

Department of Public Works

\*Revised Copy  
October 8, 2009

Department of Transportation  
Bureau of Engineering  
Bureau of Contract Administration  
Joint Report No. 1

ADOPTED BY THE BOARD  
PUBLIC WORKS OF THE CITY  
of Los Angeles California

OCT - 9 2009

174562

October 9, 2009  
CD No. 3

  
Secretary

\* PLATT RANCH AUTOMATED TRAFFIC SURVEILLANCE AND CONTROL (ATSAC) SYSTEM, -  
CONTRACT AWARD (W.O. No. E1907256)

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)  
ATSAC PROGRAM PROJECT

RECOMMENDATIONS

1. Declare C. T. & F., Inc., first low bidder, to be the lowest responsive, responsible bidder for this project and award them a contract for \$3,620,636.02.
2. Authorize the President or two members of the Board to execute the contract after approval as to form by the City Attorney has been obtained.

TRANSMITTAL

Tabulation of bids received on August 12, 2009.

DISCUSSION

**Background**

The ATSAC is a computer-based traffic signal control system that monitors traffic conditions and system performance, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. This project will upgrade thirty-seven existing signalized intersections in the community of Platt Ranch in an area generally bounded by Roscoe Boulevard on the north, Ventura Boulevard on the south, Topanga Canyon Boulevard on the east, and Valley Circle Boulevard on the west. The contract construction duration for this project is 200 working days.

The project has been reviewed for environmental considerations. It was determined to be categorically exempt from the provisions of the California Environmental Quality Act of 1970, under Article III of the City's Environmental Quality Act Guidelines.

**Contractor Pre-qualification**

The bid was solicited from the list of pre-qualified contractors, approved by the Board on July 9, 2008 and on April 3, 2009, for the LADOT ATSAC Program. The pre-qualified contractors have met the minimum requirements, including the City's Non-Discrimination policies, Good Faith Effort documentation for the Minority Business Enterprise/Women Business Enterprise/Other Business Enterprise (MBE/WBE/OBE) Subcontractor Outreach

Program, and the Bidder Responsibility Policy of the Department of Public Works to optimize the bid and award processing timeline.

**Bid Review**

The three lowest of the seven bids received (Transmittal) compared with the LADOT Engineer’s estimate of \$5,110,600 are:

Bid No.	Contractor’s Name	Bid Amount	(%) High/Low	(%) Pledged		
				MBE	WBE	OBE
Low Bid	C.T. & F., Inc. (CT&F)	\$3,620,636.02	29.15% Low	0.00%	0.00%	16.90 %
2 <sup>nd</sup> Bid	CSI Electrical Contractors, Inc. (CSI)	\$3,840,124.00	24.86% Low	0.78%	18.75 %	12.27 %
3 <sup>rd</sup> Bid	Moore Electrical Contracting, Inc. (Moore)	\$3,920,221.00	23.29% Low	0.00%	3.06%	9.34%

An evaluation of the bids indicates that these three bids are reasonable and the Unit Prices submitted by the bidders are reasonably balanced. Staff recommends awarding the contract to CT&F, first low bidder, subject to verification of all other bidding requirements. The second low bidder, CSI, listed a subcontractor that was not on their approved Schedule A; therefore, it is recommended that their bid be deemed non-responsive.

**MBE/WBE/OBE Subcontractor Outreach Program and Mandatory Subcontracting Minimum (MSM) Participation Levels**

For this project, the City established MBE and WBE anticipated participation levels of 5 percent and 3 percent, respectively, and a MSM level of 10 percent. As part of the contractor pre-qualification under the Request for Qualifications (RFQ) for the LADOT ATSAC Program, all pre-qualified contractors have demonstrated a Good Faith Effort (GFE) outreach and developed a list of potential MBE/WBE/OBE subcontractors. Submitting bids from subcontractors that are not on the contractor’s GFE approved list of potential MBE/WBE/OBE subcontractors may result in the bid being deemed non-responsive.

The Office of Contract Compliance (OCC) based on review of documentations submitted by CT&F, reported that the contractor pledged an MBE level of 0 percent, a WBE level of 0 percent, an OBE level of 16.90 percent, and complied with the MSM requirement by pledging a subcontractor participation level of 16.90 percent. CT&F submitted the following MBE/OBE subcontractor information:

Gender/Ethnicity Codes:

- |                                 |                            |
|---------------------------------|----------------------------|
| AA=African American             | HA=Hispanic American       |
| SAA=Subcontinent Asian American | APA=Asian Pacific American |
| C=Caucasian                     | NA=Native American         |
| M=Male                          | F=Female                   |

Subcontractors	MBE/OBE	Gender/ Ethnicity	(%) of Bid	Dollar (\$) Amount
Crosstown Electrical & Data	OBE		4.55	\$164,820.00
D.C. Directional Drilling	OBE		0.53	\$ 19,200.00
McCain Traffic Supply	OBE		9.25	\$335,068.80
Smithson Electric, Inc.	OBE		2.37	\$ 85,705.00
Sterndahl Enterprises, Inc.	OBE		0.20	\$ 7,250.00

**Compliance with the City’s Non-Discrimination Policies**

CT&F has complied with the Affirmative Action, Equal Benefits Ordinance, and Slavery Disclosure Ordinance requirements of the bid.

**Previous Work Record**

CT&F was awarded eight contracts issued by the Board of Public Works in the last five years. No significant or unresolved problems in inspection or contract compliance by this contractor have been experienced by the Bureau of Contract Administration (BCA). The following tables summarize past MBE/WBE/OBE and Disadvantage Business Enterprise/OBE participation levels pledged by CT&F in the last five years:

MBE/WBE/OBE Table				
No. of Contracts	Total Dollar Value of Contracts	Pledged MBE Amount	Pledged WBE Amount	Pledged OBE Amount
		Total MBE (%)	Total WBE (%)	Total OBE (%)
8	\$6,195,921.81	\$67,238.40	\$0.00	\$774,416.40
		1.09%	0%	12.50%

**Contractor Performance Evaluation**

In accordance with Article 13, Chapter 1, Division 10, of the City of Los Angeles Administrative Code (L.A.A.C.), the Project Manager and the City Inspector for this construction contract shall submit Contractor Performance Evaluation Reports to the BCA upon completion of this contract.

**Peak Hour Construction and Right-of-Way Obstruction Regulations**

All contractors are to comply with the requirements specified in the Los Angeles Municipal Code Section 62.61 related to peak hour traffic restrictions, unless an exemption from the Peak Traffic Hours Prohibition is approved.

**Contractor Responsibility Ordinance**

All contractors participating in this program are subject to compliance with the requirements specified in the City of Los Angeles’ Contractor Responsibility Ordinance No. 173677 (Article 14, Chapter 1, Division 10, L.A.A.C.). Failure to comply with all requirements specified in the Ordinance may render this bidder’s contract subject to termination pursuant to the conditions expressed therein.

**Enhanced Electrical Safety Policy**

Because the estimated value of the electrical work for this project exceeds \$100,000, the electrical work will be performed and inspected under the conditions of the most current, amended Board of Public Works' Enhanced Electrical Safety Policy.

**Project Labor Agreement**

The project incorporates a Project Labor Agreement (PLA). The PLA will facilitate an orderly settlement of labor disputes and grievances without strikes, work stoppages, or lockouts to assure the timely and economical completion of the project. The PLA will also promote employment opportunities for local residents and will provide apprenticeship training for the duration of the construction. A goal of 30 percent has been established for all labor and craft positions residing within designated project areas. Additionally a goal of 10 percent of all labor and craft positions shall be from the citywide labor pool classified as "disadvantaged".

**Conclusion**

In view of the above findings, staff recommends that the Board declare CT&F, first low bidder, to be the lowest responsive, responsible bidder and award them the contract for this project.

**STATUS OF FINANCING**

The contract contains a "Financial Liability Clause" which states that "the City's liability under this contract shall only be to the extent of the present City appropriation to fund the contract. However, if the City shall appropriate funds for any succeeding years, the City's liability shall be extended to the extent of such appropriation, subject to the terms and conditions of the contract."

The Assistant General Manager, Office of Finance and Administration of the LADOT Bureau of Accounting, has identified and verified the following funding sources currently available for this project:

<b>Fund</b>	<b>Contract</b>	<b>Contingencies</b>	<b>Total</b>
State Proposition 1B Traffic Light Synchronization Program (TLSP) California Transportation Commission CTC Resolution TLS1B-A-0809-006 Approved May 14, 2009 Department 94, Fund No. 655 Account No. C286 / E286	\$3,320,636.02	\$362,064.00	<b>\$3,682,700.02</b>
Transportation Grant Fund Department 94, Fund No. 655 Account No. C286 / E286	\$ 300,000.00	\$ 0.00	<b>\$ 300,000.00</b>
<b>Total</b>	<b>\$3,620,636.02</b>	<b>\$362,064.00</b>	<b>\$3,982,700.02</b>

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( TSA DJW WFB )

Report reviewed by:

Respectfully submitted,

LADOT ATSAC Design



Report prepared by:

Gary Lee Moore, P.E.  
City Engineer

Contract Award Section

Ted S. Allen, P.E.  
Acting Division Engineer  
Project Award and Control Division  
Phone No. (213) 847-0577



Compliance Review Performed  
and Approved by:

Sean Skehan  
Principal Transportation Engineer  
Bureau of Design and ATSAC  
Department of Transportation

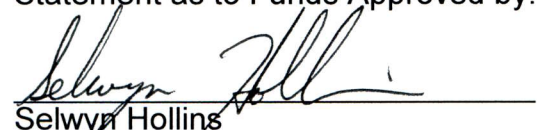


Hannah Choi, Program Manager  
Office of Contract Compliance  
Bureau of Contract Administration

Statement as to Funds Approved by:



John L. Reamer, Jr.  
Inspector of Public Works



Selwyn Hollins  
Acting Assistant General Manager  
Office of Finance and Administration  
Department of Transportation

Date: 9-25-09

TSA/MD/JT/09-2009-0185.PAC.gva

Questions regarding this report  
may be referred to:  
Project Manager: Morteza Delpasand, P.E.  
E-mail: Morteza.Delpasand@lacity.org  
and/or  
Civil Engineer Associate II: John Talcott  
E-mail: John.Talcott@lacity.org