



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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**PLANNING & PROGRAMMING COMMITTEE  
MARCH 16, 2011**

**MEASURE R PROJECT DELIVERY COMMITTEE  
MARCH 17, 2011**

**SUBJECT: METRO GREEN LINE TO LAX**

**ACTION: AWARD CONTRACT**

**RECOMMENDATIONS**

Authorize the Chief Executive Officer to negotiate and execute:

- A. A firm fixed-price contract No.PS114330-2636 to STV/PB-ConnectLAX Joint Venture in an amount not to exceed \$4,770,585 for professional services to complete the Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R), and Conceptual Engineering (CE) for the Metro Green Line to LAX project. This contract includes an option for future final environmental clearance and advanced CE that could be exercised subject to Board approval. Final contract value is subject to the completion of a pre-award audit and corresponding negotiations currently underway; and
- B. Contract modifications up to 20% of the final contract value to cover the cost of any unforeseen issues that may arise during the AA/DEIS/R. Attachment A contains the Procurement Summary.

**RATIONALE**

In 1994, we certified a Supplemental Final Environmental Impact Report (SFEIR) which analyzed northern extensions of the Metro Green Line and options for connecting to the Los Angeles International Airport (LAX). Due to funding constraints and changing airport plans, the project was deferred.

Measure R provided \$200 million (2008 \$) to the Metro Green Line to LAX. This project is contained in the Constrained element of the 2009 Long Range Transportation Plan with a revenue operation date ranging from 2015-2028, dependent upon a financial contribution by Los Angeles World Airports (LAWA).

The 30/10 Initiative adopted by the Board accelerates this project's opening to 2018, contingent upon funding being secured. With environmental clearance being the first step in the project development process, Board approval of the contract is needed in order to ready the project.

### Study Area and Related Projects

The Crenshaw/LAX project includes an extension of the Metro Green Line to the intersection of Aviation and Century Boulevards. Therefore, the Study Area for the Metro Green Line to LAX will focus primarily on an east-west connection from Aviation and Century Boulevards to the LAX Central Terminal Area (CTA), covering a distance of approximately 2 miles (see Attachment B). Alternatives for initial consideration may include, but are not limited to, Light Rail Transit, Automated People Mover (APM) and Bus Rapid Transit.

LAWA is currently conducting a program-level EIR that will examine alternative configurations for an APM system operating between the CTA and Aviation Boulevard. As such, LAWA will be a key stakeholder and technical resource during the AA/DEIS/R process.

### FINANCIAL IMPACT

The FY 11 budget includes \$1,750,000 for this project in Cost Center 4330 (South Bay Area Team), Project 460303 (Metro Green Line to LAX), Account 50316 (Professional Services). Since this is a multi-year contract, the cost center manager and the Executive Director, Countywide Planning will be accountable for budgeting the cost in future years, including any option exercised.

### Impact to Bus and Rail Operating and Capital Budget

The funding for this project will come from Measure R Transit Capital 35% Funds. These are the funds that have been identified for this project, therefore, no other sources were considered.

### ALTERNATIVES CONSIDERED

The Board has several options it could consider including:

1. Using in-house resources to complete the AA, DEIS/R, and CE;
2. Re-bidding the contract; or
3. Deferring the AA/DEIS/DEIR.

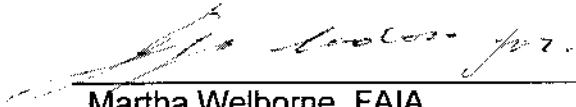
These options are not recommended because we do not have sufficient in-house resources to conduct a study of this magnitude. In addition, the recommended

contractor has the technical expertise and qualifications to complete this work within the negotiated price. Lastly, deferring the AA/DEIS/R would not be consistent with prior Board direction.

**ATTACHMENTS**

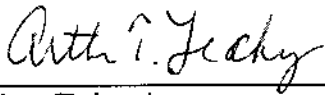
- A. Procurement Summary
- B. Metro Green Line to LAX Study Area Map

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Ed Kichi, Senior Contract Administrator  
Renee Berlin, Executive Officer, TDI



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Martha Welborne, FAIA  
Executive Director, Countywide Planning



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Arthur T. Leahy  
Chief Executive Officer

# ATTACHMENT A

## PROCUREMENT SUMMARY

### METRO GREEN LINE TO LAX

1.	Contract Number: PS114330-2636, Base cost plus option 1 (Phase 2)	
2.	Recommended Vendor: STV/PB-ConnectLAX Joint Venture	
3.	Type of Procurement (check one) : <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP – A& <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
3.	Procurement Dates:	
	A. Issued: 11-01-10	
	B. Advertised/Publicized: 11-01-10	
	C. Pre-proposal/Pre-Bid Conference: 11-15-10	
	D. Proposals/Bids Due: 12-07-10	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: 12-17-10	
	G. Protest Period End Date: 3-14-11	
	H. Small Business Commitment: In Process	
4.	Solicitations Picked up/Downloaded: 260	Bids/Proposals Received: 3
5.	Contract Administrator: Ed Kichi	Telephone Number: (213) 922-3647
6.	Project Manager: Roderick Diaz	Telephone Number: (213) 922-3018

#### A. Procurement Background

The purpose of this Request For Proposal (RFP) is to provide an Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R), and Conceptual Engineering (CE) for the "Metro Green Line to LAX". This RFP is a standard Architect & Engineering (A&E), qualifications based, negotiated, competitive procurement. Pursuant to the Brooks Act, by law, the firm is selected based on technical qualifications, followed by price negotiations. California government codes 4525 through 4529 provide detailed instructions on the selection and negotiation process for A&E contracts.

In addition to the base requirements (Phase 1) of the RFP, there is an option 1 (Phase 2) that provides for future final environmental clearance and advanced CE. The final negotiated price will include the base requirement and option 1. Based on minimal risks in performance and a thorough understanding of the technical and performance requirements, this contract is being awarded as a Firm Fixed Price (FFP).

## **B. Background on Recommended Contractor**

STV Inc.

**1055 West Seventh Street, Suite 3150, Los Angeles, CA, 90017.**

STV Incorporated was established in 1912 as a multidisciplinary planning, environmental, engineering, architectural, and construction management firm. Their major area of business is planning and designing transportation systems. STV offers a full range of transportation planning services, including needs assessment, operations planning, simulations, feasibility studies, alternatives analyses, environmental assessments, economic and financial evaluations, transportation modeling, and capital/operating cost studies.

STV has a long history of planning and development of transit systems. They have completed and ongoing assignments with Metro, including the Orange Line BRT Design-Build project, the Red Line Station Canopies Concept Design, the Metro rapid transit program, and feasibility studies and construction management for the Pasadena Gold Line, all to Metro's satisfaction.

STV has overseen numerous New Start projects across the nation and has provided multidisciplinary services to develop and expand transportation networks for Metro, SCRRA Metrolink, RCTC OCTA, SANBAG, SANDAG, NCTD, BART, MUNI, Amtrak, JPBI, Caltrain, and the CHSRA as well as some of the largest agencies nationwide, including NYC Metropolitan Transportation Authority, Long Island Railroad, Metro-North Commuter Railroad, the Port Authority of New York and New Jersey, New Jersey Transit, the Massachusetts Bay Transportation Authority, Chicago Metra, the Maryland MTA, and the Washington Metropolitan Area Transit Authority. Metro awarded a prior Bench Contract PS-4310-1268.

PB Americas Inc.

**444 South Flower Street, Suite 3700, Los Angeles, CA 90071**

PB Americas Inc., formerly known as Parsons Brinckerhoff Quade & Douglas, Inc., has been in continuous practice since its founding in 1885. With solid experience in EIS/EIR management / preparation and engineering feasibility, PB Americas Inc. is also recognized by the transportation consulting industry for their ability to guide Alternative Analyses (AA) to successful outcomes from start to completion. At present, PB Americas Inc. is involved in more than half of the projects in the New Starts pipeline. In FY '06 and '07, 74% of New Starts appropriations have been earmarked for PB Americas Inc. projects.

As a prime contractor in support of Metro requirements, PB Americas Inc. has performed satisfactorily on the Crenshaw-Prairie Transit Corridor Project-Environmental, EMC project, the Eastside Gold Line FEIS/FEIR/PE/FD effort; and the U.S. 101 Freeway Corridor Comprehensive Study; the I-710 Tunnel study; and the Pavement Condition Index project.

Other major projects PB Americas Inc. is working on includes the Los Angeles Gold Line (Foothill) Extension; the Central Phoenix LRT AA/EIS/FD/GEC project; the Houston Southeast Universities-Hobby Corridor AA/DEIS/FEIS program; and the California High Speed Rail Authority Management Program (currently in the EIS/EIR stage). Awarded prior Bench Contract PS-4310-1268.

**C. Evaluation of Proposals/Bids**

Proposals were received on December 7, 2010. A total of 3 proposers responded to the RFP. The solicitation was issued in accordance with the Procurement Policy Manual. A Selection Committee was convened and conducted a comprehensive technical evaluation of the proposals received and held oral discussions. Based on the evaluation criteria stipulated within the RFP solicitation, STV/PB-ConnectLAX Joint Venture received the highest ranking of the three responsive proposals received.

	<b>Bidder/Proposer Name</b>	<b>Bid/Proposal Amount</b>	<b>Best and Final Offer Amount</b>	<b>Note those that were disqualified as explained above:</b>
1.	STV/PB-ConnectLAX Joint Venture	\$ 7,767,419	In Process	N/A
2.	URS.			N/A
3.	AECOM Technical Services Inc.			N/A

**D. Cost/Price Analysis Explanation of Variances**

The fair and reasonable price determination will be established after the current on-going MAS pre-award audit, cost analysis, technical analysis, and negotiations have been completed. An independent cost estimate and fact finding sessions have both been completed.

**E. Small Business Participation**

The Diversity & Economic Opportunity Department (DEOD) recommended a 26% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) on this project. Based on a preliminary evaluation, STV/PB ConnectLAX Joint Venture made a 31% DBE commitment, inclusive of Phase 2. The evaluation of the actual DBE commitments will be included in the final conformed contract documents after final negotiations.

# Metro Green Line to LAX

