



## Board Report

File #: 2023-0409, File Type: Contract

Agenda Number: 17.

### PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 20, 2023

**SUBJECT: VERMONT TRANSIT CORRIDOR**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATIONS**

CONSIDER:

- A. AWARDING AND EXECUTING up to a 60-month, firm fixed price Contract No. AE97976000 to Vermont Corridor Partners Joint Venture, a joint venture between AECOM Technical Services, Inc., Terry A. Hayes Associates, Inc., and RAW International, Inc., in the amount of \$55,668,537, to prepare the Planning and Environmental Study for the Vermont Transit Corridor, subject to resolution of any properly submitted protest(s), if any, and;
- B. AUTHORIZING the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

#### **ISSUE**

The Vermont Transit Corridor is a Measure M project with a projected opening date within Fiscal Years (FY) 2028 to 2030. Currently, there is \$425 million (2015\$) allocated for this project. To advance the project in accordance with the Measure M schedule, a Locally Preferred Alternative (LPA) needs to be identified and environmentally cleared.

On February 6, 2023, Metro issued a Request for Proposal (RFP No. AE97976) seeking a qualified consultant for planning, environmental, and engineering services for the Vermont Transit Corridor Project (Project). Board approval is needed to award Contract No. AE97976000 to allow the consultant to begin work.

#### **BACKGROUND**

Vermont Avenue is the second busiest transit corridor in Los Angeles County with nearly 71,000 daily boardings (pre-Covid) served by Metro Local Line 204 and Metro Rapid Line 754, as well as the Metro B, D, E, and C rail lines. The corridor also connects some of the region's most economically and socially diverse communities. Between Hollywood Boulevard and 120th Street (Attachment A), 100% of the Vermont corridor is contained within Metro Equity-Focus Communities. The Vermont

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Transit Corridor Project will not only improve mobility through better connections to the regional transit system but will also improve equity by bringing long-awaited transit improvements to these traditionally underserved communities.

In April 2019, staff presented the findings and recommendations from the Vermont Transit Corridor - Rail Conversion/Feasibility Study. Overall, the study found that: BRT continues to be feasible in the Vermont Corridor; BRT does not preclude conversion to rail transit in the future; BRT has the capacity to serve ridership demand at least until 2042; rail transit would maximize the mobility benefits along the corridor and in the region; and three rail alternatives were identified and determined feasible for future implementation. Additionally, at its April 2019 meeting, the Board approved a Motion 16.1 by Directors Garcetti, Dupont-Walker, Hahn, Solis and Butts (Attachment B) directing staff to advance three BRT alternatives and the three rail concepts identified in the study into the environmental review. The current Measure M ordinance includes the future potential conversion to rail on the Vermont Corridor after FY 2067 and based on passenger demand. The inclusion of rail alternatives in the environmental study provides an opportunity to deliver rail transit sooner should additional funding materialize.

In June 2021, Metro adopted its new Community Based Organization (CBO) Partnering Strategy that established consistent and equitable processes for Metro to utilize when engaging CBOs for professional services. As a result, in November 2021, Metro conducted a pre-environmental public outreach and Community Based Organization (CBO) engagement program to align with the goals of the Equity Platform Framework and ensure that the community's needs and concerns were identified early in the planning process to inform potential transit improvements for the Vermont corridor. The CBO engagement program included partnering with 20 CBOs and engaging over 6,000 stakeholders. Outreach activities were designed to engage and inform stakeholders through traditional and non-traditional approaches, including in-person and virtual meetings with flexible dates, times, and locations, surveys, and interactive and accessible information, providing community members the opportunity to offer input and help shape the next phase for the project.

At its August 25, 2022 meeting, the Board received a status report on the Vermont Transit Corridor Project's Community Based Partnership Program (CPP). The CPP provided stakeholders who live, work, play, study, and/or worship along Vermont with an opportunity to express their thoughts about possible transit improvements they envision for the corridor and ensured that Metro staff received comments from a diverse group of stakeholders who do not often participate in helping shape their communities. It also informed a planning approach supported by the communities along the corridor that includes near-term (quick build), medium-term (BRT), and long-term (rail) transit improvements.

At its September 2022 meeting, based on the community feedback received, the Board approved a motion by Directors Dupont-Walker, Najarian, Mitchell, Solis, and Butts, (Attachment C) directing staff to advance the Vermont Transit Corridor with a three-pronged approach, consisting of near-term bus service improvements, a medium-term BRT project, and a longer-term rail project subject to funding availability. This approach addresses the more immediate transit needs on the corridor while planning for the mid-term and longer-term improvements that will provide even greater community benefits and address future ridership demands.

## **DISCUSSION**

In response to the Board motion, the contract for the planning and environmental work for the Vermont Transit Corridor will be executed in two parts. The base contract covers Part 1 which includes an Alternatives Analysis (AA), a California Environmental Quality Act (CEQA) exemption under Senate Bill 922, and Advanced Conceptual Engineering (ACE) for BRT. Part 1 also includes an optional task for National Environmental Policy Act (NEPA) review should federal funding be pursued and subject to coordination with the Federal Transit Administration (FTA).

Part 2 includes the AA, ACE and CEQA environmental review of the rail alternatives and will commence following the CEQA clearance of BRT. The NEPA optional task, consistent with Board direction to develop a strategy for rail, including funding and delivery, will be authorized based on identifying additional funding and coordination with FTA.

#### Planned Outreach Efforts

Public and stakeholder engagement throughout the planning and environmental process will provide valuable feedback that will inform the environmental review process, including the evaluation of alternatives and the selection of the medium-term LPA by the Metro Board. A series of meetings will be conducted as part of the alternatives analysis and environmental review process. Individual briefings with key stakeholders and elected officials will also be conducted. All outreach activities will be managed through a separate contract issued under the Board-approved On-call Communications Bench. The selected planning and environmental firm will work collaboratively with the outreach contractor throughout the study period.

#### Status of Near Term Bus Service Improvements

One of the key outcomes from the CPP also included implementing near-term bus service improvements on the corridor. Metro Operations is leading this effort, which proposes peak period curb-running bus lanes between Sunset and Wilshire Boulevards and full-time curb-running bus lanes between Gage Avenue and the Vermont/Athens C Line Station. Staff will conduct briefings and presentations to interested stakeholders, community groups, and neighborhood councils, as well as outreach to businesses along Vermont. Community engagement is slated to begin in [Fall /Winter 2023](#), followed by design work in Spring 2024. Implementation of the bus lanes is anticipated for [Summer 2025](#). This project will be discussed further at the September 21, 2023, Operations, Safety, and Customer Experience Committee.

#### **DETERMINATION OF SAFETY IMPACT**

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

#### **FINANCIAL IMPACT**

The FY24 Budget includes \$4.9 million in Cost Center 4240 (Mobility Corridors Team 4), Project 471402 (Vermont Transit Corridor Project). Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

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**Impact to Budget**

The funding source for the Vermont Transit Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the Vermont Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

**EQUITY PLATFORM**

The Vermont Transit Corridor Planning and Environmental Review contract was solicited as an open solicitation and included a Disadvantaged Business Enterprise (DBE) goal of 27%. The solicitation was posted on Metro's Vendor Portal and in local publications with geographic and sociodemographic relevance to the project corridor. Evaluation of the proposals considered a number of criteria, including an understanding of local institutional issues, political dynamics, community concerns, and needs of the Vermont corridor. In addition, as part of the scope of work, the Contractor will conduct a comprehensive cultural needs assessment. The recommended firm exceeded the goal by making a 41.16% DBE commitment. The Vermont Transit Corridor is consistent with the Metro Equity Platform in that the alternatives help enhance accessibility and connectivity for residential and employment centers, support for transit-oriented communities' policies, support for first/last-mile connections, and investment in disadvantaged communities. The Vermont Transit Corridor is located entirely within Equity Focus Communities (EFCs). The Project will provide new benefits of enhanced mobility and improved regional access for transit-dependent and minority and/or low-income populations within the study area. Going forward, the Project will continue to use Metro's EFC definition along with other metrics (seniors, school-age students, single moms, low-income households, people with disabilities-all who are likely to be more transit-dependent), as appropriate, to guide analyses and to conduct robust and inclusive community engagement.

Throughout the planning and environmental review of this project, advancing transit equity will be a critical part in setting up project objectives in evaluating alternatives, developing design elements, and engaging the community and stakeholders. In addition, we will continue to partner with CBOs to support this work and advance equity in alignment with Metro's CBO Partnering Strategy.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The project will support the goals of the strategic plan by enhancing communities and lives through improved mobility and access to opportunities through the addition of a new high-quality mobility option, closing a gap in the transit network and enhancing communities and lives through improved mobility and access to opportunity.

**ALTERNATIVES CONSIDERED**

The Board could consider environmentally clearing the LPA for the corridor using in-house resources. This option is not recommended as there are insufficient in-house resources to conduct a study of this magnitude, placing the Measure M schedule at risk.

**NEXT STEPS**

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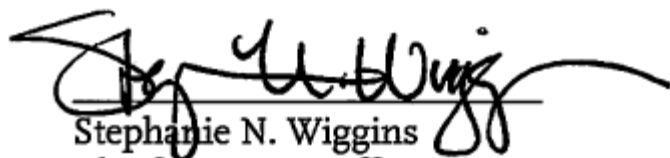
Upon Board approval, staff will execute Contract No. AE97976000 with Vermont Corridor Partners Joint Venture to initiate work on the planning, environmental, and design work needed for the Vermont Transit Corridor Project.

### **ATTACHMENTS**

Attachment A - Vermont Transit Corridor Map  
Attachment B - Board Motion (April 17, 2019)  
Attachment C - Board Motion (September 22, 2022)  
Attachment D - Procurement Summary  
Attachment E - DEOD Summary

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Stephanie N. Wiggins  
Chief Executive Officer

# ATTACHMENT A – Vermont Transit Corridor Map





Metro

## Board Report

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

**File #:** 2019-0259, **File Type:** Motion / Motion Response

**Agenda Number:** 16.1

**PLANNING AND PROGRAMMING COMMITTEE  
APRIL 17, 2019**

**Motion by:**

**GARCETTI, DUPONT-WALKER, HAHN, SOLIS AND BUTTS**

**Related to Item 16: Vermont Transit Corridor - Rail Conversion/Feasibility Study**

MTA should always strive to deliver the best transit project possible and not prematurely eliminate warranted project alternatives.

The Vermont Transit Corridor is a significant Measure M project intended to improve mobility along Vermont Avenue. Vermont Avenue is MTA's highest-ridership bus corridor. Vermont connects some of the most economically and socially diverse communities and several major destinations in the Los Angeles region.

Historically, Vermont Avenue was the second priority for rail transit investment after Wilshire Boulevard, as seen by the current Red Line route north of Wilshire Boulevard. Current and future Vermont Transit Corridor users deserve a world-class, reliable, and convenient transportation option. While the Bus Rapid Transit (BRT) concepts recommended by MTA will improve bus operations and travel times, the Vermont Transit Corridor rail concepts would deliver superior customer experience, connectivity, reliability, and capacity.

Exposition Park in particular is one of the significant destinations served by the Vermont Transit Corridor. Exposition Park currently draws about four million visitors per year and is developing a new master plan in anticipation of additional growth.

Exposition Park is experiencing nearly \$2 billion in new and recent investments, including the Lucas Museum of Narrative Art, the Oschin Air and Space Center, the Los Angeles Memorial Coliseum renovation, and an addition to the Natural History Museum. The Lucas Museum alone is a \$1 billion investment forecasted to draw an additional one million visitors per year to the regional park. Additionally, the Los Angeles Football Club's Banc of California Stadium is a \$350 million investment with a significant transit-patron attendance. Lastly, Exposition Park will be a major venue for the future 2028 Olympic and Paralympic Games.

The Vermont Transit Corridor also connects to the University of Southern California (USC). USC is LA County's second-largest private employer and eighth-largest employer in LA County overall. USC

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serves about 47,500 students, over 20,100 faculty and staff, and many more visitors, whom share a highly constrained parking capacity.

With ongoing development along the corridor, MTA could draw significant public-private partnership interest and private infrastructure investment. The Vermont Transit Corridor Project is a historic opportunity for LA County to close a transit service connectivity gap and to provide a world-class, reliable transportation option for people to access education, employment, and entertainment. This critical corridor connects multiple MTA rail lines, serves various regional employment centers, and connects populous, lower-income communities who rely on transit as well as emerging transit-oriented communities.

Bus service quality and reliability improvements on Vermont Avenue are much needed. MTA should continue to develop world-class Bus Rapid Transit alternatives for Vermont Avenue to ensure transit riders experience a high-quality, seamless ride.

However, given high transit ridership and constrained, congested conditions on Vermont Avenue, MTA must also study all technically feasible rail alternatives during environmental review and explore innovative funding mechanisms to accelerate their effectuation. Additionally, should MTA recommend congestion pricing in the Downtown LA area, a Vermont rail alternative will ensure a high-quality transit option. Lastly, given that MTA seeks to advance BRT concepts that would not preclude future rail conversion, evaluating all technically feasible rail alternatives should not significantly affect the environmental analysis budget and schedule.

MTA should preserve the ability to deliver the Vermont Transit Corridor as a rail project should additional funding materialize. Historically, there is precedent for this. The Expo Phase 1 and Crenshaw/LAX projects included both BRT and rail alternatives in their respective environmental documents.

## **SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL CONVERSION/FEASIBILITY STUDY**

### **RECOMMENDATION**

APPROVE Motion by Garcetti, Dupont-Walker, Hahn, Solis and Butts that the Board direct the CEO to:

- A. Advance technically feasible rail concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review to preserve the ability to deliver rail transit if additional funding materializes;
- B. Include a feasibility study of extending the Vermont Transit Corridor to the South Bay Silver Line Pacific Coast Highway transitway station to ensure regional connectivity via Minimum Operable Segments, including identification of potential maintenance facility sites; and
- C. Report back to the MTA Board in July 2019 with a Public Private Partnership business case approach for each Minimum Operable Segment.





## Metro



Metro

## Board Report

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File #: 2022-0676, File Type: Motion / Motion Response

Agenda Number: 51.

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REGULAR BOARD MEETING  
SEPTEMBER 22, 2022

## Motion by:

## DIRECTORS DUPONT-WALKER, NAJARIAN, MITCHELL, SOLIS, AND BUTTS

## Vermont Transit Corridor Motion

Vermont Avenue is a principal transit corridor in Southern California that will benefit immensely from Metro investments.

Vermont Avenue is the second-busiest transit corridor in Southern California after Wilshire Blvd. According to Metro ridership data, Vermont currently carries more transit trips than any of Metro's rail and BRT lines except the A Line (Blue) and B Line (Red).

Likewise, the neighborhoods along Vermont contain some of the most densely populated, diverse, and highest transit-dependent communities in the region, many of which have a legacy of severe historical underinvestment. Race and class have had a glaring involvement. Nine out of ten riders on lines 204 and 754 identify as black, indigenous, and people of color. Additionally, over 60% of these riders live below the poverty line and 84% do not have access to a car. With that makeup, intentional action supporting safe, reliable service along Vermont could represent a dramatic shift toward equity for these communities.

With this existing high ridership and high need, Vermont will benefit from new investment more than any other existing transit corridor in the Metro system. Metro buses on Vermont travel at just 10 miles per hour and have an on-time performance of about 70 percent, highlighting the need for improvements.

To address these needs, the Metro included the Vermont Transit Corridor in the Measure M Expenditure Plan. Following studies to identify technically feasible bus and rail alternatives, Metro recently completed an innovative Community-Based Partnership Program engagement effort. Across all engagement methods, feedback from the entire Vermont corridor showed clear support for short-, medium-, and long-term improvements.

Accordingly, Metro plans to advance the Vermont Transit Corridor through a three-pronged approach:

- Short-term: quick-build improvements, including new bus shelters, more bus service, and bus-only lanes
- Medium-term: a full BRT corridor project

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- Long-term: a rail project to be delivered as funding becomes available

This smart approach balances tangible bus improvements with future plans for rail. Additionally, this approach also prevents the Board from being forced to select one mode at the conclusion of a single project development process.

Historically, Vermont was the second priority for rail transit investment after Wilshire. Rapid Transit along the Vermont Corridor has been part of Southern California transit master plans since the mid-1970s, including part of a proposed 1976 rail “Starter Line.” After Rapid Transit service north of Wilshire was realized in the 1990s, Metro continued to evaluate Vermont south. In the lead-up to Measure R and the 2009 Long Range Transportation Plan (LRTP), Metro found that rail on Vermont would have more boardings than any other then-unfunded rail corridor except Wilshire. Consequently, Metro included Vermont rail in the 2009 LRTP’s Strategic Unfunded project list. This high performance was further reinforced by the initial Vermont Transit Corridor studies in the 2010s.

The Board should act now to reaffirm this three-pronged strategy and take steps to ensure that rail remains a longer-term priority, even as Metro aggressively advances bus improvements.

**SUBJECT: VERMONT TRANSIT CORRIDOR MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Dupont-Walker, Najarian, Mitchell, Solis, and Butts that the Board direct the CEO to:

- Advance the Vermont Transit Corridor with a three-pronged strategy, completing immediate-term quick-build improvements as soon as is practicable, a medium-term BRT project opening for revenue service no later than FY27, and a longer-term rail transit project thereafter;
- Evaluate the medium-term BRT project for a federal Small Starts application;
- Of the \$425 million included for the Vermont Transit Corridor in the Measure M Expenditure Plan (line item 17; 2015\$), reserve no less than ten percent for the development of the long-term rail transit project. If it ever becomes necessary for Metro to recommend this funding for a shortfall on the Vermont BRT project, Metro will work with the subregion to identify replacement funds that ensure the rail transit project continues to meaningfully advance;
- Identify a strategy to make the Vermont rail project shovel-ready consistent with voter- and Board-adopted Measure M project sequencing or acceleration priorities (Measure M Project Evaluation Readiness Tool). Without affecting existing voter- and Board-adopted project sequencing or acceleration priorities (except as allowed by the Measure M decennial process), make the Vermont rail project a first priority for any future new capital funding;
- Explore new opportunities to optimize bus service offered by municipal operators on the Vermont corridor, including evaluation of overlapping and connecting lines and schedule coordination to allow for seamless timed transfers; and

- F. Include an extension south of 120th Street in Metro's forthcoming list of future strategic unfunded projects, building off of the recently-completed Vermont Transit Corridor South Bay Extension Feasibility Study.

## PROCUREMENT SUMMARY

VERMONT TRANSIT CORRIDOR PLANNING AND ENVIRONMENTAL  
STUDY/AE97976000

1.	<b>Contract Number:</b> AE97976000	
2.	<b>Recommended Vendor:</b> Vermont Corridor Partners Joint Venture (AECOM Technical Services, Inc., Terry A. Hayes Associates, Inc., and RAW International, Inc.)	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> February 6, 2023	
	<b>B. Advertised/Publicized:</b> February 6, 2023	
	<b>C. Pre-Proposal Conference:</b> February 22, 2023	
	<b>D. Proposals Due:</b> March 23, 2023	
	<b>E. Pre-Qualification Completed:</b> June 22, 2023	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> March 24, 2023	
	<b>G. Protest Period End Date:</b> September 27, 2023	
5.	<b>Solicitations Picked up/Downloaded:</b> 134	<b>Proposals Received:</b> 5
6.	<b>Contract Administrator:</b> Yamil Ramirez Roman	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> Fulgene Asuncion	<b>Telephone Number:</b> (213) 922-3025

**A. Procurement Background**

This Board Action is to approve Contract No. AE97976000 issued in support of the Planning and Environmental Study for the Vermont Transit Corridor project. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a DBE goal of 27%.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued February 7, 2023 included the Exhibit 3 – Evaluation Criteria which was inadvertently left out of the solicitation package.
- Amendment No. 2, issued February 7, 2023 provided clarification on the Exhibit Numbers in the RFP document to align with the Exhibits provided.
- Amendment No. 3, issued February 14, 2023 provided further clarification on the Exhibit Forms required to be submitted with a proposal.
- Amendment No. 4, issued February 24, 2023 provided clarification on the RC DBE Program that incorrectly listed the goal at 30% instead of 27%.
- Amendment No. 5, issued March 7, 2023 included an updated Exhibit 6 – Proposal Letter to include the length of time the proposal would be valid, and provided clarification on the General Format of the proposal submissions.

A total of 134 firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal conference was held on February 22, 2023 and was attended by 73 participants representing 44 companies. There were 24 questions asked, and responses were released prior to the proposal due date.

A total of five (5) proposals were received on March 23, 2023 from the following firms:

1. HNTB Corporation (HNTB)
2. Arcadis IBI Group, A California Partnership (IBI)
3. Jacobs Engineering Group, Inc. (Jacobs)
4. Vermont Corridor Partners – a Joint Venture between AECOM Technical Services, Inc., Terry A. Hayes Associates, Inc., and RAW International, Inc. (VCP)
5. WSP USA Inc. (WSP)

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Mobility Corridors Countywide Planning and Development Department, Metro's Major Capital Project Engineering Department, and the Los Angeles Department of Transportation (LADOT) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- |   |     |
|---|-----|
| • Experience and Qualifications of the Contractor Team                | 25% |
| • Experience and Qualifications of the Proposed Personnel on the Team | 25% |
| • Effectiveness of the Project Management Plan                        | 15% |
| • Understanding of Work and Project Approach for Implementation       | 35% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the understanding of work and project 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 April 10, 2023 to May 1, 2023, the PET independently evaluated and scored the technical proposals. Of the five proposals received, four firms were determined to be within the competitive range. They are listed below in alphabetical order:

1. HNTB Corporation (HNTB)
2. Jacobs Engineering Group, Inc. (Jacobs)

3. Vermont Corridor Partners – a Joint Venture between AECOM Technical Services, Inc., Terry A. Hayes Associates, Inc., and RAW International, Inc. (VCP)
4. WSP USA Inc. (WSP)

One firm was determined to be outside the competitive range and was excluded from further consideration as their proposal did not thoroughly demonstrate the team's experience in planning and environmental review and focused mostly on support efforts such as design and construction activities.

On May 12, 2023, all firms within the competitive range were invited for oral presentations which provided them the opportunity to present their qualifications, and to respond to questions from the PET.

Following the oral presentations, the PET finalized and submitted their technical scores based on both the written proposal and input received during the oral presentation. On May 17, 2023, the PET completed their evaluation of the proposals and determined Vermont Corridor Partners to be the highest ranked proposer.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **HNTB Corporation**

HNTB Corporation (HNTB) has provided relevant experience including planning, design, environmental documents and advanced conceptual engineering (ACE) for the Sepulveda Transit Corridor Feasibility Study and Metro K Line project.

HNTB demonstrated understanding of the work and approach, provided tools, visuals, and high-quality data collection to inform planning, design, urban design of BRT and rail. The proposal assigned a Professional Engineer and Structural Engineer to be the PM on the Project, along with key staff with relevant technical and community outreach/engagement experience working on similar projects.

HNTB's proposal included an equity tool dashboard that has been developed for the Vermont Transit Corridor for the Cultural Needs Assessments and Corridor Definition. However, HNTB's proposal did not clearly demonstrate planning and environmental experience for some key personnel on projects of similar scope.

#### **Jacobs Engineering Group, Inc.**

Jacobs Engineering Group, Inc. (Jacobs) has provided relevant experience including planning, engineering, and environmental capabilities delivering environmental documents and conceptual design for multi-modal transit corridor projects.

Jacobs demonstrated proven ability to plan, design and analyze the various alternatives under consideration for this project and their interfaces. The proposal

showed a strong understanding of local institutional issues, political dynamics, community concerns and the needs of the Vermont Corridor.

Jacobs' proposal demonstrated clear knowledge and understanding of the Scope of Services including all required tasks, deliverables, and project management. However, Jacobs' proposal did not include tasks for Cultural Needs Assessment into the overall project approach.

### **Vermont Corridor Partners Joint Venture**

Vermont Corridor Partners (VCP) Joint Venture (JV) is comprised of AECOM Technical Services, Inc., Terry A. Hayes Associates, Inc., and RAW International, Inc. and collectively has provided relevant services including planning, environmental and architecture.

VCP JV demonstrated experience in all modes of transit, environmental studies including a number of Metro projects and demonstrated understanding and experience working on the Vermont Corridor, politics and its diverse communities. Their proposal also included the incorporation of technology as tools for innovating methods for data gathering, organization and dissemination.

VCP JV's proposal included a summary of the Vermont corridor and how past policies affected the inequity in the present day which reflected a depth of understanding of the issues and how they might be approached during the project. The proposal demonstrated the corridor challenges and opportunities, provided proposed solutions and benefits for each and cited prior experience of where similar challenges were addressed in other relevant projects.

### **WSP USA Inc.**

WSP USA Inc. (WSP) has provided relevant experience in large-scale transit planning and environmental Light Rail Transit projects such as the Metro K Line Northern Extension and East San Fernando Valley Light Rail project.

WSP provided a detailed management plan and document control procedures that clearly defined the contractor's responsibilities. The proposal reflects a substantial investment by the contractor to understand the VTC sufficiently to identify technical and operational issues and opportunities.

WSP demonstrated the ability for the team to meet the schedule anticipated in the Scope of Services and provided a plan for coordination with Metro's consultant selected under a separate contract to carry out the community outreach. However, WSP's key personnel did not demonstrate relevant experience leading transit projects similar in scope and demonstrated limited BRT experience managing BRT projects.

A summary of the PET scores is provided below:



1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Vermont Corridor Partners</b>				
3	Experience and Qualifications of the Contractor Team	77.88	25.00%	19.47	
4	Experience and Qualifications of the Proposed Personnel on the Team	79.16	25.00%	19.79	
5	Effectiveness of the Project Management Plan	76.73	15.00%	11.51	
6	Understanding of Work and Project Approach for Implementation	79.80	35.00%	27.93	
7	<b>Total</b>		<b>100.00%</b>	<b>78.70</b>	<b>1</b>
8	<b>HNTB Corporation</b>				
9	Experience and Qualifications of the Contractor Team	77.00	25.00%	19.25	
10	Experience and Qualifications of the Proposed Personnel on the Team	76.52	25.00%	19.13	
11	Effectiveness of the Project Management Plan	76.27	15.00%	11.44	
12	Understanding of Work and Project Approach for Implementation	80.20	35.00%	28.07	
13	<b>Total</b>		<b>100.00%</b>	<b>77.89</b>	<b>2</b>
14	<b>Jacobs Engineering Group, Inc.</b>				
15	Experience and Qualifications of the Contractor Team	78.76	25.00%	19.69	
16	Experience and Qualifications of the Proposed Personnel on the Team	76.84	25.00%	19.21	
17	Effectiveness of the Project Management Plan	75.00	15.00%	11.25	
18	Understanding of Work and Project Approach for Implementation	76.20	35.00%	26.67	
19	<b>Total</b>		<b>100.00%</b>	<b>76.82</b>	<b>3</b>
20	<b>WSP USA Inc.</b>				
21	Experience and Qualifications of the Contractor Team	74.36	25.00%	18.59	
22	Experience and Qualifications of the Proposed Personnel on the Team	73.32	25.00%	18.33	
23	Effectiveness of the Project Management Plan	74.53	15.00%	11.18	
24	Understanding of Work and Project Approach for Implementation	76.60	35.00%	26.81	
25	<b>Total</b>		<b>100.00%</b>	<b>74.91</b>	<b>4</b>

### **C. Cost Analysis**

The recommended price of \$55,668,537 has been determined to be fair and reasonable based upon MAS audit findings, an independent cost estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations. Staff successfully negotiated a savings of \$3,429,567.

<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
Vermont Corridor Partners	\$59,098,104	\$57,907,009	\$55,668,537

### **D. Background on Recommended Contractor**

The recommended firm, Vermont Corridor Partners Joint Venture (VCP JV), is located in Los Angeles County and have been in business for 120 years collectively (50 years for AECOM Technical Services, Inc., 40 years for Terry A. Hayes Associates, Inc., and 30 years for RAW International, Inc.). VCP JV offers cross-disciplinary services across various sectors including BRT and LRT planning and delivery, station planning and architecture, and environmental clearance.

The proposed team is comprised of staff from VCP JV, of which two of the JV firms are DBE certified (Terry A. Hayes Associates, Inc. and RAW International, Inc.), and thirteen (13) subcontractors, of which eight (8) are certified DBE firms.

## DEOD SUMMARY

VERMONT TRANSIT CORRIDOR PLANNING AND ENVIRONMENTAL  
STUDY/AE97976000**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 27% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Vermont Corridor Partners Joint Venture exceeded the goal by making a 41.16% DBE commitment.

<b>Small Business Goal</b>	<b>27% DBE</b>	<b>Small Business Commitment</b>	<b>41.16% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	RAW International, Inc.	African American	15.74%
2.	Terry A. Hayes Associates	African American	16.55%
3.	CR Associates	Subcontinent Asian American	0.96%
4.	Intueor Consulting	Subcontinent Asian American	1.43%
5.	Mariposa Community Outreach	Hispanic American	0.60%
6.	MLA Green	Hispanic American	0.86%
7.	Systems Consulting LLC	African American	0.33%
8.	TransLink Consulting LLC	Asian Pacific	0.45%
9.	V&A, Inc.	Hispanic American	2.92%
10.	Vicus LLC	Hispanic American	1.32%
<b>Total DBE Commitment</b>			<b>41.16%</b>

**B. Local Small Business Enterprise (LSBE) Preference**

The LSBE preference is not applicable to this FTA federally funded procurement. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

**C. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**D. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**E. 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.



# We're planning a new way to ride on Vermont.

## Planning & Programming Committee

VERMONT TRANSIT CORRIDOR

Legistar File 2023-0409  
September 20, 2023

# Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE up to a 60-month, firm fixed price Contract No. AE97976000 to Vermont Corridor Partners Joint Venture, a joint venture between AECOM Technical Services, Inc., Terry A. Hayes Associates, Inc., and RAW International, Inc., in the amount of \$55,668,537, to prepare the Planning and Environmental Study for the Vermont Transit Corridor, subject to resolution of any properly submitted protest(s), if any, and;
- B. AUTHORIZE the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

# Background

- > Measure M Project - \$425M for transit improvements
- > Metro has completed two technical studies evaluating BRT and rail options along the corridor
- > June 2022: Completed community engagement and Community Based Partnership Program (CPP)
- > September 2022: Board direction to advance the Vermont Transit Corridor with a three-pronged strategy:
  - Near-term: improved bus service and bus-only lanes on select segments
  - Medium-term: a full BRT corridor project
  - Long-term: a rail project to be delivered as funding becomes available



# Environmental Contract Award

## > Part 1: BRT Alternatives

- Base Contract: Alternatives Analysis, Advanced Conceptual Engineering (ACE), and CEQA Exemption per SB 922
- Optional Tasks: NEPA environmental analysis and preliminary engineering

## > Part 2: Rail Alternatives

- Base Contract: CEQA EIR/ACE
- Optional Task: NEPA EIS
- Will commence upon completion of environmental clearance of BRT

## > 41.16% Commitment for Disadvantaged Business Enterprise (DBE), goal set at 27%



# Alternatives Under Consideration

## > Bus Rapid Transit (BRT) Alternatives

- End-to-end side-running concept
- End-to-end center-running concept
- Combo side & center-running concept

## > Rail Alternatives

- Light Rail Transit with grade separations
- Two Heavy Rail Transit options: one connected to Metro B (Red) Line and stand-alone option from Wilshire/Vermont south



# Next Steps

October 2023 – Execute contract and initiate work on the planning, environmental, and design work needed for the Vermont Transit Corridor Project