



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012

1 3

**PLANNING & PROGRAMMING COMMITTEE
APRIL 20, 2011**

**MEASURE R PROJECT DELIVERY COMMITTEE
APRIL 21, 2011**

SUBJECT: EAST SAN FERNANDO VALLEY NORTH/SOUTH RAPIDWAYS

ACTION: AWARD CONTRACT/EXECUTE PASS-THROUGH AGREEMENT

RECOMMENDATIONS

Authorize the Chief Executive Officer (CEO) to:

- A. Award and execute:
1. A firm fixed-price contract No. PS4370-2622 to KOA Corporation in the amount of \$4,106,366 for professional services to complete the Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R) and Conceptual Engineering (CE) for the Van Nuys Rapidway project including options for final environmental clearance, and clearance of other near and mid-term bus speed improvements;
 2. Contract modifications up to 20% of the contract value to cover the cost of any unforeseen issues that may arise during the AA/DEIS/R and CE. Attachment A contains the Procurement Summary; and
- B. Negotiate and execute a pass-through agreement with the City of Los Angeles for the installation of pedestrian lighting at selected bus stops along Reseda Boulevard using a Federal Transit Administration (FTA) earmark, contingent upon Los Angeles City Council action to accept the funds.

ISSUE

In May 2003, the Board received and filed the San Fernando Valley (SFV) North/South Transit Corridor Regionally Significant Transportation Investment Study (RSTIS). This study identified four eastern SFV corridors (Reseda, Sepulveda, Lankershim/San Fernando and Van Nuys) that could benefit from transit improvements. In March 2007, the Board directed that \$900,000 be made available to the City of Los Angeles

for an analysis as to how best to increase bus speeds on these four corridors. In May 2010, the Board concurred with the City of Los Angeles' recommendations for near, mid, and long term improvements and authorized us to assume the lead role for the environmental clearance and public outreach with the City of Los Angeles Department of Transportation (LADOT) providing support.

The East SFV North/South Rapidways project is a Measure R Project and is included in the Constrained element of the 2009 Long Range Transportation Plan (LRTP) with a revenue operation date of 2018. Environmental clearance is the first step in the project development process. Board approval of the Van Nuys Rapidway contract is needed in order to ready the project. This work will be partially funded with a FTA Livability Grant of \$970,000.

With regards to the pass-through agreement, we received a FTA appropriation of \$743,000 in FTA Section 5309 Earmarks for improvements along the Reseda Corridor. As this facility is owned by the City of Los Angeles, it is appropriate for their Bureau of Street Services to perform the design and oversee construction. On March 28, 2011, the Los Angeles City Council approved accepting the dollars and authorized the City to perform the work. Board authorization of a pass-through agreement is necessary in order for us to reimburse the City for the federal share of the costs.

DISCUSSION

The Van Nuys Rapidway Study Corridor area extends north from Ventura Boulevard to Foothill Boulevard, a distance of 10.25 miles (Attachment B). In addition to the required No-Build and Transportation Systems Management (TSM) alternatives, alternatives for initial consideration may include, but not be limited to, bus rapid transit, light rail, and streetcar.

The Reseda Corridor extends 7.3 miles north from Ventura Boulevard to the State Route 118 Freeway (Attachment C). We worked with the City of Los Angeles to identify enhancements that would be eligible for the federal funds. Based on our discussions both agencies agree that the installation of pedestrian lights at selected bus stops would be a substantial benefit to bus riders.

FINANCIAL IMPACT

The FY11 budget contains \$900,000 for the East SFV Rapidways environmental clearance of which \$450,000 is for the Van Nuys Rapidway in Cost Center 4370 (San Fernando Valley/North County Area Team), Project Number 465521 (East SFV North/South Transit Corridor), Account 50316 (Professional Services). Since this is a multi-year project, it will be the responsibility of the cost center manager and the Executive Director, Countywide Planning for budgeting expenditures in future years. The \$450,000 balance will be used for environmental clearance and outreach on the remaining three East SFV Rapidway corridors as well as outreach for the Van Nuys Rapidway study. These contracts are being procured separately using our existing Bench.

Impact to Bus and Rail Operating and Capital Budget

Funding will come from a combination of State Repayment of Capital Project Loans and FTA funds. Since these funds have been identified for this project, no other sources were considered.

ALTERNATIVES CONSIDERED

The Board has several options it could consider including:

1. Using in-house resources to complete the AA, DEIS/R, and CE;
2. Re-bidding the contract; or
3. Deferring the AA/DEIS/R and CE.

These options are not recommended because we do not have sufficient in-house resources to conduct a study of this magnitude. In addition, the recommended contractor has the technical expertise and qualifications to complete this work within the negotiated price. Lastly, deferring the AA/DEIS/R and CE would not be consistent with prior Board direction.

For the pass-through grant, we could contract for the pedestrian light design and installation. This option is not recommended because the City of Los Angeles owns the right-of-way and it is more efficient for them to perform the work.

NEXT STEPS

Upon approval, we will execute the contract with KOA Corporation and initiate work. We will also negotiate and execute the pass-through agreement with the City of Los Angeles to enable them to begin the pedestrian lighting design work. We will periodically update the Board on the project's progress.

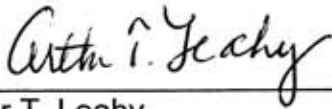
ATTACHMENTS

- A. Procurement Summary
- B. Van Nuys Rapidway Study Area
- C. Reseda Corridor

Prepared by: Walt Davis, Transportation Planning Manager
Alan Patashnick, Director, South Bay Area Team
Gary Katzman, Senior Contracts Administrator
Renee Berlin, Executive Officer, Countywide Planning



Martha Welborne, FAIA
Executive Director, Countywide Planning



Arthur T. Leahy
Chief Executive Officer

PROCUREMENT SUMMARY

Van Nuys Corridor Rapidway Project

1.	Contract Number: PS-4370-2622	
2.	Recommended Vendor: KOA Corporation	
3.	Type of Procurement (check one) : <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	
3.	Procurement Dates:	
	A. Issued: October 27, 2010	
	B. Advertised/Publicized: November 3 and 4, 2010	
	C. Pre-proposal/Pre-Bid Conference: November 8, 2010	
	D. Proposals/Bids Due: November 30, 2010	
	E. Pre-Qualification Completed: February 14, 2011	
	F. Conflict of Interest Form Submitted to Ethics: December 3, 2010	
	G. Protest Period End Date: April 25, 2011	
	H. Small Business Commitment: 29.20% DALP	
4.	Solicitations Picked up/Downloaded: 169	Bids/Proposals Received: 2
5.	Contract Administrator: Gary Katzman	Telephone Number: (213) 922-4607
6.	Project Manager: Walter Davis	Telephone Number: (213) 922-3079

A. Procurement Background

The purpose of this Request For Proposal (RFP) is to provide an Alternative Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R), and Advanced Conceptual Engineering (ACE) for the Van Nuys Corridor Rapidway Project. This RFP is a standard Architect & Engineering (A&E), qualifications based, negotiated, competitive procurement. Pursuant to the Brooks Act, by law, the firm is selected based on technical qualifications, followed by price negotiations. California Government Codes 4525 through 4529 provide detailed instructions on selection and negotiation process for A&E contracts.

In addition to the base requirements of the RFP, there are two options: 1) environmental clearance of near and mid-term bus speed improvements; and 2) the final EIS/R. The final negotiated price includes the base requirement and both options (1 & 2). Based on minimal risks in performance and a thorough understanding of the technical and performance requirements, this contract is being awarded as a Firm Fixed Price (FFP).

B. Background on Recommended Contractor

**KOA Corporation, (Formerly Katz, Okitsu & Associates)
1100 Corporate Center Dr. Suite 201, Monterey Park, CA 91754**

KOA Corporation was formed in 1987 under its original name Katz, Okitsu & Associates, as a Southern California based traffic engineering and transportation planning corporation. In late 1994, Katz, Okitsu & Associates moved away from its partnership status and became a corporation. Now KOA's technical staff includes professionally certified traffic, civil and electrical engineers. Their experiences include, as a subcontractor to Parsons Transportation Group, the Route 101 Improvement/Feasibility Study Ventura County, CA (2002-2003). In addition, KOA Corporation was also involved in the planning, design and construction support of the Metro Green, Blue, Red, and Gold Rail Lines and Metro Orange BRT Line. Most recently, they successfully assisted Metro in completion of a major highway reversible HOV lane feasibility study.

KOA staff of 100 employees includes registered California Civil and Traffic engineers and Certified Planners in six Southern California offices. The company has strong expertise in traffic engineering, transportation planning, and project management. The firm's capabilities and experience include a wide range of work for public agencies and private developments.

C. Evaluation of Proposals/Bids

Proposals were received November 30, 2010. A total of two proposers responded to the RFP. The solicitation was issued in accordance with the Procurement Policy Manual. A Source Selection Committee was convened and conducted a comprehensive technical evaluation of proposals received; and held oral discussions. Based on the evaluation criteria stipulated within the RFP solicitation requirements, KOA Corporation received the highest ranking of the two responsive proposals received.

	Bidder/Proposer Name	Bid/Proposal Amount	Negotiated Amount	Note those that were disqualified as explained above:
1.	KOA Corporation	\$4,389,378.74	\$4,106,366	
2.	Iteris, Inc	A&E N/A	A&E N/A	

D. Cost/Price Analysis Explanation of Variances

The recommended price of \$4,106,366 for this contract has been determined to be fair and reasonable based upon a Management Audit Services (MAS) pre-award audit, a cost analysis, independent cost estimates, an extensive technical review, fact finding, and negotiations.

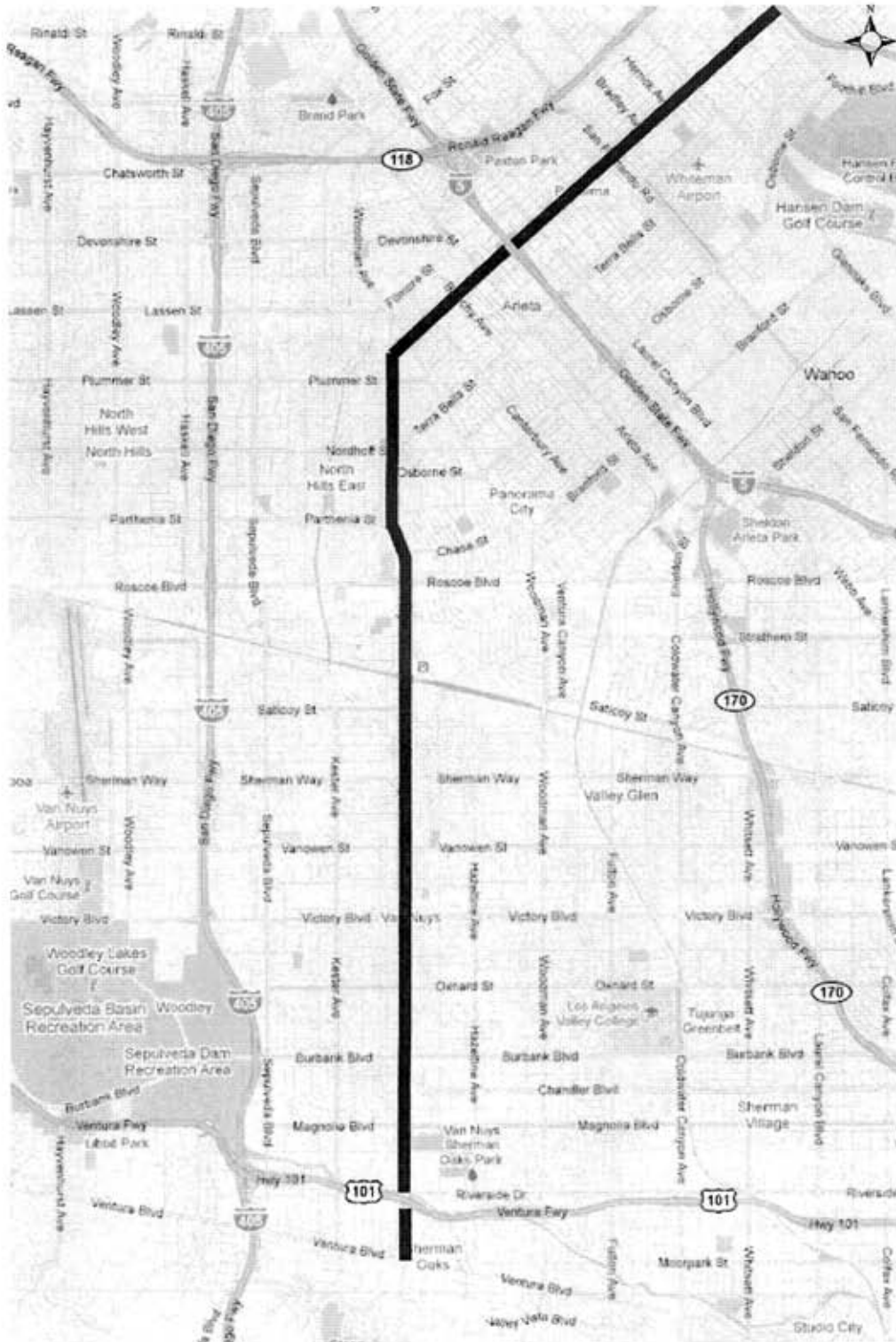
E. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) recommended a Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) of 25% for this procurement. KOA made a 29.20% DALP commitment. The DALP is not a condition of award or responsiveness.

SMALL BUSINESS GOAL	25% DALP	SMALL BUSINESS COMMITMENT	29.20% DALP
----------------------------	----------	----------------------------------	-------------

	Subcontractor	% Committed
1.	W2 Design, Inc.	3.62%
2.	CNS Engineers, Inc.	8.93%
3.	Wagner Engineering Survey	8.25%
4.	Diaz Yourman Associates	3.19%
5.	CLR Analytics	3.89%
6.	Cogstone Resource Management	0.52%
7.	Galvin Preservation Associates	0.80%
	Total Commitment	29.20%

Van Nuys Rapidway Study Area



Reseda Corridor Area

