October 6, 2014

The Honorable Janice Hahn
United States Congressmember – 44th District
House of Representatives
404 Canon House Office building
Washington DC 20515

Dear Congressmember Hahn:


On behalf of the Gateway Cities Council of Governments (COG) representing the 27 cities of Southeast Los Angeles County, I am pleased to offer the COG’s support for House Resolution – 5101. This legislation will make additional funding available to implement the Gateway Cities slate of Goods Movement initiatives that are part of the Los Angeles County mobility programs.

The COG and its regional partners; the San Pedro Bay Ports of Long Beach and Los Angeles, Caltrans, the Los Angeles County Metropolitan Transportation Authority, SCAG and the I-5 Joint Powers Authority have been working to develop a community-based goods movement corridor along the I-710 Freeway that will accomplish community goals of air quality improvement and improved safety as well as accommodate increased container volumes in a sustainable manner. This dedicated source of funding would make this project and other projects within the Gateway Cities subregion a reality.

Sincerely,

[Signature]

Brent Tercero, President
Gateway Cities Council of Governments

cc: COG Board of Directors
COG Transportation Committee

7300 Alondra Boulevard, Suite 201  Paramount, California 90723  phone (562) 663-6850  fax (562) 634-8216
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DEVELOP ACTIVE TRANSPORTATION TRAVEL DEMAND MODELING FOR PEDESTRIAN, BICYCLE, AND SLOW SPEED LANES

On two previous Board meetings in January 2012 and July 2014, the Metro Board passed motions directing the CEO to develop the technical travel demand modeling capability to estimate travel demand by bicycle and walking. In addition, the Board directed the CEO to develop a phased work plan that includes investigating the state of the practice and best practices in this field, identifying performance measures, developing off-modeling approaches and collecting the necessary data to develop this modeling capability for all trips not just commute data.

Although a Sketch Planning Tool has been developed providing estimates of travel demand by bicycle at the jurisdiction level, it is clear more needs to be done to evaluate the full spectrum of Active Transportation such as bicycling, walking, and slow lane vehicles for local neighborhood trips, as well as connectivity with sub-regions and regional centers on the multi-modal transportation network to accommodate the needs of an aging demographic.

We, THEREFORE, MOVE that the Metro Board direct the CEO to do the following:

A. Modify the existing contract of the Bicycle Model Development Project with the additional tasks to develop the technical travel demand modeling capability to estimate travel demand by pedestrian and other active transportation travel, including exploring the potential of modeling slow lane vehicles and the sharing of bike lanes. This technical travel demand modeling capability could be utilized to model pedestrian, bicycle, slow lane vehicle related investments in other major Metro activities such as the First and Last Mile Policy, Mobility Matrix Studies, Long Range Transportation Plan, Short Range Transportation Plan, Call For Projects, Transit Corridor Planning, Joint Development, SB 375 GHG compliance, and other critically important transportation activities carried out by Metro;

B. Amend the Metro Budget to provide the necessary funding for the remainder of FY15 and future years to develop the modeling capability for pedestrian, bicycle, and slow lane vehicle travel; and, concurrently, execute the contract modification to the existing contract of the Bicycle Model Development Contract to an amount of approximately $1.5 million, with appropriate contract contingency;

C. Develop a phased work plan to develop the modeling capability for pedestrian travel that includes investigating the state of the practice in this field, identifying performance measures; and collecting the necessary data to develop the technical travel demand modeling capability for pedestrian travel that works for Los Angeles County; and

D. Coordinate with the appropriate stakeholders that would provide the input to develop a technical travel demand model for pedestrian, bicycle, and slow lane vehicle travel, and other related Active Transportation that reflects the complexity and diversity of Metro's transportation initiatives across Los Angeles County.
SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM (MRHSP)

ACTION: APPROVE UPDATED PROJECT LIST

RECOMMENDATION

A. APPROVE the updated Project Lists for MRHSP including:

- Highway Operational Improvements in Arroyo Verdugo subregion
- Highway Operational Improvements in Las Virgenes/Malibu subregion
- Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)
- State Route 138 Capacity Enhancements
- Interstate 605 Corridor “Hot Spots” Interchanges
- Interstate 710 South and/or Early Action Projects

as shown in Attachments A and B.

B. AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements for approved projects

ISSUE

The Project Lists for the MRHSP are updated twice a year in order to provide the subregions with the opportunity to update their proposed plan to implement the Measure R Highway Program. The updated Project Lists include projects already approved by the Board, as well as proposed changes related to schedule, scope, funding allocation, addition or removal of projects. The Board’s approval is required as the updated Project Lists are the basis for Metro to enter into agreements with each respective implementing agency.

DISCUSSION

The Measure R Expenditure Plan includes the following project categories in the Highway Subregional Program:
• Highway Operational Improvements in Arroyo Verdugo subregion
• Highway Operational Improvements in Las Virgenes/Malibu subregion
• Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)
• State Route 138 Capacity Enhancements
• Interstate 605 Corridor “Hot Spots” Interchanges
• Interstate 710 South and/or Early Action Projects

These project categories are not fully defined in the Measure R Expenditure Plan. Definition and implementation of the project categories are progressively developed based on recommendations by each respective subregion. At the March 2014 meeting, the Board approved revised Project Lists and funding allocations for Highway Operational Improvements in the Arroyo Verdugo subregion, Highway Operational Improvements in the Las Virgenes/Malibu subregion, Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay), State Route 138 Capacity Enhancements, Interstate 605 Corridor “Hot Spots” Interchanges and Interstate 710 South and/or Early Action Projects.

These updated Project Lists include the subregions’ most current recommendation to implement the project categories mentioned above. Details are shown in Attachment A.

A nexus determination has been completed for each new project added to the list and is reflected in Attachment B. All of the projects on the lists provide highway operational benefits and meet the highway operational improvement and ramp/interchange improvements definition approved by the Board in October 2009 as part of the adoption of Metro’s Long Range Transportation Plan.

Highway Operational Improvements in Arroyo Verdugo subregion

The project list for the Highway Operational Improvements in the Arroyo Verdugo subregion remains the same as the last MRHSP approved in March 2014. The subregions project list shown in Attachment A, totals approximately $60.4 million. The Arroyo Verdugo subregion’s project list does not exceed the $64 million forecasted to be available for the subregion over FY11-20.

Highway Operational Improvements in Las Virgenes/Malibu subregion

The proposed updated project list includes adjustments in schedules, and funding for current projects in the Las Virgenes/Malibu Subregion. The subregion is recommending the updated project list shown in Attachment A, totaling approximately $110.751 million.

Due to refined cost estimates for projects currently being developed, the subregion is requesting Board approval of an advance of $4 million. The additional funds will increase the budgets of four existing projects in the City of Calabasas. Moreover, the subregion is also requesting the approval of cost neutral revisions to the project budgets of the cities of Agoura Hills and Westlake Village.
The funding requests are as follows:

- Programing of an additional $2,500,000 in FY15-16 for the City of Calabasas' Lost Hills Road Interchange Project (MR311.06) to cover cost increases due to additional Scope of Work elements mandated by Caltrans and for updated unit prices in the engineers estimate.
- Reprogram $500,000 in FY15-16 from the City of Calabasas' Mureau Road Overpass Project (MR311.26) to the Lost Hills Road Interchange Project (MR311.06) due to deletion of this project.
- Programing of an additional $800,000 in FY15-16 for the City of Calabasas' Mulholland Scenic Highway Corridor Project (MR311.07) to cover cost increases due to updated unit prices in the engineers estimate and for a potential right of way acquisition.
- Programing of an additional $500,000 in FY15-15 for the City of Calabasas' Las Virgenes Scenic Corridor Widening Project (MR311.08) to cover cost increases due to an added retaining wall and for updated unit prices in the engineers estimate.
- Programing of an additional $200,000 in FY15-16 for the City of Calabasas' Parkway Calabasas/US 101SB Off-ramp Project (MR311.09) to cover cost increases due to additional Scope of Work elements requested by Caltrans, additional street lighting and for updated unit prices in the engineers estimate.
- Program an additional $213,340 in FY14-15 for the City of Westlake Village's Lindero Canyon Road Interchange Improvements, Phase 3B and 4B Construction (MR311.10) due to increases in the construction capital costs.
- Program an additional $318,110 in FY14-15 for the City of Westlake Village's Lindero Canyon Road Interchange Improvements Project, Phase 3A Construction, (MR311.18) due to increases in the construction capital costs.
- Decrease $531,980 in programming from the City of Westlake Village's 101 Park and Ride Lot Construction (MR311.19) due to savings in construction capital costs.
- Program an additional $7,290,000 in prior years Fiscal Years and FY's14-15, FY15-16 for the City of Agoura Hills' Agoura Road Widening (MR311.05), due to the design cost increases, right of way cost increases, and for the support work and increased unit prices in the revised engineers estimate.
- Decrease $4,250,000 in programming for the City of Agoura Hills' Palo Comado Interchange (MR311.03) due to a refined project Scope of Work and cost estimate.
- Decrease $3,040,000 in programming from the City of Agoura Hills' Roundabout Project (MR311.04) due to a reduction in the projects Scope of Work, to decrease impacts to the surrounding properties.
Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)

The proposed revised project list includes adjustments in schedules, scopes and funding for current projects and the addition of new projects South Bay Cities Council of Governments (SBCCOG).

The subregion is recommending the revised project list, shown in Attachment A, totaling $238.6 million which includes:

- Program an additional $130,000 in FY14-15 for the City of Manhattan Beach’s Sepulveda Blvd at Marine Ave Intersection Improvements Project (MR312.04) due to final design changes requested by Caltrans and revisions in construction cost estimates conducted in 2011.
- Program an additional $2,185,000 in FY14-15 for the City of Hawthorne’s Hawthorne Blvd Improvements Project, From El Segundo Blvd to Rosecrans Ave (MR312.44) due to bids received at the conclusion of their procurement process. The lowest responsible bidder submitted a construction bid higher than the initially estimated budget.
- Program $250,000 in FY14-15 for 3rd Party Professional Services for the SBCCOG (PS # TBD).

The proposed updates to the South Bay Subregion project list do not exceed the $241 million forecasted to be available for the South Bay Subregion over FY11-20.

State Route 138 Capacity Enhancements

The implementation plan for the State Route 138 Capacity Enhancements project category remains the same as the last MRHSP update approved in March 2014. The implementation agencies in the North County continue to deliver the projects according to the approved plan. As detailed in Attachment A, the total programmed funding for the 11 projects remains $200 million.

Interstate 605 Corridor “Hot Spots” Interchanges

The proposed revised project list includes adjustments in schedules, scopes and funding for current projects, addition of new projects, and 3rd Party support funding for the Gateway Cities.

The I-605/SR-91/I-405 Technical Advisory Committee (TAC) and Corridor Cities Committee (CCC) are recommending the revised project list, shown in Attachment A, totaling $75.6 million which includes:

- Programming of $100,000 through FY16 for 3rd Party Support services for the Gateway Cities.
- Programming of $3,040,000 in FY15 for the I-605/SR-60 PSR-PDS (PS4720-3235).
• Programming of $1,500,000 in FY15 for the I-605/I-5 PA/ED (PS# TBD).
• Programming of $1,000,000 in FY15 for the I-605/SR-91 PA/ED (PS# TBD).
• Programming of $500,000 in FY15 for the SR-91/I-710 PSR/PDS (PS# TBD).
• Programming of $670,000 in FY15 for Caltrans oversight support on various highway improvement projects.
• Programming of $8,190,000 in FY’s 15-17 for City of Bellflower’s Bellflower Boulevard and Artesia Boulevard intersection improvement project.
• Program an additional $1,200,000 in FY15 for the Gateway Cities Strategic Transportation Plan
• Reprogramming funding for City of Downey’s Lakewood Boulevard & Imperial Highway Intersection improvements (MOU.MR315.14) from FY19 to FY15.
• Reprogramming funding for City of Downey’s Lakewood Boulevard & Florence Avenue Intersection improvements (MOU.MR315.27) from FY18 to FY15.
• Reprogramming funding for City of Norwalk’s Studebaker Road & Rosecrans Avenue Intersection improvements (MOU.MR315.06) from FY17 to FY15.

The proposed updates to the Interstate 605 Corridor “Hot Spots” Interchanges project list do not exceed the $164.8 million forecasted to be available for the Interstate 605 Corridor “Hot Spots” Interchanges over FY11-20.

**Interstate 710 South and/or Early Action Projects**

The proposed update includes adjustments in schedules, scopes and funding for current and new projects, and 3rd Party support funding for the Gateway Cities.

The I-710 South Technical Advisory Committee (TAC) and I-710 South Project Committee is recommending the updated project list, shown in Attachment A, totaling approximately $101.9 million, which includes:

• Extending funding of GCOCG Engineering Support Services to FY16; adding $165,000 in funding for 3rd Party support for the I-710 Corridor Project; adding additional funds for the Staff Support Services for the Draft I-710 South EIR/EIS funding agreements for the Gateway Cities.
• Metro received an increase in programmed funds for the following projects: $200,000 to GCOCG’s Program/Project Management Support Services (PS4720-3334); $3,665,000 for additional technical and outreach services required for I-710 South EIR/EIS Project; and an additional $3,879,000 to complete the design of I-710 Early Action Soundwalls.
• Metro reduced the programming funds for the following projects: $3.6 million was reduced for I-710 Utility Studies (North, Central, South); $1.5 million was reduced of the I-710/I-5 Interchange Project Development.
• Added $400,000 of additional funding for Southern California Edison third party support.
• Decreased the amount for the reconfiguration of Firestone Blvd. On-Ramp to I-710 S/B Freeway, Caltrans led project to $1,450,000.
• Programming of $500,000 for oversight services on the I-710 South PA/ED; $140,000 for the I-710 Early Action Soundwalls PA/ED Phase; $200,000 for the I-710 Early Action Soundwalls PS&E Phase; and $60,000 for the I-710/I-5 Interchange Project Development.
• Programming of $348,000 in FY15 for the City of Bell Gardens Florence Ave./Eastern Ave. Intersection Widening.
• Programming of $2,000,000 in FY15 for the City of Commerce’s Washington Blvd. Widening and Reconstruction Project.
• Programming of $5,000,000 in FY's 15-16 for the City of Downey’s Lakewood Blvd. Improvement Project.
• Programming of $2,075,000 in FY’s 15-16 for the City of Paramount’s Garfield Ave. Improvements Project.
• Programming of $6,000,000 in FY’s FY15-16 for the Firestone Blvd. Regional Corridor Capacity Enhancement Project
• Reprogramming of funding for the City of Long Beach’s Shoemaker Bridge Replacement Project (MR.306.19) from FY13-14 to FY14-15. The funds are designated for the design phase of the project; since the design of Shoemaker Bridge needs to match future improvements to I-710, the environmental phase of the project was delayed because of the re-circulation of the I-710 EIR/EIS.
• Reprogramming of funding for the City of Vernon’s Atlantic Blvd. Bridge Widening and Rehabilitation Project (MR.306.25) from prior years to FY15-17. Due to a lack of internal resources, the City was not able to advance the project in prior years, but is now initiating the Funding Agreement with Metro for the project.

The proposed updates to the I-710 South and/or Early Action project list does not exceed the $101.9 million forecasted to be available for the I-710 South and/or Early Action over FY11-20.

**DETERMINATION OF SAFETY IMPACT**

The recertification of the approved project lists and funding allocations will have no adverse impact on the safety of Metro’s patrons and employees.

**FINANCIAL IMPACT**

Funding for the highway projects is from the 20% Measure R Highway Capital Funds earmarked for all subregions. Funds are available for Arroyo Verdugo (Project No. 460310), Las Virgenes/Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in the FY 15 budget. These three programs are all under Cost Center 0442 in Account 54001 (Subsidies to Others). Since this is a multi-year agreement, the cost center manager and the Executive Director, Engineering and Construction Program will be responsible for budgeting the costs in future years. Moreover, programmed funds are based on estimated revenues. Adjustments in programmed funds, as necessary for future years, will be made in the next board update.
Funding for Metro’s portion of the SR-138 Project Approval and Environmental Document (September 2012 Board action) is from the Project No. 460330, Cost Center 4730 in Account 50316. The remaining funds are distributed from the 20% Measure R Highway Capital Funds via funding agreements to Caltrans, and the cities of Palmdale and Lancaster under Cost Center 0442 in Account 54001 (Subsidies to Others). Moreover, programmed funds are based on estimated revenues. Adjustments in programmed funds, as necessary for future years, will be made in the next board update.

Funding for the additional projects listed in the I-605/SR-91/I-405 Corridor "Hot Spots" project list is not included in the $5,400,000 FY15 budget. The Metro budget will be amended to include an additional $1,000,000 in Cost Center 4720 (Highway Capital), Project 460314 (I-605 Hot Spots). Since this is a multi-year agreement, the cost center manager and the Executive Director Engineering and Construction Program will be responsible for budgeting the costs in future years.

Funding for the projects listed in the I-710 Early Action Project list is not included in the $8,632,000 FY15 budget. The Metro budget will be amended to include an additional $2,600,000 in Cost Center 4720 (Highway Capital), Project 460316 (I-710 South and/or Early Action Projects). Since this is a multi-year agreement, the cost center manager and the Executive Director Engineering and Construction Program will be responsible for budgeting the costs in future years.

The cumulative programming allocations for all six Subregions do not exceed the cumulative forecasted amount identified in the Long Range Transportation Plan for the first ten years. Since this is a multi-year agreement, the cost center manager and the Executive Director Engineering and Construction Program will be responsible for budgeting the costs in future years.

**ALTERNATIVES CONSIDERED**

The Board could decide to not approve the revised approved project lists and funding allocations. However, this option is not recommended as it would be inconsistent with Board direction given at the time of LRTP adoption and delay the project’s schedule.

**NEXT STEPS**

We will continue working with the subregions so that they may continue to move forward on their projects. As the work progresses, we will provide updates to the Board on a periodic basis.

**ATTACHMENTS**

A. Measure R Highway Subregional Program Project List
B. Recommended Project Updates/Additions and Highway Operations Nexus for New Projects
Bryan Pennington  
Executive Director, Engineering and Construction Program

Arthur T. Leahy  
Chief Executive Officer
October 23, 2014

Regular Board Meeting

**Motion by Directors O'Connor, Dupont-Walker, Najarian, Dubois and Bonin**

Beginning with the changes in MAP 21 that converted Transportation Enhancement funding to "Transportation Alternatives" to the State oversight of Active Transportation funding we are seeing a diminished role for Metro as the sole implementing agency with multi-modal programming responsibilities in providing critical funding for local agencies for needed transportation improvements that are beyond local agencies' capabilities that help implement the LRTP.

There is a new paradigm of state and federal funding being developed; the State of California has just adopted new environmental planning law that changes the mobility focus from reducing congestion to reducing vehicle miles traveled - to bring jobs back closer to neighborhoods and/or to improve the connections between neighborhoods and the regional transit network, with a goal of reducing pollution and improving air quality.

This emerging state regulatory framework requires that L.A. county re-balance the Call-for-Projects mobility investment portfolio by embracing innovative changes that are dramatically changing the next generation's lifestyle choices into a new world connected by technology rather than a car for every driver. A world dominated more by local neighborhood and community connectivity that emphasizes the neighborhood quality of complete streets rather than by increasing the speed of auto trips across mega-regions; a world of connected villages and Smart Neighborhoods where jobs and housing are clustered, emphasizing a desire for sub-regional congestion mitigation and local quality of life while being linked through transit trips that span the region -a world that begins at home rather than "on the road".

It is becoming ever clearer that the decades old Call for Projects process has become an anachronism. Instead, an updated LRTP and new ballot measure should propose an overarching strong subregional emphasis that provides funding for inter-jurisdictional transit and highway projects and programs that encourage and fund improved sustainability of the basic building blocks of our communities -our neighborhoods. We believe the current form of Call-for-Projects needs to be changed to incorporate the concept of expanding to each subregion the successful Highway Operational Improvement Program (HOIP) created in Measure R, and use this program as a template and paradigm for converting the current Metro Call for Projects Program into a new subregional, multi-modal subvention formula program in which local agencies, rather than the monolithic Metro Board, determine sub-regional priorities for public transportation investments applying the same modal categories currently used in the Call-for-Projects process.

(Continued on next page)
WE THEREFORE MOVE that the Metro Board instruct the CEO and Planning staff to:

A. in-effect suspend revise and improve future Call for Projects past the 2015 Call and incorporate an evaluation of this process into the LRTP-update and ballot exploration process with the stakeholding COGs and subregions; and

B. return to this Board in February, 2015 with the examination and recommendations on the possibility of converting the Call for Projects Process into a new subregional, multi-modal subvention formula program as previously described above.

BONIN AMENDMENT that the Metro Board instruct the CEO and Planning staff to, as part of the examination and recommendations on changes to the Call for Projects Process beyond 2015, solicit an assessment of both the strengths and weaknesses of the process from cities, COGs, and other stakeholders who both apply and do not apply for funding. The information solicited should be presented to the Board and incorporated as part of the foundation for revising future Calls.

###
SUBJECT: I-710 CORRIDOR PROJECT: EARLY ACTION PROJECT SOUNDWALLS; PACKAGE 1: NON-FREEWAY LOCATIONS

ACTION: AWARD CONTRACT

RECOMMENDATIONS

A. Authorize the Chief Executive Officer (CEO) to award an 18-month, cost-plus-fixed-fee Contract No. PS4720-3329 to Transystems Corporation for Plans, Specifications and Estimates for the I-710 Early Action Soundwalls Package No.1 in an amount not-to-exceed of $2,472,075; and,

B. Authorize the CEO to execute individual contract modifications as required, for an amount not-to-exceed $370,811 (15% of the total contract amount) to cover the cost of any unforeseen issues that may arise during the performance of the contract.

ISSUE

Metro, in collaboration with Caltrans and the Gateway Cities Council of Governments (GCCOG), is leading the development of I-710 South Early Action Projects. These projects are consistent with the I-710 South Corridor project alternatives but have independent utility and are being advanced separately for earlier delivery. This contract award will enable Metro to complete the plans, specifications and estimates (PS&E) for Package 1 of the I-710 Early Action Soundwalls.

DISCUSSION

Background

In 2011, Metro tasked the I-710 Technical Advisory Committee (TAC) with identifying and prioritizing potential “Early Action” projects along I-710 that could be advanced utilizing Measure R I-710 South and/or Early Action Project funds.

To qualify as “Early Action” projects, the I-710 TAC has determined that any proposed improvement must: 1) be consistent with the existing freeway and the proposed future I-710 Corridor improvements including all possible project alternatives under
consideration in the environmental, process; 2) demonstrate independent utility and; 3) require no additional permanent right-of-way to construct and, therefore, require minimal environmental clearance.

Potential “Early Action” projects may include soundwalls, local freeway interchanges, and arterial improvements. Recognizing that soundwall projects meet these three criteria and can be implemented faster than other projects, the I-710 TAC recommended that soundwall projects be prioritized for implementation and that Metro begin advancing such projects utilizing Measure R funds, a decision that was supported by the I-710 Project Committee. Currently, there are various locations adjacent to I-710 that do not have soundwalls to provide noise attenuation.

As part of the I-710 Corridor Project EIR/EIS, preliminary engineering plans have been prepared for two build alternatives that are being evaluated in the environmental document. Those plans include preliminary locations where soundwalls will be needed as determined by Caltrans’ noise studies.

On October 2011, Metro initiated a Feasibility Study to determine which soundwalls along I-710 could be potentially constructed early and in a way that is consistent with both the existing freeway and the ultimate freeway improvements. The feasibility study identified 5 miles of new soundwalls meeting these criteria, plus an additional 7 miles of existing walls that can be aesthetically treated to match the new walls. Metro is currently finalizing the preliminary engineering and environmental clearance for these Early Action soundwalls. The cost to construct these soundwalls is estimated at $50 million.

**Final Design Phase**

In July 2014, the I-710 TAC recommended programming of I-710 South/Early Action Project funds for the development of PS&E for the I-710 Early Action Soundwalls. Given the TAC’s recommendation and in anticipation of the completion of preliminary engineering and environmental clearance, Metro is now procuring professional services to complete PS&E for the I-710 Early Action Soundwalls. In order to facilitate better coordination with cities, the I-710 Early Action Soundwalls were divided into three segments or “design packages”. Attachment B depicts the location of the various soundwall segments for the three design packages. The soundwalls in Package 1 are proposed to be built in city-owned property (cities of Long Beach and South Gate). The soundwalls in Packages 2 and 3 are proposed to be constructed in Caltrans right-of-way. Metro will work with the cities, Caltrans, and the GCCOG to ensure that the design of these soundwalls is completed with the benefit of their input and support.

**Next Phase Considerations**

Since most of the first decade Measure R I-710 South/Early Action Program funds have already been programmed, prior to finalizing the design of the Early Action Soundwalls, the I-710 TAC will need to consider the following options: 1) re-prioritize projects to provide funding for the Early Action Soundwalls in the first decade; 2) divide the project
into segments and prioritize construction of walls as funds become available or additional funding sources are identified or; 3) request advancement of second decade I-710 South Early Action Measure R funds. The I-710 TAC has recommended proceeding with Final Design for these soundwalls in an effort to have the projects ready for funding.

Metro staff will also engage in discussions with the cities of Long Beach and South Gate and Caltrans to discuss construction, operations and maintenance responsibilities for the I-710 Early Action Soundwalls.

**DETERMINATION OF SAFETY IMPACT**

The I-710 Early Action Soundwalls PS&E Package 1 will have no impact on safety of Metro's patrons or employees.

**FINANCIAL IMPACT**

The funding for this project is included in the FY15 budget in cost center number 4720, Highway Capital, under project number 460316, task 04.02, I-710 South/Early Action Projects.

Since this is a multi-year project, the cost center manager and Executive Director, Engineering & Construction will be responsible for budgeting the cost in future years, including any option exercised.

**Impact to Budget**

The source of funds for this project will be from Measure R 20% Highway Funds. No other sources of funds were considered as these have been identified for this project. These funds are not eligible for bus and rail operating and capital expenditures.

**ALTERNATIVES CONSIDERED**

Two alternatives were considered:

1. Utilizing Metro staff to conduct the study. This alternative is not recommended because Metro does not have the staffing availability or the specific expertise to conduct a study of this magnitude.

2. Not authorizing the CEO to negotiate, award and execute the consultant contracts. Staff is not recommending this alternative because the Project is included in the 2009 Long Range Transportation Plan and reflects a broad-based consensus of local jurisdictions. Approval to proceed with PS&E for Package 1 of the I-710 Early Action Soundwalls is consistent with the goals of Measure R and GCCOG.
NEXT STEPS

Upon Board approval, staff will issue the Notice-to-Proceed.

ATTACHMENTS

A. Procurement Summary
B. I-710 Early Action Soundwall Program

Prepared by: Lucy Olmos, Transportation Planning Manager, (213) 922-7099
Ernesto Chaves, Transportation Planning Manager, (213) 922-7343
I-710 Early Action Soundwall Program

Package 1: Non-Freeway Locations

ATTACHMENT B
CONSTRUCTION COMMITTEE
OCTOBER 16, 2014

SUBJECT: I-710 CORRIDOR PROJECT: EARLY ACTION PROJECT
SOUNDWALLS PACKAGE 2: NORTH OF STATE ROUTE 91

ACTION: AWARD CONTRACT

RECOMMENDATION

A. Authorize the Chief Executive Officer (CEO) to award an 18-month, cost-plus-
fixed-fee Contract No. PS4720-3328 to Parsons Transportation Group Inc. for
Plans, Specifications and Estimates for the I-710 Early Action Soundwalls
Package No. 2 in an amount not-to-exceed of $2,418,230; and,

B. Authorize the CEO to execute individual contract modifications as required in an
amount not-to-exceed $362,734 (15% of the total contract amount) to cover the
cost of any unforeseen issues that may arise during the performance of the
contract.

ISSUE

Metro, in collaboration with Caltrans and the Gateway Cities Council of Governments
(GCCOG), is leading the development of I-710 South Early Action Projects. These
projects are consistent with the I-710 South Corridor project alternatives but have
independent utility and are being advanced separately for earlier delivery. This contract
award will enable Metro to complete the plans, specifications and estimates (PS&E) for
Package 2 of the I-710 Early Action Soundwalls.

DISCUSSION

Background

In 2011 Metro tasked the I-710 Technical Advisory Committee (TAC) with identifying
and prioritizing potential “Early Action” projects along I-710 that could be advanced
utilizing Measure R I-710 South and/or Early Action Project funds.

To qualify as “Early Action” projects, the I-710 TAC has determined that any proposed
improvement must: 1) be consistent with the existing freeway and the proposed future I-
710 Corridor improvements including all possible project alternatives under
consideration in the environmental, process; 2) demonstrate independent utility and; 3) require no additional permanent right-of-way to construct and, therefore, require minimal environmental clearance.

Potential “Early Action” projects may include soundwalls, local freeway interchanges, and arterial improvements. Recognizing that soundwall projects meet these three criteria and can be implemented faster than other projects, the I-710 TAC recommended that soundwall projects be prioritized for implementation and that Metro begin advancing such projects utilizing Measure R funds, a decision that was supported by the I-710 Project Committee. Currently, there are various locations adjacent to I-710 that do not have soundwalls to provide noise attenuation.

As part of the I-710 Corridor Project EIR/EIS, preliminary engineering plans have been prepared for two build alternatives that are being evaluated in the environmental document. Those plans include preliminary locations where soundwalls will be needed as determined by Caltrans’ noise studies.

On October 2011, Metro initiated a Feasibility Study to determine which soundwalls along I-710 could be potentially constructed early and in a way that is consistent with both the existing freeway and the ultimate freeway improvements. The feasibility study identified 5 miles of new soundwalls meeting these criteria, plus an additional 7 miles of existing walls that can be aesthetically treated to match the new walls. Metro is currently finalizing the preliminary engineering and environmental clearance for these Early Action soundwalls. The cost to construct these soundwalls is estimated at $50 million.

Final Design Phase

In July 2014, the I-710 TAC recommended programming of I-710 South/Early Action Project funds for the development of PS&E for the I-710 Early Action Soundwalls. Given the TAC’s recommendation and in anticipation of the completion of preliminary engineering and environmental clearance, Metro is now procuring professional services to complete PS&E for the I-710 Early Action Soundwalls. In order to facilitate better coordination with cities, the I-710 Early Action Soundwalls were divided into three segments or “design packages”. Attachment B depicts the location of the various soundwalls segments for the three design packages. The soundwalls in Package 1 are proposed to be built in city-owned property (cities of Long Beach and South Gate). The soundwalls in Packages 2 and 3 are proposed to be constructed in Caltrans right-of-way. Metro will work with the cities, Caltrans and the GCCOG to ensure that the design of these soundwalls is completed with the benefit of their input and support.

Next Phase Considerations

Since most of the first decade Measure R I-710 South/Early Action Program funds have already been programmed, prior to finalizing the design of the Early Action Soundwalls, the I-710 TAC will need to consider the following options: 1) re-prioritize projects to provide funding for the Early Action Soundwalls in the first decade; 2) divide the project
into segments and prioritize construction of walls as funds become available or additional funding sources are identified or; 3) request advancement of second decade I-710 South Early Action Measure R funds. The I-710 TAC has recommended proceeding with Final Design for these soundwalls in an effort to have the projects ready for funding.

Metro staff will also engage in discussions with the cities of Long Beach and South Gate and Caltrans to discuss construction, operations and maintenance responsibilities for the I-710 Early Action Soundwalls.

DETERMINATION OF SAFETY IMPACT

The I-710 Early Action Soundwalls PS&E Package 2 will have no impact on safety of Metro’s patrons or employees.

FINANCIAL IMPACT

The funding for this project is included in the FY15 budget in cost center number 4720, Highway Capital, under project number 460316, task 04.02, I-710 South/Early Action Projects.

Since this is a multi-year project, the cost center manager and Executive Director, Engineering & Construction will be responsible for budgeting the cost in future years, including any option exercised.

Impact to Budget

The source of funds for this project will be from Measure R 20% Highway Funds. No other sources of funds were considered as these have been identified for this project. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

1. Utilizing Metro staff to conduct the study. This alternative is not recommended because Metro does not have the staffing availability or the specific expertise to conduct a study of this magnitude.

2. Not authorizing the CEO to negotiate, award and execute the consultant contracts. Staff is not recommending this alternative because the Project is included in the 2009 Long Range Transportation Plan and reflects a broad-based consensus of local jurisdictions. Approval to proceed with PS&E for Package 2 of the I-710 Early Action Soundwalls is consistent with the goals of Measure R and GCCOG.
**NEXT STEPS**

Upon Board approval, staff will issue the Notice-to-Proceed.

**ATTACHMENTS**

A. Procurement Summary
B. I-710 Early Action Soundwall Program Map

Prepared by: Lucy Olmos, Transportation Planning Manager, (213) 922-7099
Ernesto Chaves, Transportation Planning Manager, (213) 922-7343
I-710 Early Action Soundwall Program Map
SUBJECT: I-710 CORRIDOR PROJECT: EARLY ACTION PROJECT: SOUNDWALLS PACKAGE 3: SOUTH OF STATE ROUTE 91

ACTION: AWARD CONTRACT

RECOMMENDATIONS

A. Authorize the Chief Executive Officer (CEO) to award an 18-month, cost-plus-fixed-fee Contract No. PS4720-3330 to CH2M HILL, Inc. for Plans, Specifications and Estimates for the I-710 Early Action Soundwalls Package No. 3 in an amount not-to-exceed of $3,347,275; and,

B. Authorize the CEO to execute individual contract modifications as required, for an amount not-to-exceed $502,091 (15% of the total contract amount) to cover the cost of any unforeseen issues that may arise during the performance of the contract.

C. Authorize the CEO to amend the FY15 budget to add one (1) Full-Time Equivalent (FTE) Project Manager, Engineering and Construction, to Highway-Capital (Cost-Center 4720) to manage the design phase of the I-710 Early Action Soundwalls.

ISSUE

Metro, in collaboration with Caltrans and the Gateway Cities Council of Governments (GCCOG), is leading the development of I-710 South Early Action Projects. These projects are consistent with the I-710 South Corridor project alternatives but have independent utility and are being advanced separately for earlier delivery. This contract award will enable Metro to complete the plans, specifications and estimates (PS&E) for Package 3 of the I-710 Early Action Soundwalls.
DISCUSSION

Background

In 2011, Metro tasked the I-710 Technical Advisory Committee (TAC) with identifying and prioritizing potential “Early Action” projects along I-710 that could be advanced utilizing Measure R I-710 South and/or Early Action Project funds.

To qualify as “Early Action” projects, the I-710 TAC has determined that any proposed improvement must: 1) be consistent with the existing freeway and the proposed future I-710 Corridor improvements including all possible project alternatives under consideration in the environmental, process; 2) demonstrate independent utility and; 3) require no additional permanent right-of-way to construct and, therefore, require minimal environmental clearance.

Potential “Early Action” projects may include soundwalls, local freeway interchanges, and arterial improvements. Recognizing that soundwall projects meet these three criteria and can be implemented faster than other projects, the I-710 TAC recommended that soundwall projects be prioritized for implementation and that Metro begin advancing such projects utilizing Measure R funds, a decision that was supported by the I-710 Project Committee. Currently, there are various locations adjacent to I-710 that do not have soundwalls to provide noise attenuation.

As part of the I-710 Corridor Project EIR/EIS, preliminary engineering plans have been prepared for two build alternatives that are being evaluated in the environmental document. Those plans include preliminary locations where soundwalls will be needed as determined by Caltrans’ noise studies.

On October 2011, Metro initiated a Feasibility Study to determine which soundwalls along I-710 could be potentially constructed early and in a way that is consistent with both the existing freeway and the ultimate freeway improvements. The feasibility study identified 5 miles of new soundwalls meeting these criteria, plus an additional 7 miles of existing walls that can be aesthetically treated to match the new walls. Metro is currently finalizing the preliminary engineering and environmental clearance for these Early Action soundwalls. The cost to construct these soundwalls is estimated at $50 million.

Final Design Phase

In July 2014, the I-710 TAC recommended programming of I-710 South/Early Action Project funds for the development of PS&E for the I-710 Early Action Soundwalls. Given the TAC’s recommendation and in anticipation of the completion of preliminary engineering and environmental clearance, Metro is now procuring professional services to complete PS&E for the I-710 Early Action Soundwalls. In order to facilitate better coordination with cities, the I-710 Early Action Soundwalls were divided into three segments or “design packages”. Attachment B depicts the location of the various soundwalls segments for the three design packages. The soundwalls in Package 1 are
proposed to be built in city-owned property (cities of Long Beach and South Gate). The soundwalls in Packages 2 and 3 are proposed to be constructed in Caltrans right-of-way. Metro will work with the cities, Caltrans and the GCCOG to ensure that the design of these soundwalls is completed with the benefit of their input and support.

Next Phase Considerations

Since most of the first decade Measure R I-710 South/Early Action Program funds have already been programmed, prior to finalizing the design of the Early Action Soundwalls, the I-710 TAC will need to consider the following options: 1) re-prioritize projects to provide funding for the Early Action Soundwalls in the first decade; 2) divide the project into segments and prioritize construction of walls as funds become available or additional funding sources are identified or; 3) request advancement of second decade I-710 South Early Action Measure R funds. The I-710 TAC has recommended proceeding with Final Design for these soundwalls in an effort to have the projects ready for funding.

Metro staff will also engage in discussions with the cities of Long Beach and South Gate and Caltrans to discuss construction, operations and maintenance responsibilities for the I-710 Early Action Soundwalls.

DETERMINATION OF SAFETY IMPACT

The I-710 Early Action Soundwalls PS&E Package 3 will have no impact on safety of Metro's patrons or employees.

FINANCIAL IMPACT

The funding for this project is included in the FY15 budget in cost center number 4720, Highway Capital, under project number 460316, task 04.02 I-710 South/Early Action Projects.

There is no sufficient staff available to complete this work effort. Board approval is required to add and hire one Project Manager, Engineering and Construction, who will be responsible for managing the three PS&E contracts for the I-710 Early Action Soundwalls.

Since this is a multi-year project, the cost center manager and Executive Director, Engineering & Construction will be responsible for budgeting the cost in future years, including any option exercised.
Impact to Budget

The source of funds for this project will be from Measure R 20% Highway Funds. No other sources of funds were considered as these have been identified for this project. These funds are not eligible for bus and rail operating and capital expenditures.

ALTERNATIVES CONSIDERED

Two alternatives were considered:

1. Utilizing Metro staff to conduct the study. This alternative is not recommended because Metro does not have the staffing availability or the specific expertise to conduct a study of this magnitude.

2. Not authorizing the CEO to negotiate, award and execute the consultant contracts. Staff is not recommending this alternative because the Project is included in the 2009 Long Range Transportation Plan and reflects a broad-based consensus of local jurisdictions. Approval to proceed with PS&E for Package No. 3 of the I-710 Early Action Soundwalls is consistent with the goals of Measure R and GCCOG.

NEXT STEPS

Upon Board approval, staff will issue the Notice-to-Proceed. Staff will coordinate with the Human Resources Department to recruit and hire one FTE.

ATTACHMENTS

A. Procurement Summary
B. I-710 Early Action Soundwall Program Map

Prepared by: Lucy Olmos, Transportation Planning Manager, (213) 922-7099
Ernesto Chaves, Transportation Planning Manager (213) 922-7343