



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

SUBJECT: MID-CITY/EXPOSITION TRANSIT CORRIDOR

ACTION: NEGOTIATE AND EXECUTE CONTRACT E0016 WITH DMJM+HARRIS TO PROVIDE PRELIMINARY ENGINEERING DESIGN SERVICES FOR THE MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT

RECOMMENDATION

Authorize the Chief Executive Officer to negotiate and execute a Cost-Plus-Fixed-Fee (CPFF) contract with DMJM+Harris for the Mid-City/Exposition Light Rail Transit (LRT) Project Preliminary Engineering Design Services in an amount not to exceed \$16,241,078.

RATIONALE

On June 28, 2001, 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. The approved LPA for the Exposition Corridor extends from Downtown Los Angeles to Venice/Washington in Culver City with a possible minimum operable segment to at least Vermont Avenue.

On August 31, 2001, MTA submitted a request to enter Preliminary Engineering to the Federal Transit Administration (FTA) for the Exposition Corridor. This request was approved by the FTA on February 6, 2002. Based on this approval, staff prepared a Request for Proposals for Engineering Design Services, which was released on May 30, 2002. Proposals for this work were received on July 8, 2002 and were evaluated by a Committee comprised of MTA Planning, Procurement and Engineering Staff as well as the City of Los Angeles Department of Transportation.

Completion of Preliminary Engineering is a necessary step in the environmental clearance of the project. The current schedule calls for PE and the FEIS/EIR (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 \$10,800,000 for the Mid-City/Exposition Transit Corridor Engineering Design is included in the FY03 budget in cost center 4350, Westside Area Team, under project number 800113/2.2.10.01. Since this is a multi-year contract, the cost center manager and Executive Officer will be accountable for budgeting the costs in future years, including any options that are exercised. In FY02, no funds were expended on this line item.

Funds for the project are provided through a grant from the State of California Transportation Congestion Relief Program (TCRP), which have been committed to the Mid-City/Westside Transit Corridor and are not available for use on other MTA programs or projects.

ALTERNATIVES CONSIDERED

It would be possible to prepare the preliminary engineering for this project using more in-house staff and fewer outside consultants. This option, however, would require a significant amount of new hiring which was not considered to be cost-effective, given the short-term nature of the project.

It would be possible to prepare preliminary engineering for a shorter segment of the project. This option is not consistent with the Locally Preferred Alternative adopted by the Board in June 2001 and would not provide the necessary engineering information to environmentally clear the full project. A Minimum Operable Segment to at least Vermont Avenue will be identified in the PE/FEIS/EIR work and the Board can consider phased construction of the project once this information has been prepared.

The Board could defer preparation of Preliminary Engineering at this time. Such an action would delay completion of the project and jeopardize approximately \$69 million in Traffic Congestion Relief Program (TCRP) funds that have been programmed for the project.

BACKGROUND

In 1999, the Board authorized preparation of a MIS/EIS/EIR for the Mid-City/Westside Transit Corridor to consider alternatives to the Metro Red Line Mid-City subway project, which had been suspended by the Board in 1998.

The first phase of the study was to prepare a Re-evaluation/Major Investment Study (MIS). The MIS was completed in February 2000, at which time the Board directed

that a combination of Bus Rapid Transit (BRT) and Light Rail Transit (LRT) be carried forward for environmental review along the Wilshire and Exposition transit corridors.

The second phase of the study was to prepare the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). The DEIS/EIR was completed in April 2001 and circulated for public comment and review. On June 28, 2001, following consideration of all public comment, the MTA Board adopted a Locally Preferred Alternative for the Mid-City/Westside Corridor which included a Bus Rapid Transit (BRT) Project on Wilshire Boulevard and a Light Rail Transit Project along the Exposition Right of Way. The adopted Exposition LRT project is 9.6 miles long and extends from Downtown Los Angeles to Venice/Washington Boulevards in Culver City. The Board directed that a Minimum Operable Segment be considered between Downtown Los Angeles and Exposition Park. The full project would have ten stations consisting of 3 existing stations and 7 new stations. The MOS segment would extend to at least Vermont Avenue, however the exact length will be determined during the upcoming final environmental and PE phase, when detailed funding plans and environmental reviews have been completed. The Board also approved a motion to establish a vision and intent to ultimately complete the project to Santa Monica.

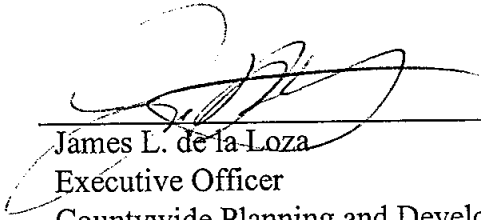
Following adoption of the LPA by the MTA Board in June 2001, staff submitted a Request to Enter Preliminary Engineering to the Federal Transit Administration (FTA) in August 2001. The FTA evaluated the Exposition LRT project against several criteria and in February 2002 approved the project for entry into Preliminary Engineering. Under federal regulations, both the Final EIS/EIR and Preliminary Engineering must be prepared concurrently. The Final EIS/EIR for this project will be prepared under a separate contract that will be considered as a separate item for Board approval.

ATTACHMENTS


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

Prepared by: David Mieger, Director
Westside Area Planning Team

John Doidge, Contract Administrator
Procurement



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



Roger Snoble
Chief Executive Officer

**BOARD REPORT ATTACHMENT A
PROCUREMENT SUMMARY
ACTION**

Negotiate and Execute Contract E0016 to DMJM+HARRIS to provide Preliminary Engineering Design Services for Mid City/Exposition Light Rail Transit (LRT) Project

1.	Contract Number: E0016		
2.	Recommended Proposer:		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$16,241,078	Estimated Amount: Not disclosed pending completion of negotiation.	
	B. Details of Significant Variances: TBD		
4.	Contract Type: Cost Plus Fixed Fee (CPFF)		
5.	Procurement Dates:		
	A. Issued: 5/30/02		
	B. Advertised: 5/23/02- 5/24/02		
	C. Pre-proposal Conference: 6/10/02 (Approximately 100 in attendance)		
	D. Proposals Due: Technical Proposals 7/08/02, Cost Proposals 7/18/02		
	E. Pre-Qualification Completed: 8/02/02		
	F. Conflict of Interest Form Submitted to Ethics: Yes		
6.	Small Business Participation:		
	A. Bid Goal: 35%	Date Small Business Evaluation Completed: 8/02/02	
	B. Small Business Commitment: 35%		
7.	Invitation for Bid/Request for Proposal Data: Not Applicable To Contract Modifications		
	Notifications Sent: Approx. 1,871	Bids/Proposals Picked up: 76	Bids/Proposals Rec'd: 4
8.	Evaluation Information:		
	A. Bidders/Proposers Names: DMJM+HARRIS Expo Partners (Joint Venture) HKR Team Expo (Joint Venture) URS Corporation	Bid/Proposal Amount: B. Bid/Proposed Price: \$16,241,078 N/A N/A N/A	Best and Final Offer Amount: N/A
	B. Evaluation Methodology: Most Technically Qualified (A&E Procurement - Brooks Act)		
9.	Protest Information:		
	A. Protest Period End Date: 8/19/02		
	B. Protest Receipt Date: TBD		
	C. Disposition of Protest Date: TBD		
10.	Contract Administrator: John K. Doidge	Telephone Number: 922-1034	
	Project Manager: Essam Aly	Telephone Number: 922-3099	

**BOARD REPORT ATTACHMENT A-1
PROCUREMENT HISTORY
ACTION**

**Negotiate and Execute Contract E0016 with DMJM+HARRIS to provide
Preliminary Engineering Design Services for the
Mid City/Exposition Light Rail Transit (LRT) Project**

A. BACKGROUND ON CONTRACTOR

DMJM+HARRIS has been supporting the Los Angeles community since 1947. Their Corporate Headquarters are located in downtown Los Angeles. DMJM+HARRIS has prior experience in working with the MTA on the Metro Green Line, Metro Blue Line and Metro Red Line. Other local rail experience includes the Pasadena Gold Line and Metrolink.

B. PROCUREMENT BACKGROUND

On July 8, 2002, four (4) technical proposals were received in response to the Mid City/Exposition Light Rail Transit (LRT) Project, Preliminary Engineering Design Services RFP. On July 18, 2002, four (4) cost proposals were received.

In accordance with MTA's Procurement Policies and Procedures regarding Architecture and Engineering Procurements a technical evaluation was performed by a Proposal Evaluation Team to determine the most qualified Proposer. On July 26, 2002, the Proposal Evaluation Team completed the technical review and selected DMJM+HARRIS as the most qualified Proposer.

The MTA established a thirty-five percent (35%) DBE participation for the Mid City/Exposition LRT, Preliminary Engineering Design Services. The recommended awardee has committed to meet the goal. The final determination of goal commitment shall be made upon completion of final negotiations.

C. EVALUATION OF PROPOSALS

In accordance with MTA's Procurement Policies and Procedures regarding Architecture and Engineering Procurements a technical evaluation was performed by a Proposal Evaluation Team to determine the most qualified Proposer. On July 26, 2002, the Proposal Evaluation Team completed the technical review and selected DMJM+HARRIS as the most qualified Proposer.

D. COST/PRICE ANALYSIS EXPLANATION OF VARIANCES

The final negotiated amount has not been determined, but will comply with all requirements of MTA Procurement, including fact-finding, clarifications, cost

analysis, legal and pre-award audit before the Contract is executed. Staff has not disclosed the MTA's Estimate positions since it will jeopardize staff's ability to negotiate the best and lowest price possible for the MTA.

**BOARD REPORT ATTACHMENT A-2
LIST OF CONTRACTORS/SUBCONTRACTORS**

CONTRACT NO. E0016

PRIME CONTRACTOR

DMJM+Harris

SMALL BUSINESS SUBCONTRACTORS

ARELLANO ASSOCIATES
MYRA L. FRANK & ASSOCIATES
KAKU ASSOCIATES INC.
KAL KRISHNAN CONSULTING SERVICES
JACKIE PATTERSON & ASSOCIATES
THE ROBERT GROUP
MELENDEZ DESIGN PARTNERS
DIAZ YOURMAN & ASSOCIATES

OTHER SUBCONTRACTORS

BOOZ ALLEN & HAMILTON INC.
CORRPRO COMPANIES INC.
EGIS-SEMLAY INC.
ZIMMER GUNSUL FRASCA PARTNERSHIP
PSOMAS
HARRIS MILLER MILLER & HANSON INC.