



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

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BOARD MEETING
August 15, 2002

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SUBJECT: MID-CITY/EXPOSITION TRANSIT CORRIDOR

**ACTION: NEGOTIATE AND EXECUTE A CHANGE ORDER
(CONTRACT #4350-0512) WITH KORVE ENGINEERING,
INC., FOR COMPLETION OF THE FINAL EIS/EIR**

RECOMMENDATION

Authorize the Chief Executive Officer to negotiate and execute a change order with Korve Engineering, Inc. to initiate and complete the Mid-City/Exposition Transit Corridor Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for an amount not to exceed \$ 900,000, plus a 10% contingency.

RATIONALE

The Mid-City/Westside Transit Corridor Study (Contract #4350-0512) was originally awarded by the Board in June 1999 and included three phases:

- Phase I: Major Investment Study, completed in February 2000;
- Phase II: Draft EIS/EIR, completed in June 2001;
- Phase III: Final EIS/EIR, work pending.

On June 28, 2001, at the end of Phase II of the study, the Board adopted the Locally Preferred Alternative (LPA) for the Mid-City/Westside Transit Corridor, comprised of Bus Rapid Transit (BRT) on Wilshire Boulevard and Light Rail Transit (LRT) on the Exposition Right-of-Way. This action effectively split the Mid-City/Westside Transit Corridor Study into two separate projects, each of which required separate environmental approval. Phase III-A commenced immediately under terms of the existing contract on the Wilshire BRT Final EIR. Work on the Exposition LRT final environmental clearance (Phase III-B) needed to wait, however, until a concurrent Preliminary Engineering contract could be procured and FTA approval was obtained, and is therefore the subject of this change order.

The Board approved Exposition LRT Locally Preferred Alternative extends from Downtown Los Angeles to Venice/Washington in Culver City. The Final EIS/EIR will environmentally clear the Locally Preferred Alternative plus a shorter "Minimum Operable Segment" (MOS) to at least Vermont Avenue. This MOS will

be determined during the Phase III analysis based on project costs, environmental analysis and funds availability.

A request to enter Preliminary Engineering and final environmental clearance was submitted to the Federal Transit Administration (FTA) on August 31, 2001. The FTA approved this request on February 6, 2002. Based on this approval, staff prepared the revised statement of work for the Mid-City/Westside Transit Corridor Study to provide for Phase III-B, the Exposition LRT final environmental clearance.

Completion of the Final EIS/EIR is a necessary step in making the project eligible for federal and state funding grants. Under federal regulations, both the Final EIS/EIR and Preliminary Engineering (PE) must be prepared concurrently. The current schedule calls for the Final EIS/EIR and the Preliminary Engineering (separate contract) to be completed in August 2003, so that the project can be eligible for funding from the reauthorization of the Transportation Equity Act (TEA 21).

FINANCIAL IMPACT

Funding of \$625,000 for the Mid-City/Exposition Transit Corridor Final EIS/EIR is included in the FY03 budget in Cost Center 4350, Westside Area Team, under project number 800113/2.2.10.01. Since the work on this contract change order will extend beyond the current fiscal year, the cost center manager and Executive Officer will be accountable for budgeting the costs in FY04, including any options that are exercised. In FY02, no funds were expended on this line item.

ALTERNATIVES CONSIDERED

The Board could choose to defer the decision to approve the change order. The deferral of the decision would also require deferral of the Preliminary Engineering (separate contract) as both the FEIS/EIR and Preliminary Engineering must be prepared concurrently.

The Board could direct staff to procure the consultant services under a new solicitation. The re-procurement, including the pre-award phase, commercial and technical proposal evaluation, followed by MTA Board approval, would require an estimated eight months to complete which would result in additional administrative cost to the MTA due to concentration of effort by procurement, technical and support staff, and would also require postponement of the Preliminary Engineering work.

The Board could direct that a shorter segment be environmentally cleared. This is not consistent with the Locally Preferred Alternative that was adopted by the MTA Board in June 2001, and approved by the Federal Transit Administration in February 2002. Staff recommends that any shorter segments be considered as possible Minimum Operable Segments (MOS) within the full LPA project.

ATTACHMENTS

- A. Procurement Summary
 - A-1 Procurement History
 - A-2 List of Subcontractors

Prepared by: David Mieger, Director
Westside Area Planning Team

Gary Katzman, Senior Contract Administrator
Procurement



James L. de la Loza
Executive Officer
Countywide Planning & Development



Roger Snoble
Chief Executive Officer

**Attachment A
PROCUREMENT SUMMARY**

Mid-City Exposition Transit Corridor
Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR)

1.	Contract Number: PS-4350-0512 Amendment 6		
2.	Recommended Vendor: Korve Engineering		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$ 990,000 NTE	Recommended Price: \$ TBD	
	B. Details of Significant Variances are in Attachment A-1.D		
4.	Contract Type: FFP		
5.	Procurement Dates:		
	A. RFP Issued: 7/23/02		
	B. Advertised: N/A		
	C. Pre-proposal Conference: N/A		
	D. Proposals Due: 8/12/02		
	E. Pre-Qualification Completed: Yes		
	F. Conflict of Interest Form Submitted to Ethics: Yes		
6.	Small Business Participation:		
	A. Bid/Proposal Goal: 20% DBE on the original contract	Date Diversity & Economic Opportunity Evaluation Completed: May 24, 1999	
	B. Diversity & Economic Opportunity Commitment: 32.52% Details are in Attachment A-2		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent: 1	Bids/Proposals Picked up: 1	Bids/Proposals Received: TBD
8.	Evaluation Information:		
	A. Bidders/Proposers Names: Korve Engineering	Bid/Proposal Amount: \$990,000 NTE Negotiated	Best and Final Offer Amount: \$TBD
	B. Evaluation Methodology: Cost Analysis, Details are in Attachment A-1.C		
9.	Protest Information:		
	A. Protest Period End Date: NA		
	B. Protest Receipt Date: NA		
	C. Disposition of Protest Date: NA		
10.	Contract Administrator: Gary Katzman	Telephone Number: 922-4607	
11.	Project Manager: Anthony Loui	Telephone Number: 922-2455	

**Attachment A-1
PROCUREMENT HISTORY**

Mid-City Exposition Transit Corridor
Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR)

A. Background on Contractor

Korve Engineering, Inc., 725 South Figueroa Street, Suite 2350, Los Angeles, CA
Korve Engineering was established in 1987. Korve has since served as consultant for more than 100 major rapid transit projects in Los Angeles. Korve has been the prime contractor on this project since contract award in July of 1999 with acceptable performance thereafter.

B. Procurement Background

- The Original Contract was issued to Korve for the Mid-City /Westside Transit Corridor Study
- This is a Firm Fixed Price Amendment to support the Exposition FEIS/EIR requirements
- **This is a continuation to completion of the existing contract originally issued 07/01/1999**

The following is a summary of the contract history

Phase I Base Contract	\$1,366,469.	
Phase II Base Contract	\$1,442,842.	
Phase III Base Contract	\$ 764,820.	
Original Contract Amount	\$3,574,131.	
Amendment #1	\$ 49,691.	
Amendment #2	\$ 447,120.	
Amendment #3	\$ 187,387.	
Amendment #4	\$ 29,094.	
Amendment #5	<u>\$ no additional cost</u>	Aerial Mapping/Currently in process
Current Contract Value	<u>\$4,287,423.</u>	

DBE commitment is 32.52%, consistent with the original contract commitment.

C. Evaluation of Proposals

To be completed after receipt and evaluation of the Korve Cost Proposal

D. Cost/Price Analysis Explanation of Variances

A recommended price cannot be determined until the Form 60 proposal has been received and evaluated.

Korve has submitted a preliminary proposal. Korve has agreed to a Not to Exceed value of \$900,000 with a 10% Contingency or a total of \$990,000 NTE. The actual agreed upon amount will be determined following analysis and negotiations

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Bid/Proposal Amount	MTA Estimate	Recommended/Negotiated Amount
\$ 990,000 NTE	\$ Withheld prior to negotiation	\$ TBD

Attachment A-2
LIST OF SUBCONTRACTORS

Mid-City Exposition Transit Corridor
Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR)

PRIME CONTRACTOR – Korve Engineering

DBE Subcontractors

Consensus Planning Group
Manuel Padron & Associates
Terry A. Hayes & Associates
The Robert Group
Wagner Engineering, Inc.
W. Koo & Associates, Inc.

SMALL BUSINESS PARTICIPATION

The Diversity & Economic Opportunity Department (DEOD) established a Disadvantaged Business Enterprise (DBE) participation goal of 20%. The contract was awarded July 1, 1999 and is 90% complete. Current DBE attainment¹ based on the relevant contract amount² is 31.29%. Current DBE participation based on the total actual amount paid-to-date to prime is 35.17%. The original DBE subcontractors have performed on the contract as listed.

Original Award Amount	\$ 3,574,131
Relevant Contract Amount	\$ 4,287,423
Total Actual Amount Paid to Date to Prime	\$ 3,814,075

Subcontractor	Commitment	Current Attainment ¹	Current Participation ³	Current Status
Consensus Planning Group	5.44%	4.04%	4.54%	Performing
Manuel Padron	9.33%	10.18%	11.44%	Performing
Terry A. Hayes & Associates	8.54%	6.47%	7.27%	Performing
The Robert Group	2.92%	2.23%	2.51%	Performing
Wagner Engineering, Inc.	3.52%	7.08%	7.96%	Performing
W. Koo and Associates, Inc.	2.78%	1.29%	1.45%	Performing
TOTAL	32.52%	31.29%	35.17%	Expected to Meet goal

¹Current Attainment = Total Actual Amount Paid-to-Date to Subs ÷ Total Relevant Contract Amount

²Relevant Contract Amount = Original Contract Value + Contract Cost Modifications affecting DBE or SBE Scope of Work

³Current participation = Total Actual Amount Paid-to-Date to Subs ÷ Total Actual Amount Paid-to-Date to Prime.