



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Administration Committee

DATE: February 27, 2013

FR: Executive Director

W. I. 1236

RE: Regional Express Lane Network Contract Actions:

- a. Contract Amendment – Technical Assistance: Parsons Brinkerhoff, Inc. (\$925,000)
- a. Contract Amendment – Phase 1 Project Approval/ Environmental Document: HDR, Inc. (\$3,000,000)
- c. Contract Amendment – Electronic Toll Services System Manager: Atkins North America, Inc. (\$3,000,000)

Regional Express Lane Network Status Report

In anticipation of opening an initial set of “Phase 1” conversions of carpool lanes to express lanes in 2015, MTC staff is undertaking the necessary steps in the project development and delivery sequence. The project approval/environmental document and toll system development are underway for Phase 1, and Staff is trying to accelerate this work where possible. In addition, Staff is looking to initiate the environmental process for the remaining carpool lane conversions. This work is being undertaken in cooperation with Caltrans, the California Highway Patrol, and congestion management agencies in Alameda, Contra Costa, and Solano counties. Attachment 1 provides additional detail on these efforts including:

- The timeline;
- An organizational chart illustrating the main areas of work and the current and anticipated future consultant contracts and agreements; and
- A more detailed status report on each main area of work.

If MTC approves the delegation to BAIFA of responsibility for express lanes development and operation, BAIFA will approve future contract actions. In addition, staff will recommend assigning the existing contracts, described in this memo, to BAIFA.

Contract Actions

a. Contract Amendment – Technical Assistance: Parsons Brinkerhoff, Inc. (\$925,000)

Staff recommends this Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with Parsons Brinkerhoff, Inc. (PB) not to exceed \$925,000 for continuing program management services and technical assistance related to the Regional Express Lane Network. Major consultant activities include: technical studies and support such as the CTC application, revenue forecasts, and toll system Concept of Operations; project management including schedule and risk management and support for

partner coordination; oversight for the Phase 1 project approval/ environmental document; and development of public education materials. With this amendment, the total contract value will be \$3,725,000. The additional funds will be used to continue program management and Phase 1 project management activities through the end of 2013, which is the expected completion of the Phase 1 environmental process if cleared as a Categorical Exemption under California Environmental Quality Act (CEQA). These activities fall within the scope of work outlined in the 2010 procurement under which PB was hired. Prior to the end of 2013, staff will conduct a new procurement for express lane program management services starting in 2014, which likely would include project management for completion of any remaining environmental work for the initial conversions, if necessary.

b. Contract Amendment – Phase 1 Project Approval/ Environmental Document: HDR, Inc. (\$3,000,000)

Staff recommends this Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with HDR, Inc. not to exceed \$3,000,000 to complete project approval/environmental document for Phase 1 of the Network. This would bring the contract total to \$8,000,000, which is the estimated cost to complete a Categorical Exemption under CEQA. Staff would seek additional contract authority to fund completion of a higher-level environmental document if necessary. The additional \$3,000,000 reflects the following activities:

- 1) Inclusion of at-risk decision activities that would typically be undertaken in the subsequent design stage called “plans, specifications, and estimates” (PS&E). These include: completing the equivalent of 35% design as part of the Caltrans project approval document; and completing project mapping at PS&E level of detail. These strategies are being employed to expedite overall project delivery and open the first projects in 2015.
- 2) Traffic forecasting, which was originally contemplated to be done through another contract but which was subsequently assigned to this contract to maximize efficiency.

c. Contract Amendment – Electronic Toll Services System Manager: Atkins North America, Inc. (\$3,000,000)

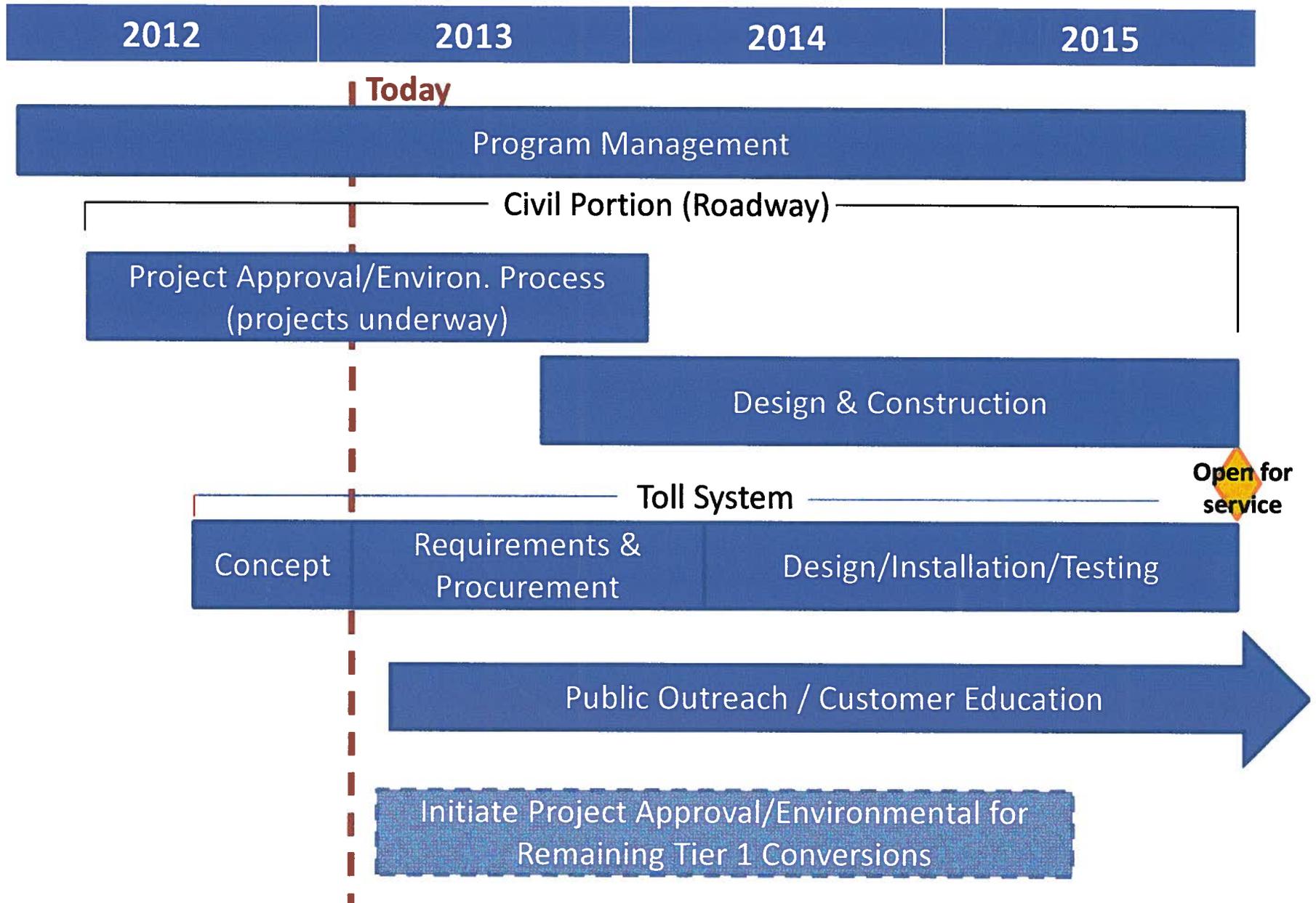
Staff recommends this Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with Atkins North America, Inc. (Atkins), not to exceed \$3,000,000 to complete the toll systems requirements and system integrator procurement. With this amendment the total contract value will be \$3,700,000. The additional funds are requested to expedite implementation due to the following : 1) complexity of the anticipated toll system requirements combined with an accelerated project schedule; 2) gaps in telecommunications infrastructure, which is needed to support the toll system procurement; and 3) inclusion of Solano County’s I-80 express lane conversion in the initial work on system requirements, communications planning and integrator procurement, since this segment is on a similar schedule.



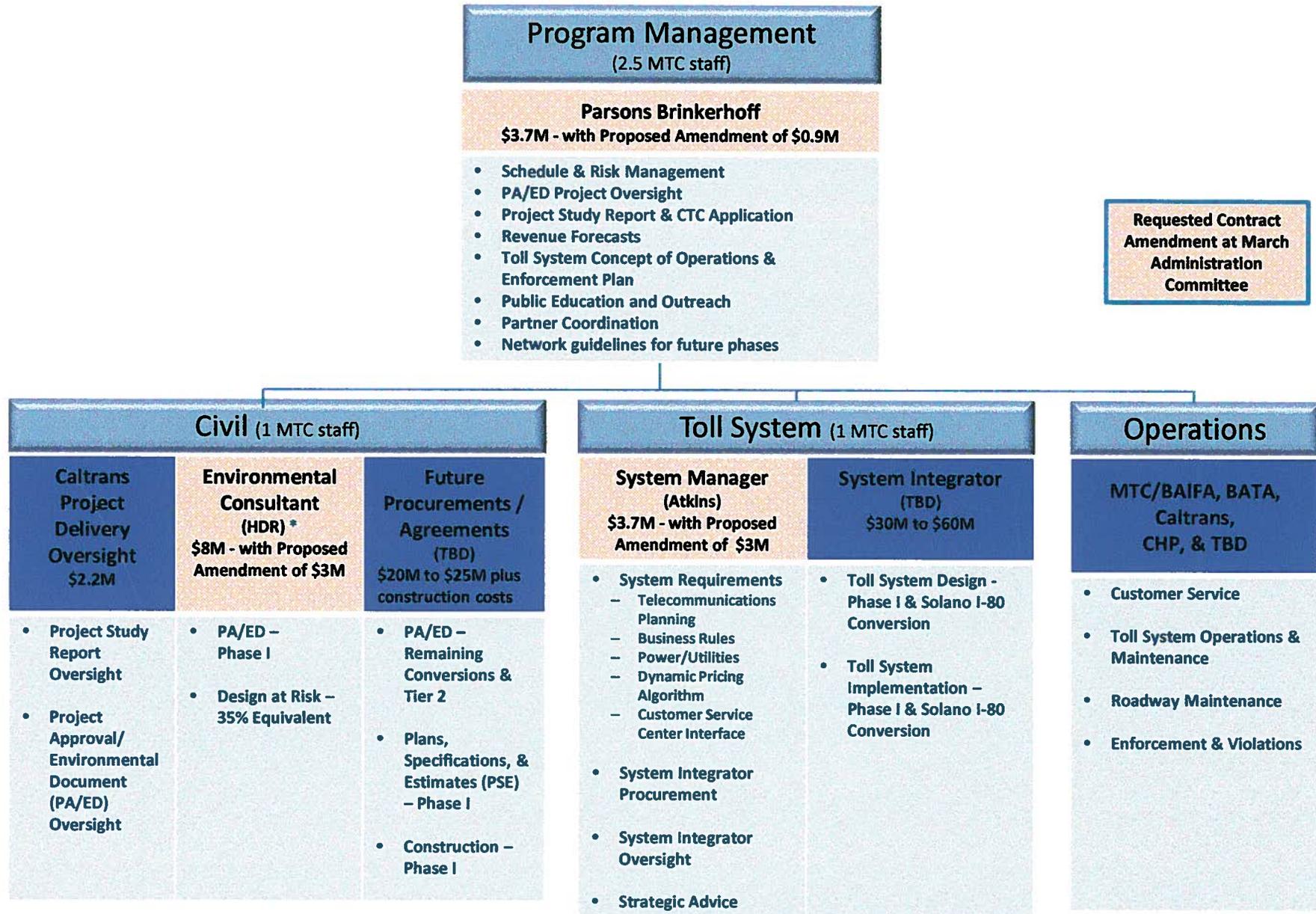
Steve Heminger

SH:LK

Attachment 1 Timeline for Tier 1



Regional Express Lanes Organization



* Does not include Solano I-80, for which STA has the lead.

Attachment 1, continued
Status Report on Express Lane Network Work Areas

The discussion below describes the status of the main work areas illustrated in the organizational chart on the preceding page.

Program Management

This work is led by two and a half in-house staff and supported through the Express Lanes Technical Assistance contract, which was awarded to Parsons Brinkerhoff in fall 2010. The consultant provides an equivalent of three to four full-time positions depending on the level of work at any given time. Major consultant activities include: technical studies and support such as the CTC application, revenue forecasts, toll system Concept of Operations; project management including schedule and risk management and support for partner coordination; oversight for the Phase 1 project approval/ environmental document; and development of public education materials. Staff is requesting \$925,000 funds to support a seven-month extension of the current contract through the end of 2013 and plans to procure a new program manager to start in 2014. This additional funding is expected to cover:

- Technical studies (express lanes operating concept, enforcement plan, revenue forecasts, etc.): \$335,000
- Project Management (including schedule and risk management and support for partner coordination): \$300,000
- Phase 1 PA/ED oversight: \$150,000
- Public outreach support: \$140,000

Civil (roadway) Project Development

The first step in the civil project development process is Caltrans project approval/ environmental document (PA/ED). MTC has contracted with HDR, Inc. for PA/ED on 76 miles on I-880 in Alameda County; I-680 in Contra Costa County south of Walnut Creek and the westbound approaches the Bay Bridge, San Mateo Bridge and Dumbarton Bridge.

Because the Phase 1 project involves conversions of existing carpool lanes and will be contained within existing rights-of-way, the strategy is to complete the environmental process as a single Categorical Exemption under the California Environmental Quality Act and Categorical Exclusion under the National Environmental Policy Act (CE/CE). It is necessary, however, to verify that digging for new sign foundations, electrical service and communication service will not disturb, water, biological or archeological resources, which may necessitate a higher level environmental document. Staff should be able to make this determination within a few months. Should that be the case for any of Phase 1 segments, staff would recommend splitting them out to allow the other segments to proceed. Staff anticipates a CE/CE would be complete at the end of 2013.

The second step in the civil project development process is design. To expedite design and meet the 2015 target for operations, staff is employing a “design at risk” strategy pursued successfully by BATA in 2006 for the FasTrak[®] Toll Plaza Improvement

Project, which involved work similar to that for express lane conversions: signing, striping, electrical, and intelligent transportation system (ITS) improvements. This includes completing the equivalent of 35% design as part of PA/ED, and is included in the contract amendment requested in the body of this memorandum. In addition, staff plans to contract for the subsequent PS&E effort following appropriate PA/ED milestones in June 2013 but prior to completion of PA/ED. Staff will seek authorization at future BAIFA meetings to proceed with the subsequent PS&E work.

As shown in the Regional Express Lanes organizational chart, the total estimated cost for a CE/CE for Phase 1, including advance 35% design work, is \$8,000,000. The estimated cost for Phase 1 PS&E is expected to be in the range of \$10,000,000 to \$20,000,000. These estimates do not include the costs for I-80 in Solano County, which is on a similar schedule, but for which the Solano Transportation Authority is leading the civil project development work.

Later this year staff plans to initiate environmental studies on the remaining conversion segments on I-80 in Alameda and Contra Costa counties and on I-680 in the northern portion of Contra Costa County. This work will be pursued through separate consultant contracts or agreements with county congestion management agencies and is proposed to be funded through Regional Measure 2. (See the March 6, 2013 Programming and Allocations Committee agenda.)

Toll System Development

Staff will support toll system development through two contracts. The first is the System Manager contract, for which MTC hired Atkins North America, Inc. in November 2012. The System Manager contract is a professional services contract to develop the toll system requirements, assist staff to procure a toll system integrator and oversee the integrator's design, installation and testing. The system requirements specify the desired functionality and performance of the toll system that staff will use to select the integrator, which will be hired through a separate contract.

The Toll System Integrator contract is a vendor contract for development and installation of the electronic toll system, which consists of central computing systems, software, and in-lane equipment to calculate the toll based on congestion levels, detect vehicles in the express lane, and send the correct toll to the BATA Regional Customer Service Center for posting to FasTrak[®] accounts. While the strategy has not been determined definitively, the integrator for Phase 1 could be the integrator for the entire Regional Network.

As shown in the Regional Express Lanes organizational chart, the estimated cost for the System Manager contract, held by Atkins is \$3,700,000 through procurement of the integrator. This includes:

- System Requirements: \$1,100,000
- Telecommunication Planning: \$1,100,000
- System Integrator Procurement: \$400,000
- Project management (schedule and risk management, quality control, coordination with civil project): \$800,000
- Strategic Advice: \$300,000

The cost for Atkins to oversee the integrator's design, installation and testing, is expected to be approximately \$2,000,000 more. The estimated cost of the integrator is \$30,000,000 to \$60,000,000 for Phase 1, including Solano I-80, for tolling equipment for approximately 90 miles with toll reader locations approximately every mile. This is in the range of expected costs of other projects on a per-mile basis. For example, the current estimate for the toll system integrator on I-580 eastbound is \$7,500,000 for 11 miles.

Operations

To date, staff has addressed operations only on a strategic level in the context of program management. Over the next year, staff will begin to sketch out specific approaches to providing operations services shown in the Regional Express Lanes organizational chart.

REQUEST FOR COMMITTEE APPROVAL

Summary of Consultant Services Contract Amendment

Work Item No.: 1236

Consultant: Parsons Brinkerhoff, Inc. (San Francisco, CA)

Work Project Title: Regional Express Lanes Network Technical Assistance

Purpose of Project: Provide technical and project management assistance for the development of the Regional Express Lanes Network.

Brief Scope of Work: The amendment will provide task order-based assistance in cost, schedule and risk management; project management for the environmental process for Phase 1; continuing work on the concept of operations; and other assistance with express lanes program management.

Project Cost Not to Exceed: \$925,000 (this amendment)
Total contract before this amendment: \$2,800,000
Total Authorized Contract after this amendment: \$3,725,000

Funding Source: BATA Rehabilitation Budget

Fiscal Impact: Included in the BATA FY 2012-13 budget

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with Parsons Brinkerhoff, Inc. to provide the consulting services described above and in the Executive Director's memorandum dated February 27, 2013, and the Chief Financial Officer is directed to set aside funds in the amount of \$925,000 for such contract amendment.

Admin Committee Chair:

Dave Cortese, Chair

Approved: Date: March 6, 2013

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Consultant Contract Amendment

Work Item No.: 1236

Contractor: HDR, Inc.

Work Project Title: Regional Express Lanes Network Phase 1 Project Approval/Environmental Document (PA/ED)

Purpose of Project: Assist MTC to complete PA/ED for Phase 1 projects

Brief Scope of Work: Prepare Project Report and appropriate environmental document as needed to obtain approval under Caltrans project development procedures and NEPA/CEQA. This work includes preliminary design up to an equivalent of 35% design.

Project Cost Not to Exceed: \$3,000,000 (this amendment)
Total contract before this amendment: \$5,000,000
Total authorized contract after this amendment: \$8,000,000

Funding Source: BATA Rehabilitation Budget

Fiscal Impact: Included in the FY 12-13 BATA Rehabilitation Budget.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with HDR, Inc. to provide the services described above and in the Executive Director's memorandum dated February 27, 2013, and the Chief Financial Officer is directed to set aside funds up to \$3,000,000 for such contract amendment.

Administration Committee:

Dave Cortese, Chair

Approved:

Date: March 6, 2013

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Consultant Contract Amendment

Work Item No.: 1236

Consultant: Atkins North America, Inc. (San Francisco, CA)

Work Project Title: Regional Express Lane Toll System Manager

Purpose of Project: To assist MTC with the development, procurement and implementation of the electronic tolling system for the initial and potentially future phase(s) of the MTC-authorized Regional Express Lane Network.

Brief Scope of Work: Provide additional services to address more complex requirements, corridor-specific telecommunications plans and inclusion of Solano County's I-80 express lanes into Phase I.

Project Cost Not to Exceed: \$3,000,000 (this Amendment)

Total contract before this Amendment = \$700,000
Total authorized contract amount with this Amendment = \$3,700,000

Funding Source: BATA Rehabilitation Budget

Fiscal Impact: The \$3,000,000 requested amount is included in the FY 2012-13 BATA budget.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with the Regional Express Lane Network Electronic Toll Services System Manager contract with Atkins North America, Inc., to add additional services and budget as described above and in the Executive Director's February 27, 2013 memorandum, and the Chief Financial Officer is authorized to set aside \$3,000,000 for such contract amendment.

Administration Committee: _____
Dave Cortese, Chair

Approved: Date: March 6, 2013