



Date: October 11, 2006  
 Committee Meeting Date: October 19, 2006  
 Board Meeting Date: November 2, 2006  
 ACTION X DISCUSSION \_\_\_\_\_ INFO \_\_\_\_\_

**BOARD MEMORANDUM**

**TO:** Administration and Finance Committee  
 Santa Clara Valley Transportation Authority  
 Board of Directors

**THROUGH:** Michael T. Burns *Michael T. Burns*  
 General Manager

**FROM:** Carolyn M. Gonot *for* *John H. ...*  
 Chief Development Officer

**SUBJECT:** Contract with URS Corporation for Development of High Occupancy Toll  
 (HOT) Lane Demonstration Project

**RECOMMENDATION:**

Authorize the General Manager to execute a contract with URS Corporation for a total value of \$2,050,000 for the preliminary engineering and development of a High Occupancy Toll Lane Demonstration Project; and approve the use of \$2,250,000 of funds from the Local Program Reserve for this contract and staff support services.

**BACKGROUND:**

On September 9, 2004, Governor Arnold Schwarzenegger signed into state law Assembly Bill 2032 (HOT lanes: demonstration projects), an act to add Sections 149.4, 149.5 and 149.6 to the Streets and Highway Code relating to transportation. This legislation allows VTA, one of three agencies in California, to conduct, administer and operate an electronic toll system on any two of the transportation corridors included in the carpool lane system in Santa Clara County in coordination. VTA, working with Caltrans, has been authorized to convert existing High Occupancy Vehicle (HOV) carpool/bus lanes to High Occupancy Toll (HOT) Lanes within Santa Clara County. The bill requires net toll revenue generated to be allocated to the construction of high occupancy vehicle facilities and the improvement of transit services within the HOT lane corridor, pursuant to an expenditure plan adopted by the implementing agency.

The legislation outlines implementation of the program in cooperation with the Caltrans pursuant to a cooperative agreement that addresses all matters related to design, construction, maintenance and operation of state highway system facilities in connection with the HOT Lane Demonstration Project. Additionally, agreements between VTA, Caltrans and the California Highway Patrol (CHP) are necessary to identify the respective obligations and liabilities of these entities and assign them responsibilities related to the program.

In the fall of 2003, VTA Board of Directors directed staff to conduct a feasibility study of HOT lane facilities for Santa Clara County. This study, which commenced in April 2004, identified US 101 and State Route 85 as the most promising corridors for HOT lane operations. In September 2005, VTA Board authorized staff to proceed to the Preliminary Engineering (PE) phase in the development of a demonstration project of a HOT lane based on the findings of the feasibility study.

### **DISCUSSION:**

VTA issued a Request For Proposals (RFP) for the PE phase of a HOT Lane Demonstration Project within US 101 and SR 85 corridors on June 26, 2006. The RFQ notice was mailed to forty firms and was published in the San Jose Mercury News and on the VTA website.

The following two teams submitted written proposals on or before August 1, 2006.

1. URS Corporation team with key sub consultants Gray-Bowen and Wilbur Smith Associates.
2. TY Lin International team with key sub consultant Cambridge Systematics

A panel consisting of staff from Development and Congestion Management Division, Contracts and Materials Management Department, representatives from Caltrans Headquarters and Caltrans District 4 Oakland offices, and staff from the Metropolitan Transportation Commission scored the proposals. The rating and weighting criteria used are as follows:

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|--|-----------|
| • Qualification of the Team                          | 30 points |
| • Staffing and Project Organization                  | 40 points |
| • Demonstrated Understanding of Project Requirements | 30 points |

The two teams were invited to oral interviews on August 17, 2006. The URS led team, consisting of subconsultants Gray-Bowen Associates and Wilbur Smith Associates, was selected following review of written proposal and interviews. URS has performed well on previous project of this kind, including the I-680 Sunol Grade HOT Lane Project which is currently under design. Gray-Bowen is also the overall project manager for the I-680 Sunol Grade HOT Lane Project; the firm will perform that role on the VTA HOT Lane Project. Wilbur Smith, the major subconsultant, is a nationally recognized transportation-planning firm with extensive experience with HOT Lane studies and actual implementation of HOT Lane projects. Wilbur Smith was the prime consultant on the I-15 HOT Lane Project in San Diego, the SR 91 Expressway Study in Orange County and the SR 1 HOT Lane Feasibility Study in Santa Cruz.

The contract scope includes the following work tasks:

- Refine the project parameters (limits of HOT lane operations in the U.S. 101 and SR 85 corridors, locations of ingress/egress points, design of electronic toll collection system, enforcement considerations and lane geometrics) through the preparation of a Caltrans Project Study Report (PSR);
- Obtain environmental clearance;
- Advance preliminary engineering to approximately a 30 percent design level; and
- Develop a recommended implementation plan for deployment of the toll facility including concept of operations, revenue projections, phasing and funding plan.

The recommended contract is for a total value of \$2,050,000, which represents approximately 14,900 hours of consultant services to complete this contract. It will be completed under cost plus fixed fee contract terms with a fixed fee of \$91,293.

The PE Phase is estimated to take approximately 20 months to complete. Upon completion of the PE Phase, VTA staff will return to the VTA Board with a recommendation for deployment of the HOT Lane Demonstration Project and to proceed into final design and construction of the project.

#### **ALTERNATIVES:**

The VTA Board may direct staff to discontinue work to develop a demonstration HOT lane project on Santa Clara County freeways.

#### **FISCAL IMPACT:**

The staff recommendation is to approve the use of \$2,250,000 of VTA Local Program Reserve funds for this project. The LPR fund is established by swapping of federal and state grants into 1996 Measure B projects and establishing a VTA-controlled fund for project initiation activities as approved by the VTA Board. No funding from the VTA Transit Enterprise Fund will be used for this work.

#### **SBE PARTICIPATION:**

Based on identifiable subcontracting opportunities, a Small Business Enterprise (SBE) goal of 10% has been established for this contract. Contractor met the goal and has committed to 10% SBE participation on this contract.

Prepared by: Murali Ramanujam, Senior Transportation Planner  
Prepared for: John Ristow, Deputy Director, Programming and Project Development