



Board Report

File #: 2016-0940, File Type: Contract

Agenda Number: 15

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2017**

SUBJECT: LOS ANGELES UNION STATION MASTER PLAN

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Task Order No. PS2999200FFO2TO1 under Contract No. PS4010-3041-FF-XX, with **Kleinfelder, Inc., for the Union Station Master Plan (USMP), to provide additional environmental services** in the amount of \$82,533, increasing the Total Task Order Value from \$839,362 to \$921,895;
- B. INCREASE Contract Modification Authority (CMA) specific to Task Order No. PS2999200FFO2TO1 for USMP in the amount of \$150,000, increasing the total CMA amount from \$100,000 to \$250,000, to support additional services related to USMP;
- C. EXECUTE Modification No. 7 to Contract No. PS4330-2863, with Gruen Associates, for the USMP, to provide planning services in support of a Request for Interests and Qualifications (RFIQ), in the amount of \$209,532, increasing the Total Contract Value from \$5,901,125 to \$6,110,657, and extend the performance period from March 2017 to June 30, 2019; and
- D. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS4330-2869 PS4330-2863 for the USMP in the amount of \$150,000 increasing the total CMA amount from \$721,825 to \$871,825 to support additional services related to the USMP.

ISSUE

In November 2016, staff submitted a Board Box to the Board of Directors that described an updated approach to the redevelopment of Los Angeles Union Station (LAUS), which included two key immediate actions: (1) pursuing the project-level environmental clearance under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for the LAUS forecourt, Alameda Street, and Los Angeles Street improvements; and (2) exploring the feasibility of releasing a Request for Interest and Qualifications (RFIQ) for the redevelopment of the east side of

LAUS, once the Link Union Station (Link US) project has reached 35% design and its footprint/ elevation is clear. To advance both efforts, staff is requesting modifications to existing contracts and task orders with Kleinfelder, Inc. and Gruen Associates.

DISCUSSION

Metro purchased LAUS in 2011 and shortly thereafter initiated the master planning process with Gruen Associates (prime) and Grimshaw Architects (design lead). The USMP was prepared over the course of two years and included robust stakeholder engagement, including a series of workshops with the Board of Directors in which the Board approved a preferred approach (October 2013) and later approved moving the project into implementation (October 2014).

Environmental Clearance

In June 2016, Metro awarded a task order to Kleinfelder, Inc. (Kleinfelder) to prepare a Programmatic Environmental Impact Report (PEIR) that would evaluate the major transit improvements (multimodal passenger concourse and relocation of Patsaouras Bus Plaza), the 3.25-million-square-foot development program, and site-wide connectivity improvements at a programmatic level and the perimeter improvements (forecourt, Alameda Esplanade, and Los Angeles Crossing) at a project level under CEQA.

In October 2015, the Board approved an action that called for the Link US project (formerly SCRIP) to incorporate the multimodal passenger concourse (under the railyard) in its environmental analysis and preliminary engineering along with the accommodation of High Speed Rail (HSR) at the Union Station rail yard. The complexity of developing sound assumptions and cumulative impacts for the Link US and HSR projects resulted in numerous modifications to the PEIR assumptions and ultimately changes to the original USMP concept. Staff has determined that the most effective path forward is to no longer proceed with the PEIR and to instead pursue only the project-level clearance for the forecourt, Alameda Esplanade and Los Angeles Crossing (“Los Angeles Union Station Forecourt and Esplanade Improvements”). Additionally, staff would like to leverage work under the existing Kleinfelder task order to advance the NEPA analysis required by the terms of a \$12.3 million State Active Transportation Program (ATP) Grant that was secured for the Alameda Esplanade. This would allow for a more expeditious and cost-effective process.

Union Station Redevelopment

Staff is exploring the feasibility of releasing an RFIQ for the redevelopment of the east side of LAUS, once the Link US project has reached 35% design and its footprint/ elevation is clear. If determined feasible, the RFIQ will not assume changes to the current configuration of Patsaouras Bus Plaza, but will allow relocation or reconfiguration of the plaza subject to operational parameters being met.

To advance this effort, staff is seeking Board authority to amend the existing USMP contract with Gruen Associates to build on the extensive technical knowledge of the station gained by the team and advise on the complexities of developing on the east side of the station. If development is deemed structurally and financially feasible, Gruen Associates will provide support in developing the RFIQ. Because the master planning work focused on commercial development assuming a future configuration of the station, the focus of this additional planning work will be to identify development pads with the current configuration of the east side of the station; clearly define bus and transit patron

operational needs; and identify structural retrofits needed to support commercial development (for building over the existing garage and red/purple line box). Gruen Associates will also provide support in reviewing proposals received to consult on the structural feasibility and compatibility with optimizing transit functions at the station. To complement the planning work performed by Gruen Associates, staff will procure a financial feasibility consultant from the recently-approved Joint Development bench.

DETERMINATION OF SAFETY IMPACT

The modifications to the Kleinfelder task order and Gruen Associates contract will not have a direct impact on the safety of our customers and employees. Implementation of the projects being studied will create safer connections for Metro transit patrons, including transit connections as well as connections to the surrounding neighborhood destinations and job centers.

FINANCIAL IMPACT

There is sufficient funding in the FY17 budget in Cost Center Number 4530, Strategic Initiatives, under Project Number 405557, Union Station Master Plan, to accommodate the \$82,533 modification for Kleinfelder and the additional \$150,000 in CMA; and the \$209,532 modification for Gruen Associates and the additional \$150,000 CMA.

Since this is a multi-year contract/project, the cost center manager and Chief Planning Officer will be accountable for budgeting the cost in future years.

Impact to Budget

Source of funds: Local - General Fund ROW lease revenues. These funds are eligible for bus and rail operating and capital expenses. The modifications will not impact ongoing bus and rail operating and capital costs, the Proposition A and C and TDA administration budget or the Measure R administration budget.

ALTERNATIVES CONSIDERED

The Board may consider not allowing the modifications. This is not recommended. Metro secured a \$12.3 million grant and is required to undertake NEPA analysis, which can be completed most efficiently by working with Kleinfelder as they are working on the CEQA clearance for the same project. If the Board does not approve the modification, staff will have to prepare a new Request for Proposals and procure a new environmental consultant to perform the work. This could delay advancing the grant-funded project by six months to one year and would result in a more costly undertaking.

The Board could also consider not funding the Gruen Associates work to explore the development potential of the east side of LAUS. This is not recommended as not doing so would limit staff's ability to develop sound, technically-based assumptions on the feasibility of developing the east side of LAUS. In addition, pursuing a new consultant team would not be cost- or time-efficient as the Gruen Associates team has intimate knowledge of the station through the master planning process and this work is a continuation of that effort in response to new circumstances.

NEXT STEPS

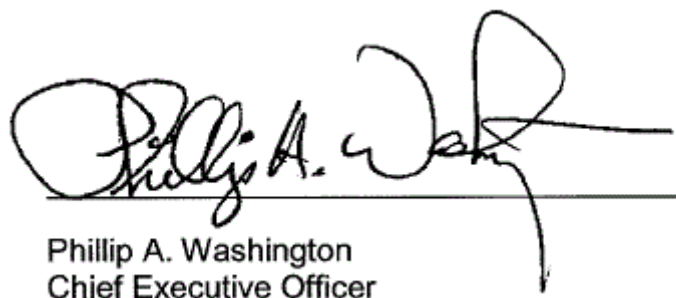
Upon Board approval, staff will execute Modification No. 3 to Task Order No. PS2999200FFO2TO1 with Kleinfelder and Modification No. 7 to Contract No. PS4330-2863 with Gruen Associates. Kleinfelder will proceed with the project-level analysis under CEQA and initiate NEPA analysis for the Los Angeles Union Station Forecourt and Perimeter Improvements, with completion anticipated in summer 2017. Gruen Associates will support staff in assessing the feasibility of redeveloping the east side of LAUS and, if determined viable, preparation of an RFIQ with release by winter 2017.

ATTACHMENTS

- Attachment A-1 - Procurement Summary PS2999200FFO2TO1
- Attachment A-2 - Procurement Summary PS4330-2863
- Attachment B-1 - Contract Modification/Change Order Log PS2999200FFO2TO1
- Attachment B-2 - Contract Modification/Change Order Log PS4330-2863
- Attachment C-1 - DEOD Summary for A-1
- Attachment C-2 - DEOD Summary for A-2

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