



Board Report

File #: 2021-0338, **File Type:** Contract

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

SUBJECT: LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a 24-month, firm fixed price Task Order, No. AE74716-5433000 under Countywide Planning and Development Bench Contract No. PS54330007, to Chen Ryan Associates for the Los Angeles County Rail Network Integration Study in an amount of \$1,680,301. Board approval of task order award is subject to resolution of all properly submitted protest(s), if any.

ISSUE

As an award recipient of the 2018 Transit and Intercity Rail Capital Program (TIRCP) from the California State Transportation Agency (CalSTA), Metro is responsible for implementing transit capital improvements that will broaden and modernize transit connectivity in Los Angeles County (LA County) and the Southern California region. Board approval of this task order is needed in order to proceed with this TIRCP grant-funded Rail Network Integration Study (Study) for LA County and fulfill the current TIRCP Network Integration Framework Agreement between Metro and CalSTA.

BACKGROUND

In 2018, Metro received a TIRCP grant award of \$1,088,499,000 for capital improvements that will broaden and modernize transit connectivity in LA County and the Southern California region by advancing new transit corridors simultaneously: L (Gold) Line Foothill Light Rail Extension to Montclair, East San Fernando Valley Transit Corridor, West Santa Ana Light Rail Transit Corridor, C (Green) Line Light Rail Extension to Torrance, and the G/B (Orange/Red) Line to L (Gold) Line Bus Rapid Transit Connector (North Hollywood to Pasadena). The award includes support for the development of a Vermont Transit Corridor Project and regional network integration with Metrolink, Amtrak, and additional transit services.

Metro was awarded an additional \$7,000,000 of funding to address network integration opportunities, with other rail and transit systems, including linkages to the statewide rail system, airports, and neighboring San Bernardino County transit services, and to enhance the benefits of AB 1550 (Gomez. Greenhouse gases: investment plan: disadvantaged communities). The intention of this

additional network integration funding is to ensure collaboration, eliminate duplicate investments, and ultimately create a seamless travel experience across rail and public transit in California.

Network integration typically describes any activity that supports a seamless travel experience for users by eliminating “points of friction” during a public transportation journey. The 2018 California State Rail Plan describe the need to coordinate investments in a way that ties together the vast public transit offerings across California into a single, cohesive system. Consistent with the recently adopted 2020 Long Range Transportation Plan (LRTP) and various Metro initiatives for enhanced ridership and customer experience, this Study will further explore opportunities for coordinated fare policies, integrated one-click ticketing, timed connections between services, and easy transfers. Network integration is intended to implement these features of the 2018 State Rail Plan.

Following the initiation of the current TIRCP Network Integration Framework Agreement between Metro and CalSTA, Metro staff developed the scope of the network integration study in partnership with Caltrans and CalSTA in fall 2020. In February 2021, Metro released a Task Order *Request for Proposal (RFP) for the Los Angeles County Rail Network Integration Study* to the Countywide Planning Department Bench seeking professional services to provide recommendations for integrating Metro’s existing and new transit corridors with the National Railroad Passenger Corporation (Amtrak) and Southern California Regional Rail Authority (SCRRA)/Metrolink’s programs, airports, and the anticipated California High Speed Rail (CAHSR) project investments.

As part of this Study, Metro will lead the planning processes for network integration effort focusing on regional rail and transit connectivity to the State rail network as described in the California State Rail Plan. CalSTA and Caltrans will be involved in the network integration efforts, providing technical assistance and ensuring that statewide goals and priorities are addressed during the work. This network integration planning requires coordination with Metrolink and its network integration planning for the regional rail system as described in the Metrolink Strategic Business Plan.

Specifically, this Study will identify systemwide network integration opportunities and gaps for three primary study areas where potential high transfer activities are anticipated between Metro bus and rail system, Amtrak/Metrolink stations and future CAHSR stations, including: 1) Metrolink Norwalk/Santa Fe Springs Station; 2) Metrolink Van Nuys Station, and 3) Metrolink Downtown Burbank Station and Burbank Airport Stations. Additional high transfer locations may be assessed if necessary pending discussion with key stakeholders.

Furthermore, the Study will explore potential opportunities for high-capacity express transit services leveraging state investment in the highway network and High Occupancy Vehicle (HOV)/Express Lanes within the Los Angeles Basin, such as coordination between transit systems to allow for long-distance travel and opportunities for Fly Away services to be integrated as part of the State rail network, including services to the Van Nuys, Los Angeles International, and Long Beach airports.

This Study is anticipated to be completed within 18 to 24 months by summer 2023. During the course of the Study, there will be opportunities for targeted stakeholder engagements to gather feedback from Metro internal and external stakeholders on their needs and priorities. Briefings will be conducted with key partnering agencies such as CalSTA, Caltrans, SCRRA/Metrolink, and CAHSR Authority, local jurisdictions (Cities of Los Angeles, San Fernando, Norwalk, Santa Fe Springs,

Burbank), and port authorities (Los Angeles World Airports and Burbank-Glendale-Pasadena Airport Authority), and municipal and local transit operators.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The adopted Fiscal Year (FY) 2022 Budget includes \$750,000 in Cost Center 4220 (Long Range Transportation Plan), Project 405542 (Long Range Planning). Since this is a multi-year Task Order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

Impact to Budget

The source of funds is a state TIRCP grant. As these funds are earmarked for network integration, they are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The proposed contractor team is a registered women-owned Small Business Enterprise (SBE) that exceeds Metro's small business goals by making a 53.68% SBE and 3.17% Disabled Veteran Business Enterprise (DVBE) commitment. The proposed contractor was selected through a fair and competitive process. The contractor team proposes to align with the Equity Platform framework to use EFCs to establish baseline understanding and measure the equity cost/benefit of Study recommendations on vulnerable and marginalized communities.

The Metro Equity Platform's Listen and Learn pillar will be applied to the Study process to engage with the relevant stakeholders and identify potential equity impacts. During the course of the Study, there will be opportunities for targeted stakeholder engagements to gather feedback from Metro internal and external stakeholders including users and residents. Pending future consultation with key stakeholders, there are various methods for community engagement, which may include in-person and virtual meetings and/or walk tours. This will ensure an equitable assessment of the systems and infrastructure needs, consistent with the Equity Platform adopted in February 2018 and will incorporate Equity Focus Communities (EFCs), adopted as part of the 2020 LRTP. Furthermore, existing community profiles within the ½-mile buffer of the three primary study locations are estimated as follows:

- Metrolink Norwalk/Santa Fe Springs Station: 91% people of color and 26% in EFCs
- Metrolink Van Nuys Station: 93% people of color and 30% in EFCs
- Metrolink Downtown Burbank Station: 33% people of color and 48% in EFCs

This Study will identify gaps and opportunities for enhanced mobility and improved regional access

for vulnerable and marginalized populations in LA County. The Study will assess the demand for potential transfers between the Metro system and the statewide rail network to determine the user benefits of the enhanced connections and explore opportunities for improved accessibility for people with limited mobility. A decision-making framework will be developed to prioritize the recommendations for a tiered implementation plan, with key considerations for equity, sustainability, and regional and local needs. The Office of Equity and Race will be consulted throughout the Study process, as necessary, to ensure that staff center the needs of vulnerable and marginalized communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Los Angeles County Rail Network Integration Study supports the following goals of the Metro Strategic Plan:

- *Goal #3: Enhance communities and lives through mobility and access to opportunity* - The Study is aimed to identify opportunities that will close the gaps in the regional transit network to provide better trip experiences and enhance communities and lives through improved mobility and access to opportunity;
- *Goal #4, Transform LA County through regional collaboration and national leadership* - The Study is aimed to enhance future partnerships between the State and LA Metro for regional transit services that could serve as core state network services and to ensure collaboration, eliminate duplicate investments, and ultimately create a seamless travel experience across rail and public transit in California.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended action. This option is not recommended as it is inconsistent with the current TIRCP Network Integration Framework Agreement between Metro and CalSTA and may hinder Metro's pursuit of federal and state funding for future potential systemwide rail integration improvements for LA County.

NEXT STEPS

Upon Board approval, Metro staff will execute Task Order No. AE74716-5433000 with Chen Ryan Associates to initiate the planning work and stakeholder coordination needed for the Los Angeles County Rail Network Integration Study.

ATTACHMENTS

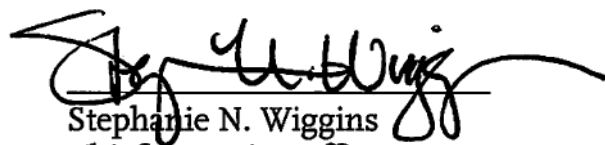
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Los Angeles County Rail Network Integration Study Area Map

Prepared by: Jill Liu, Sr. Manager, Countywide Planning & Development, (213) 922-7220
Mark Yamarone, DEO, Countywide Planning & Development, (213) 922-2834
Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY/
AE74716-5433000**

1.	Contract Number: Task Order No. AE74716-5433000, under Contract No. PS54330007	
2.	Recommended Vendor: Chen Ryan Associates	
3.	Type of Procurement (check one): ☐ IFB ☐ RFP ☒ RFP-A&E ☐ Non-Competitive ☐ Modification ☒ Task Order	
4.	Procurement Dates:	
	A. Issued: February 18, 2021	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: March 18, 2021	
	E. Pre-Qualification Completed: June 4, 2021	
	F. Conflict of Interest Form Submitted to Ethics: March 18, 2021	
	G. Protest Period End Date: July 20, 2021	
5.	Solicitations Picked up/Downloaded: 12	Proposals Received: 2
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Jill Liu	Telephone Number: (213) 922-7220

A. Procurement Background

This Board Action is to approve Task Order No. AE74716-5433000 for the Los Angeles County Rail Network Integration Study (Study) issued under the Countywide Planning and Development Bench Contract No. PS54330007. The Contractor shall prepare the Study for integrating Metro's existing and planned new transit corridors with SCRRA/Metrolink's programs and the anticipated California High Speed Rail (CAHSR) project investments. Board approval of task order awards are subject to resolution of all properly submitted protest(s).

The Task Order Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Task Order RFP was issued with an SBE goal of 22% and a 3% DVBGE goal.

There were no amendments issued during the solicitation phase of this RFP.

A pre-proposal conference was not held since this was issued to qualified members of the Countywide Planning Bench under Discipline No. 1 – Transportation Planning. No questions were asked prior to the proposal due date.

The 12 qualified members under Discipline No. 1 – Transportation received the Task order RFP and were included in the planholders list. A total of two proposals were received on March 18, 2021 from the following firms:

- AECOM Technical Services, Inc. (AECOM)

- Chen Ryan Associates (CRA)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning and Program Management Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|-----|
| • Qualifications and Experience of the Team | 25% |
| • Project Understanding and Approach for Implementation | 50% |
| • Effectiveness of Management Plan | 25% |

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

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period of March 22, 2021 to April 5, 2021, the PET members independently evaluated and scored the technical proposals. Both firms were within the competitive range and were invited for oral presentations on April 15, 2021, which provided each firm the opportunity to present each team's qualifications and respond to the evaluator's questions.

Following the oral presentations, the PET finalized technical scores based on both written proposals and the oral presentations. On April 19, 2021, the PET agreed that the final ranking of proposals scored CRA's proposal as the highest technically qualified. The PET concluded that CRA's proposal presented the highest level of skills, an effective management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

The CRA team effectively illustrated the critical path and work plan for this Study. The CRA team demonstrated qualifications in infrastructure planning, design, and operations/service planning for numerous statewide and regional plans, including: 2018 California State Rail Plan, 2022 California State Rail Plan, California Transportation Plan 2050, LOSSAN Corridor Optimization Effort, and CAHSR Network Integration South. Locally, the CRA team personnel has worked on Metro's 2020 Long-Range Transportation Plan, NextGen Bus Study, Brighton to Roxford Double Track Project, East San Fernando Valley Transit Corridor, C Line (Green Line) to Torrance Extension, and Metro's Transfers Design Guide.

CRA team's proposal demonstrated experiences with the California High Speed Rail program and station area planning, performance measures/mobility matrix, and benefit/cost analysis for grant applications for US DOT and Active Transportation Program (ATP) grants. The CRA team brings an innovative approach to analyzing Los Angeles County's rail network integration issues and opportunities.

Additionally, CRA's proposed project manager has 30 years of experience in transit planning along with the extensive technical experience from the four subconsultants on the team.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	CRA				
3	Qualifications and Experience of the Team	80.44	25.00%	20.11	
4	Project Understanding and Approach for Implementation	80.42	50.00%	40.21	
5	Effectiveness of Management Plan	77.00	25.00%	19.25	
6	Total		100.00%	79.57	1
7	AECOM				
8	Qualifications and Experience of the Team	80.00	25.00%	20.00	
9	Project Understanding and Approach for Implementation	75.42	50.00%	37.71	
10	Effectiveness of Management Plan	72.00	25.00%	18.00	
11	Total		100.00%	75.71	2

C. Cost Analysis

The recommended price of \$1,680,301 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	CRA	\$1,103,407	\$3,590,792	\$1,680,301

The initial proposal amount required additional level of effort for the following tasks, which resulted in a higher negotiated price:

- Task 3.0 - Baseline Conditions Report for Focused Hot Spot Areas
- Task 4.0 - Network Integration Recommendations and Benefit/Cost Assessment

D. Background on Recommended Contractor

The recommended firm, CRA, was founded in 2012 and is headquartered in San Diego, California, with a local office in Los Angeles. CRA is a transportation planning and traffic engineering firm that is both SBE and DBE certified. CRA has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from CRA and four subconsultants, of which, one is a Metro certified SBE and one is a DVBE.

DEOD SUMMARY

**LOS ANGELES COUNTY RAIL NETWORK INTEGRATION STUDY
AE74716-5433**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Chen Ryan Associates exceeded the goal by making a 53.68% SBE and 3.17% DVBE commitment.

SMALL BUSINESS GOAL	22% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	53.68% SBE 3.17% DVBE
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	SBE Subcontractors	% Committed
1.	Chen Ryan Associates (SBE Prime)	53.68%
	Total SBE Commitment	53.68%

	DVBE Subcontractors	% Committed
1.	Soar Environmental Consulting	3.17%
	Total DVBE Commitment	3.17%

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

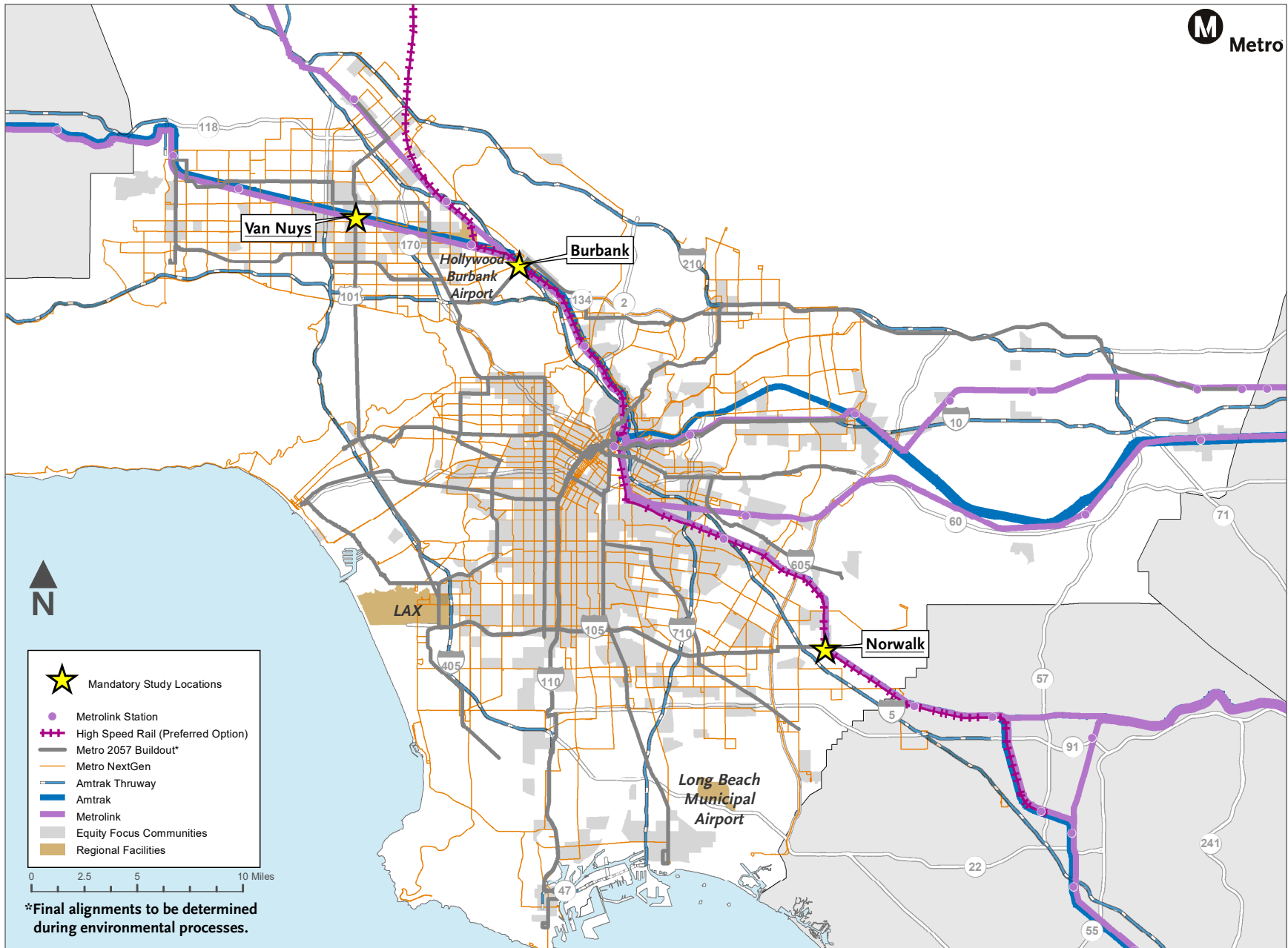
C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

Attachment C – Los Angeles County Rail Network Integration Study Area Map



*Final alignments to be determined during environmental processes.



Los Angeles County State Rail Network Integration Study

Planning and Programming Committee

July 14, 2021

Legistar File 2021-0338

Recommendation

- **AWARD and EXECUTE a task order contract with **Chen Ryan Associates** in an amount of **\$1,680,301** to complete the **Los Angeles County Rail Network Integration Study****
 - Up to 24-month, firm fixed price Task Order No. AE74716-5433000 under Planning Bench Contract No. PS54330007
 - Board approval of this task order is needed to fulfill Metro's current Transit and Intercity Rail Capital Program (TIRCP) Network Integration Framework Agreement with the California State Transportation Agency (CalSTA)

Background

- Metro received a 2018 TIRCP grant award of \$1.08B for new transit capital improvements and development of regional rail network integration.
- Metro received \$7M of additional TIRCP funding for “**Network Integration**” to implement features of the **2018 California State Rail Plan**, specifically:
 - ✓ Explore network integration opportunities, including linkages to the statewide rail system, airports/ports, and neighboring county transit services,
 - ✓ Facilitate interagency coordination on infrastructure developments and investments,
 - ✓ Create a seamless and safe travel experience across rail and public transit in California.

2018 California State Rail Plan

Connecting California



(Source: <https://dot.ca.gov/>)

Overview of Study Scope

- Establish baseline understanding
 - ✓ **Understand needs and priorities from partnering agencies:** CalSTA, Caltrans, Metrolink/Amtrak, and CAHSR Authority, local jurisdictions (Cities of Los Angeles, San Fernando, Norwalk, Santa Fe Springs, Burbank), and airports and ports, and municipal and local transit operators.
 - ✓ **Coordinate with other Metro efforts:** LRTP/SRTP, NextGen, TAP/fare integration, Recovery Task Force, Customer Experience Plan, etc.
 - ✓ **Conduct systemwide assessments:** regional connectivity, gaps and opportunities, shared corridors operations, infrastructure and equipment, etc.
- Explore opportunities for express transit services leveraging HOV/Express Lanes for long-distance travel (e.g., Fly Away)
- Develop network integration recommendations, with considerations for equity, sustainability, and benefits/costs
- Prioritize recommendations based on agency priorities and state and regional rail system needs

Focus of the Study

- Identify network integration opportunities for 3 locations with anticipated high transfer activities, including:
- **Metrolink Downtown Burbank Station and Burbank Airport Stations**
 - ✓ Future CAHSR station and Metro NoHo to Pasadena BRT station
 - **Metrolink Norwalk/Santa Fe Springs Station**
 - ✓ Future CAHSR station and transfers to C/Green Line stations
 - **Metrolink Van Nuys Station**
 - ✓ Future ESRV LRT, Sepulveda Corridor, and elevated G/Orange Line BRT at Van Nuys Bl.



Next Steps/Project Schedule

- Summer 2021 – project kick-off and baseline understanding
- Fall 2021 – first round of stakeholder coordination
- Spring 2022 – initial network integration recommendations
- Summer 2022 – second round of stakeholder coordination
- Fall/Winter 2022– draft and final study reports