

**Board Report**

File #: 2017-0515, **File Type:** Contract**Agenda Number:** 8.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
OCTOBER 18, 2017****SUBJECT: I-605 CORRIDOR IMPROVEMENTS PROJECT****ACTION: AUTHORIZE TWO CONTRACT MODIFICATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute two separate Modifications to Contract Nos. AE5204200 and AE333410011375 with HDR Engineering, Inc. and Parsons Transportation Group, Inc., respectively, to provide additional professional services for the I-605 Corridor Improvements Project:

- A. Modification No. 1 to Contract No. AE333410011375 with Parsons Transportation Group for the PAED phase of the I-605/I-5 improvements in the firm fixed price of \$8,026,472, increasing the Total Contract Value for Parsons Transportation Group from \$20,697,227 to \$28,723,699; and extending the contract period from 48 months to 67 months; and
- B. Modification No. 1 to Contract No. AE5204200 with HDR Engineering for the PAED phase of the I-605/SR-60 in the firm fixed price of \$4,898,641, increasing the Total Contract Value for HDR Engineering from \$33,660,430 to \$38,559,071; and extending the contract period from 48 months to 58 months.

ISSUE

The Contract Modifications for AE5204200 and AE333410011375 are required to complete the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-605 Freeway Corridor Improvements Project (CIP). Due to the Metro Board adopted ExpressLane strategic plan (File #2016-0999), regulatory agency requirements from Environmental Protection Agency (EPA), and Caltrans direction, contract modifications are required to cover new work not included in the original scopes of work. The Contract Modifications will fund additional studies associated with the consideration of ExpressLanes as new build alternatives on I-605, and direct connectors at I-605/I-105 and I-605/I-10.

DISCUSSION

The I-605 CIP study encompasses a 21-mile long corridor that extends from I-105 to I-10. I-605 is one of the most congested freeways in the Los Angeles Metropolitan Area, especially between I-105 and I-10. As a result of continued growth in the region's population and goods movement, further traffic demand along the corridor will continue to degrade freeway operations.

In order to ease congestion, plan for further growth and address operational and safety improvements needed along the corridor, Metro awarded two PAED contracts for improvements on I-605.

Contract No. AE333410011375, PAED services for the I-605/I-5 Interchange was issued in October 2015 to Parsons Transportation Group. The limits of the I-605/I-5 project were set to be between I-105 and Slauson Ave on I-605, and from Florence Blvd to Paramount Blvd on I-5.

Contract No. AE5204200, PAED services for the I-605/SR-60 Interchange was issued in September 2016 to HDR Engineering, Inc. The limits of the I-605/SR-60 project were to be between Telegraph Rd and the I-10 interchange on I-605, and from Santa Anita Ave to east of Turnbull Canyon Rd on SR-60.

Both of these projects were funded via line 35 of the Measure R expenditure plan, "Interstate 605 Corridor "Hot Spots" Interchanges." The scope of services of each of these two contracts was independent of each other with the exception of coordination at the shared termini at Slauson Ave. The limits of each project were identified in the scopes of work for the two contracts. Two contracts were awarded to develop two separate EIR/EISs for I-605/I-5 and I-605/SR-60.

After the contracts were awarded, Caltrans District 7 determined that due to logical termini, the two projects had to be combined. The combined scopes would be pursued as one EIR/EIS. The project title has been revised to the I-605 Corridor Improvements Project (I-605 CIP).

In November 2016, during the public scoping process for the I-605 CIP, comments were received from regulatory agencies on the project. The EPA requested the consideration of "additional High Occupancy Vehicle Lane and Toll Lanes (HOT) on Northbound and Southbound I-605." These improvements were not originally included in the scope of the contracts.

In January 2017, Metro's Congestion Reduction Department, in response to the November 6, 2014 Board Motion Item 59, presented the ExpressLanes Strategic Plan which the Board approved. This Board action authorized the initiation of planning studies for Tier 1 ExpressLane projects (File 2016-0999) which included ExpressLanes on I-605 from the Los Angeles/Orange County line to I-10.

Due to Caltrans' determination to move forward with one EIR/EIS for I-605 from I-105 to I-10, EPA's request to evaluate HOV and HOT Alternatives, and Metro's Board direction to Implement Tier 1 of the ExpressLane Strategic Plan, the two existing contracts must be modified. The Contract Modifications will cover the following: added coordination efforts between the two firms to produce one EIR/EIS not included in their original contracts; the evaluation of HOT/HOV alternatives on I-605; and design and environmental clearance of the HOT/HOV Direct connectors at I-605/I-10 and I-605/I-

105 interchanges.

DETERMINATION OF SAFETY IMPACT

The I-605 Corridor Improvements Project scope, schedule, and budget will have no impact to the safety of Metro's patrons, employees or the general public.

FINANCIAL IMPACT

Funding for the scope elements to be added to Contract No. AE333410011375 (I-605/I-5) and AE5204200 (I-605/SR-60) for the I-605 CIP are included in the FY18 budget. For the I-605/I-5, FY18 budget of \$4.0M is included in the Highway Program, Cost Center 4730, under Project 461314, task 5.2.100, Account 50316 (Professional Services). For I-605/SR-60, FY18 budget of \$4.0M is also included in Highway Program, Cost Center 4730, under Project 463314, task 5.2.100, in Account 50316 (Professional Services).

Since this is a multiyear project, the Project Manager, the cost center manager and the Senior Executive Officer of the Highway Program or designee will continue to be responsible for budgeting costs in future fiscal years.

Impact to Budget

At this time, a total of \$8.0M is available in FY18 to fund the recommendations and address project invoicing activities. If by mid-year, Highway project management anticipates cashflow expenditures to exceed the current FY18 budget, staff will revisit the budgetary needs using the mid-year budget adjustment process.

The source of funds for this project is Measure R (20%) Highway funds and local Measure Administrative funds. These funds are solely planned for highway related projects as identified in the Measure R Ordinance. It is not eligible for bus and rail operations or non Highway capital project expenditures. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the proposed Contract Modifications. This option is not recommended. Completing the environmental document for the project is a necessary step in developing improvements included in the Measure R expenditure plan. Additionally, Board direction to develop Tier 1 of the ExpressLane Strategic Plan could not be undertaken. Board approval would allow the project to move forward.

NEXT STEPS

Upon approval by the Board, staff will execute the Contract Modifications with HDR Engineering and Parsons Transportation Group.

ATTACHMENTS

Attachment A-1 - Procurement Summary, HDR Engineering, Inc.

Attachment A-2 - Procurement Summary, Parsons Transportation Group, Inc.

Attachment B-1 - Contract Modification/Change Order Log, HDR Engineering, Inc.

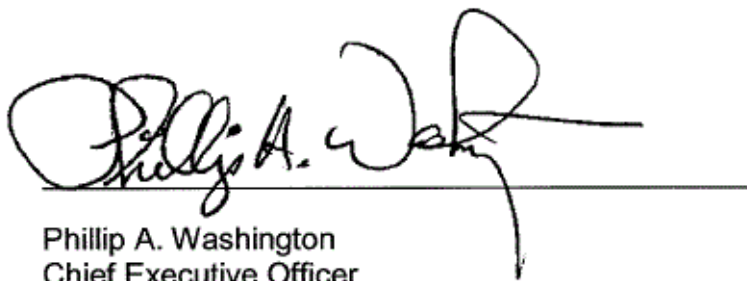
Attachment B-2 - Contract Modification/Change Order Log, Parsons Transportation Group, Inc.

Attachment C-1 - DEOD Summary, HDR Engineering, Inc.

Attachment C-2 - DEOD Summary, Parsons Transportation Group, Inc.

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