

**Board Report**

---

**File #:** 2015-0690, **File Type:** Contract**Agenda Number:** 25.

---

**AD-HOC CONGESTION REDUCTION COMMITTEE  
JUNE 17, 2015****SUBJECT: METRO EXPRESSLANES PROGRAM MANAGEMENT SUPPORT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVED awarding and executing a Firm Fixed Labor-Hour Contract No. AE275020011497 to Parsons Brinckerhoff (PB) for a three-year period for **ExpressLanes Program Management Support Services** for a total contract value not-to-exceed \$7,700,000.

**ISSUE**

The Metro Board has directed staff to begin the planning process to convert the I-105 High Occupancy Vehicle (HOV) Lanes to High Occupancy Toll (HOT) Lanes, and extend the I-110 ExpressLanes south to the I-405/LAX, through to the development of a Project Study Report/Project Development Support (PSR/PDS) and Project Approval/Environmental Document (PA/ED) for each corridor.

To complete the planning efforts required for the I-105 conversion and the I-110 South extension, staff requires professional services to support or lead the phases of ExpressLanes project planning and development. In addition to the PSR/PDS and PA/ED, other supportive analyses and activities will need to be completed including traffic and revenue studies, concept of operations reports, environmental justice assessments, public outreach, and market research.

The preparation of these additional studies and reports requires diverse specialized technical expertise and knowledge rendering the program manager approach the most efficient and effective path forward. The Metro ExpressLanes Program Management Support Services contract will provide the necessary resources to complete a potentially large and varied number of tasks and enable staff to quickly respond to Metro's needs and Board direction.

**DISCUSSION**

Due to the success of the I-10 and I-110 ExpressLanes, the Metro Board has directed staff to begin studying potential new ExpressLanes corridors in Los Angeles County. At its July 2014 meeting, the Metro Board directed staff to begin the development of a:

1. PA/ED study for conversion of I-105 HOV Lanes to HOT lanes between the I-605 to the I-405/LAX segment;

2. PA/ED study to expand the I-110 ExpressLanes south to the I-405/I-110 interchange.

Caltrans is currently in the process of preparing the PSR/PDS for the I-105 between I-605 and LAX. It is anticipated that Caltrans will lead the preparation of the I-105 PA/ED and Metro will provide support to Caltrans through the Program Management Support Services contract. In addition, Metro expects to utilize the Program Management Support Services contract to assist staff in preparing the I-110 extension PSR/PDS and PA/ED.

In addition to assisting with the preparation of the PSR/PDS and PA/ED on the I-105 and I-110 corridors, the Program Management Support Services contract will be utilized to prepare other supporting studies that are needed before any new ExpressLanes can be implemented. These studies include concept of operations reports, which analyze facility design, infrastructure to be installed and business rules that would be implemented for toll collection; traffic and revenue studies, which analyze the potential traffic volumes on the new facility and the potential revenue generated; and environmental justice analyses to determine the potential impact of a new ExpressLanes facility on lower income communities in the area. Furthermore, public education, stakeholder/community outreach, and market research will be needed to gather public input to better inform the implementation of any ExpressLanes project. Metro expects that the majority of the Program Management Support Services contract will be used to support the study of potential ExpressLanes on the I-105 and I-110 corridors. Tasks related to tolling operations, maintenance, and construction are not included in this procurement.

Staff estimates the cost of preparing the I-110 PSR and PA/ED, assisting Caltrans on the I-105 PA/ED, preparing supporting studies, and public outreach for the PA/ED will be \$7,700,000. This amount does not include preparation of financial plans, grant documentation, economic analyses, traffic operations analyses, or planning for any other potential ExpressLanes projects. Should the Board request staff to prepare planning studies or supporting work for other ExpressLanes corridors, staff will need to return to the Board to request additional funding.

### **DETERMINATION OF SAFETY IMPACT**

The Board action will not have an impact on the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Funding for this contract will come from a combination of toll revenues and Proposition C funds. The funds required for FY16 are included in the FY 16 budget in Cost Center 2220, project number 307001, task 01.01. The FY16 budget currently includes \$2 million for this contract.

Since this is a multi-year contract, the cost center manager and Executive Officer of Congestion Reduction will be responsible for budgeting the cost in future years.

### **ALTERNATIVES CONSIDERED**

Two alternatives were considered:

1. Utilizing current Metro staff to perform the work. This alternative is not recommended because

---

existing staff does not have the required expertise or the time available that would be required to perform the work.

2. Hiring of full-time personnel. This alternative is not recommended as an on-call contract is better suited to meet temporary staffing requirements for the specialized work required, and to cover temporary peaks in workload.

### **NEXT STEPS**

Upon Board approval, staff will execute the contract to commence work.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Prepared by: Philbert Wong, Transportation Planning Manager, (213) 922-2642

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction (213) 922-3061  
Ivan Page, Interim Executive Director, Vendor/Contract Management (213) 922-6383



Phillip A. Washington  
Chief Executive Officer