

**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

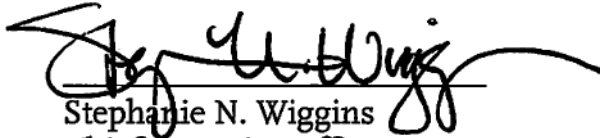
Attachment A - Procurement Summary

Attachment B - DEOD Summary

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

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