



**Metro**

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Metropolitan Transportation Authority

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**P&P6**

**PLANNING AND PROGRAMMING COMMITTEE  
NOVEMBER 17, 2010  
MEASURE R PROJECT DELIVERY COMMITTEE  
NOVEMBER 18, 2010**

**SUBJECT: I-5 WIDENING – ORANGE COUNTY LINE TO I-605  
STATUS REPORT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file status report on I-5 Widening – Orange County Line to I-605

**ISSUE**

A key component of the funding package for the I-5 Widening – Orange County Line to I-605 (I-5 South) project is \$387 million in Proposition 1B - Corridor Mobility Improvement Account (CMIA) funding. A stipulation of the CMIA baseline funding agreement requires that Caltrans, responsible to design, acquire right-of-way and construct the project, begin construction on the project by November 2010. Project delay largely attributable to the acquisition of right-of-way and utility relocation issues prevents Caltrans from starting construction as required by the CMIA agreement. Because of this stipulation and the practicality in dividing the project into phased, more easily constructible segments, Caltrans requested and received California Transportation Commission (CTC) approval on November 4, 2010 to 1) split I-5 South into five smaller projects with estimated contract values ranging from \$110 to \$416 million and 2) schedule segment implementation based on staging and construction delivery. CTC's approval allows Caltrans to start construction on the corridor six months later than originally required by the CMIA baseline funding agreement. Caltrans expects to complete construction of the corridor as scheduled in November 2016.

As shown in Attachment A, all CMIA funding is now allocated to segments 1, 3 and 4 which have the fewest right-of-way and utility relocation issues and can be delivered in advance of the CTC's revised December 2012 construction start date. Due to the right-of-way challenges, no CMIA funds are allocated to Segments 2 and 5; accordingly, these segments are scheduled to start construction beyond the CMIA required December 2012 date.

## **BACKGROUND**

In June 2011, construction will begin on widening 6.8 miles of I-5 between the Orange County/Los Angeles County Line and I-605 with replacement or reconstruction of eighteen over and under-crossings including a number of major freeway interchanges. The project is fully funded at \$1.24 billion with \$258 million in Measure R funding (\$18 million in FY 2010-15 and \$240 million in FY 2016-21) available for project contingency and/or enhancements. Funded separately from I-5 South, the \$379 million I-5/Carmentia Road Interchange project has \$138 million in Measure R funds (\$32 million in FY 2010-15 and \$106 million in FY 2028-33) available for contingency and/or enhancements.

## **Issue**

Widening I-5 South to provide one additional general purpose lane and one High Occupancy Vehicle (HOV) lane in each direction requires that Caltrans obtain easements or acquire 344 residential and commercial properties. Since Caltrans initiated I-5 South right-of-way activities, a number of legislative and institutional changes have occurred that has hampered property acquisition efforts and delayed overall progress on I-5 South. Specifically, right-of-way efforts have been slowed as a result of changes to the Code of Civil Procedures for Order of Possession, changes in the Streets and Highways Code pertaining to the right-of-way appraisal process, and closure of Department 59 of the Los Angeles Superior Court, responsible for hearing eminent domain cases. Reduced staff time attributable to the state-mandated furlough program also served to prevent timely completion of critical right-of-way mapping tasks. Lastly, many of the parcels needed for the projects have been identified as requiring further investigation, additional monitoring or more extensive clean-up.

## **Funding and Delivery Strategy**

Along with the aforementioned CMIA funding strategy, Caltrans is undertaking additional delivery strategies to ensure construction completion of all segments by or before December 2016:

- Modifying elements of the State's right-of-way process
- Streamlining the entry permit process to conduct site investigations
- Engaging resources statewide to assist with the large number of property acquisitions and relocations
- Conducting outreach with utility companies to expedite utility relocation

## **Project Accountability**

Caltrans also is proposing to establish an Executive Oversight Committee, consisting of high level executives representing Caltrans, LACMTA and the CTC. Roles and responsibilities for the committee are being developed. The committee is proposed to

meet quarterly to oversee the project and to provide assurance to the CTC through regular status updates that each project segment will be delivered.

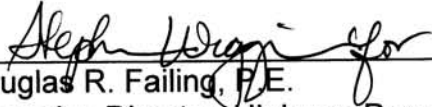
### **NEXT STEPS**

Staff will provide project updates to the Board on an annual or as appropriate basis.

### **ATTACHMENTS**

- A. Revised Segment Schedule and CMIA Funds Allocation
- B. Project Segments

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for Arthur T. Leahy  
Chief Executive Officer

**Attachment A  
Revised Segment Schedule and CMIA Funds Allocation**

Segment No.	Location	Project Cost (\$ millions)	Baseline Schedule		Revised Schedule	
			Start Const	End Const	Start Const	End Const
	I-5 OCL to I-605	\$1,240 (\$387 CMIA)	Nov 2010	Nov 2016		
1	Alondra Ave and Coyote Creek Bridges	\$110 (\$72 CMIA)			June 2011	July 2014
2	Valley View Ave Interchange	\$416			June 2013	Dec 2016
3	Shoemaker Ave Overcrossing	\$214 (\$168 CMIA)			August 2012	April 2016
4	Silverbow to Orr and Day	\$302 (\$147 CMIA)			Aug 2012	April 2016
5	Orr and Day to San Gabriel River Bridge	\$198			June 2013	Dec 2016

## Attachment B Project Segments

