



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Administration Committee

DATE: January 5, 2004

FR: Executive Director

W. I. 1122

RE: Contract – Bay Area / California High-Speed Rail Ridership & Revenue Forecasting Study: Cambridge Systematics, Inc.

Staff recommends that this Committee authorize execution of a contract with Cambridge Systematics, Inc., to develop a travel model system and prepare ridership and revenue forecasts for the proposed California High Speed Rail System. MTC is conducting this study in cooperation with the California High-Speed Rail Authority, as specified by Regional Measure 2 (as amended by Assembly Bill 3047, signed by the Governor on 9/21/2004). The legislation directs MTC and the High-Speed Rail Authority to study Bay Area access to the high-speed rail system.

The HSR study is one of three Regional Measure 2 studies that require MTC involvement. The other studies include a Regional Transit Connectivity Study and the Bay Area Regional Rail Integration Plan.

The primary objectives of this study are to provide information for the development of the Bay Area Regional Rail Plan, to be adopted by July 1, 2006, and to provide information to update subsequent environmental analyses to be conducted by the California High Speed Rail Authority. The study will examine all high-speed rail alignment options between Pacheco Pass in the south through the Altamont Pass in the north. Included on the Cambridge Systematics, Inc. (Oakland), team are Mark Bradley Research & Consulting (Santa Barbara); HLB Decision Economics (San Francisco); SYSTRA Consulting, Inc. (San Francisco); and Citilabs (Oakland).

Background

In 1994, the California Intercity High-Speed Rail Commission selected a consultant to prepare ridership and passenger revenue projections for high-speed rail alternatives. This study examined alternative alignments and technologies for a high-speed train system that would operate between Los Angeles and San Francisco, with potential extensions to Sacramento and San Diego. (1996 report: “High-Speed Rail Summary Report and Action Plan.”)

In 1999 the successor agency to the High-Speed Rail Commission, the California High-Speed Rail Authority, selected a consultant to update these ridership and revenue forecasts, and to test new network scenarios. These 1999-2000 ridership and revenue projections were used in preparing the Authority’s “Final Business Plan” (“Building a High-Speed Train System for California: Final Business Plan” June 2000), and as information for the draft program environmental impact report / environmental impact statement (EIR/EIS) for the proposed California High-Speed Train System.

The California High-Speed Rail Authority is currently in the process of completing its program-level environmental analysis. At the September 22, 2004 meeting of the Authority, staff recommended a

program-level environmental impact report (EIR/EIS) specifically on the Central Valley to Bay Area alignment (Northern Mountain Crossing in EIR documents) so further study can be done to identify a preferred alignment. The study will look at all alignment options between Pacheco Pass in the south and through the Altamont Pass in the north.

We anticipate that work will commence on or after February 1, 2005 and be completed by August 30, 2006.

Selection Process

We received four proposals in response to our Request for Proposal (RFP) for this project from the following firms at the following cost:

- AECOM Consult – Fairfax, VA - \$1,474,492
- Cambridge Systematics, Inc. – Oakland, CA office (headquarters in Cambridge, MA) - \$1,426,265
- Charles River Associates, Inc. – Boston, MA - \$1,404,893
- Transportation Economics & Management Systems, Inc. – Frederick, MD - \$1,452,204

A review panel comprising MTC and California High-Speed Rail Authority staff evaluated the written proposals and invited all four firms for interviews. The panel rated each firm based on its approach to the project, individual and firm qualifications and experience in modeling, cost effectiveness, resource allocation (personnel and expenditures) to key tasks, and writing and communication ability.

The review panel unanimously selected Cambridge Systematics, Inc. to conduct the study based on the evaluation criteria. The panel believed that Cambridge was unique in their approach to analyze private sector business models related to the agency's operational programs. The Cambridge team brings expertise in travel model development and forecasting, including extensive high-speed rail project experience in California, New England, Florida, Italy and Australia.

Recommendation

Staff recommends that this Committee authorize the Executive Director or his designee to negotiate and enter into an agreement with Cambridge Systematics, Inc. in an amount not to exceed \$1,426,265.

Steve Heminger

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Consultant Contract

Work Item No.: 1122

Consultant: Cambridge Systematics, Inc.
Oakland, Ca

Work Project Title: Bay Area / California High-Speed Rail Ridership & Revenue Forecasting Study

Purpose of Project: To develop a travel model system and prepare detailed ridership and revenue forecasts for the proposed California High-Speed Rail system.

Project Cost Not to Exceed: \$1,500,000

Funding Source: Bay Area Toll Authority (BATA) Regional Measure #2

Fiscal Impact: Available from FY 2004-2005 Agency Budget

Motion by Committee: That the Executive Director or his designated representative is authorized to negotiate and enter into a contract with Cambridge Systematics, Inc. to conduct the High-Speed Rail Ridership & Revenue Forecasting Study, and the Treasurer is directed to set aside funds up to \$1,500,000 for such contract.

Administration Committee:

John McLemore, Chair

Approved: Date: January 12, 2005