

**Board Report**

File #: 2015-1729, **File Type:** Contract**Agenda Number:** 10

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: PLANS, SPECIFICATIONS AND ESTIMATE (PS&E) FOR I-5 NORTH MANAGED LANES****ACTION: APPROVE PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award a 30-month firm fixed price Contract No. AE469080015383, to CH2M Hill Inc. in the amount of \$30,975,446 for **Architecture and Engineering (A&E) services for Plans, Specifications and Estimate (PS&E) for I-5 North Managed Lanes.**

ISSUE

I-5 is an important interregional transportation and goods movement corridor. Sustained population increase in the northern part of the Los Angeles County and growth of international commerce through the southern California ports have caused escalating traffic demand on I-5, including container trucks, resulting in recurrent congestion on I-5 in North County. High Occupancy Vehicle (HOV) and truck lanes are proposed to be extended north of the State Route 14 (SR-14) interchange to ease congestion and provide enhanced mobility in the North County Sub-region.

DISCUSSION

Compared to general purpose freeway lanes, HOV lanes provide for higher passenger throughput. Therefore, HOV lanes are proposed on I-5 between the SR-14 interchange in Santa Clarita and Parker Road in Castaic to alleviate congestion and improve mobility along the corridor. The proposed project will extend the existing HOV lanes north by 14 miles.

In addition, the northbound truck lane is proposed to be extended from Weldon Canyon to Calgrove and the southbound truck lane is proposed to be extended from Weldon Canyon to Pico Canyon.

This project was originally initiated as a component of the Accelerated Regional Transportation Improvements (ARTI) Project. It is now pursued as an HOV lane to address the immediate needs of the north county region.

If managed/HOT lanes are justified in the early stages of design by July 31, 2016, an optional task to implement managed/HOT lanes in lieu of the proposed HOV lanes will be authorized. The managed/HOT lanes optional task is contingent upon confirmation of their feasibility in a traffic and revenue study currently being conducted by Metro.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards are followed in the design of the proposed improvements and exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

The funding of \$200,000 for this project is included in the FY16 budget in cost center number 4730, Highway Capital, under project number 460313.

Since this is a multi-year project, the cost center manager and Executive Director, Program Management will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds will be Measure R 20% Highway Funds. No other funds have been identified for the project. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to award and execute this contract. This alternative is not recommended as the HOV and truck lanes are needed to improve mobility in this congested corridor.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE469080015383 with CH2M Hill, Inc.

ATTACHMENTS

Attachment A - Procurement Summary

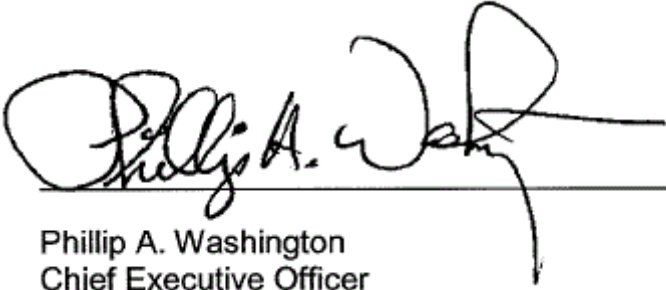
Attachment B - DEOD Summary

Attachment C - Project Location Map

Prepared by: Abdollah Ansari, Managing Executive Officer, (213) 922-4781

Reviewed by: Ivan Page, Interim Executive Director, Vendor/Contract Manager, (213) 922-6383

Richard F. Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington
Chief Executive Officer