

**47****47**

**PLANNING & PROGRAMMING COMMITTEE
JUNE 21, 2001**

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

SUBJECT: NORTH COUNTY COMBINED HIGHWAY CORRIDOR STUDY

**ACTION: AWARD PROFESSIONAL CONSULTANT SERVICES
CONTRACT**

RECOMMENDATION

Award a twenty-four month cost plus fixed fee contract, Contract No. PS 4340-1016 to the Parsons Transportation Group, for Part I (I-5 and SR-14) of the North County Combined Highway Corridor Study, to provide professional consultant services in the amount not to exceed \$2,860,000 inclusive of a 10 percent contingency.

RATIONALE

At its August 24, 2000 meeting, the Board directed staff to conduct a North County Combined Highway Corridor Study of the I-5/SR-14/SR-138 corridors, including preparation of a Major Investment Study/Project Study Report(s). Subsequently, staff in consultation with Caltrans divided the Study into two parts: Part I consisting of the I-5/SR-14 corridors and Part II the SR-138 corridor. The SR-138 corridor was separated because Caltrans was completing an environmental report and initiating design for widening the SR-138 to four lanes. Therefore, the Part II Study for more extensive SR-138 corridor improvements will be initiated later this fall to allow the incorporation of relevant elements of the environmental assessment.

The Part I Study will make a thorough technical assessment of the I-5 and SR-14 highway corridors and develop recommendations for improvements. As part of the Study, the consultants will prepare a Project Study Report (PSR) for segments and/or elements of the corridors which the technical analysis indicates will provide the greatest benefit in terms of regional circulation improvements, access and safety, and which receive broad community support. Staff intends to work closely with the North County Transportation Coalition, which consists of elected officials and community representatives, to oversee the consultants' work efforts and ultimately decide which project(s) should proceed to the PSR stage. The Study is scheduled to begin in July 2001, assuming Board approval, and should be completed by September 2003.

Discussion

The MTA 2001 Long Range Transportation Plan incorporates projections for substantial population growth in the northern part of Los Angeles County during the Plan's 25-year horizon. The North County Combined Highway Corridor Study will comprehensively examine both current and projected year 2025 travel characteristics and traffic conditions including the capacity of the highway infrastructure, need for additional access between North County and the Los Angeles Basin, and traffic "bottleneck" removal. The I-5 freeway corridor is the principal transportation connection between Los Angeles County and Kern County and is critical to the region's economy and continued development. SR-14 is the backbone of the Antelope Valley highway system. It traverses through the North County area, connecting the Cities of Lancaster, Palmdale and Santa Clarita with the Los Angeles basin, and intersects I-5 to form one of the most congested interchanges in Los Angeles County.

Alternatives to be examined include a "no build" (baseline) scenario; bus and rail options; intelligent transportation system (ITS) and/or nearby "smart street" corridors; mixed use, HOV and truck lanes; and freeway-to-freeway HOV connectors and/or interchange improvements. Operations issues, key intersection and/or roadway improvements, interfaces of travel modes within the corridors, and freight movement issues will also be addressed.

FINANCIAL IMPACT

Funding of \$1,400,000 for this study is included in the FY02 budget in Cost Center No. 4340, Highway Programs Development and Implementation under Project No. 400020 – 102.01, MIS Studies – North County I-5 and SR-14 Corridors. Since this is a multi-year contract, the cost center manager and Executive Officer will be accountable for budgeting the cost in the future years. The Board approved the Study's overall funding plan totaling \$2,600,000 on February 22, 2001 of Part I, as itemized below:

<u>Part I Segment Limits</u>	<u>Distance</u>	<u>Allocated Funds</u>	<u>Expected Completion</u>
Route 14 from I-5 to Kern County Line:	52 miles	\$1.8 million	September 2003
I-5 from Route 14 to Kern County Line:	44 miles	<u>\$0.8 million</u>	September 2003
	96 miles	\$2.6 million	

The 2001 Long Range Transportation Plan (LRTP) contains both corridors with a limited amount of funding for capital improvements included in the Constrained Element.

ALTERNATIVES CONSIDERED

Two alternatives were considered: Alternative 1 to use MTA staff and Alternative 2 to use Caltrans staff. Using MTA staff is not viable because MTA does not have sufficient staff to conduct a study of this magnitude, and it is MTA's general practice to conduct this kind of study using outside sources. Meanwhile, Alternative 2 is not viable because Caltrans does not have sufficient staff to undertake this study at this time. The Study will result in the identification of transportation improvements for the I-5/SR-14 corridors that will help reduce existing and projected severe traffic congestion, as well as prepare project initiation documents so that the identified improvement projects can be programmed and constructed.

PROCUREMENT SUMMARY

On January 29, 2001, a Request for Proposal (RFP) for the North County Combined Highway Corridor Study was issued. Notice of Availability cards were sent to 1,501 vendors and formal advertisements were run in the *Los Angeles Times* and the *Los Angeles Daily News*. This RFP was also listed on the MTA Web page. A total of 76 vendors received copies of the RFP. On February 12, 2001, a pre-proposal conference was held, at which 34 firms were represented. The RFP contained a 30% SBE goal for this project. On March 14, 2001, two proposals were received. Both proposers were deemed technically capable of performing the work and were interviewed. On March 9, 2001, the Source Selection Committee, composed of representatives from the MTA, Caltrans, SCAG and the City of Santa Clarita, determined that the team headed by the Parsons Transportation Group was the highest ranked proposer. Please refer to Attachment A, Procurement Summary for further details.

COST/PRICE ANALYSIS

DESCRIPTION	PROPOSED PRICE	INDEPENDENT ESTIMATE	RECOMMENDED PRICE
CONTRACT PRICE	\$3,996,580	\$4,067,244	\$2,600,000
TEN PERCENT CONTINGENCY	-0-	-0-	\$ 260,000
TOTAL	\$3,996,580	\$4,067,244	\$2,860,000

The recommended contract price of \$2,600,000 has been determined to be fair and reasonable based on cost analysis by procurement and pre-award audit performed by Management Audit Services Department (MASD). The recommended price resulted in a net reduction of \$1,397,580 (or 35 percent) from Contractor's proposed price. During negotiations, direct labor hours for management and supervisors were adjusted downward by reallocating to the overhead/burden pool and skill positions actually performing required tasks. In addition hours were reduced relative to the content of the project study reports.

SMALL BUSINESS PARTICIPATION (PS-4340-1016)

The MTA established a 30% Small Business Enterprise (SBE) goal for this contract. The recommended awardee, the Parsons Transportation Group has committed to 30.30% SBE participation.

Not to Exceed Amount

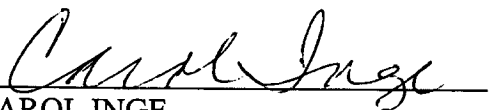
\$2,599,997

Subcontractor	Commitment	Paid to date Attainment	Current Participation	Current Status
Arellano	3.29%	-0-	-0-	To be awarded
Redman	3.01%	-0-	-0-	To be awarded
Robert Group	3.00%	-0-	-0-	To be awarded
The Sierra Group	1.67%	-0-	-0-	To be awarded
Wagner Engineering & Survey	13.57%	-0-	-0-	To be awarded
FPL & Associates, Inc.	5.76%	-0-	-0-	To be awarded
TOTAL	30.30%	-0-	-0-	

ATTACHMENT

A. Procurement Summary

Prepared by: Brian Lin, Transportation Planning Manager
Ray Maekawa, Director
Highway Programs Development and Implementation
Mark Penn, Senior Contract Administrator



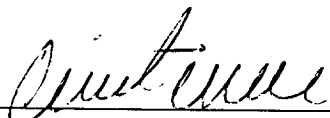
CAROL INGE

Interim Deputy Executive Officer
Transportation Development & Implementation



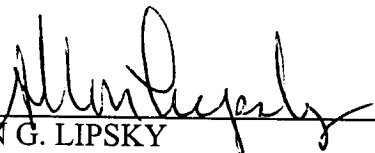
JAMES L. de la LOZA

Executive Officer
Countywide Planning & Development



COLONUS MITCHELL

Executive Officer
Procurement

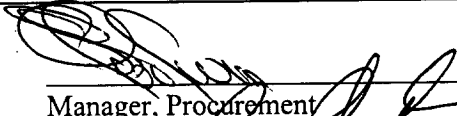


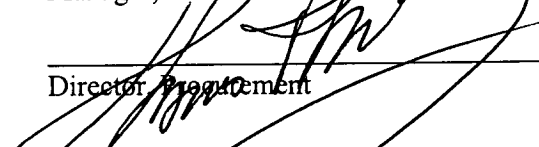
ALLAN G. LIPSKY

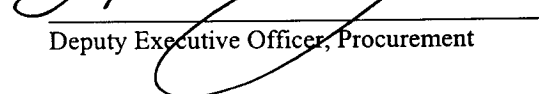
Office of the Chief Executive Officer

**BOARD REPORT ATTACHMENT "A"
PROCUREMENT SUMMARY
NEGOTIATED PROCUREMENT**

1.	Independent Estimate:	\$4,067,244
2.	Recommended Vendor:	Parsons Transportation Group, Inc.
	Total Dollar Amount:	\$2,600,000 plus a 10% contingency factor for a total of \$2, 860, 000
3.	Description of Contract Services:	Consultant Shall Conduct Part I of the Major Investment Study/Project Study Report for the North County Combined Highway Corridors; specifically I-5 and SR-14.
4.	Contract Type:	Cost Plus Fixed Fee
5.	RFP Issued:	January 29, 2001
6.	Advertise Date:	January 27/28, 2001
7.	SBE Participation Goal:	30%
	Responsive: Yes	Committed Goal: 30.3%
8.	No. of Notifications Sent to Vendors (postcards):	1,501
9.	No. of Proposals Sent To Vendors:	76
10.	Pre-Proposal Conference Date:	February 12, 2001
11.	No. of Proposals Submitted:	2
12.	Date Proposals Received:	March 14, 2001
13.	Negotiation Record:	
	Proposer Names/Offer:	Parsons Transportation Group, Inc. -- \$3, 996, 580 Sverdrup, Civil – A/E price proposal not reviewed
	Source Selection Committee Analysis:	Recommended Vendor Is Highest Technically Ranked Proposer.
	Proposer BAFO:	\$2, 599, 997
	Recommendation:	Award Contract
14.	Protest Received:	No
15.	Disposition of Protest/Appeal:	No
16.	Pre-Qualification Completed?	Yes
17.	Conflict of Interest Certifications Submitted to Ethics?	Yes
18.	Audit Report Completed?	Yes
19.	EO Evaluation Completed?	Yes
20.	Contract Administrator:	Mark Penn
	Tel:	922-1455
21.	Project Manager:	Brian Lin
	Tel:	922-3036

Concur: 
 Manager, Procurement

Concur: 
 Director, Procurement

Concur: 
 Deputy Executive Officer, Procurement