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**AD HOC CONGESTION PRICING COMMITTEE
FEBRUARY 18, 2009**

**SUBJECT: CONGESTION REDUCTION DEMONSTRATION PROJECT (LA CRD):
CONGESTION PRICING OPERATING PLAN FOR LOS ANGELES COUNTY**

**ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO NEGOTIATE AND
EXECUTE CONTRACT MODIFICATIONS FOR PROFESSIONAL SERVICES
AND AMEND THE FY09 BUDGET**

RECOMMENDATION

Authorize the Chief Executive Officer to:

- A. Negotiate and execute Contract Modification to Contract PS-0844402110 with PB Americas to provide additional detailed analysis to support the project development requirements of the LA CRD Project. In addition, technical oversight services for the implementation phase, which are not included in the original scope of services, are required to support delivery of the Congestion Reduction Demonstration Project, in an amount not-to-exceed \$2,500,000, increasing the Total Contract Value from \$4,250,000 to \$6,750,000;

- B. Amend the FY09 budget to add in \$2,500,000.

RATIONALE

At its April 2008 meeting, the Board awarded PB Americas the professional services contract for the Congestion Pricing Plan for Los Angeles County for a Total Contract Value of \$4,250,000. The purpose of the Plan is to identify three alternatives for congestion pricing. At the September 2008 Board meeting, the Board of Directors approved the programming of \$290.6 million to implement projects under the CRDP. The projects include transit improvements and the conversion of high occupancy vehicle (HOV) lanes on Interstate 10 and Interstate 110 to high occupancy toll (HOT) lanes. Funding for the September 2008 LA CRD programming action was obtained from a \$210.6 million grant from the USDOT, plus \$80 million in State of California Proposition 1B Transit Modernization funding. On January 14, 2009, the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) approved SCAG's Amendment #1 to the 2008 RTP and Amendment #08-01 to the 2008 RTIP which includes the CRDP.

Now that the USDOT grant funding is in an approved Federal Transportation Improvement Program, additional professional services must commence to refine the analysis of the Congestion Pricing Plan with a focus on the I-10 and I-110 corridors as well as feasibility

screening of a third HOT lane alternative in Los Angeles County. In addition, technical oversight of the implementation phase of the LA CRD must commence. These activities include development of the RFP and oversight of the Toll System Integrator.

FINANCIAL IMPACT

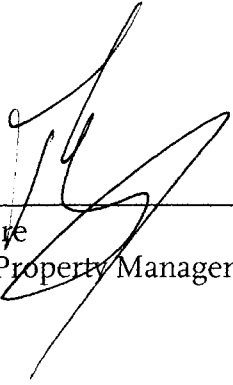
Subject to Caltrans approval, funding of \$2,500,000 required for FY09 activities will be added to the FY09 budget. Since this is a multi-year project, the Project Manager will be responsible for budgeting the costs in future years.

ALTERNATIVES CONSIDERED

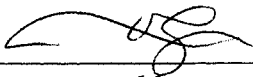
The Board of Directors may choose not to authorize contract modification at this time. This alternative is not recommended; since staff would not be able to access or draw down the LA CRD Federal funds and we would risk meeting the USDOT toll revenue operation deadline of December 31, 2010.

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