



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

**SUBJECT: CRENSHAW-PRAIRIE CORRIDOR MAJOR
INVESTMENT STUDY**

ACTION: APPROVE CONTRACT AMENDMENT

RECOMMENDATION

- A. Authorize the Chief Executive Officer to execute Amendment No. 4 to Contract LCA-027-96 with KORVE/RAW a Joint Venture, to include a bus rapid transit (BRT) alternative and complete the Crenshaw-Prairie Corridor Major Investment Study (MIS) in the amount not to exceed \$561,872 increasing the total Contract Value from \$ 1,408,111 to \$1,969,983.
- B. Establish a ten percent contingency for changes in the amount of \$75,191 increasing the total Contract Value from \$1,969,983 to \$2,045,174.

RATIONALE

The MTA Board authorized the award of the Crenshaw-Prairie Corridor MIS to KORVE/RAW in 1995. The MIS was downscoped to a route refinement study in 1998 following instructions from the MTA Board to find cost savings in current corridor studies without imminent implementation funding. The preliminary environmental impact assessment and a public hearing process were deleted from the work scope. Also, the MIS did not consider a BRT alternative. In June 2000, the Board directed staff to conduct an MIS for the Crenshaw-Prairie Corridor and include a BRT alternative. The above-recommended action is necessary to implement the Board directive.

FINANCIAL IMPACT

Funding of \$300,000 for this project is included in the MTA's FY 2001 budget as amended in 4350, Rail, Busway, Bikeway, Station Area Development under 400020 /02.01. Since this contract will extend to FY 2002, the Executive Officer and Cost Center Manager will be responsible for budgeting the remaining costs for this contract in the FY 2002 Budget.

ALTERNATIVES CONSIDERED

Following the Board's direction to pursue the study, staff considered the option of issuing a Request for Proposals for the MIS for the Crenshaw-Prairie Corridor. Amending the current study offered the advantage of having the majority of the principal project staff, already familiar with the corridor, undertake the additional work on a BRT and complete the MIS. In addition to the consultants' familiarity with the project area, the same consultants have completed most of the basic work. These factors make the recommended action most cost effective for the MTA.

BACKGROUND

The MTA Board awarded contract LCA-027-96 in 1995 to KORVE/RAW originally for an MIS. In 1998, staff downscoped the MIS to a Route Refinement Study due to funding considerations. At the time, the BRT was not one of the alternatives considered in either the MIS original scope or the amended scope for the Route Refinement Study. The addition of BRT allows the consideration of a less expensive and more readily implementable transportation alternative in the Crenshaw-Prairie corridor. The MIS will bring the Crenshaw-Prairie transportation corridor to a higher level of readiness should funding become available in the near future. Staff anticipates the study to be completed in nine months, beginning April 2001 through December 31, 2001.

PROCUREMENT SUMMARY

In August 2000, the Board directed staff to prepare a Crenshaw/Prairie Corridor MIS. MTA staff executed an amendment to extend the period of performance of the existing Crenshaw/Prairie Corridor route refinement study contract with KORVE/RAW through December 31, 2001. The Consultant has submitted a proposal for the completion of the study as an MIS with the inclusion of a BRT alternative.

The negotiated value of this amendment is \$751,910. Of this amount, \$190,038 is within the funding allocation previously approved by the Board. The balance of \$561,872 requires additional approval by the Board to execute this amendment.

CONTRACT/PRICE ANALYSIS

Amount Proposed by Consultant	Recommended Price	Price Variance
\$842,728	\$751,910	\$90,818

The recommended price of \$751,910 has been determined to be fair and reasonable based upon fact finding, clarification and pre-award audit performed by Management Audit Service. The recommended price resulted in a net reduction of \$90,818 from KORVE/RAW's original cost proposal of \$842,728. A contingency equal to 10 percent of the negotiated contract price is requested separately to be allocated at the direction of the MTA.

SMALL BUSINESS PARTICIPATION

The Consultant committed to a Minority-owned Business Enterprise (MBE) participation goal of 45% and a Woman-owned Business Enterprise (WBE) participation goal of 10%. Current MBE attainment based on the relevant contract amount is 35.45%. Current WBE attainment based on the relevant contract amount is 10.02%. Current MBE participation based on the total actual amount paid-to-date to prime and total actual amount paid-to-date to MBE firms is 37.22%. Current WBE participation based on the total actual amount paid-to-date to prime and total actual amount paid-to-date to WBE firms is 10.52%.

Original Award Amount **\$ 1,408,111**

Relevant Contract Value **\$ 1,271,111**

Total Actual Amount Paid to Date to Prime **\$ 1,210,875**

MBE Subcontractor	Commitment	Current Attainment	Current Participation	Current Status
RAW Engineering	20 %	22.73%	23.86%	Exceeded
Gideon Group	5 %	4.26%	4.48%	Performed
Manuel Padron & Associates	4 %	2.63%	2.76%	Performed
E. W. Moon, Inc.	6 %	5.83%	6.12%	Performed
TOTAL	35%	35.45%	37.22%	Exceeding the Goal

WBE Subcontractor	Commitment	Current Attainment	Current Participation	Current Status
The Sierra Group	3 %	3.44%	3.61%	Exceeded
Wagner Engineering & Survey	4 %	4.65%	4.88%	Exceeded
Valerie Lynne Shaw & Assoc.	3 %	1.93%	2.03%	Performed
TOTAL	10 %	10.02%	10.52%	Exceeding the Goal

NEXT STEP

Upon approval by the MTA Board, staff will direct Consultants to commence work on the MIS, including BRT alternatives.

Prepared by: Nelia S. Custodio, Transportation Planning Manager
Jerome Johnson, Contract Administrator



CAROL INGE

Interim Deputy Executive officer
Transportation Development
& Implementation



COLONUS MITCHELL

Executive Officer
Procurement and Distribution



JAMES L. de la OZA

Executive Officer
Countywide Planning
and Development