

**Board Report**

File #: 2016-0123, **File Type:** Contract**Agenda Number:** 12

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PAED) FOR THE
WESTBOUND SR-91, FROM SHOEMAKER AVENUE TO THE
I-605/SR-91 INTERCHANGE****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 36-month cost plus fixed fee Contract No. AE476110012334, to Michael Baker International, Inc. in an amount not to exceed \$7,762,669 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PAED) on Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange.**

ISSUE

The I-605/SR-91 Project Study Report-Project Development Support (PSR-PDS), approved in July 2014, provides a key opportunity for Metro, Caltrans and the Gateway Cities Council of Governments (GCCOG) to achieve consensus on the purpose and need, scope, and schedule for proposed freeway improvements. The PSR-PDS was also used to program the support costs necessary to complete the PAED, which is the next phase in the project development process.

The PSR-PDS contained a construction phasing analysis consisting of five segments. Due to the environmental complexity and the capital costs for moving forward with improving the entire interchange study area, the SR-91/I-605/I-405 Technical Advisory Committee recommended to proceed with the PAED for the improvements on Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange. This recommendation represents completing the environmental clearance for two of the five construction phasing segments identified in the PSR-PDS and is supported Metro Highway Program and Caltrans. The services requested in this Contract are for completing the PAED for improvements along Westbound SR-91 from Shoemaker Avenue to the I-605/SR-91 Interchange.

In the PAED phase, detailed engineering and environmental studies will be completed in order to prepare the Project Report and Environmental Document.

DISCUSSION

An Initial Corridor Study along the I-605, SR-91, and I-405 corridors was completed in 2008, and identified five major congestion areas (Hot Spots): I-605/SR-60, I-605/I-5, I-605/SR-91, I-605/I-405, and I-710/SR-91. Pursuant to those findings, \$590 million in Measure R funds were allocated for freeway and arterial improvement projects for I-605 Corridor “Hot Spots” within the Gateway Cities/Southeast portion of Los Angeles County.

At its September 23, 2010 meeting, the Board authorized the CEO to award Contract No. PS4603-2582, to RBF Consulting (which is now Michael Baker International, Inc.) for the preparation of a Feasibility Study and up to three optional Project Study Reports (PSRs).

The Feasibility Study’s recommendations for improving Hot Spots included: improvements to freeway -to-freeway interchanges, adding general purpose lanes (on the freeway), and implementing arterial improvements. Upon completion of the Feasibility Study (2013), Metro exercised the option for preparing a PSR-PDS for the I-605/SR-91 Interchange, and it was approved by Caltrans in July 2014.

Considerations

By proceeding with the PAED for the Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange, Metro will move forward with the segments of that Hot Spot which can have an accelerated Environmental, Design and Construction phases.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known impact on safety of Metro’s patrons/employees or users of the facility. Caltrans’ highway safety standards are followed in the preparation of the preliminary engineering plans and the environmental document. Exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) standards, policies and procedures, where applicable.

FINANCIAL IMPACT

The FY 15-16 budget for Cost Center 4720, Highway Programs A, has \$2.4 million budgeted for project 460314, I-605 Corridor “Hot Spots”, task number 05.03, I-605/SR-91 PAED. Since this is a multi-year project, the cost center manager and the Managing Executive Officer for the Highway Program will be responsible for budgeting in future years.

Impact to Budget

The source of funding for this project is Measure R Highway Capital (20%). These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect to not award the contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus on

the importance of the project in improving corridor mobility and safety. Approval to proceed with the PAED for the Westbound SR-91, from Shoemaker Avenue to the SR-91/I-605 Interchange is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE476110012334 with Michael Baker International, Inc. Periodic updates will be provided to the Board on the progress of the PAED.

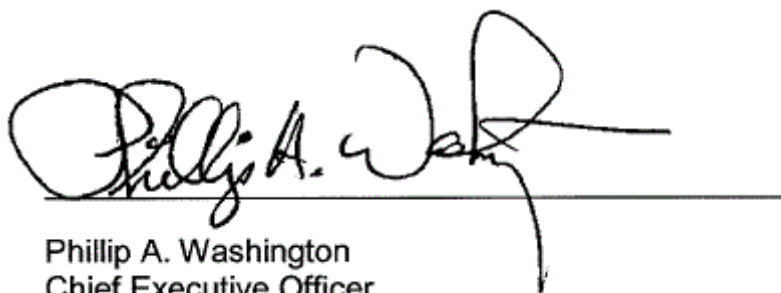
ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Location Map

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