporary Facilities | The provision of temporary mobile trailer space for certain current MLKTC tenants and users who will be displaced by structure demolition such as: the City CIP Project Management office (700 SF), Greyhound ticket office The City at its own expense will assist with the relocation of the other tenants of the MLKTC, such as the Hair Salon, Sub Sandwich shop, and Child Care facility. |
| 3. Construction Mitigation | All Construction Mitigation measures required to maintain bus and rail usage of the MLKTC during construction, including any use of temporary signals, striping and signage |
| 4. Structure Demolition | Complete existing MLTKTC structure demo, excavation and removals including any environmental (if necessary- hazardous or contaminants) excavation and removals |
| 5. Bus Layover Facilities with Bus Bays; Street Widenings | Eight bus bays will be constructed and a safe operation interim plan for Metro buses and other buses using the facility will be coordinated and implemented during construction. The bus bays will be shared with Metro, Compton-Renaissance, and Greyhound bus services. Construction includes Street widening of Willowbrook and Palmer, 8-bus bays, and all related Civil improvements for Willowbrook including the Willowbrook cul-de-sac (to create the Transit Plaza), Palmer St./Carson Pl. extension to Alameda St.. Construction also includes: utility relocations & related utility improvements, sawcut & removals, clearing and grubbing, excavation including any contaminated soil (if necessary), all electrical work for street lighting, subgrade prep, base placement, curb & gutter, sidewalk placement, all street drainage work, all elements of AC paving work, all striping, signage, and all elements of the security lighting and video surveillance system. |
| 6. | Plaza area improvements including all utility relocations/improvements, sawcut & removals, clearing and grubbing, |

| | |
|---|--|
| Plaza Area | excavation including any contaminated soil (if necessary), irrigation, landscaping, subgrade prep and base placement, decorative sidewalk placement and all electrical work for lighting; informational & decorative signage and all elements of the security lighting and video surveillance system. |
| 7. Restrooms | Restroom facilities for bus drivers |
| 8. | The widening of Willowbrook Ave from the southern most section of the bus layover area to Compton Blvd to allow for the construction of one additional left hand turn lane. The number of lanes would be increased from 2 to 3 along this area only. |
| 9. Parking Bus, employees, and Guest Parking Spaces (Including ADA compliant parking spaces) Bicycle Storage | Parking lot improvements including all Civil work to increase the available parking from the current 180 spaces to 193 spaces. Work includes utility relocations & related utility improvements, existing parking lot demolition and replacement, sawcut & removals, clearing and grubbing, excavation including any contaminated soil, all electrical work for lot lighting, subgrade prep, base placement, curb & gutter, sidewalk placement, all lot drainage work, all elements of AC paving work, irrigation & landscaping, all striping and signage, including signage/striping for ADA, employee, and guest parking and all elements of the security lighting and video surveillance system. 20-Bicycle Storage units and associated bicycle parking racks |
| 10a Approx. 1,000 sq. ft. Traffic Management & Operation Center (TMOC) building/ Structure | TMOC building (250 sq. ft. 1st floor and 750 sq. ft. 2nd floor) Structure construction includes: all removals and excavation including any contaminated soil, foundation work, and provision for all utilities and relocations, finish work, and other incidental construction activities related to the construction of such a structure. |
| 10b. Approx. 500 sq. ft. of Operations Space | Located on 2nd floor of TMOC building for dispatching buses, providing local access especially for seniors and the disabled |

| | |
|--|---|
| 10c. Approx. 2,450 sq. ft of administrative Offices and Storage | Located on 2nd floor of TMOC building. Facilities include: Local Access and Transit Services for residents, including seniors and the disabled. Administrative offices for Dollarhide, Senior Services, Dial-a-Ride, Taxi. |
| 11 Transit Plaza Items: PA System, Kiosks | Transit Plaza public address system; three kiosks with train/bus schedules and information, and all elements of the security lighting and video surveillance system. |
| 12. | The Phase I widening of existing Carson St to Alameda Street to straighten and reconstruct the base of the street to support continuous bus traffic, if recommended by a geotechnical Engineer and/or a Traffic Engineer. The work would include removal of temporary Carson Place saw-cuts and removals, excavation, soil treatment, grading, paving, drainage, street lighting, striping and signage. |

NARRATIVE

Improved Bus Routing:

The bus re-routing is a ‘system’ component of this project. This route is from the intersection of Alameda St./Carson Pl, westerly through an ‘S’ curve to the Bus Layover areas at Palmer St./Willowbrook Ave. and then southerly to Compton Blvd. All portions of this route, layover areas, signal upgrades, roadway widenings, and all incidental items to support and construct this route are necessary elements of this Project and must be funded by any means available to the City for this system to operate efficiently. This entire length of roadway will be impacted by bus traffic and therefore this entire length of roadway must be improved and constructed simultaneously to accommodate the heavier axle loads, longer turning radii, and expanded roadway widths as required for the Metro articulated buses. A portion of this route will be used as a Bus Layover area as described below.

Bus Layover Facilities:

Project Goals #1 and #2 are facilitated by closing a portion of Willowbrook Avenue with a cul-de-sac, widening Willowbrook & Palmer streets and creating a Transit Plaza area. The closure of Willowbrook Ave with a cul-de-sac to create a Transit Plaza area, also creates a transit user-friendly area that provides safe haven for transit users and enhances the general transit function. This component of the MLK Multi-Modal Transit Center Complex consists of layover facilities for the new larger high-capacity articulated Metropolitan Transportation Authority (MTA) buses, Compton-Renaissance Transit System buses, and to support the City's Dial-a-Taxi operation. The layover facilities include a stopping place adjacent to the Compton Blvd. Blue Line Station and Transit Plaza area. This widened layover area along Willowbrook Ave. and Palmer St. will be conveniently and safely located for transit users and will allow the bus drivers to park their buses until the next run of the scheduled services. In order to create the number of bus bays requested by Metro, complete demolition of the existing MLKTC structure is required.

The necessary traffic signal modifications and necessary signal upgrades with turn lane improvements will be installed at all three turning locations: Compton/Willowbrook, Compton/Alameda and Alameda St./Carson Pl. These improvements includes road widening for left turn pocket lane improvements, signalization (hardware, electrical, and communication elements necessary to monitor the traffic & signalization) and all related striping & signage. The signal upgrades and traffic light modifications with expanded left turn lanes are necessary elements for the proposed bus route and are also requested by Metro. These items are to be separately funded by the City, with assistance from the Metro Traffic Signal Synchronization Modal Lead.

Traffic Management and Operations Center (TMOC):

The proposed Compton TMOC and Operations Facility building is an approximate 4,000 square foot structure. The TMOC will house the City's relocated Transit function (current Dollarhide Agency) to centralize this function. The TMOC function includes Traffic Signal Systems Monitoring and Control, and will also serve as an Emergency Management Center for the Compton Station of the Los Angeles County Sheriff, City of Compton Safety, and Fire Departments. It will serve as a Traffic Management interface and coordination center with the California Highway Patrol, Caltrans, the City of Los Angeles Metropolitan Transportation Authority, and the Alameda Condor to monitor and manage traffic conditions within the Center's Traffic Monitoring and Impact Mitigation area including traffic congestion resulting from the Alameda Corridor and the Metro Blue Line Light Rail Transit Operations. In this capacity, it will host the central traffic control and monitoring functions for the Gateway Cities. Other functions may include coordination and direct communication with the traffic control systems on the Alameda Corridor and the existing Metro Blue Line train control system as well as interfacing with the Gateway Cities, Caltrans, and the Los Angeles County

Coordinated Traffic Signal System. The TMOC will have Closed Circuit Television (CCTV) camera elements.

Bus, Employees and Guest Parking Spaces:

This component of the Multi-Modal MLK Transit Center Complex consists of expanding the parking facilities from the current 180 spaces to 193 spaces for the general anticipated and increased use of the MLKTC Complex, Blue Line, Metro bus Compton Renaissance bus patrons, Dial-a-ride (current City Dollarhide Agency) employees. This will include parking spaces that comply with the Americans with Disabilities Act (ADA).

Bicycle Storage Areas:

This component of the Multi-Modal MLK Transit Center Complex consists of storage and parking facilities for bicycles. It is designed specifically to increase inter-modal transfers for bicycle users.

PROJECT SCHEDULE

| Item # | Task Description/Milestone | Date |
|--------|---|----------------------------------|
| 1. | Civil Design, Architectural Design, Environmental Assessments, geotechnical investigations, traffic studies | In process |
| 2. | MTA/City to sign amendment to the current Agreement, and obtain a one-year extension | Fall 2007 |
| 3. | Field Review, Metro Review, and design continues | Fall 2007 |
| 4. | Preparation of 100% Plans, Specifications, and Estimates | February 2008 |
| 5. | Obtain Authorization to advertise for Bid | March 2008 |
| 6. | Advertise & Bid first Construction Contract | April 2008 |
| 7. | Award Construction Contract | June 2008 |
| 8. | Project Construction | September 2008 to September 2009 |
| 9. | End Construction- Project close-out | September 2009 |

ATTACHMENT B
CFP#8223, Martin Luther King Transit Center Improvements
Memorandum of Understanding (MOU)
FINANCIAL PLAN

| SOURCES OF FUNDS | PRIOR ALLOCATION FY 2005-06 | FY05 QTR 2 | FY06 QTR 3 | FY06 QTR 4 | FY09 QTR 1 | FY09 QTR 2 | FY09 QTR 3 | FY09 QTR 4 | FY10 QTR 1 | FUTURE REQUEST | TOTAL BUDGET |
|---------------------------|-----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------|--------------|
| LOCAL | | | | | | | | | | | |
| Proposition C 10% | \$3,299,000 | | | | | | | | | | \$3,299,000 |
| Proposition C 25% (AB 30) | | | | | | | | | | | |
| Proposition C 25% (AB 30) | | | | | | | | | | | |
| Proposition C 40% | | | | | | | | | | | |
| Local Match (Prop A/C) | | \$29,922 | \$29,922 | \$39,896 | \$199,480 | \$299,220 | \$199,480 | \$99,740 | \$99,740 | | \$997,400 |
| Community Redevel Agency | | \$54,000 | \$54,000 | \$72,000 | \$360,000 | \$540,000 | \$360,000 | \$180,000 | \$180,000 | | \$1,800,000 |
| Staff | | \$15,000 | \$15,000 | \$20,000 | \$100,000 | \$150,000 | \$100,000 | \$50,000 | \$50,000 | | \$500,000 |
| STIP | | | | | | | | | | | |
| Other (Specify Source) | | | | | | | | | | | |
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| FEDERAL | | | | | | | | | | | |
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| | | | | | | | | | | | |
| Federal Section 108 | | | | | | | | \$60,000 | | | \$300,000 |
| TOTAL BUDGET | \$3,299,000 | \$98,922 | \$98,922 | \$131,896 | \$659,480 | \$989,220 | \$659,480 | \$389,740 | \$329,740 | | \$6,896,400 |

*Please note: Programmed funds must be expended by the lapsing date of the last programmed year.

PROJECT SCHEDULE

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