



Metro

Metropolitan Transportation Authority

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REVISED

PLANNING AND PROGRAMMING COMMITTEE

MARCH 14, 2007

SUBJECT: AWARD CONTRACT FOR ENVIRONMENTAL CLEARANCE AND PRELIMINARY ENGINEERING FOR THE NORTHERN/CANOGA EXTENSION OF THE METRO ORANGE LINE

ACTION: NEGOTIATE AND EXECUTE CONTRACTS

RECOMMENDATION

1. Authorize the Chief Executive Officer to:
 - a) Negotiate and execute a professional services contract (PS-4370-1952) with Iteris Inc. for an amount not to exceed ~~\$10,250,421~~ **\$5,950,342** for the environmental clearance and preliminary engineering (PE) components of the Northern/Canoga Extension of the Metro Orange Line.
 - b) Negotiate and execute a contract (PS-4370-1962) with Consensus Planning Group for an amount not to exceed \$337,152 for the Public Outreach and Community Participation component of the Northern/Canoga Extension of the Metro Orange Line.
 - c) Execute contract modifications for up to ~~\$1.25 million~~ **\$628,749** to cover the cost of any potentially unforeseen issues that may arise during the environmental clearance and preliminary engineering phases of the Northern/Canoga Extension of the Metro Orange Line.
2. Authorize the Chief Executive Officer to make \$250,000 available to the City of Los Angeles, to enable the City to complete an analysis of how best to increase bus speeds on Van Nuys Boulevard and other Eastern San Fernando Valley (SFV) streets identified in the SFV North/South Transit Corridor Study plus an additional \$650,000 for the purpose of completing any preliminary engineering work resulting from the analysis. The City shall also conduct any required environmental clearance for these improvements.

RATIONALE

At its September 28, 2006 Meeting, the Board instructed staff to:

1. Begin environmental clearance and preliminary engineering (PE) for a northern extension of the Metro Orange Line along the Metro-owned Canoga rail right-of-way to the Chatsworth Metrolink Station.
2. Consider the feasibility and costs of a northward extension from the Chatsworth Metrolink Station to the SR-118 Ronald Reagan Freeway with a potential park-and-ride lot at the SR-118 Ronald Reagan terminus.
3. Continue to work with the City of LA, Department of Transportation (LADOT) to refine, prioritize, and update cost estimates for LADOT's preliminary recommendations regarding alternative bus speed improvements projects along the corridors identified in the eastern portion of the San Fernando Valley North/South Transit Corridor Study with emphasis given to the Van Nuys Boulevard alternative.
4. Return to the Board no later than March 2007 with a request for CEO authorization to award an environmental and preliminary engineering contract for the Northern/Canoga Extension of the Metro Orange Line and request funding approval for LADOT to lead and conduct the environmental clearance and preliminary engineering for bus speed improvements on Van Nuys Boulevard and potentially other eastern San Fernando Valley streets.

In response to the Board directives, staff released two Requests for Proposals (RFP) one for the Environmental Clearance and Preliminary Engineering (PE) of the Northern/Canoga Extension of the Metro Orange Line and the second for the project's Public Outreach and Community Participation and conducted the required procurement procedures. The environmental clearance will also include the feasibility of extending beyond the Chatsworth Metrolink Station to the SR-118 freeway with a potential park-and-ride lot.

The environmental clearance and preliminary engineering RFP included two optional items that would cover the cost of completing 'design development' and 'construction oversight.' If and when it becomes appropriate to move forward with the RFP's optional items, staff will return to the Board to seek authorization to exercise those options after the completion of the environmental clearance and PE.

In addition to the work on Canoga, staff has been in contact with City's Department of Transportation (LADOT) in an effort to determine how best to proceed with additional bus speed improvement projects in the eastern SFV with an emphasis on Van Nuys Boulevard.

Attached is a February 22, 2007 letter received from LADOT pertaining to the Board's directive to identify eastern SFV bus speed improvements on north/south streets with an emphasis on Van Nuys Boulevard (Attachment A). In the letter the City indicates that it can do the required planning work for \$900,000. The City also requests that Metro conduct all community outreach and environmental work for the bus speed improvements on these streets. This, however, is not consistent with the Metro Board's September 2006

motion. Further, Metro does not have adequate staff resources to manage this at the same time as the Orange Line Extension work. Also it is logical for the City to do the environmental and outreach work on improvements that the City is proposing on City arterials.

FINANCIAL IMPACT

Funding for this professional services contract is included in the FY2006/07 & FY2007/08 Countywide Planning budget, cost center 4370, project 405513, task 01.02, line item 50316, Services Professional and Technical. Since this is a multi-year contract, the cost center manager and Executive Officer will be accountable for budgeting the cost in future years, including any option exercised.

The project's primary funding source will be State Traffic Congestion Relief Program (TCRP) funds. There is \$98 million set aside for the project.

ALTERNATIVES CONSIDERED

Two alternatives were considered: (1) Using Metro staff to conduct the study: This is not viable because Metro does not have sufficient staff to conduct a study of this magnitude; (2) Not authorizing the CEO to award and execute the consultant contract: This is not considered feasible because it would not only prohibit the staff from pursuing the state funds in implementing the San Fernando Valley North/South Transitway, but also negatively impact the delivery of a Board directed project in Metro's Long Range Plan.

The Board could also choose not to provide the City of Los Angeles with funds to identify, environmentally clear and conduct PE on bus speed improvements on Van Nuys, Lankershim, Reseda, and Sepulveda Boulevards. Staff is not recommending this, as Metro has Rapid Bus routes on these arterials and bus speed improvements would increase the efficiency of these routes.

COST/PRICE ANALYSIS

The final negotiated amount has not been determined but will comply with all requirements of MTA procurement, including cost analysis, legal review, and audit before the contract is executed. Staff has not disclosed Metro's Fair Cost Estimate position since it will jeopardize staff's ability to negotiate a price that is most advantageous to Metro.

ATTACHMENT(S)

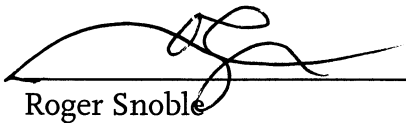
- A. LADOT February 22, 2007 Letter

B. Procurement Summary

Prepared by: Walt Davis, Transportation Planning Manager
Brian Lin, Interim Director, SFV/North County
Gary Katzman, Senior Contract Administrator



Carol Inge
Chief Planning Officer
Countywide Planning and Development



Roger Snoble
Chief Executive Officer

CITY OF LOS ANGELES

CALIFORNIA

GLORIA J. JEFF
GENERAL MANAGERANTONIO R. VILLARAIGOSA
MAYORDEPARTMENT OF TRANSPORTATION
100 S. Main St., 10th Floor
LOS ANGELES, CA 90012
(213) 972-8470
FAX (213) 972-8410

February 22, 2007

Ms. Carol Inge, Chief Planning Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012**RE: SAN FERNANDO VALLEY NORTH-SOUTH TRANSIT CORRIDORS BUS
SPEED IMPROVEMENT PROJECT**

Dear Ms. Inge,

This is in response to your request for the Los Angeles Department of Transportation (LADOT) to lead and conduct environmental clearance and preliminary engineering for Bus Rapid Transit (BRT) improvements on Van Nuys Boulevard and potentially other San Fernando Valley North-South Transit Corridors, as stated in your Metro Board action on September 28, 2006.

As you know, LADOT has been working closely with your staff on the development of bus speed improvements for the Wilshire Boulevard corridor as an extension of the original BRT efforts. The goals of the recent work have been to achieve significant improvements in bus speeds while minimizing impacts on traffic congestion and adjacent communities and businesses, as opposed to implementing the bus-only lanes from end to end. While still in progress, the project could potentially result in many traffic engineering improvements, ranging from signal timing adjustments to street widening for bus lane segments, which collectively would meet Metro's bus speed improvement targets for the Wilshire Boulevard corridor.

We believe this is a practical and balanced approach to BRT implementation, which can be used effectively for bus speed improvements in the urban corridors including the four major north-south transit corridors in the San Fernando Valley: Van Nuys Boulevard, Sepulveda Boulevard, Reseda Boulevard and San Fernando Road/Lankershim Boulevard.

LADOT, in cooperation with the City of Los Angeles Bureau of Engineering (LABOE), will undertake necessary studies and prepare preliminary engineering plans for potential traffic and civil engineering improvements to improve bus speeds in the four north-south San Fernando Valley corridors. Attached is a detailed proposal containing Project Scope,

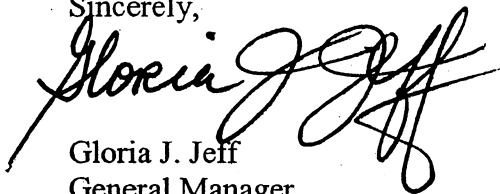
February 22, 2007

Objectives, Milestones and Budget. We plan to complete the Bus Speed Improvements Analysis and preliminary traffic and civil engineering work by May 31, 2008. The initial cost estimate is projected to be \$900,000 based on our experience with the Wilshire Boulevard project and the aggressive schedule of the San Fernando Valley North-South Transit Corridors Project.

However, LADOT does not have adequate staff nor are we set up to hire consultants for environmental studies pursuant to the California Environmental Quality Act (CEQA). We therefore recommend that the tasks associated with environmental work and public outreach be performed by Metro. LADOT staff will provide a supporting role to Metro, as necessary.

Please feel free to contact Kang Hu at 213-972-8627 or Susan Bok at 213-972-8623 of my staff if you have any questions or need further information. We look forward to working with you on this critical project.

Sincerely,



Gloria J. Jeff
General Manager

cc: Jaime de la Vega, Mayor's Office
Gary Moore, City Engineer

Attachments

ATTACHMENT

PROJECT PROPOSAL FOR THE SAN FERNANDO VALLEY NORTH-SOUTH TRANSIT CORRIDORS

Project Scope

LADOT proposes to undertake, in cooperation with Metro and the City of Los Angeles Bureau of Engineering (LABOE), a Bus Speed Improvement Project for the four San Fernando Valley North-South Transit Corridors: Van Nuys Boulevard, Sepulveda Boulevard, Reseda Boulevard and Lankershim Boulevard/San Fernando Road.

This Bus Speed Improvement Project will analyze bus speed delays along the four north-south transit corridors within the City of Los Angeles, identify specific engineering improvements in each corridor to achieve targeted bus speed improvements, and provide preliminary traffic and civil engineering plans in support of these improvements. The Project will build upon the previous "*San Fernando Valley North-South Transit Corridor Regionally-Significant Transportation Improvement Study*" prepared by Metro and LADOT in 2003.

Objectives

- 1 Identify locations and causes of bus speed delay along the four S F Valley North-South Transit Corridors
- 2 Improve north-south transit corridor efficiency in the Valley and support connections to the Metro Orange Line
- 3 Improve bus speeds along the four Transit Corridors without significantly impacting traffic congestion and surrounding land uses
- 4 Develop preliminary engineering plans to support the identified street improvements

Project Limits

1. Van Nuys Boulevard between Ventura Boulevard and Foothill Boulevard
2. Sepulveda Boulevard between Ventura Boulevard and Rinaldi Street
3. Reseda Boulevard between Ventura Boulevard and SR-118
4. Lankershim Boulevard between Ventura Boulevard and San Fernando Road; San Fernando Road between the Sylmar Metrolink Station and Lankershim Boulevard, excluding the City of San Fernando

Project Milestones

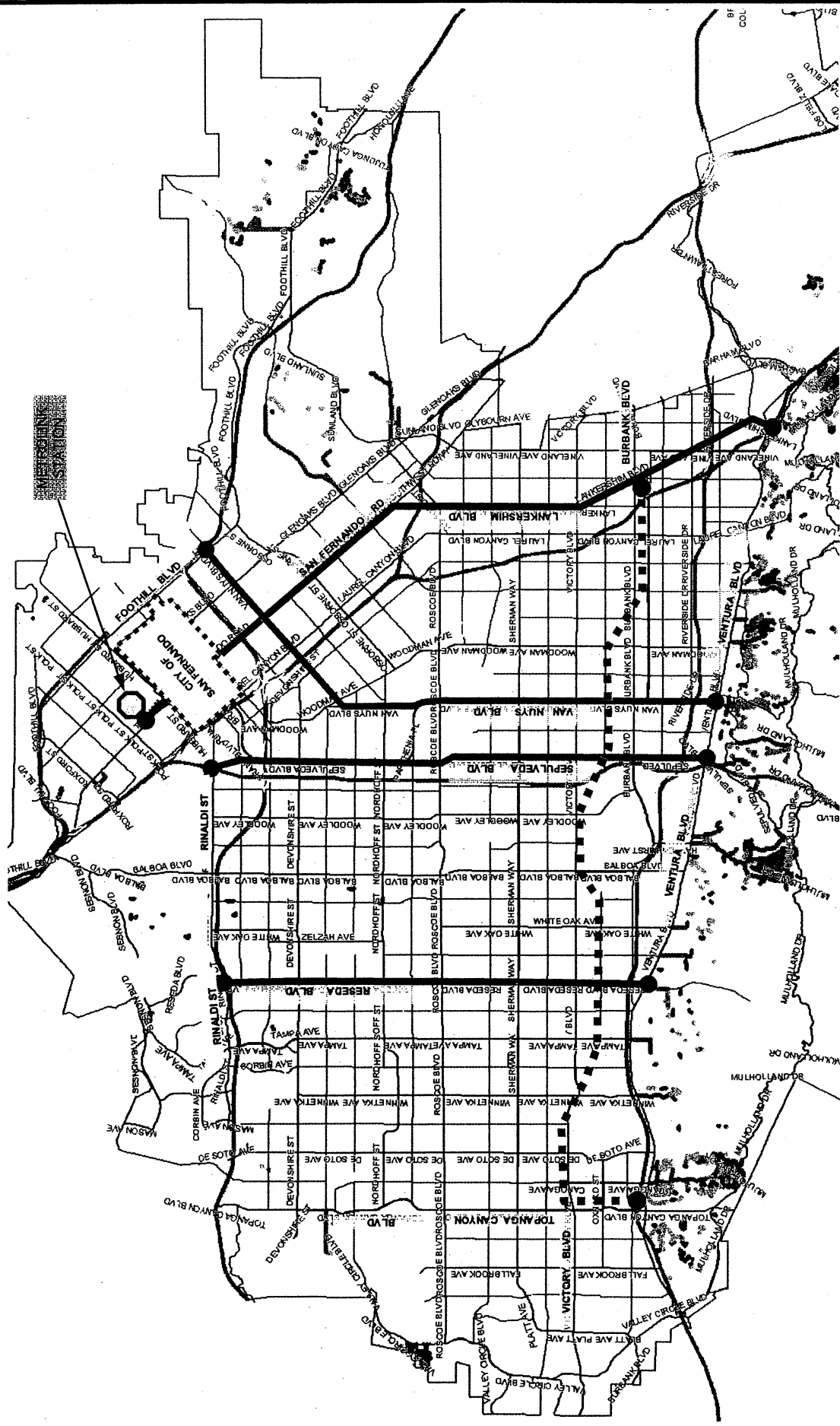
No.	Milestone	Lead Agency	Supporting Agencies	Due Date
1	Retain CEQA and public outreach consultants	Metro	LADOT	June 2007
2	Analyze bus speed delays	LADOT	Metro	July 2007
3	Conduct field analyses	LADOT	Metro	September 2007
4	Identify traffic and civil engineering improvements	LADOT	Metro LABOE	December 2007
5	Conduct public outreach	Metro	LADOT	February 2008
6	Prepare preliminary traffic engineering plans	LADOT		May 2008
7	Prepare preliminary civil engineering plans	LABOE	LADOT	May 2008
8	Obtain CEQA clearance for improvements	Metro	LADOT	September 2008

Project Budget

Responsible Agency	Bus Speed Improvement Analysis	Preliminary Engineering	TOTAL
LADOT	\$200,000	\$300,000	\$500,000
LABOE	\$ 50,000	\$350,000	\$400,000
TOTAL	\$250,000	\$650,000	\$900,000

It is estimated that one full-time Transportation Engineering Associate (TEA) I, one half-time TEA III and one quarter-time Supervising Transportation Planner I will be needed for LADOT, and one full-time Civil Engineering Associate (CEA) I, one half-time Civil Engineer and one quarter-time Civil Engineering Drafting Technician for LABOE will be needed for a 15-month period to complete the work. These estimates cover all standard overhead charges and 20% contingencies.

San Fernando Valley North-South Transit Corridors Bus Speed Improvement Project



**ATTACHMENT B
PROCUREMENT SUMMARY**

**AWARD CONTRACT FOR ENVIRONMENTAL CLEARANCE AND PRELIMINARY
ENGINEERING FOR THE NORTHERN/CANOGA EXTENSION OF THE METRO
ORANGE LINE**

1.	Contract Number: PS-4370-1952		
2.	Recommended Vendor: Iteris, Inc.		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$ 10,250,421	Recommended Price: \$ 5,950,342 NTE	
	B. Details of Significant Variances are in Attachment B-1.D		
4.	Contract Type: FFP for DEIR,FEIR and Conceptual Engineering. CPFF for Preliminary Engineering		
5.	Procurement Dates:		
	A. Issued: 11/7/06		
	B. Advertised: 11/13/2006 through 11/20/2006		
	C. Pre-proposal Conference: 11/22/2006		
	D. Proposals Due: 12/21/2006		
	E. Pre-Qualification Completed: 2/21/2007		
	F. Conflict of Interest Form Submitted to Ethics: 2/28/2007		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: 20% SBE	Date Small Business Evaluation Completed: 03/07/2007	
	B. Small Business Commitment: 29.0% Details are in Attachment B-2		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: 1,183	Bids/Proposals Picked up: 119	Bids/Proposals Received: 3
8.	Evaluation Information:		
	A. Bidders/Proposers Names: Iteris, Inc. STV, Inc. Ultrasystems, Inc.	Bid/Proposal Amount: \$10,250,421 Unopened A&E Unopened A&E	Best and Final Offer Amount: \$ 5,950,342 NTE ----- -----
	B. Evaluation Methodology: Cost Analysis Details are in Attachment B-1.C		
9.	Protest Information:		
	A. Protest Period End Date: 3/26/2007		
	B. Protest Receipt Date: TBD		
	C. Disposition of Protest Date: TBD		
10.	Contract Administrator: Gary Katzman	Telephone Number: 922-4607	
11.	Project Manager: Walter Davis	Telephone Number: 922-3079	

**BOARD REPORT ATTACHMENT B-1
PROCUREMENT HISTORY**

**AWARD CONTRACT FOR ENVIRONMENTAL CLEARANCE AND PRELIMINARY
ENGINEERING FOR THE NORTHERN/CANOGA EXTENSION OF THE METRO
ORANGE LINE**

A. Background on Contractor

Iteris, Inc.
707 Wilshire Blvd., #4810
Los Angeles, CA 90017

Iteris Inc. formerly known as Iteris Holdings Inc. incorporated in 1987. With over 20 years in business, Interis Inc. has become a leading consulting firm offering engineering, architectural, planning, environmental, and construction management services. Its Transportation Systems unit specializes in transportation planning, traffic engineering, and intelligent transportation systems. In addition, the firm's services also include planning and other engineering for the implementation of transportation infrastructure and related communication systems, analysis and study related to environmental impact studies, goods movement, and commercial vehicle operations and parking systems design.

As a prime contractor in support of Metro requirements, Iteris Inc. has performed satisfactorily on the North/South San Fernando Valley Transit Corridor Study, the Aterial Master Plan, and the Arterial ITS Inventory & Architecture projects. In addition, the firm has performed satisfactorily on the Santa Monica Boulevard Transit Parkway project and the Wilshire BRT PE & Environmental project.

With a staff of 205, Iteris Inc. has 18 branch offices located in twelve states. Other major projects include the FHWA National ITS Architecture project; the El Segundo Area ITS; the Detroit Area Freeway Management System Maintenance; the City of Pasadena SR 710 ITS Miigation Plan PS&E; the Minneapolis Citywide Transportation Plan; and the Los Angeles Community Plan Updates (9).

B. Procurement Background

This is a standard Architect & Engineering (A&E) two step negotiated competitive procurement in support of the environmental clearance and preliminary engineering for the Northern/Canoga Extension of the Metro Orange Line. Phase 1 (including initial phases A&B) is FFP: DEIR/FEIR/Conceptual Engineering. Phase 2 is CPPF: Preliminary engineering.

Board Report #34 dated February 21, 2002 was approved in support of the San Fernando Valley North-South Transit Corridor MIS study.

Diversity and Economic Opportunity Department (DEOD) has established a SBE Goal of 20%.

C. Evaluation of Proposals

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, Iteris Inc. received the highest ranking of the three responsive proposals received.

D. Cost/Price Analysis Explanation of Variances

The recommended price of \$ 5,950,342 NTE has been determined to be fair and reasonable based upon an MAS pre-award audit, a cost analysis, independent cost estimates, a fact find, negotiations, and an extensive technical review.

**BOARD REPORT ATTACHMENT B-2
LIST OF SUBCONTRACTORS**

**AWARD CONTRACT FOR ENVIRONMENTAL CLEARANCE AND PRELIMINARY
ENGINEERING FOR THE NORTHERN/CANOGA EXTENSION OF THE METRO
ORANGE LINE**

PRIME CONTRACTOR –

Small Business Commitment

Bullock's Associates	2.0%
Campbell & Campbell	1.0%
Diaz Yourman Associates	11.0%
Lenax Construction Services	1.0%
Siruis Environmental	3.0%
Terry Hayes Associates	6.0%
Raw International	1.0%
Transportation Mgt & Associates	<u>4.0%</u>
Total SBE Commitment	29.0 %

ITERIS, INC.

Other Subcontractors

DMJM Harris
Gruen & Associates
Jones & Stokes
Paragon Partners
Wagner Engineering

**ATTACHMENT B
PROCUREMENT SUMMARY**

**AWARD CONTRACT FOR PUBLIC OUTREACH
FOR THE NORTHERN/CANOGA EXTENSION OF THE METRO ORANGE LINE**

1.	Contract Number: PS-4370-1962		
2.	Recommended Vendor: Consensus Planning Group		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$ 337,152	Recommended Price: \$ TBD	
	B. Details of Significant Variances are in Attachment B-1.D		
4.	Contract Type: FFP		
5.	Procurement Dates:		
	A. Issued: 11/17/06		
	B. Advertised: 11/20/2006 through 11/23/2006		
	C. Pre-proposal Conference: 12/05/2006		
	D. Proposals Due: 01/05/2007		
	E. Pre-Qualification Completed: 01/24/2007		
	F. Conflict of Interest Form Submitted to Ethics: 2/28/2007		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: 20% SBE	Date Small Business Evaluation Completed: 01/23/2007	
	B. Small Business Commitment: 30% Details are in Attachment B-2		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: 1,183	Bids/Proposals Picked up: 49	Bids/Proposals Received: 2
8.	Evaluation Information:		
	A. Bidders/Proposers Names: Consensus Planning Group Valencia, Perez & Echeveste Public Relations	<u>Bid/Proposal Amount:</u> \$ 337,152 Unopened A&E	<u>Best and Final Offer Amount:</u> NTE \$ TBD -----
	B. Evaluation Methodology: Cost Analysis Details are in Attachment B-1.C		
9.	Protest Information:		
	A. Protest Period End Date: 3/23/2007		
	B. Protest Receipt Date: TBD		
	C. Disposition of Protest Date: TBD		
10.	Contract Administrator: Gary Katzman	Telephone Number: 922-4607	
11.	Project Manager: Walter Davis	Telephone Number: 922-3079	

**ATTACHMENT B-1
PROCUREMENT HISTORY**

**AWARD CONTRACT FOR PUBLIC OUTREACH
FOR THE NORTHERN/CANOGA EXTENSION OF THE METRO ORANGE LINE**

A. Background on Contractor

Consensus Planning Group (Year established 1986)
626 Wilshire Blvd., Suite 1000
Los Angeles, CA 90017

Consensus Planning Group (CPG) is a leading strategic communications firm in Southern California with a keen understanding of how community relations, media strategy and political outreach work seamlessly together to deliver results for clients. With offices in Los Angeles, Irvine, Oakland, and Ontario, CPG specializes in communicating complex and controversial information to communities, public officials and the media.

Consensus Planning Group's expertise is in presenting complex technical information to community groups in a way that fosters understanding and constructive feedback. Having worked with the Los Angeles World Airports, Caltrans, Los Angeles County Metropolitan Transportation Authority, Southern California Association of Governments, Kern Council of Governments, and California High Speed Rail Commission, the firm is especially well-versed in translating complicated language on transportation into terms that the public can easily comprehend.

Contract History:

As a Subcontractor:

- Community Participation Program for San Fernando Valley East-West Transit Corridor.
- Mid-City / Westside MIS and DEIS/DEIR.
- 101 Freeway Corridor Improvement Study.
- SR-2 Terminus Improvement Study.

B. Procurement Background

This is a Firm Fixed Price (FFP), standard Architect & Engineering (A&E) two step competitive procurement in support of the Outreach for the Northern/Canoga Extension of the Metro Orange Line:

Source selection was based on Technical competition resulting in negotiation with the highest technically ranked proposer based upon the evaluation criteria.

Diversity and Economic Opportunity Department (DEOD) has established a SBE Goal of 20%.

Based on minimal risks in performance and a thorough understanding of technical and performance requirements, this contract is being awarded as a Firm Fixed Price (FFP).

C. Evaluation of Proposals

In accordance with the Procurement Policy Manual, the Source Selection Committee (SSC) conducted a comprehensive technical evaluation of the written proposals and conducted valuations of Oral Presentations. Of the two contractors who submitted proposals, Consensus Planning Group met the requirements of the RFP and is most advantageous to the Metro based upon the proposal evaluation criteria.

D. Cost/Price Analysis Explanation of Variances

The recommended price of \$TBD for the contract has been determined to be fair and reasonable based upon cost analysis, independent cost estimates, negotiations with Consensus Planning Group, and pre-award audit performed by the Management Audit Service Department (MAS).

**ATTACHMENT B-2
LIST OF SUBCONTRACTORS**

**AWARD CONTRACT FOR PUBLIC OUTREACH
FOR THE NORTHERN/CANOGA EXTENSION OF THE METRO ORANGE LINE**

PRIME CONTRACTOR –

CONSENSUS PLANNING, INC

Small Business Commitment

Katherine Padilla & Associates

30%

Other Subcontractors

HalfCity Productions

Total Commitment SBE

30%