

**Board Report**

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**File #:** 2015-0809, **File Type:** Contract

**Agenda Number:** 26.

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**REVISED  
PLANNING AND PROGRAMMING COMMITTEE  
JULY 15, 2015**

**SUBJECT: AIRPORT METRO CONNECTOR 96<sup>th</sup> STREET TRANSIT STATION**

**ACTION: AWARD CONTRACT**

**RECOMMENDATION**

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS authorizing the Chief Executive Officer (CEO) to:

- A. award a seven-year cost-plus-fixed fee Contract No. PS298340011486 (RFP No. PS11486), to Gruen Associates for the **Airport Metro Connector (AMC) 96<sup>th</sup> Street Transit Station** for a not-to-exceed amount of \$17,789,897 for architectural and engineering services to design the AMC 96<sup>th</sup> Street Transit Station and provide design support services during construction; and
- B. approve Contract Modification Authority specific to Contract No. PS298340011486 in the amount of \$3,557,979 to cover the cost of any unforeseen issues that may arise during the course of the contract.

**ISSUE**

On June 26, 2014, the Board approved adding a new transit station at 96<sup>th</sup> Street to the Crenshaw/LAX Transit Corridor as the preferred alternative for the AMC project. The new Metro station is planned to connect with the future Automated People Mover (APM) system, to be built and operated by the Los Angeles World Airports (LAWA). The APM will provide direct service to and from the terminal area at Los Angeles International Airport (LAX). At the same June 2014 meeting, the Board directed staff to procure a qualified architectural firm to design the new Metro station and provided some design guidelines to be coordinated with LAWA. Attachment B contains the June 2014 Board Motion.

In February 2015, Metro released Request for Proposals (RFP) PS11486 seeking architectural and engineering services to design the AMC Transit Station. Staff is requesting Board authorization to award the design contract for the AMC 96<sup>th</sup> Street Transit Station.

**BACKGROUND**

In parallel with the procurement activities for the design contractor, staff has worked with internal and external stakeholders to better define the various transit operations planned for the new Metro station and how those operations influence the design of the intermodal transit facility. In addition to meetings with Metro Rail and Bus Operations, staff met with local municipal bus operators, including LAWA, to gather input on the design and operation of the planned bus facility.

In response to the Board directed design guidelines for the new station, staff met with Metro departments to gather initial input on the services, amenities and ancillary space that may be needed on the planned station site and within the transit facilities. With a preliminary list of Metro requirements, staff continues to work with LAWA to identify airport-specific functions and amenities that may share space at the new Metro station. This programming of station elements will be advanced as part of the environmental review and design processes.

### Project Site and Components

The AMC 96<sup>th</sup> Street Transit Station project area is generally bounded by Manchester Avenue on the north, Aviation Boulevard to the east, Century Boulevard to the south and Bellanca Avenue to the west. Attachment C contains the AMC Project Map. The station is envisioned to include an at-grade light rail station that is served by the Crenshaw/LAX and Metro Green lines; a new bus plaza sized to accommodate bus terminal and layover functions for Metro buses as well as municipal bus operators that serve the LAX area; private vehicle pick-up/drop-off area; bicycle station; pedestrian amenities, including clear signage and passenger information; and an enclosed transit center/terminal building that connects the at-grade transit services with LAWA's aerial APM station. The recommended firm is tasked with developing the conceptual design for all station elements and advancing that design to construction documents. During construction of the AMC transit station, the firm shall also provide design support services to the construction contractor.

### Design Coordination

The design for the AMC 96<sup>th</sup> Street Transit Station will require extensive coordination with LAWA during the environmental review, design and construction phases for the LAX Landside Access Modernization Program, with particular focus on integration with LAWA's APM system. The design team will also coordinate with Metro's environmental consultant team preparing the environmental impact analysis and mitigation requirements for the AMC 96<sup>th</sup> Street Transit Station. Other additional design activities include coordination with the Crenshaw/LAX project during construction of the new light rail corridor and maintenance facility as well as consultation with third party entities during development, review and/or approval of design documents.

## **DETERMINATION OF SAFETY IMPACT**

Award of contract will have no adverse impacts to the safety of our customers and/or employees.

## **FINANCIAL IMPACT**

The FY16 budget includes \$3,490,000 for the AMC project in Cost Center 4350 (Transit Corridors-Westside), Project 460303 (Airport Metro Connector). Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting funds in future years.

Impact to Budget

The source of funds is Measure R Transit Capital 35% and federal funds. No other sources of funds were considered because these funds are designated for the Airport Metro Connector project. These funds are not available for use on bus and rail capital or operations.

**ALTERNATIVES CONSIDERED**

Postponing the contract award is not recommended as design coordination with LAWA and the Crenshaw/LAX project is ongoing and increasing in detail and complexity. Additionally, this would not be consistent with prior Board direction to hire the architectural and design services for this transit station.

**NEXT STEPS**

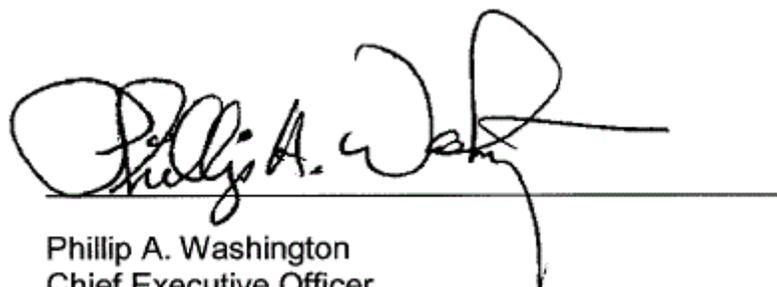
Upon approval, staff will execute the contract and issue a Notice to Proceed to initiate the design work.

**ATTACHMENTS**

- Attachment A - Procurement Summary
- Attachment B - June 2014 Board Motion
- Attachment C - AMC Project Map

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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

AIRPORT METRO CONNECTOR 96<sup>th</sup> STREET TRANSIT STATION

1.	<b>Contract Number:</b> PS298340011486 ( <b>RFP No. PS11486</b> )	
2.	<b>Recommended Vendor:</b> Gruen Associates	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> February 2, 2015	
	<b>B. Advertised/Publicized:</b> February 2, 2015	
	<b>C. Pre-proposal Conference:</b> February 10, 2015	
	<b>D. Proposals Due:</b> March 13, 2015	
	<b>E. Pre-Qualification Completed:</b> May 20, 2015	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 18, 2015	
	<b>G. Protest Period End Date:</b> July 22, 2015	
5.	<b>Solicitations Picked up/Downloaded:</b> 191	<b>Proposals Received:</b> 7
6.	<b>Contract Administrator:</b> Lily Lopez	<b>Telephone Number:</b> (213) 922-4639
7.	<b>Project Manager:</b> Cory Zelmer	<b>Telephone Number:</b> (213) 922-1079

**A. Procurement Background**

This Board Action is to approve Contract No. PS298340011486 (RFP No. PS11486) for Architectural and Engineering (A&E) services to design the Airport Metro Connector (AMC) 96<sup>th</sup> Street Transit Station. The project will be implemented in three (3) phases for a term of seven (7) years as follows:

- Phase 1: Conceptual Design and Schematic Design (approximately 18 months).
- Phase 2: Design Development and Construction Documents (approximately 24 months).
- Phase 3: Bid and Design Support during Construction (approximately 42 months).

The RFP was issued in accordance with Metro's Acquisition Policy and Procedure Manual and the contract type is cost plus fixed fee. This solicitation is exempt from the Small Business Set-Aside Program guidelines. Therefore, the contract may be awarded to a non-SBE firm.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 17, 2015, provided documents related to the Pre-Proposal conference convened on February 10, 2015, revisions to the evaluation criteria, responses to questions received and extended the proposal due date;

- Amendment No. 2, issued on February 20, 2015, provided responses to questions received and supplemental reference material;
- Amendment No. 3, issued on March 2, 2015, provided responses to questions received.

A pre-proposal conference was held on February 10, 2015, attended by one hundred and ten (110) participants representing sixty-six (66) firms. Thirty (35) questions were asked during the pre-proposal conference and an additional twenty-six (26) questions were asked during the solicitation phase.

One hundred ninety-one (191) firms downloaded the RFP and were included in the planholders list. A total of seven (7) proposals were received on March 13, 2015.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Development, Metro's Engineering and Construction and LAWA was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- |  |     |
|--|-----|
| • Degree of Skills and Experience of Team                                  | 25% |
| • Experience and Capabilities of Personnel of the Team                     | 20% |
| • Effectiveness of Team Management Plan                                    | 20% |
| • Understanding of Work and Appropriateness of Approach for Implementation | 35% |

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the understanding of work and appropriateness of approach for implementation. The PET evaluated the proposals according to the pre-established evaluation criteria.

This is an A&E qualifications based procurement. Price cannot be used as an evaluation factor pursuant to state and federal law.

During the week of April 2, 2015, the PET completed its independent evaluation of the seven (7) proposals received and determined that four (4) were deemed the most highly qualified to provide the services required. The four (4) firms within the competitive range are listed below in alphabetical order:

1. Gensler
2. Gruen Associates (Gruen)
3. Hellmuth, Obata, & Kassabaum, Inc. (HOK)
4. RNL Interplan, Inc. (RNL)

Three (3) firms, Anil Verma Associates, Inc., Michael Maltzan Architecture and McKissack & McKissack Midwest, Inc. were determined to be outside the competitive range and were not included for further consideration as proposals did

not demonstrate having the required experience on transit/multi-modal projects similar in scale.

After evaluations of the written proposals, the PET determined that oral presentations by the four firms deemed to be the most qualified were required. During the week of April 6, 2015, the firms were scheduled for oral presentations. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team addressed the requirements of the RFP, experience with all aspects of the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to each firm's proposed staffing plans, perceived project issues, implementation of similar projects and previous experience.

The final scoring, after the oral presentations, determined Gruen to be the most qualified firm.

**Qualifications of the Recommended Firm**

Gruen has experience in designing transportation facilities in Los Angeles and is partnered with Grimshaw, an architectural firm with extensive experience in designing complex multi-modal transportation centers throughout the world. The team demonstrated a strong understanding of the Statement of Work and their team's ability to perform. Gruen offered strong project management with widespread experience in managing complex design assignments with sub-consultants.

Following is a summary of the PET scores:

<b>1</b>	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>2</b>	<b>Gruen</b>				
<b>3</b>	Degree of Skills and Experience of Team	93.00	25.00%	23.25	
<b>4</b>	Experience and Capabilities of Personnel of the Team	92.44	20.00%	18.49	
<b>5</b>	Effectiveness of Team Management Plan	85.20	20.00%	17.04	
<b>6</b>	Understanding of Work and Appropriateness of Approach for Implementation	91.60	35.00%	32.06	
<b>7</b>	<b>Total</b>		<b>100.00%</b>	<b>90.84</b>	<b>1</b>
<b>8</b>	<b>HOK</b>				
<b>9</b>	Degree of Skills and Experience of Team	90.40	25.00%	22.60	
<b>10</b>	Experience and Capabilities of Personnel of the Team	90.40	20.00%	18.08	
<b>11</b>	Effectiveness of Team Management Plan	88.80	20.00%	17.76	

<b>12</b>	Understanding of Work and Appropriateness of Approach for Implementation	89.80	35.00%	31.43	
<b>13</b>	<b>Total</b>		<b>100.00%</b>	<b>89.87</b>	<b>2</b>
<b>14</b>	<b>Gensler</b>				
<b>15</b>	Degree of Skills and Experience of Team	90.20	25.00%	22.55	
<b>16</b>	Experience and Capabilities of Personnel of the Team	84.60	20.00%	16.92	
<b>17</b>	Effectiveness of Team Management Plan	91.20	20.00%	18.24	
<b>18</b>	Understanding of Work and Appropriateness of Approach for Implementation	90.20	35.00%	31.57	
<b>19</b>	<b>Total</b>		<b>100.00%</b>	<b>89.28</b>	<b>3</b>
<b>20</b>	<b>RNL</b>				
<b>21</b>	Degree of Skills and Experience of Team	85.00	25.00%	21.25	
<b>22</b>	Experience and Capabilities of Personnel of the Team	84.20	20.00%	16.84	
<b>23</b>	Effectiveness of Team Management Plan	85.40	20.00%	17.08	
<b>24</b>	Understanding of Work and Appropriateness of Approach for Implementation	88.80	35.00%	31.08	
<b>25</b>	<b>Total</b>		<b>100.00%</b>	<b>86.25</b>	<b>4</b>

**C. Cost Analysis**

The recommended price of \$17,789,897 has been determined to be fair and reasonable based upon Metro's Management and Audit Services Department (MASD) audit findings, an independent cost estimate (ICE), a Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated</b>
1.	Gruen	\$35,327,410	\$24,548,141	\$17,789,897

**D. Background on Recommended Contractor**

The recommended firm, Gruen, headquartered in Los Angeles, has been in business since 1946 and is a planning and architecture firm. Gruen will be the prime contractor for the design the AMC 96<sup>th</sup> Street Transit Station in collaboration with Grimshaw Architects (Grimshaw). Gruen will be the project manager and contractual leader for the team. Gruen's Metro key projects include: Union Station Master Plan, Mid-City Exposition Corridor Light Rail Transit Project, and Metro Canoga Orange Line Extension.

Gruen will subcontract the architectural design lead tasks to Grimshaw as the firm has experience in providing complete architectural service, from master planning, feasibility studies, and planning applications through construction and inspections on site. The firm's specialty is designing urban intermodal transit projects through the undertaking of strategic studies, comprehensive transit oriented master planning, and the execution of award-winning transit buildings. Their designs are characterized by structural legibility, innovation and rigorous approach to detailing. Grimshaw, founded in London in 1980, operates from four offices worldwide and will draw from an international base of research and project experience.

**E. Small Business Participation**

The Diversity & Economic Opportunity Department (DEOD) established a 20% Race Conscious Disadvantaged Business Enterprise (DBE) goal for this solicitation. Gruen Associates exceeded the goal by making a 22.71% RC DBE commitment and a 4.0% Race Neutral (RN) DBE commitment.

<b>DBE</b>	<b>20% DBE</b>	<b>DBE</b>	<b>22.71% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Commitment</b>
1.	JC Engineering	Hispanic	1.64% 2.70%
2.	Innovative Engineering Group	Asian Pacific	5.01% 7.90%
3.	BA , Inc	African American	1.74% 3.20%
4.	DRC	Hispanic	1.31% 2.20%
5.	FLP	Asian Pacific	0.68% 1.21%
6.	Bobby Knox Architects	African American	0.29% 0.40%
7.	Diaz Yourman Associates	Hispanic	0.41% 0.70%
8.	Coast Survey	Hispanic	0.20% 0.40%
9.	SKA Design	Hispanic	0.18% 0.40%
10.	The Robert Group	African American	1.16% 1.70%
11.	Soteria	Hispanic	1.24% 1.70%
12.	Land Econ Group	Asian Pacific	0.14% 0.20%
	<b>Total Commitment</b>		<b>22.71%</b>

<b>Race Neutral DBE Commitment</b>		<b>4.00% RN DBE</b>	
	<b>DBE Subcontractor</b>	<b>Ethnicity</b>	<b>% Commitment</b>
1	Lenax	Non- Minority Female	4.00%
	<b>Total Commitment</b>		<b>4.00%</b>

**F. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**G. Prevailing Wages**

Prevailing wage is applicable to portions of this contract.

**H. All Subcontractors Included with Recommended Contractor’s Proposal**

	<b>Subcontractor</b>	<b>Services Provided</b>
1.	Arup North America, Ltd.	Structural Engineering, Pedestrian Flow Modeling (Building), Fire/Life Safety, Lighting, Acoustics, Façades, Communications, Security, LEED/Sustainability/Energy Modeling
2.	BA, Inc.	Drainage and Grading/SWPPP
3.	Bobby Knox Architects	Develop Specifications
4.	Coast Surveying, Inc.	Survey
5.	Diaz Yourman Associates	Geotechnical
6.	DR Consultants & Designers	Dry Utilities
7.	Fehr & Peers	Transportation Planning/Modeling
8.	FPL and Associates, Inc.	Off-Site Civil
9.	Grimshaw Architects	Design Architect
10.	Hatch Mott MacDonald	Rail Engineering, Site Civil, Site Utilities
11.	Innovative Engineering Group	MEP Engineers
12.	JCE Structural Engineering Group, Inc.	Associate Structural
13.	Land Econ Group	Economic Consultant
14.	Lenax Construction Services, Inc.	Cost Estimating
15.	SKA Design	Environmental Graphics
16.	Solteria	Safety Certification Plan
17.	Syska Hennessy Group, Inc.	Vertical Transportation
18.	The Robert Group	Outreach

**MOTION BY:**

**MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS AS AMENDED BY COUNCILMEMBER JOHN FASANA**

**MTA Board Meeting**

June 26, 2014

**Creating a State of the Art LAX Airport Metro Connector at 96<sup>th</sup> Street**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96<sup>th</sup> Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96<sup>th</sup> Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96<sup>th</sup> Street Station, in consultation with LAWA, using the following design guidelines:
  - a. Enclosed facility
  - b. Integrated APM/Light Rail station, minimizing walk distances
  - c. Concourse areas
  - d. LAX airline check-in with flight information boards
  - e. Station restrooms
  - f. Free public WiFi & device charging areas
  - g. Private vehicle drop-off area, and taxi stand
  - h. Pedestrian plaza with landscaping and street furniture
  - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
  - j. Retail (food/beverage and convenience)
  - k. L.A. visitor info and LAX info kiosk
  - l. Connectivity to Manchester Square and surrounding areas, including walkways
  - m. At a minimum, LEED Silver certification
  - n. Public art installation
  - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
  - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96<sup>th</sup> Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96<sup>th</sup> Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
  - a. Design
  - b. Schedule
  - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.

# AMC Project Map

