



Board Report

File #: 2021-0800, **File Type:** Contract**Agenda Number:** 5.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022****SUBJECT: EAST SAN FERNANDO VALLEY SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BOULEVARD****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

ISSUE

At its December 2020 meeting, the Metro Board approved Motion 10.1, instructing staff to prepare a plan to complete additional studies along a 2.5-mile segment within the Antelope Valley shared right-of-way (ROW), from the Sylmar/San Fernando Metrolink Station to Van Nuys Boulevard. These studies will address traffic and safety concerns raised by the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando on the ESFVTC Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

BACKGROUND

At the February 2021 Metro Board meeting, staff presented a plan for completing the required studies, as requested in Motion 10.1 in December 2020. Staff subsequently finalized the scope of services and were prepared to negotiate the initial procurement using the Regional Rail On-Call Contract. However, in late May 2021, the identified contractor declined this contract due to a potential conflict with future work opportunities on the East San Fernando Valley Light Rail Project (Phase 1). Staff subsequently procured this study through Metro's Planning bench and released the competitive Request for Proposals (RFP) in September 2021.

DISCUSSION

This study will evaluate the feasibility of alternatives not considered in the environmental document for connecting the Sylmar/San Fernando Metrolink Station with a new ESFV LRT station to be located at the intersection of Van Nuys Blvd. and San Fernando Rd. This includes evaluation of the following scenarios:

- Full-Build: Quadruple Track from Sylmar/San Fernando Metrolink Station to Van Nuys Boulevard
- ESFV IOS With New Connection: Build the IOS (Phase 1), create a new transfer connection at Van Nuys/San Fernando, and assume completion of SCRRA double track between Van Nuys Boulevard and Sylmar/San Fernando Station.
- FRA-Compliant Light Rail: Build ESFV to FRA Tier-III Compliant standards for Light Rail

The scope of services is structured in phases to align with budget availability in FY 22.

- Phase 1 will include a Grade Crossing Analysis (Milestone 1) for the Full-Build option to determine if grade separation is required along the 2.5-mile shared ROW. The expected duration for this phase is five (5) months after task order execution.
- Upon completion of Phase 1, the Metro Board will consider authorizing Phase 2. Phase 2 is an optional task that includes additional analysis for up to three scenarios recommended by SCRRA in their comment letter (and described above). The expected duration for this phase is eighteen (18) months after task order execution.

Staff will coordinate with SCRRA, City of San Fernando, City of Los Angeles, and other key stakeholders during the preparation of this Study.

This study will include conceptual (5%) cost estimates for up to three scenarios along this 2.5-mile segment of the shared ROW. Any changes in the scope for this segment would require supplemental environmental review to previous environmental documents for both the East San Fernando Valley Light Rail Project and the Antelope Valley Line.

DETERMINATION OF SAFETY IMPACT

Authorization of the task order award for the ESFV Supplemental Analysis from Sylmar/San Fernando to Van Nuys Boulevard will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY 2021-22 budget contains \$350,000 in Cost Center 4350, Project 465521 for professional services. Since this is a multi-year task order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action is Measure M 35% Transit Construction dedicated for the East

San Fernando Valley Transit Corridor. Funding has yet to be identified for this segment. Upon completion of this study, Metro may pursue state and federal funding opportunities pending the Metro Board's direction on a path forward along this segment.

EQUITY PLATFORM

The study area communities of Pacoima, Sylmar, and City of San Fernando have been identified as Equity Focused Communities (EFCs). Additionally, Metrolink's 2018 Origin-Destination Study (Metrolink, 2019) found that Antelope Valley Line riders overall have the lowest median income (\$74,091) and automobile availability (71%) in the entire Metrolink system. This supports the understanding of study area communities as vulnerable/marginalized and transit-dependent. Furthermore, existing traffic and safety conditions along the shared ROW present a potential burden to these communities, as highlighted by the City of San Fernando in their Final EIS/EIR comment letter.

This study will assess travel time, frequency, and connectivity between different modes, which could enhance transit access and mobility options for study area communities. It is intended to identify harms to the EFCs stemming from existing traffic and safety conditions along this shared ROW and to assess how the study scenarios would affect these conditions in the future. The design and analysis of each scenario will be developed with specific consideration to EFCs, vulnerable/marginalized communities, and transit riders. Furthermore, the study will recommend strategies to avoid and/or minimize potential harms and impacts towards these communities, while maximizing mobility benefits.

Additionally, the ESFVTC Project (including the subject 2.5-mile segment) will be included in Metro's Transit Oriented Communities (TOC) Corridor Baseline Assessments, as will all Metro transit corridors. The purpose of the TOC Baseline Assessments is to evaluate all Metro transit corridors (beginning with Measure M funded projects) and identify strategies to equitably leverage benefits of transit investments and prepare for unintended consequences like gentrification and displacement.

Stakeholder Engagement

Metro previously conducted a robust community engagement process throughout the ESFVTC EIS/EIR phase. Most recently, during the Final EIS/EIR 45-day public comment period in fall 2020, staff hosted two virtual community meetings, one of which was entirely in Spanish. Metro also hosted fifteen (15) presentations to community stakeholder groups. In total, approximately 800 attendees participated in these engagement opportunities. Additionally, to make the contents of the Final EIS/EIR more accessible, a web-based platform was developed in English and Spanish.

As this is only a preliminary technical study, entities that Metro will engage with via technical meetings include, but are not limited to, City of San Fernando, City of Los Angeles, SCRRA, UPRR, and elected offices. Although targeted community outreach is not included as part of this study, staff will continue to be responsive to requests for information and updates to local stakeholder groups. Upon completion of the study, the Metro Board will determine the path forward along the shared ROW and any additional engagement opportunities could be revisited at that time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize this task order award at this time. This is not recommended as it would delay completion of this Metro Board-directed study. Conducting this study is necessary to address SCRRA and City of San Fernando comments on the ESFVTC EIS/EIR and to determine a feasible path forward to address the mobility needs within this transportation corridor.

NEXT STEPS

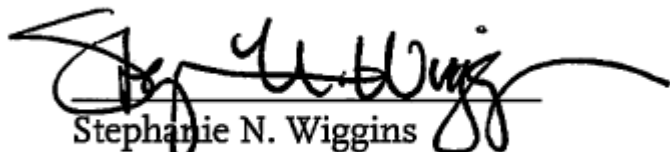
Upon Board approval, staff will execute Task Order No. PS80628-5433000 with Mott MacDonald to initiate work on Phase 1 of the scope of services, which is anticipated to be completed within five months of Task Order execution. Staff anticipates returning to the Metro Board in Fall 2022 to present findings on the Phase 1 work. At that time, the Board will consider authorizing work on the optional Phase 2. If authorized, Phase 2 is anticipated to be completed within 18 months from Task Order execution.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - ESFV Shared ROW Study Area Map

Prepared by: Ivan Gonzalez, Senior Manager, Countywide Planning & Development, (213) 922-7506
Jody Litvak, Senior Director, Countywide Planning & Development, (213) 922-1240
Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO
VAN NUYS BOULEVARD SHARED RAILROAD RIGHT-OF WAY
(PHASE 1 AND PHASE 2)/PS80628-5433000**

1.	Contract Number: Task Order No. PS80628-5433000, under Contract No. PS54330021	
2.	Recommended Vendor: Mott MacDonald Group, Inc.	
3.	Type of Procurement (check one): ☐ IFB ☒ RFP ☐ RFP--A&E ☐ Non-Competitive ☐ Modification ☒ Task Order	
4.	Procurement Dates:	
	A. Issued: September 8, 2021	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: October 6, 2021	
	E. Pre-Qualification Completed: October 7, 2021	
	F. Conflict of Interest Form Submitted to Ethics: November 3, 2021	
	G. Protest Period End Date: March 24, 2022	
5.	Solicitations Picked up/Downloaded: 12	Bids/Proposals Received: 4
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Ivan Gonzalez	Telephone Number: (213) 922-7506

A. Procurement Background

This Board Action is to approve Task Order No. PS80628-5433000 for the Supplemental Analysis of Sylmar/San Fernando to Van Nuys Boulevard Shared Railroad Right-of Way (Phase 1 & Phase 2) issued under the Countywide Planning and Development Bench Contract No. PS54330021. The Contractor shall complete supplemental studies along the San Fernando/Antelope Valley Line (AVL) railroad right-of-way (ROW), which extends from the intersection of Van Nuys Boulevard and San Fernando Road, north/west 2.5-miles to the Sylmar/San Fernando Metrolink Station. As the alignment passes through the City of San Fernando, the Study Area shall extend south-west to Truman Street and north-west to 1st Street. 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% DVBE goal.

There were no amendments issued during the solicitation phase of this Task Order 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 by Proposers 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 four proposals were received on October 6, 2021 from the following firms:

- Kimley-Horn & Associates, Inc.
- Mott MacDonald Group, Inc. (Mott MacDonald)
- STV Incorporated (STV)
- WSP USA (WSP)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning, Program Management and Metrolink 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 the Firms on the Team (includes Prime Contractor and Subcontractors) | 20% |
| • Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors) | 25% |
| • Effectiveness of Team Management Plan | 15% |
| • Understanding of Work and Approach for Implementation | 20% |
| • Innovation | 5% |
| • Cost | 15% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar supplemental analysis study procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience and capabilities of key personnel of the team (includes Prime Contractor and Subcontractors). The PET evaluated the proposals according to the pre-established evaluation criteria.

During the period of October 7, 2021 to October 21, 2021, the PET members independently evaluated and scored the technical proposals. Two firms were determined to be within the competitive range and are listed below in alphabetical order.

- Mott MacDonald
- STV

Two firms were determined to be outside the competitive range and were not included for further consideration as their proposals were not clear in addressing the requirements.

On November 1, 2021, the two firms were invited for oral presentations, which provided each firm the opportunity to present their team's qualifications, and to respond to the PET's questions.

Following the interviews, the PET finalized technical scores based on both written proposals and oral presentations. On November 4, 2021, the PET agreed that the final ranking of proposals scored Mott MacDonald's proposal as the highest ranked. The PET concluded that Mott MacDonald's proposal presented the highest level of skill, achievable management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Firms within the Competitive Range:

Mott MacDonald

Mott MacDonald featured a strong project team, led by a Project Manager who has direct experience working within the Antelope Valley Shared ROW on a similar Planning-level study/project. The Mott MacDonald team performed well in their knowledge of the corridor, including stakeholders, institutional, and technical issues within the ROW. Key team members also have relevant design and Planning-level experience on related Metro projects and the team has a strong depth of resources to handle this assignment. The team provided a detailed approach to conducting the work, backed by a group of key staff and technical leads that appeared well organized and experienced.

The proposal also stood out by referencing their commitment to go beyond the technical requirements of this study by approaching it holistically and promoting inclusive and equitable social outcomes.

STV

STV also included a strong team in their proposal, with key staff and subcontractors possessing strong relevant experience on similar projects and within a similar geographical area. As part of their proposal, the team included a detailed approach to the scope of services and referenced their extensive engineering and Planning experience on the Antelope Valley Line and on ESFV. Their staffing plan appeared well organized to perform the requested work. However, STV did not tie their understanding of the corridor's issues and dynamics well in a narrative form in their proposal, which leaned strongly toward their technical expertise and experience.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Mott MacDonald				
3	Degree of Skills and Experience of the Firms on the Team (includes Prime Contractor and Subcontractors)	85.30	20.00%	17.06	
4	Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors)	82.48	25.00%	20.62	
5	Effectiveness of Team Management Plan	84.20	15.00%	12.63	
6	Understanding of Work and Approach for Implementation	86.25	20.00%	17.25	
7	Innovation	84.40	5.00%	4.22	
8	Cost	91.40	15.00%	13.71	
9	Total		100.00%	85.49	1
10	STV				
11	Degree of Skills and Experience of the Firms on the Team (includes Prime Contractor and Subcontractors)	82.20	20.00%	16.44	
12	Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors)	79.36	25.00%	19.84	
13	Effectiveness of Team Management Plan	80.20	15.00%	12.03	
14	Understanding of Work and Approach for Implementation	82.20	20.00%	16.44	
15	Innovation	78.80	5.00%	3.94	
16	Cost	100.00	15.00%	15.00	
17	Total		100.00%	83.69	2

C. Cost Analysis

The recommended price of \$1,806,223 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, cost analysis, fact finding, and negotiations.

Mott MacDonald's negotiated amount increased from the proposal amount because the initial level of effort was not consistent with the work identified in the Task Order RFP. The discrepancy between the ICE and negotiated price was due to Metro taking a conservative approach on the ICE and the contractor identifying efficiencies on certain tasks.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Mott MacDonald	\$1,626,810.86	\$2,661,945	\$1,806,223
2.	STV	\$1,486,624.86	\$2,661,945	N/A

D. Background on Recommended Contractor

Mott MacDonald, headquartered in the United Kingdom with a local Los Angeles office. Mott MacDonald was formed in 1989 and has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from Mott MacDonald and three subcontractors, of which two are Metro certified SBEs and one is a DVBE.

DEOD SUMMARY

**SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO
VAN NUYS BOULEVARD SHARED RAILROAD RIGHT-OF WAY
(PHASE 1 AND PHASE 2)/PS80628-5433000**

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. Mott MacDonald Group, Inc. exceeded the goal by making a 23.04% SBE and 3.01% DVBE commitment.

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	23.04% SBE 3.01% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Committed
1.	FPL and Associates, Inc.	2.86%
2.	Zephyr UAS, Inc.	20.18%
	Total SBE Commitment	23.04%

	DVBE Subcontractors	% Committed
1.	The LeBaugh Group, Inc.	3.01%
	Total DVBE Commitment	3.01%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage 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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

ATTACHMENT C

ESFV SHARED ROW STUDY AREA MAP (PHASE 2)



ESFV Shared ROW Supplemental Analysis



East San Fernando Valley Shared ROW Supplemental Analysis Study

Legistar: 2021-0800

Metro Board Meeting

March 24, 2022

A. AUTHORIZING the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

Study Background

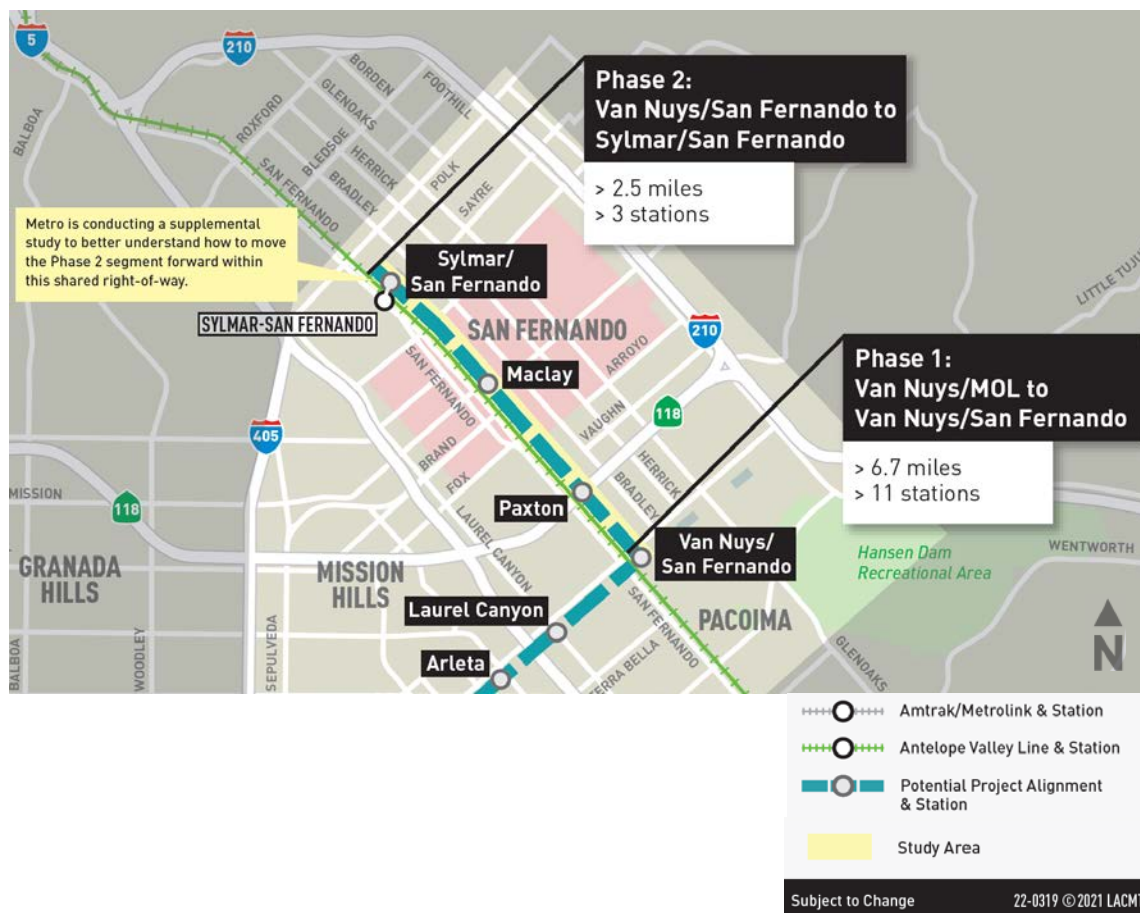
- > **December 2020** - Metro Board certified the East San Fernando Valley Light Rail Transit Final EIS/EIR; directed further study of the 2.5-mile segment along the Antelope Valley Line shared ROW (Motion 10.1).
- > **February 2021** – Board reviewed the plan to complete the studies, per Motion 10.1.
- > **May 2021 – December 2021** – Initial procurement of a consultant that subsequently declined the award. Reinitiated procurement process through Metro's Planning bench; developed recommendation for award.
- > **March 2022** – Board to take action on task order award.



Overview



- > **Scope of Work:** Re-evaluate railroad right-of-way that would be shared between Metro East San Fernando Valley Light Rail Project, SCRRA, and UPRR. Address adjacency concerns of Cities of San Fernando and Los Angeles.
- > **Phase 1:** Grade Crossing Analysis (four-track option)
- > **Phase 2:** Additional Analysis and design for up to three scenarios



- > **Technical meetings:** Metro will engage with City of San Fernando, Metrolink, City of Los Angeles, UPRR, elected offices, and other entities.
- > **Stakeholder kick-off meeting**
 - > Anticipated in spring 2022
 - > Will cover study coordination process, timeline, and anticipated deliverables to review.

Next Steps (anticipated)



- > **March 2022:** Board to award task order.
- > **April 2022:** Phase 1 to begin.
 - > Anticipated to complete within 5 months from task order award.
- > **Fall 2022:**
 - > Return to Board, present findings from Phase 1.
 - > Board to consider authorizing Phase 2 (optional).
 - > Phase 2 anticipated to be complete within 18 months from task order award/execution.