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ELYSE MATSON
EXECUTIVE OFFICER

200 NORTH SPRING STREET
ROOM 361, CITY HALL
LOS ANGELES, CA 90012

TEL: (213)978-0261
TDD: (213)978-2310
FAX: (213)978-0278

<http://bpw.lacity.org>

November 10, 2025

BPW-2025-0726

The Honorable City Council
City Hall – Room 395
Los Angeles, CA 90012

FOURTH AMENDED AND RESTATED AGREEMENT – DESTINATION CRENSHAW OUTDOOR MUSEUM PROJECT

APPROVE and FORWARD this report with transmittals to the Mayor and Council as required, requesting the following:

1. AUTHORIZE the President or two members of the Board of Public Works to execute the Second Amendment with LA Metro;
2. APPROVE the Fourth Amended and Restated Agreement with Destination Crenshaw between the City of Los Angeles and Destination Crenshaw. Increasing the funding amount from \$54,941,792.37 to \$73,814,876 and extending the Contract end date from March 1, 2026, to January 1, 2027;
3. AUTHORIZE the Department of Public Works, Office of Accounting, to be INSTRUCTED to create a new appropriation unit entitled “Destination Crenshaw - Metro MAT Cycle 1 Funding” in the Engineering Special Services Fund No. 682, Department No. 50, and to deposit and appropriate the aforementioned grant into the account;
4. AUTHORIZE the President or two members of the Board to execute the Fourth Amended and Restated Agreement with Destination Crenshaw; and
5. AUTHORIZE the City Engineer, or designee, to make any technical or accounting changes as necessary to effectuate the intent of this Fourth Amended and Restated Agreement with Destination Crenshaw and the Second Amendment with LA Metro.

(W.O.: E190269, C-138648, C-134516)

Sincerely,

A handwritten signature in black ink, appearing to read 'TJ Knight', with a stylized flourish at the end.

TJ KNIGHT,
Asst. Executive Officer, Board of Public Works

TK:lc

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Department of Public Works

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CD No 8

ADOPTED BY THE BOARD
PUBLIC WORKS OF THE CITY
of Los Angeles California
AND REFERRED TO THE MAYOR
NOV 10 2025
AND REFERRED TO THE CITY COUNCIL

Executive Officer
Board of Public Works

EXECUTE THE FOURTH AMENDED AND RESTATED AGREEMENT WITH DESTINATION CRENSHAW, A NON-PROFIT ORGANIZATION, FOR THE IMPLEMENTATION OF THE DESTINATION CRENSHAW OUTDOOR MUSEUM PROJECT (WORK ORDER No. E190269, CONTRACT No. C-134516)

RECOMMENDING THE BOARD OF PUBLIC WORKS:

APPROVE and FORWARD this report with transmittals to the Mayor and Council as required requesting the following:

1. AUTHORIZE the President or two members of the Board of Public Works (Board) to execute the Second Amendment with LA Metro (Contract No.C-138648).
2. APPROVE the Fourth Amended and Restated Agreement with Destination Crenshaw Contract No. C-134516 (Contract) between the City of Los Angeles (City) and Destination Crenshaw. Increasing the funding amount from \$54,941,792.37 to \$73,814,876 and extending the Contract end date from March 1, 2026 to January 1, 2027.
3. AUTHORIZE the Department of Public Works, Office of Accounting be INSTRUCTED to create a new appropriation unit entitled "Destination Crenshaw - Metro MAT Cycle 1 Funding" in the Engineering Special Services Fund No. 682, Department No. 50, and to deposit and appropriate the aforementioned grant into the account.
4. AUTHORIZE the President or two members of the Board to execute the Fourth Amended and Restated Agreement with Destination Crenshaw (Transmittal No. 1).
5. AUTHORIZE the City Engineer, or designee, to make any technical or accounting changes as necessary to effectuate the intent of this Fourth Amended and Restated Agreement with Destination Crenshaw and the Second Amendment with LA Metro.

FISCAL IMPACT TO CITY FUNDS

Funding of \$15,800,914 of Special Funds for the increase to the City agreement with Destination Crenshaw (Contract No. C-134516) was approved via the First

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Transportation-related Construction Projects Report Addendum by the City Council on October 24, 2025 (Council File No. 25-1111) (Transmittal No. 2). There is no impact to the General Fund.

TRANSMITTALS

1. Proposed Fourth Amended and Restated Agreement, which includes (Exhibit N) the Second Amendment with LA Metro (Contract No. C-138648).
2. Council File No. 25-1111 Fiscal Year (FY) 2025-26 First Transportation-related Construction Projects Report Addendum, dated October 17, 2025, approved by Council on October 24, 2025.
3. Destination Crenshaw / Destination Crenshaw Outdoor Museum Project (Project Implementation / Third Amended and Restated Agreement (Council File 19-0898-S5) (Contract No. C-134516) approved by Board on December 2, 2024 and by Council on December 10, 2024.
4. Council File 20-0504 - Metro Active Transportation (MAT) / Fiscal Years 2021-2025 / Cycle 1 / Awarded Projects, dated October 22, 2025.
5. Destination Crenshaw Amendment Request titled, "LACMTA MAT & Retention Release - Justification of funds allocation", dated June 18, 2025
6. Destination Crenshaw Amendment Request dated October 22, 2025

DISCUSSION

Background

The Los Angeles City Council recognizes Destination Crenshaw (DC), a 501(c)(3) non-profit entity, as a community-inspired public art and streetscape project which aims to address historic disinvestment and environmental equity, and to preserve the cultural character of the Crenshaw community.

The DC Project is an open-air, public art and cultural experience with architectural designs that capture the innovative and trailblazing spirit of Black Los Angeles. Project elements along the 1.3 miles of Crenshaw Boulevard will include new spaces for community programming and gathering, pocket parks, improved facades for historic

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businesses, new tree plantings, additional landscape and streetscape improvements, locations for commissioned artwork, planning activities for new broadband infrastructure, new traffic signals and crosswalks.

DC, fiscally sponsored by the California Community Foundation in 2017, originally conceived of the Project and has since 2017 administered and managed funding from both public and private sources and managed the Project scope including, but not limited to, administration, community outreach and education, web/social media campaigns, design and architecture, construction, and art procurement and installation.

On November 26, 2019, the City Council authorized the Bureau of Contract Administration (BCA), with assistance from the City Engineer, City Administrative Officer, Chief Legislative Analyst, and the City Attorney to negotiate an agreement with DC to complete certain Project deliverables for amounts not to exceed \$26,000,000 in funds received from the Los Angeles County Metropolitan Transportation Authority (LACMTA), the State, and the City for the construction of the entire Project.

To date there have been contract amendments which were followed by Amended and Restated Agreements (CF 19-0898). Council District 8 is supportive of the Project and has worked with the City, and various government entities, to identify all the funding that is granted in this Contract.

Including the proposed funding in this Report, the City of Los Angeles has contributed \$37.1 million, LA Metro \$18.4 million, and State of California \$18.4 million of the estimated \$122 million total project cost. Increased funding since 2019 is detailed in the Status of Funding section of this Board Report.

Summary

On December 10, 2024, the Third Amended and Restated Agreement (Transmittal No. 3) added \$5,766,142.37 in City funds including general fund, gas tax, and special parking revenue fund through the FY 2024-25 Second Transportation Projects Related Construction Projects Report. The amended agreement increased the funding amount from \$49,175,650 to \$54,941,792.37.

In summary, if approved, the Fourth Amended and Restated Agreement with Destination Crenshaw will add a total of \$18,873,083.63 in funding and increase the funding amount from \$54,941,792.37 to \$73,814,876 (Transmittal No. 1).

Destination Crenshaw and their project and construction management firm, RMS, are solely responsible for the project management. The Bureau of Engineering (BOE) does not oversee or manage the construction, schedule, or budget of any part of this Project. BOE assists in managing the amendment process to facilitate City approved and authorized funding to Destination Crenshaw, the non-profit organization, to deliver the Project.

Fourth Amended and Restated Agreement

On September 26, 2025, Destination Crenshaw informed the City that the total project cost is estimated at \$122 million, including hard and soft costs. Destination Crenshaw requests the amendments summarized below to be able to resume construction on the Project.

Increase Contract Ceiling

Construction stopped in November 2024. Funding passed through this amendment will enable Destination Crenshaw to pay Build Group and PCL outstanding invoices including stop notice payments and remobilize contractors to complete the project. As of October 27, 2025, City has been informed of nine stop notices totaling \$1,300,808.

The City funding added to the agreement has been approved by the City Council on October 24, 2025 (Transmittal No. 2) and the LA Metro MAT Funding has been approved by the Metro Board and authorized by the City Council October 22, 2025 (Transmittal No. 4).

The Fourth Amended and Restated Agreement with Destination Crenshaw will add \$19.18 million and deduct \$307,000 for a total of \$18.88 million and increase the funding amount from \$54,941,792.37 to \$73,814,876.

Pursuant to Section 106 of the Agreement, if additional City Funding becomes available within the Term and is not intended for explicitly detailed tasks in the Amended and Restated Agreement, it may be allocated to further the Project scope of work. Funds must be consistent with the total compensation for this Agreement as specified in Section 107 and limitations on expenditures pursuant to Section 403.

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Payment Schedule

In this proposed amendment, the Payment Schedule, Exhibit F of Transmittal No. 01, is revised to include an additional \$18.88 million from: additional City Funding, partial retention release, and quarterly reimbursements based on Destination Crenshaw's proposed MAT reimbursement schedule (Transmittal No. 1).

The Payment Schedule is a summary of allowable cost categories according to the grant requirements. It is not a typical payment schedule and is not broken down to the specificity of the schedule of values in the Contractor's bid. Prior to the start of construction using these new funds, Destination Crenshaw will be requested to submit a revised Payment Schedule according to Agreement Section 608 (D).

LA Metro Active Transportation (MAT) Program Funding Cycle 1 and the Crenshaw Boulevard First/Last Mile Improvements

On June 18, 2025, Destination Crenshaw requested a MAT Cycle 1 Funding allocation to support resuming construction at the Sankofa Park Tunnel Lid site (Transmittal No. 5).

In order for the Project to receive MAT funding, a portion of the Phase 2A scope known as "The Tunnel Lid Crossing" becomes the MAT funded scope and referred to as the "Crenshaw Boulevard First/Last Mile Improvements Project". For the Crenshaw Boulevard First/Last Mile Improvements Project, the City identifies the Bureau BOE, with the support of BCA, to replace StreetsLA as the City's Lead Department/Bureau and will obligate them to the conditions and requirements of a Lead Department. BOE will act as the liaison between the City and LA Metro, processing quarterly reimbursement payment requests from Destination Crenshaw. BCA will be responsible for inspection and verification of work completed. LA Metro will be responsible for fiscal controls and verifying allowable expenditures for reimbursement.

The specific scope aligns with the objectives of the LACMTA programs, including city beautification, enhancement of community services, and overall improvement of the quality of life for CD8 residents and all Angelenos. The requested funds are based on direct project costs that have arisen across multiple scopes of work, including but not limited to structural concrete, miscellaneous metals, and electrical services.

BOE, along with BCA and StreetsLA, submitted Council File No. 20-0504 - Metro Active Transport (MAT) / Fiscal Years 2021-2025 / Cycle 1 / Awarded Projects, dated: October 22, 2025 (Transmittal No. 4) for City Council to authorize \$3,379,169.89 of MAT Cycle 1 Funding to be reprogrammed from Western/Slauson Station Project to Crenshaw Boulevard First/Last Mile Improvements Project. The City identifies the BOE, with the support of the BCA, to replace StreetsLA as the City's Lead Department/Bureau and will obligate them to the conditions and requirements of a Lead Department. The report is currently in the City Council's Transportation Committee and will be heard shortly after this Board Report. Therefore, Board of Public Works approval will be contingent upon Council Approval.

As a condition of MAT funding, the City is committed to replacing the funds and delivering the Western/Slauson Station Project without fiscal impact to the general fund. The City is currently seeking alternative funding sources through the Surface Transportation Block Grant and Transformative Climate Communities Grant programs.

The Destination Crenshaw First and Last Mile Project constitutes a separate and distinct scope of work under this Agreement. The associated tasks, schedule, and deliverables will be issued through the contract amendment. The MAT Funding is limited to the amount allocated to the City under the MAT Program.

The availability of funds and the period of performance for the Destination Crenshaw First and Last Mile Project are governed by the applicable grant award. Work performed shall be charged only to the MAT Funding and shall not be cross-subsidized by other funding sources within this Agreement. If the MAT Funding is reduced, suspended, or otherwise made unavailable, the City may adjust the scope of services, reduce the work, or terminate MAT-related work upon written notice, without penalty to the City.

Destination Crenshaw shall comply with all program requirements established by Metro and Measure M, including reporting, documentation, invoicing, labor compliance, and audit requirements. Destination Crenshaw shall maintain the Destination Crenshaw First and Last Mile Project as a separate and auditable cost center, with all invoicing clearly identified to the MAT Funding and the associated scope of work.

Partial Retention Release

On June 18, 2025, Destination Crenshaw requested release retention for substantially completed scopes of work that acknowledges the progress made since the contract's original execution in 2018 and the public funding designated to each aspect of the

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Destination Crenshaw project (Transmittal No. 5). Destination Crenshaw has proactively paid the retention amount for each completed item due to the increased scope size since the original allocation date. \$1,871,022 in retention will remain until project completion. In addition, we will also retain 125 percent from outstanding stop notices.

According to the Payment Schedule (Exhibit F of Transmittal No. 1), the requested Partial retention release is for design consultant design fees, analysis and planning costs, traffic control, and retention released from LA Metro for Sankofa Park.

The partial retention will be used as front-funding for LA Metro MAT Funding to begin work on Crenshaw Boulevard First/Last Mile Improvements Project. A partial release of retention prior to reaching project completion is not the City's standard practice. Retention amount can be released as long as 125% of any stop notice amounts are retained. Council District 8 has been informed about the risk of early release and is supportive of releasing partial retention with this amendment.

Additional City Funding

Destination Crenshaw submitted a request on October 22, 2025 to the City to amend the Agreement to add City funds for eligible costs (Transmittal No. 6). On October 24, 2025, City Council approved appropriations totaling approximately \$15.8 million from CTIEP, Measure R Local Return, Raise LA Fund, and Engineering Special Services Fund for construction costs incurred for the Destination Crenshaw Project. There is no General Fund impact for operations and maintenance as these costs are funded by Special Fund monies (Transmittal No. 2).

Time Extension

Destination Crenshaw requests to extend the agreement from March 2026 to January 2027. The City, however, requires Destination Crenshaw to meet any grant deadlines passed through this report that cannot be extended beyond March 1, 2026. The City reserves the right to withhold or not release funding that has not been reimbursed. The Agreement requires an extension due to a stop in work while the Project secured additional funding to address a shortfall.

Bureau of Engineering Grant Administration

For any public funding added to the Contract, BOE acts under the authority of the Board and City Council prior to amending the existing agreement only for funding already approved by the City Council for the Destination Crenshaw Project.

Destination Crenshaw and their chosen project and construction management firm, RMS, bear sole responsibility for the project's overall management. BOE is not involved in the oversight or management of the construction, schedule, budget, or funding for any aspect of this Project. Furthermore, BOE does not provide fiscal control, audits, or any certification that expenditures are eligible or allowable for reimbursement or disbursement.

For the Crenshaw Boulevard First/Last Mile Improvements scope of work, the City identifies BOE, with the support of the BCA, to replace StreetsLA as the City's Lead Department/Bureau and will obligate them to the conditions and requirements of a Lead Department. BOE will act as the liaison between the City and LA Metro, submitting quarterly reports for MAT Funding reimbursement. LA Metro will be responsible for fiscal controls and verifying allowable expenditures for reimbursement.

Bureau of Contract Administration

BCA will provide verification and acceptance of work related to B and R-permits as well as the Crenshaw Boulevard First/Last Mile Improvements Project.

Anticipated Future Amendments

The LACMTA anticipates transferring two properties to the City. The conditions that LACMTA will pass to the City will pass to DC through a forthcoming Contract amendment.

There is an additional funding gap that remains to complete the project. Additional funding is anticipated early 2026. Funding approvals are in progress.

STATUS OF FUNDING

Table No. 1	
Funding Breakdown	Amount
LA Metro Source	\$18,379,170
State of California Source	\$18,368,650
City of Los Angeles Source	\$37,067,056
Total Public Funding:	\$73,814,876

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The source of funds are as follows:

Table No. 2 - Funding Sources					
Year	Source of Funds	Fund No.	Department No.	Appropriation Unit Account No.	Available Authority Contract No. 134516
2022	LA Metro	100	54	00V851	\$14,500,000.00
2019	State - 2019-20 State budget	100	54	00S713	\$ 9,718,650.00
2022	Additional State-California Natural Resources Agency	682	50	50RVDU	\$ 6,500,000.00
2019	City- City's FY2019-2020 Adopted Budget	100	56	000903	\$ 1,500,000.00
2022	Additional City-Park & Recreation Sites and Facilities	209	88	88VAJA	\$ 1,000,000.00
2023	Additional City--Capital and Technology Improvement Expenditure Program	100	54	00Y987	\$13,000,000.00
2023	City-MICLA**	298	50	50VCPL	\$ 307,000.00
June 2024	LA Metro - Measure M (through LADOT)	655	94	94WT4G	\$ 500,000.00
June 2024	State of California Public Utilities Commission (CPUC) (through City-Bureau of Street Lighting)	65Q	50	50VUBS	\$ 150,000.00
June 2024	State - AB1290	682	50	50YVLO	\$ 2,000,000.00

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December 2024	City - General Fund*	100	54	00Y987	\$ 140,724.69
December 2024	City- Gas Tax	206	50	50AVDU	\$ 5,209,936.38
December 2024	City-Special Parking Revenue Fund	363	94	94AS16	\$ 415,481.30
Fourth Amended and Restated Agreement as Requested in This Board Report (Below)					
2025	Additional City - Measure R Local Return Fund	51Q	94	TBD	\$ 2,988,746.00
2025	Additional City - RAISE LA Fund	67H	50	50CMDC	\$ 2,268,430.00
2025	Additional City - Engineering Special Services Fund	682	50	50CVMR	\$ 710,159.00
2025	Additional City - CTIEP; General Fund	100	54	00CABK	\$ 9,833,579.00
2025 City Funding (Transmittal No.5) Total					\$15,800,914.00
2023	City-MICLA**	298	50	50VCPL	\$ (-307,000)
2025	Additional LA Metro - Measure M, MAT***	TBD	TBD	TBD	\$ 3,379,169.89
Fourth Amended and Restated Agreement Total					\$18,873,084.00
Total Available for Contract					\$73,814,876.00

* Impact to the General Fund

** \$307,000 was previously advanced and will be removed from the total Contract ceiling. The funds are for City in-house construction for a scope of the Destination Crenshaw project. Credit to the City will be reflected in the Payment Schedule.

*** See BPW Recommendation No. 3

The funding for this Project comes from a variety of sources that includes private funds the Consultant has raised, public grants through this Contract, and grants directly from governmental agencies to the Consultant.

The City's liability under this Contract shall only be to the extent of the present City appropriation to fund the Contract. However, if the City shall appropriate funds for any succeeding years, the City's liability shall be to the extent of such appropriation, subject to the terms and conditions of the Contract.

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Business Inclusion Program (BIP)

On June 15, 2021, the Mayor's Chief Procurement Officer granted a waiver for this Contract.

Local Business Preference Program (LBPP)

The LBPP is not needed on this Project and will not be applied.

Compliance with City and Board Policies

All consultants participating in this program are subject to compliance with the following City ordinances and policies: Contractor Responsibility Ordinance; Business Tax Registration Certificate; Non-Discrimination, Equal Employment Practices, and Affirmative Action Program; Insurance requirements; Equal Benefits Ordinance; Child Support Obligations Ordinance; Americans with Disabilities Act; Worker Retention Ordinance; Living Wage Ordinance; Slavery Disclosure Ordinance; Disclosure of Border Wall Contracting Ordinance; Contractor's Use of Criminal History for Consideration of Employment Applications Ordinance; Non-Collusion; Municipal Lobbying Ordinance; First Source Hiring Ordinance; and Best Terms. Failure to comply with all requirements will render the consultant's contract subject to termination pursuant to the conditions therein.

Contractor Performance Evaluation Ordinance

In accordance with Article 13, Chapter 1, Division 10 of the City Administrative Code, the project manager and the City inspector for this contract shall submit Contractor Performance Evaluation Reports to the BCA (Department of Public Works) upon completion of this Contract.

City Attorney Review

The proposed Fourth Amended and Restated Agreement C-134516 and LA Metro Second Amendment Contract C-138648 have been reviewed and approved as-to-form by the City Attorney's Office.

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(SF AV VCA DW)

Report reviewed by:

BOE (ADM and PAC)

Report prepared by:

Architectural Division

Steven Fierce, AIA
Division Manager
Phone No. (213) 485-4402

Statement as to funds approved by:



Miguel De La Peña, Director
Office of Accounting
Fund Ref. as Stated in the Funding tables
Date: 11/07/2025

Statement as to funds approved by:



Kevin Minne, PE
Assistant General Manager
Department of Transportation
Fund Ref: 51Q in the amount of \$2,988,746
Date: 11/7/2025

Respectfully submitted,



11/07/2025 For

Alfred Mata, PE
Interim City Engineer
Bureau of Engineering



John L. Reamer, Jr.
Inspector of Public Works
Bureau of Contract Administration

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Questions regarding this
report may be referred to:
Marcelino Ascencio, Project Manager
marcelino.ascencio@lacity.org