

Department of Public Works

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

October 2, 2024
CD No. 8

CONTRACT AWARD TO ACCESS PACIFIC, INC. FOR THE HSIP CYCLE 7 GREAT STREET CRENSHAW BOULEVARD IMPROVEMENTS - FLORENCE AND 79TH STREET, FEDERAL PROJECT ID No. HSIPL-5006(845) (WORK ORDER No. E1907922)

RECOMMENDING THE BOARD OF PUBLIC WORKS (BOARD):

1. DECLARE Access Pacific, Inc. (Access), first low bidder, to be the lowest responsive, responsible bidder, and AWARD Access a contract for the HSIP Cycle 7 Great Street Crenshaw Boulevard Improvements - Florence and 79th Street, Federal Project ID No. HSIPL-5006(845) (Project) for \$6,430,187.65.
2. AUTHORIZE the President or two members of the Board to execute the contract after approval as-to-form has been obtained from the City Attorney.

TRANSMITTAL

Summary of bids received on October 25, 2023.

DISCUSSION

Background

The Project will construct raised medians, curb extensions, and curb ramps. Signal improvements include the installation of Rectangular Rapid Flash Beacons/HAWKs and the modification of signals at select locations along the Crenshaw Boulevard and between Florence Avenue and 79th Street (Figure No. 1).

The contract duration is 548 calendar days.



Figure No. 1: Rendering featuring new curb extensions, a new median and pedestrian refuge, improved accessible curb ramps, and high visibility crosswalks

The Project has been reviewed for environmental considerations. It was determined that the Project complies with the provisions of the National Environmental Policy Act under categorical exclusion. The Categorical Exemption/Categorical Exclusion Determination Form was re-validated by Caltrans on August 7, 2020.

Bid Review

The lowest of the two bids received (Transmittal) compared with the City Engineer’s estimate of \$3,127,607 is:

Disadvantaged Business Enterprise Program Outreach Codes:

DBE = Disadvantaged Business Enterprise OBE = Other Business Enterprise

Bid No.	Contractor’s Name	Bid Amount	% High/Low	% Pledged	
				DBE	OBE
Low Bid	Access (DBE)	\$6,430,187.65	105.59% High	98.22%	1.78%

Access, first low bidder, listed their Total Bid Amount incorrectly. Staff corrected Access’s Total Bid Amount in accordance with the procedures set forth in the General Instructions

and Information for Bidders. Access was contacted and notified of corrections. The corrections did not change the order of the bids.

Based on the range of bids submitted for this Project, staff believes this bid is reasonable. The contract may be awarded to Access, first low bidder, subject to verification of all other bidding requirements.

DBE Program

This Project is federally-funded and subject to the City’s DBE Program in accordance with regulations of the U.S. Department of Transportation, 49 Code of Federal Regulations, Part 26 and California Department of Transportation’s (Caltrans) DBE Program. The Race-Conscious DBE participation level was calculated using the dollar amounts of the DBE-certified subcontractors. Subcontractors not certified as DBE were considered OBE. Caltrans requires that staff calculate the DBE pledged participation levels based on the information provided on the bidder’s Exhibit 15-G.

The Project was advertised with a DBE goal of 22 percent. The Office of Contract Compliance, based on the review of the documents submitted by Access, reported that the contractor pledged a DBE commitment of 98.22 percent and an OBE participation level of 1.78 percent. Under the Caltrans Race-Conscious DBE Program, the bidder must either meet the DBE goal or submit adequate DBE Good Faith Efforts (GFE) documentation. Access met the DBE goal and therefore, was not required to submit DBE GFE documentation.

Access pledged the following DBE/OBE subcontractor utilization:

Gender/Ethnicity Codes:

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

Contractor/Subcontractor	DBE/ OBE	Gender/ Ethnicity	% of Bid	Dollar Amount
Access*	DBE	M/HA	69.45%	\$4,465,517.55
Los Angeles Signal Construction, Inc.	DBE	M/HA	28.77%	\$1,850,080.00
Chrisp Co.	OBE		1.78%	\$ 114,590.10

*Prime Contractor

Compliance with the City’s Non-Discrimination Policies

Access shall comply with the Federal and City Affirmative Action, Non-Discrimination, and Equal Employment Practices Provisions, Equal Benefits Ordinance, Contractor’s use of Criminal History for Consideration of Employment Applications Ordinance, Living Wage Ordinance, Worker Retention Ordinance, First Source Hiring Ordinance, Slavery Disclosure Ordinance, and Disclosure of Border Wall Contracting Ordinance requirements of the bid.

Previous Work Record

Access has worked on several contracts issued by the Board. No significant or unresolved problems in inspection, contract compliance, or bidder responsibility have been experienced by the Bureau of Contract Administration (BCA).

The following table summarizes the previous DBE/OBE participation levels pledged by Access in the past five years.

DBE/OBE Pledged Utilization Table (Race-Conscious DBE Program)			
No. of Contracts	Total \$ Value of Contracts	Pledged DBE \$ Amount	Pledged OBE \$ Amount
		Total DBE (%)	Total OBE (%)
5	\$31,194,971.89	\$22,552,651.81	\$8,717,251.83
		72.30%	27.94%

Contractor Performance Evaluation Ordinance

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 (Department of Public Works) upon completion of this contract.

Peak Hour Construction and Right-of-Way Obstruction Regulations

All contractors must 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 the requirements specified in the ordinance may render this bidder’s contract subject to termination pursuant to the conditions expressed therein.

Bid Bond Extension

Access was requested to extend their Bid Bonds, which expired on January 23, 2024. The contractor has agreed to extend their Bid Bonds until October 4, 2024.

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Conclusion

In view of the above findings, staff recommends that the Board declare Access, first low bidder, to be the lowest responsive, responsible bidder, and award Access the contract for this Project.

STATUS OF FUNDING

The Project is federally funded by the Highway Safety Improvement Program Cycle 7 grant and City funds. The Los Angeles Department of Transportation (LADOT) Transportation Grant Fund (TGF), Fund No. 655, Department No. 94, Appropriation Unit No. 94NT68 provides the front funds.

Additional funding comes from the Vision Zero Traffic Signal, Fund No. 59V, Department No. 50, Appropriation Unit No. 50TKTS and the Capital and Technology Improvement Expenditure Program (CTIEP) by the Senate Bill 1 (SB1), Fund No. 59V, Department No. 50, Appropriation No. 50AZCH.

The Director of the Office of Accounting and Assistant General Manager of the LADOT has identified and verified the following funding sources are currently available for this project:

Fund No.	Appropriation Unit No.	Budget Fiscal Year	Contract	Contingencies	Total
655	94NT68	2017	\$1,469,009.00	\$146,901.00	\$1,615,910.00
59V	50TKTS	2021	\$2,392,528.65	\$239,253.35	\$2,631,782.00
59V	50AZCH	2025	\$2,568,650.00	\$256,865.00	\$2,825,515.00
Total			\$6,430,187.65	\$643,019.35	\$7,073,207.00

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.”

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(NM AV RMK JF)

Report reviewed by:

BOE (ADM and SID)

Report prepared by:

Project Award and Control Division

Arsen Voskerchyan, PE
Division Engineer
Phone No. (213) 485-4516

Compliance review performed
and approved by:


Lynda McGlinchey (Sep 13, 2024 08:54 PDT)

Lynda McGlinchey, Program Manager II
Office of Contract Compliance
Bureau of Contract Administration

Statement as to funds approved by:


Miguel De La Peña, Director
Office of Accounting
Fund Ref. 59V/50TKTS/\$2,631,782.00
59V/50AZCH/\$2,825,515.00
Date: 9/13/2024


Kevin Minne, Assistant General Manager
Los Angeles Department of Transportation
Fund Ref. 655/94NT68/\$1,615,910.00
Date: 09/16/2024

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Questions regarding this
report may be referred to:
Kayla Peji, Project Manager
Phone No. (213) 485-1629
E-mail: kayla.peji@lacity.org

Respectfully submitted,


ENGINEERING
Electronically signed by Ted Allen
9/13/2024 4:04 PM

Ted Allen, PE
City Engineer
Bureau of Engineering


Raoul Mendoza (Sep 13, 2024 08:58 PDT)
John L. Reamer, Jr.
Inspector of Public Works
Bureau of Contract Administration

Bid Results

City of Los Angeles - Department of Public Works - Bureau of Engineering

HSIP Cycle 7 Great Street Crenshaw Boulevard Improvements - Florence Avenue and 79th Street Federal ID No. HSIPL-5006(845) W.O. Number E1907922

Bid Date: October 25, 2023

Council District: 8

Bids Received: 2



SUMMARY

<u>COMPANY</u>	<u>BID AMOUNT</u>	<u>PERCENTAGE</u>	<u>HIGH/LOW</u>
CITY ENGINEER'S ESTIMATE	\$ 3,127,607.00		
1 ACCESS PACIFIC, INC.	\$ 6,430,187.65 *	105.59%	HIGH
2 PALP, INC DBA EXCEL PAVING	\$ 7,498,765.00 *	139.76%	HIGH
AVERAGE (MEAN)	\$ 6,964,476.33	122.68%	HIGH
MEDIAN	\$ 6,964,476.33		

* Corrected Bid Amount

TRANSMITTAL