MEMO

DATE: August 30, 2007

TO: Administration Committee and
Regional Council

FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov

SUBJECT: Contracts and Purchase Orders between $5,000 - $250,000

RECOMMENDED ACTION:

Information Only

BACKGROUND:

SCAG executed the following Contract(s) between $5,000 and $250,000

- Consiliant Technologies — $179,330
  (Purchase and installation of Storage Area Network to support SCAG's on-going business operations)
- DMJM+Harris, Inc., — $113,216
  (Assess SCAG's operating environment, recommend a software scheduling solution, designed to help ensure that all SCAG planning activities are implemented in a well-managed and integrated manner)
- Nelson Nygaard Consulting Associates — $99,937
  (Conduct a feasibility review and implementation plan for intercity connector services between Burbank, Glendale and Pasadena)
- GTC Axiom Corporation — $99,670
  (Evaluate and recommend a regional system of new flyaways that show potential to support SCAG's Regional Aviation Decentralization Strategy)
- Iteris, Inc. dba Meyer, Mohaddes Associates — $73,714
  (Evaluate the highest priority action items in the 2003 North Los Angeles Truck Study (NCTS).
- IBI Group — $35,401
  (Examine possibilities for providing public transportation services for the Quechan Indians)

SCAG executed the following Purchase Order(s) between $5,000 and $250,000

- SBC Global Services, Inc. — $80,000
  (Open PO for data, voice & long distance service for FY 07/08)
- Office Depot Business Services Division — $60,000
  (Open PO for office supplies for FY 07/08)

- Geraldine Jaffe Attorney al Law (Human Resources Services) — $50,000
- ESRI Institute, Inc. (Annual ArcInfo Software Maintenance Agreement) — $23,225
- Sprint Spectrum, LP dba Sprint (Wireless Equipment & Service) — $21,000
- County of Riverside – TMLA (Purchase of Parcel Property Characteristics) — $15,000
- Lake Arrowhead Resort (2007 RC Retreat expense) — $12,402
- CDW Government, Inc. (Business Objects Report Server Software) — $11,879
- Typecraft Wood and Jones, Inc. (Printing SCAG business envelopes) — $11,657
- Sparkletts (Open PO for beverage services for SCAG LA and Riverside offices) — $11,000
- PlanetBids, Inc. (Support Service, Bid Management System for FY07/08) — $11,000
- County of Ventura Assessor (Ventura County Parcel Characteristic file & monthly update) — $10,624
- Rockware, Inc. (ArcView software license) — $10,400
- Charette (HP DesignJet Production Plotter) — $10,156
- Tech Depot (Open PO for miscellaneous computer supplies) — $10,000
- City of San Fernando (Sub-regional Delegation Agreement) — $10,000
- WRCOG (Aerial Imagery for County of Riverside) — $9,942
- Veer, Inc. (Stock Photographic images for 08 RTP) — $8,775
- Hasler, Inc. (Mailing system for SCAG mailing needs) — $8,415
- JL Promotions, Inc. (Laser Pointer) — $6,060
- Getty Images, Inc. (Stock Photographic images for 08 RTP) — $6,031
- Federal Express (Open PO for FedEx package delivery services) — $6,000
- USPS/Pitney Bowes (Open PO for SCAG postage requirements) — $5000

FISCAL IMPACT:

None. Funding is available.

Reviewed by: _____
Division Manager

Reviewed by: _____
Chief Financial Officer

PURCHASE ORDER CONTRACT

Vendor: Consiliant Technologies

Scope:

The project is to install a SAN (Storage Area Network) of at least 10 TeraBytes (with 5 TB yearly growth), a complete Backup Solution, training, and data migration required to support SCAG's on-going business operations.

P.O. Amount: **FY-07 Total not to exceed** **$179,330**

Work Element:

07-850.SCGS9	$179,330	Funding Source: IC
08-850.SCGS9	$ 23,200	Funding Source: IC
09-850.SCGS9	$ 23,200	Funding Source: IC
10-850.SCGS9	$ 23,200	Funding Source: IC

Request for Proposal: SCAG staff notified 155 pre-qualified firms of the release of RFP No. 07-076. A total of 48 firms downloaded the RFP. The RFP was also posted on SCAG's bid management system. Seven (7) proposals were received in response to the solicitation:

(A) Proposer	(B) Initial Offer	(C)* Revised Offer (Based SCAG's Revised Requirements)	(D) Best & Final Offer
1. CDW-G	$116,657	*No response*	N/A
2. Consiliant Technologies	$271,291	$150,520	$179,330
3. EVT Corporation	$344,681	$322,624	NA
4. LanSolutions	$184,884	$162,365	$181,815
5. Sarcom	$283,990	N/A	N/A
6. Stack Computer Inc	$702,675	$324,773	N/A
7. Synegi, Inc.	$113,988	$129,655	$0**

* *To enable an accurate comparison of offers and calculate the "Best & Final Offers" (column D above), SCAG staff added installation costs, as well as tax & shipping to the "Revised Offer" (column C).*

***Synegi's proposal was eliminated because it was considered insufficient for further consideration, in that it excluded the cost of certain components and maintenance, and had a low rating on technical approach.*

Selection Process: The Proposal Review Committee (PRC) evaluated the seven (7) responsive proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. The PRC was comprised of the following individuals:

Catherine Chavez, Manager of Information Technologies, SCAG
Victor M.J. Ryden, Lead Systems Administrator, SCAG
Javier Minjares, Senior Regional Planner, SCAG
Thanh Nguyen, Sr. Programmer Analyst, Metropolitan Water District

After the initial proposal review, Sarcom's proposal was eliminated due to lack of responsiveness and overall poor quality.

A revised bid sheet based on SCAG's new/revised technology requirements (see explanation below) was distributed to the remaining six (6) proposers. Five (5) of the six proposers responded to the revised bid sheet. Of these, two (2) proposers were not interviewed because their prices were unacceptably high. The remaining three (3) proposers were interviewed. These three (3) proposers were asked to submit an estimated cost for expanding storage within six months. This was requested because of the expected rapid growth of SCAG's storage requirements for modeling and planning data within the next few years. The PRC based their final award recommendation on the proposals reviewed, the interview results, and the initial and future cost of the solution.

Basis for Selection:

The PRC committee recommends Consiliant Technologies for the contract award due to the quality of the proposal, the vendor's expertise, the manufacturer's position in the industry, and it is estimated to provide the lowest cost for future storage expansion.

The selection was completed in multiple phases: review of initial proposals, technology selection, review of updated proposals based on technology selection, comparison of initial and future costs, and final vendor selection. After reviewing proposals during the first phase, the PRC decided to limit the selection to iSCSI (network based) storage technology as opposed to the fiber-based solutions proposed by some of the vendors. This decision was made due to lower cost, ease of administration and adequate performance of iSCSI for SCAG's requirements.

The PRC proceeded to the pricing phase by requesting bids from the six (6) vendors based on these new requirements for an iSCSI system configuration, including various options for increased capability. Five (5) responses were received and evaluated against several criteria, including price, the quality of solution, compliance to requirements, and software capabilities. Two (2) vendors, EVT Corporation and Stack Computer, were eliminated due to high price. Of the remaining three (3) solutions, Synegi's proposal was eliminated based on incomplete responses for the cost of certain components and maintenance, and a lower rating on technical approach. While LAN Solutions was the second lowest initial cost, the cost of adding storage was over double the amount quoted by Consiliant.

In conclusion, Consiliant's solution was determined to be the highest value to SCAG, i.e., a high quality of technology and services combined with the lowest reasonable cost for initial and future needs.

CONSULTANT CONTRACT

Consultant: DMJM + Harris, Inc.

Scope: SCAG seeks to retain the services of Consultant to assess SCAG's operating environment, recommend a software solution, implementing the software solution, designed to help ensure that all SCAG planning activities are implemented in a disciplined, well-managed, consistent, coordinated and integrated manner so that:

- Projects are completed within prescribed budgets and schedules.
- Project deliverables support federal and state mandated planning program deadlines.
- SCAG realizes the Regional Council's program outcome expectations.

In summary SCAG seeks a consultant with strong scheduling expertise and experience.

Contract Amount:

Total not to exceed DMJM+Harris, Inc. (prime)	**NTE $113,216** Annually (No subcontractors)
Total contract value	**NTE $113,216** Annually

Contract Period: June 25, 2007 through June 30, 2008

Work Element:

07-820.SCGC1-- $13,216	(Funding source: FTA)
08-120.SCGC1 -- $100,000	(Funding source: FTA)

Request for Proposal: SCAG staff mailed postcards to 847 pre-qualified firms on SCAG's bidders list to notify them of the release of RFP No. 08-001. A total of 107 firms downloaded the RFP. The RFP was also posted on SCAG's web site. The following 5 proposals were received in response to the solicitation:

DMJM Harris	**$113,216**
Bluecrane, Inc	$114,300
KJM & Associates	$361,416
Marsh Consulting	$113,050
RNR Consulting	$105,850

Selection Process: The Proposal Review Committee (PRC) evaluated all 5 proposals in accordance with the criteria set forth in the RFP, and the selection

process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were not required because the project scope was self explanatory.

The PRC was composed of the following individuals:

Wayne Moore, Chief Financial Officer, SCAG
Hassan Ikhrata, Director of Planning, SCAG
Leyton Morgan, Manager of Contracts, SCAG
Jacqueline Bobo, Budget manager, SCAG
Basil Panas, Accounting Manager, SCAG

Basis for Selection: The PRC reached consensus that DMJM is the best fit for SCAG's current and forecasted needs and therefore recommends DMJM for contract award. The PRC also recommends DMJM for contract award because the firm's proposal demonstrated a superior understanding of SCAG's scheduling issues. Additionally, the PRC felt DMJM demonstrated the best expertise in performing scheduling activities for relevant organizations than did the other firms. Lastly, the PRC felt DMJM's proposed price provided and excellent value (although RNR and Marsh proposed a slightly lower price, RNR's proposal did not demonstrate the required experience, and Marsh's proposal did not demonstrate the same level of relevant experience compared to DMJM's).

CONSULTANT CONTRACT

Consultant Nelson Nygaard Consulting Associates

Scope: Arroyo Verdugo Subregion and SCAG wish to obtain consultant assistance to conduct a feasibility review and implementation plan for intercity connector services between Burbank, Glendale and Pasadena. The project is known as the Tri-City Corridor Study. The goal of the project is to study the feasibility of linking regional activity and employment centers, using high capacity express/rapid bus transit services to reduce traffic congestion and improve regional mobility. Also it is to study the feasibility of using Intelligent Transportation System (ITS) technology within the corridor to achieve better operational performance, including speed and reliability, and to provide "real time" customer information to improve ridership and ease of transfers. The study will identify enhancements of a local transit services to implement a feeder transit network to the proposed corridor service, and enhanced connections to the Gold Line in Pasadena and the Red Line Subway and Orange Line BRT systems in North Hollywood.

Contract Amount:

Total not to exceed	**$99,937**
Nelson Nygaard	$73,998
Iteris (dba Meyer Mohades)	$25,939

Contract Period: August 23, 2007 through January 31, 2008

Work Element: 07-140.AVGC1 $124,967 Funding Source: FTA

Request for Proposal: A bid alert notice for RFP 07-081 was emailed to 444 consultants, and the RFP was posted on SCAG's bid management system. A total of 72 firms downloaded the RFP. The following five consultant(s) responded to the RFP:

Nelson Nygaard	$99,937
IBI Group	$100,000
Iteris (dba Meyer Mohades)	$99,597
Katz, Okitsu & Associates	$99,555
Diversified Transportation Solutions	$87,405

Selection Process: The Proposal Review Committee (PRC) evaluated all five proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with all five proposers.

The PRC was comprised of the following individuals:

Greg Hermann, Transportation Planner, City of Burbank
Valerie Gibson, Planner, City of Pasadena
Rebecca Granite-Johnson, Executive Analyst, City of Glendale
Charles Lau, Transportation Planner, Caltrans District 7
Mike Jones, Transportation Planner, SCAG

Basis for Selection: The PRC recommends Nelson Nygaard because they have completed extensive work in the Arroyo Verdugo Subregion. (i.e., Cities of Pasadena and Glendale). For example, they completed transit oriented development and parking for both previously mentioned cities. Furthermore, in 2001, Nelson Nygaard completed the Los Angeles Transit Impact Study which analyzed the impact of development on public transit in Los Angeles. Finally their innovative approach in developing a "Blue Ribbon" committee was a key factor in the PRC's decision to award the contract to Nelson Nygaard. This Blue Ribbon Committee is comprised of elected officials or City Managers, major employers and developers that have a stake on the corridor's travel needs.

CONSULTANT CONTRACT

Regional HOV/Flyaway Study

Consultant: GTC Axiom Corporation

Scope: The region covered by the Southern California Association of Governments, known as the SCAG Region, includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial. Within those counties reside ten established or emerging air carrier airports: Los Angeles International, Ontario International, Burbank, Long Beach, John Wayne, Palm Springs, Palmdale, March Inland Port, San Bernardino International, and Southern California Logistics. Most of the established airports are in urban locations and are subject to significant physical or legally enforceable capacity constraints. The agency's adopted 2004 Regional Transportation Plan (RTP) contains a Regional Aviation Element that recommends strategies for decentralizing passenger service to the emerging airports, which are generally located in suburban areas and have room to expand. This is essential for the region to be able to serve forecast regional aviation demand, and secure the economic benefits and global economic competitiveness associated with serving that demand.

The purpose of this project is to evaluate and recommend a regional system of new flyaways that show high potential to support SCAG's Regional Aviation Decentralization Strategy, by facilitating reliable access to suburban airports in the Inland Empire and North Los Angeles County for air travelers in the urban areas of Los Angeles and Orange counties. The evaluation will first assess the ability of the eight new flyaways being proposed by Los Angeles World Airports to serve LAX (in addition to the two existing flyaways at Van Nuys and Union Station) to also serve passenger demand to other airports including Ontario, Palmdale, San Bernardino International and Palm Springs. Additional locations for potential new flyways in the region will also be identified and assessed, with emphasis on locations that can take maximum advantage of airport access provided by the region's existing and planned high-occupancy-vehicle (HOV) and light, heavy and high-speed rail systems.

Contract Amount:	**Total not to exceed**	**$99,670**
	GTC Axiom	$99,670

Contract Period: July 11, 2007 through June 30, 2008

Work Element: 07-060.SCGC2 $99,670 Funding Sources: Consolidated Planning Grant – FHWA & FTA

Request for Proposal: SCAG staff notified 589 firms of the release of RFP No. 07-071. The RFP was also posted on the Urban Transportation Monitor's website (lawleypublication.com), American Planning Association's website, and SCAG bid management system. A total of 56 firms downloaded the RFP. The following proposal was received in response to the solicitation:

GTC Axiom (no subcontractors)	$99,670

Selection Process: The Proposal Review Committee (PRC) evaluated this proposal in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations.

The PRC was comprised of the following individuals:

Barbara Martinoff, Chief Program Analyst, LA World Airports
Jennifer Piecul, Transportation Engineer, Caltrans Dist. 7
Michael Armstrong, Aviation Program Manager, SCAG
Bob Huddy, Transit Program Manager, SCAG

Basis for Selection: The PRC committee recommends GTC Axiom for the contract award because of the firm's qualifications to fulfill the requirements of the project. They are committed to completing the project by June 30, 2008. They will be able to do this since the integrated aviation demand and ground access model they will employ in the study (RADAM) is calibrated with current passenger survey data, updated regional traffic data including recent ground counts, and updated transportation facility inventories. It also has been calibrated with 2035 demographic, land use and traffic forecasts developed by SCAG. The RADAM model has been adapted to SCAG's transportation zonal system and is fully integrated with SCAG's regional transportation (TRANPLAN) model. It is also incorporates currently funded and programmed transportation projects in the Regional Transportation Improvement Program, and planned projects in the 2004 RTP, including high-occupancy-vehicle (HOV) and high-speed rail projects (projects incorporated in the model will be updated when 2008 RTP projects are available). Consequently, no lengthy experimentation, calibration or validation processes will be needed to prepare the RADAM model for use in this study.

CTC axiom staff have performed a considerable amount of aviation modeling work for SCAG in the past and is very knowledgeable about key aviation issues facing the region. They have performed state-of-the-art aviation demand modeling and forecasting work for SCAG's 1998, 2001, and 2004 RTPs, and developed the aviation ground access element for the 2004 RTP. They have also participated in a number of specialized SCAG transportation studies including high-speed rail demand studies. The modeling work completed for

the Regional HOV/Flyaway Study will be entirely consistent with the adopted regional aviation forecast and aviation ground access element in the 2008 RTP, since GTC Axiom staff is completing that work for SCAG under another contract.

Lastly, GTC Axiom staff has participated in a number of HOV study projects in the region including the original planning of HOV candidate routes and their ranking in the early 1990's. The Axiom project manager developed the original mode choice impact techniques used for ranking of HOV projects proposed by Caltrans, SCAG and other agencies.

CONSULTANT CONTRACT

Consultant: Iteris, Inc. dba Meyer, Mohaddes Associates

Scope: The City of Palmdale, in association with the Southern California Association of Governments (SCAG), is requesting consultant services to assist in the preparation of a study to analyze several truck-related issues in North Los Angeles County (NLACO).

The purpose of this study is to respond to and evaluate the highest priority action items identified Section VII of the 2003 North Los Angeles Truck Study (NCTS). This includes the identification of existing conditions, specifically truck counts and truck turning movements at key locations, evaluation of placement and condition truck signage (e.g. reflectivity, etc.), evaluation of truck trips originating from, and ending at, the Ports of Los Angeles and Long Beach and Southern California Logistics Airport. The study will also identify potential locations for truck stops, rest stops, and combined overnight street truck parking to accommodate truckers, impacts on truckers during times of inclement weather (e.g. snow, sleet, etc.) and potential route alternatives for truckers in the event of such incidents with a specific focus on 1-5, SR 14, SR 138 and other major, regionally-significant arterials located within the subregion. Further, the study shall provide recommendations for improved practices related truck planning and goods movement for the subregion, determine the subregion's legal compliance with local, state, and federal laws and guidelines pertaining to trucks, and consider the potential impacts and effects of existing and planned ITS measures on truckers. Lastly, the consultant will also present the findings to NLACO subregional members for review and discussion.

Contract Amount:

Total not to exceed	**$73,714**
Iteris, Inc. dba Meyer, Mohaddes Associates (prime)	$73,714

Contract Period: Notice to Proceed – 06/30/08

Work Element: 07-060.NLAC1 **$73,714** Funding Sources: FTA

Request for Proposal: SCAG staff notified 434 pre-qualified firms of the release of RFP No. 07-079. A total of 28 firms downloaded the RFP. The RFP was also advertised on Lawley Publications' website, the Planning Magazine's website, and posted on SCAG's bid management system. The following two proposals were received in response to the solicitation:

Iteris, Inc.	$73,714
Katz, Okitsu & Associates	$74,925

Selection Process: The Proposal Review Committee (PRC) evaluated the two proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with both offerors.

The PRC was comprised of the following individuals:

Vin Kumar, Senior Transportation Engineer, Caltrans, District 7
Mario Enriquesz, Associate Traffic Engineer, City of Lancaster
Mike Behen, Senior Transportation Planner, City of Palmdale
Ian Pari, Senior Traffic Engineer, City of Santa Clarita
Mike Jones, Assistant Transportation Planner, SCAG
Tom Horne, Assistant Traffic Engineer, City of Palmdale

Basis for Selection: The PRC committee recommends Iteris, Inc. dba Meyer, Mohaddes Associates for the contract award because of the firm's qualifications to fulfill the requirements of the project.

Iteris possesses extensive previous experience with numerous local truck and goods movement studies. Their portfolio clearly demonstrated extensive expertise in understanding key goods movement issues facing the region and their ability to conduct and complete this project. Studies completed by Iteris with similar scopes includes:

- The South Bay Cities Truck Movement/Freight Operations Study which identified freight transportation conditions, issues, and opportunities related to goods movement activities for the South Bay and involved extensive stakeholder outreach.
- The Gateway Cities I-710 Mobility and Goods Movement was an analysis of transportation infrastructure needs which resulted in the development of a Strategic Transportation Investment Portfolio.
- The Gateway Cities Trucking Study was an analysis of trucking in the Gateway Cities examining truck volumes, safety issues, congestion, and environmental impacts and the economic benefits of trucking.
- The Orange County Goods Movement Study was a comprehensive overview of all goods movement issues in the County addressing commodity flows, truck movements on arterial and freeways, truck related accidents and incidents, industrial land uses, rail grade crossing impacts and other related issues.

Iteris also has modeling experience with SCAG's Heavy Duty Truck Model and Regional Travel Demand Model, and participated in SCAG's 1998 Heavy Duty Truck Model (HDT) and VMT Estimation study. The study intended to develop a methodology and computer

model components to be integrated with the model's travel patterns, traffic volumes, vehicle miles of travel (VMT), and resultant emissions for the SCAG region. This experience should prove valuable to the completion of this study, especially in identifying the relationship between goods movement activities and subregion as an origin/destination for truck trips.

The overall timeline and budgets proposed by both Iteri and Katz, Okitsu and Associates were suitable to the requests outlined in the scope of work. However, the amount of money to be used for public outreach by Katz, Okitsu and Associates seemed high. Further, the study methodology and approach identified in Iteris' proposal was more detailed and included specific steps and deliverables than did Katz, Okitsu and Associates. Katz, Okitsu and Associates did not provide thorough detail on the tasks to be performed in the study and how the tasks noted would be completed. Iteris outlined a methodology for data collection, specifically truck counts, more clearly than Katz, Okitsu and Associates. Katz, Okitsu and Associates failed to detail how traffic count data would be collected and appeared to allocate too little time for the activity while Iteris had a reliable subcontractor slated to perform counts. Additionally, the PRC had some concern about the involvement of the Principal for Katz, Okitsu and Associates in the study. Iteris clearly demonstrated its ability to complete tasks such as conducting traffic counts within the timeline at a reasonable cost.

Lastly, Iteris conducted the NCTS Phase I, a precursor to this study. As a result, they are highly knowledgeable of the geographical characteristics in the area, as well as the truck travel and goods movement related issues facing the area. Iteris has a very well qualified staff assigned to this project, which is critical to the quality and timely completion of the study. While both firms could likely complete the study, it was concluded that Iteris is more able to fulfill overall objectives of this study, and should be awarded a contract to complete the study.

CONSULTANT CONTRACT

Consultant: IBI Group

Scope: The Fort Yuma-Quechan Reservation is home to the Quechan Indian Tribe. Located west of the Colorado River on the borders of Arizona, California, and Mexico, the reservation is approximately 45,000 acres in size and is home to 1,487 tribal members (3,194 total enrolled Quechan Tribal members). Yuma, Arizona, an urban city of nearly 95,000 people, lies south of this general area. Agriculture, tourism, and tourist-related businesses (casino gaming) largely contribute to the area's economic base as Interstate 8 carries approximately 8 million travelers within one mile of these opportunities.

The intent of this project is to provide needed public transportation services between the rural community in California, and the urbanized environment in Yuma, Arizona. The public transportation connector services provide means for the rural community to commute to the urban environ for employment, medical appointments, shopping, education, and other services. As part of the feasibility review, assessment of potential park-and-ride facility locations and bus stops will be necessary.

Contract Amount:

Total not to exceed	**$35,401**
IBI Group (Prime)	$35,401

July 19, 2007 through June 30, 2008

Work Element: 07-210.SCGC1 - $35,401 Funding Source: FTA 5305

Request for Proposal: SCAG staff notified 262 firms of the release of RFP No. 07-078. The following two proposals were received in response to the solicitation:

IBI Group (no subcontractor)	$35,401
Diversified Transportation Solutions (no subcontractor	$34,656

Selection Process: The Proposal Review Committee (PRC) evaluated both proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations.

The PRC comprised of the following individuals:

Andre Darmanin, Regional Transit Planner, SCAG

Kathi Williams, Executive Analyst, IVAG
Paul Melcher, Transportation Planner, Yuma MPO
Farnaz Badiei, Transportation Planner, Caltrans District 11

Basis for Selection: The PRC committee's unanimous recommendation to award to the IBI Group was based upon the firm's strong qualifications to fulfill the requirements of the project. The IBI Group offered a strong professional team, with a broad skill and experience pool in transit planning. The IBI Group has had previous experience on numerous projects of a similar nature, and demonstrated their knowledge of the study area. The IBI Group also showed a stronger understanding of the issues associated with rural transit services, including potential demand, operations, costs, and funding.