



Board Report

File #: 2018-0797, File Type: Contract

Agenda Number: 21.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 21, 2019

SUBJECT: SYSTEMWIDE BUS NETWORK RESTRUCTURING PLAN

ACTION: APPROVE MODIFICATION

RECOMMENDATION

APPROVE Modification No. 1 to Task Order No. PS878320003041, under Contract No. PS4010-3041-F-XX, with Cambridge Systematics, Inc. for additional enhancements to the systemwide bus network restructuring plan for a firm fixed price of \$764,325, increasing the total Task Order value from \$1,295,762 to \$2,060,087, and extending the period of performance through December 30, 2021.

ISSUE

The NextGen Bus Study is to design a new bus network that is more relevant, reflective of, and attractive to the residents of LA County. We believe this redesigned network will improve service to current customers, attract new customers, and win back past customers.

As we progress through the study, it is necessary for additional tasks to be completed to ensure comprehensive and effective public outreach and final implementation.

As the Modification amount exceeds Metro's Chief Executive Officer's delegation of contracting authority, staff is requesting Board approval for the task order modification.

BACKGROUND

In November 2017, Cambridge Systematics, Inc. was awarded the Systemwide Bus Network Restructuring Plan task order for an amount of \$1,295,762. As the project moves forward, additional technical work is necessary to address several new enhancements which were not originally included. These enhancements include improved network optimization, stakeholder project team coordination, public outreach, implementation support and evaluation of results.

DISCUSSION

Network Optimization - Given the number of new findings from preliminary data on markets and travel demand, there is a need to delve further into this new data. The data will be analyzed to

integrate with traditional route segment evaluation information in order to develop a service concept that results in new routes and services. Further, to support the Board-approved MicroTransit and Mobility-On-Demand (MOD) pilot projects and their finalized service zones, additional work is needed to interface these projects to ensure coordinated and synergistic services as part of the overall transit network. Towards the end of the project, additional work will be needed to develop a Phasing Plan for implementation.

Stakeholder project team coordination - With the Bus Rapid Transit (BRT) Visioning Study and Long Range Transportation Plan (LRTP) underway, the consultant team must engage with these other projects to ensure coordinated strategies and timeline so service can be optimized with emerging projects such as MicroTransit and MOD. Coordination is also needed with municipal transit operators such as LADOT and Santa Monica Big Blue Bus to ensure connecting services are coordinated to encourage overall transit use.

Public outreach - Extensive public outreach and stakeholder engagement is critical to the success of this project. Initially, this project separated the technical and outreach consultants into separate contracts. As a result, the technical consultants were not budgeted for working group meetings or stakeholder support. Given the significant outreach and stakeholder engagement to date and anticipated through the remainder of the project, there will be additional need for technical consultants to participate and support first-hand from these public outreach activities.

Implementation Support and Evaluation of Results - While the study is critical to planning this project, the implementation and subsequent evaluation of results is critical to address outstanding issues quickly and measure effectiveness of service changes. The technical consultant will be needed to make refinements to service proposals and recommend improvements to Standard Operating Procedures (SOPs) with the goal of maximizing success and effectiveness of the NextGen Bus Plan. The technical consultants will assist in implementation with pre-scheduling work, optimizing operational challenges such as turnaround loops and layovers, and establishing accurate travel times for new route segments and service in new areas. Once service changes are implemented, the technical consultant will be retained to evaluate the results of the NextGen Bus Plan.

Speed and Reliability improvements on 5 corridors - Pursuant to the CEO's Ridership Action Plan effort to improve speed and reliability of the transit system, staff identified 5 bus corridors to dissect and develop transit priority programs for consideration. This detailed level of effort requires additional support from the technical consultant to develop specific solutions for each congestion hotspot along each of the 5 corridors.

DETERMINATION OF SAFETY IMPACT

Conducting this study will not have any impacts on the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY19 budget includes \$400,000 in Cost Center 3151, Account 50316 - Professional & Technical Services, Project 306004 - Service Planning & Enhancements. Since this is a multi-year contract, the Cost Center Manager and Chief Operations Officer will be responsible for budgeting future years for

the balance of the remaining project budget.

Impact to Budget

The current source of funds for this action will include Measure R Administration funds. Use of these funding sources maximizes established funding provisions and guidelines. These funds are not eligible for operating or capital functions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 2) Deliver outstanding trip experiences for all users of the transportation system. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

Staff considered conducting additional study using in-house resources. The alternative is not recommended as extensive public outreach is critical to success but resource intensive, and the bus system continues to be misaligned with current day travel demand, infrastructure and travel options and there are insufficient in-house resources to conduct the study and develop a Plan of this magnitude.

NEXT STEPS

Upon Board approval, staff will execute a task order modification with Cambridge Systematics, Inc. under the Countywide Planning Services Bench Contract No. PS4010-3041-F-XX, Task Order No. PS878320003041 to provide additional enhancements to the systemwide bus network restructuring plan.

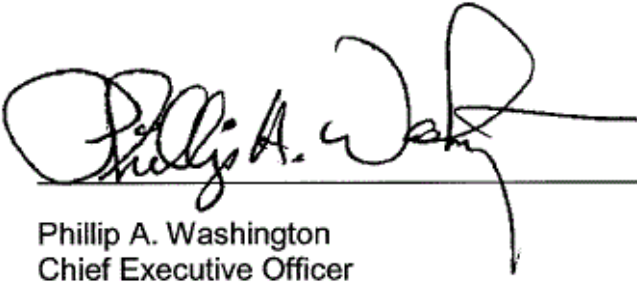
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Task Order/Modification Log
Attachment C - DEOD Summary

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SYSTEMWIDE BUS NETWORK RESTRUCTURING PLAN / PS4010-3041-F-XX
TASK ORDER NO. PS878320003041

1.	Contract Number: PS4010-3041-F-XX Task Order No. PS878320003041		
2.	Contractor: Cambridge Systematics, Inc.		
3.	Mod. Work Description: Additional enhancements		
4.	Contract Work Description: Develop Systemwide Bus Network Restructuring Plan		
5.	The following data is current as of: January 11, 2019		
6.	Contract Completion Status		Financial Status
	Task Order Awarded:	11/16/2017	Task Order Award Amount: \$1,295,762
	Notice to Proceed (NTP):	12/19/2017	Total of Modifications Approved: \$0
	Task Order Complete Date:	6/1/2019	Pending Modifications (including this action): \$764,325
	Current Est. Complete Date:	12/30/2021	Current Task Order Value (with this action): \$2,060,087
7.	Contract Administrator: Anush Beglaryan		Telephone Number: (213) 418-3047
8.	Project Manager: Conan Cheung		Telephone Number: (213) 418-3034

A. Procurement Background

This Board Action is to approve Modification No. 1 to Task Order No. PS878320003041, under Contract No. PS4010-3041-F-XX in support of additional enhancements to the Systemwide Bus Network Restructuring Plan including improved network optimization, stakeholder project team coordination, public outreach, and implementation support and evaluation of results.

All Task Orders and Modifications are handled in accordance with Board approved authority levels and Metro's Acquisition Policy. This Task Order type is firm fixed price. All other terms and conditions remain in effect.

In November 2017, Metro's Board of Directors approved Task Order No. PS878320003041 for the firm fixed price of \$1,295,762 for the development of a Systemwide Bus Network Restructuring Plan issued to Cambridge Systematics, Inc., a contractor on the Bench, Discipline 1 (Transportation Planning).

Refer to Attachment B, Task Order/Modification Log for details on Task Orders and Modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon cost analysis, technical evaluation and independent cost estimate (ICE). All contract direct labor rates remain unchanged from original awarded task order.

Proposal Amount	Metro ICE	Negotiated Amount
\$764,325	\$749,525	\$764,325

TASK ORDER / MODIFICATION LOG

TASK ORDER NO. PS878320003041

SYSTEMWIDE BUS NETWORK RESTRUCTURING PLAN / PS4010-3041-F-XX

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Additional enhancements such as improved network optimization, public outreach, and stakeholder project team coordination	Pending	2/28/2019	\$764,325
	Modification Total:			\$764,325
	Original Task Order Amount:		11/16/2017	\$1,295,762
	Total:			\$2,060,087

DEOD SUMMARY

SYSTEMWIDE BUS NETWORK RESTRUCTURING/PS4010-3041-F-XX

A. Small Business Participation

Cambridge Systematics made a 60.43% Small Business Enterprise (SBE) commitment. The project is 47% complete and the current SBE participation is 68.99%. Cambridge Systematics is currently exceeding their SBE commitment.

Small Business Commitment	60.43% SBE	Small Business Participation	68.99% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Here Design Studio	3.86%	3.29%
2.	Transportation Management & Design	56.57%	65.70%
	Total	60.43%	68.99%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

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.