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Los Angeles County
Metropolitan Transportation Authority

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REVISED
CONSTRUCTION COMMITTEE
OCTOBER 16, 2014

SUBJECT: CONSTRUCTION MITIGATION PROJECT MANAGER

**ACTION: AUTHORIZE HIGHWAY BENCH TASK ORDER & AMEND THE
FY15 BUDGET TO HIRE A MITIGATION PROJECT MANAGER**

RECOMMENDATIONS

- A. **Authorize and Execute Task Order No. PS4010-2540-05-03-01 in the amount of \$1,210,000 to cover the services of an I-5 Mitigation Project Manager for 36 months, inclusive of two optional 12-month extensions.**
- B. Amend the FY2015 budget to include in the amount of \$209,410.00 **\$395,113** for issuing a Work Order to hire a mitigation project manager to cover the initial term of the Task Order (cost center 4730) from the Highway Bench Contract PS4010-2540-05-03-01.

ISSUE

On May 22, 2014, Directors Antonovich, Najarian, and Kerkorian presented a motion (Item No. 56 – Attachment A) to address specific mitigation concerns in the area of the construction on I-5 North from SR-134 to SR-170.

On June 26, 2014, Director Najarian presented a motion (Item No. 75 - Attachment B) to hire a dedicated mitigation project manager to coordinate the implementation of these mitigations identified in Item No. 56.

DISCUSSION

The I-5 North Capacity Enhancements project is comprised of 4 segments which will widen the I-5 for the construction of one High Occupancy Vehicle (HOV) Lane in each direction from SR-134 to SR-170, a total of approximately 12 miles.

Staff procured a dedicated project manager to facilitate the implementation of these mitigation measures. Per the Statement of Work, this individual will be the single focal point of mitigation concerns and will implement the tasks as outlined including:

- Developing the funding agreements
- Coordinating and assessing outreach needs to supplement Caltrans outreach contract
- Implementing real-time traffic via Metro RIITS program with local agencies
- Updating the Board on status of mitigation efforts

Approval of this Task Order was in accordance with the **Highway Bench** Board's delegated authority. The firm, Athalye Consulting Engineering Services, Inc., was selected from the Highway Bench Contract (Contract No. PS4010-2540), **Discipline 5 Project Management** and requirements of the SBE Set-Aside program were met.

Staff requests that the Board AMEND the current FY 2015 budget and add \$209,440.00 **\$395,113.00** for I-5 North SR-134 to SR-170 project (Project No. 405803, Task 5.6.29, and Cost Center 4730 in Account 50316 – Pro Services).

DETERMINATION OF SAFETY IMPACT

Not having a mitigation project manager in place will impact/delay the implementation of various construction-related traffic mitigations.

FINANCIAL IMPACT

The funding for ~~\$209,440.00~~ **\$395,113** for this procurement is not included in the current adopted FY15 budget.

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 extensions that are exercised.

Impact to Budget

The FY15 adopted budget will be amended to add ~~\$209,440.00~~ **\$395,113** to cost center 4730, Highway Program, under project number 405803, task 5.6.02. ~~This contract will be ended in May 2015.~~

ALTERNATIVES CONSIDERED

The Board could elect not to AMEND the budget and not hire the consultant. If the Board elects not to hire the mitigation project manager, the implementation of mitigation measures will be hampered. The current FTE budget did not anticipate the need for the concerted effort needed in response to Items 56 & 75. The allocation does not have

funding to provide dedicated facilitation of construction related traffic mitigations, communicating with the various stakeholders and seeing the mitigations through implementation.

~~At the expiration of this contract, Metro will have an FTE in place to take over the scope of work and continue providing mitigation.~~

NEXT STEPS

Staff will commence work with selected contractor on mitigations.

ATTACHMENTS

- A. May 22, 2014 Board Motion (Item No. 56)
- B. June 26, 2014 Board Motion (Item No. 75)

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ITEM #56

May 22, 2014

MOTION

Directors Antonovich, Najarian, and Krekorian

The construction of the HOV lanes on Interstate 5 between State Routes 118 and 134 presents an important opportunity to expand regional highway capacity through the vital Interstate 5 corridor in the San Fernando Valley.

The construction of this project over the next several years will also cause severe traffic impacts on the Cities of Burbank, Glendale, and Los Angeles; and the Bob Hope Airport. As the project progresses, the impacts will further intensify, threatening the economic viability, regional mobility and quality of life for the businesses and residents in the affected corridor. The time to address these matters is now before the impacts are fully realized.

MTA has previously adopted policy in support of enhanced mitigations and outreach for this corridor. In response to an MTA Board-approved motion by Directors Antonovich, DuBois, and Knabe (*Attachment A, December 2012, #74*), MTA began the process of working with Caltrans to develop better standards of outreach and mitigation through best practices developed and used for the construction of the I-405 Sepulveda Pass HOV project.

These outreach and mitigation effort will require additional coordination by MTA to include the Cities of Burbank, Glendale and Los Angeles; Bob Hope Airport, Metrolink, and Caltrans. In particular, Metrolink service improvements on the Antelope Valley Line will provide additional transit opportunities along the I-5 corridor between North Los Angeles County and Los Angeles Union Station through the affected member jurisdictions (Burbank, Glendale, and Los Angeles).

Subregional funding should be available to pay for mitigation and outreach efforts. The MTA Board-approved policy (*Attachment B, July 2012, #73*) to provide an equitable return of Proposition 1B funds lost through subregional transfer applies to the \$26.1 million transferred from this I-5 HOV Lane project to the I-405 HOV Lane project in December 2012. Furthermore, Measure R's Arroyo Verdugo subregional highway equity funds might be advanced or made available earlier than scheduled to pay for these mitigations.

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May 22, 2014

WE, THEREFORE, MOVE that the MTA Board directs the CEO to return to the July Committee and Board meetings with the following items for Board consideration:

- (1) Coordinate with the Cities of Burbank, Glendale and Los Angeles; Caltrans; Metrolink; and Bob Hope Airport to develop a robust, multi-year mitigation plan for the I-5 corridor in and adjacent to the City of Burbank that includes at minimum the following:
 - a. Adding additional Metrolink service along the Antelope Valley Line between Los Angeles Union Station and the Santa Clarita and Antelope Valleys, including:
 - i. The procurement (by purchase or lease) of at least one dedicated locomotive to serve the Antelope Valley Line exclusively.
 - ii. The addition of a late-night train beyond the currently scheduled last train #227 (departing LAUS at 9:27 PM).
 - b. Additional project management mitigations
 - c. Additional roadway, traffic signal and transit system mitigations, including:
 - i. Bus and shuttle service provided in and around the I-5 Corridor by Bob Hope Airport and the City of Burbank.
 - ii. Traffic management operations
 - iii. Intelligent Transportation Systems
 - d. Outreach and coordination mitigations with the affected jurisdictions, including Bob Hope Airport and major employers in the area (i.e., entertainment studios).
- (2) Develop a pilot express bus service that closes the transit gap between the Red and Orange Line stations in North Hollywood, Bob Hope Airport, the City of Burbank (Media District), the City of Glendale and the Gold Line in Pasadena

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- (3) Develop funding options that include, but are not limited to:
- a. The subregional equity restoration of \$26.1 Million in Proposition 1B transferred from the I-5 North HOV Lane project to the I-405 Sepulveda Pass Improvements Project in December 2012 .
 - b. The advancement of available Measure R Highway funds for the Arroyo-Verdugo subregion
 - c. Matching funds from affected member jurisdictions
 - d. Available funding through Caltrans for mitigation and outreach
 - e. Prop C 10%/Measure R 3% funding for Metrolink

Motion by Directors Antonovich, DuBois and Knabe

Interstate 5 (I-5) bisects all of Los Angeles County, from Orange County to Kern County through the Gateway Cities, central Los Angeles, the San Fernando Valley and the Santa Clarita Valley.

I-5 serves as both the major North/South corridor for Los Angeles County as well as an international corridor stretching from Mexico to Canada.

As one of the most heavily traveled and congested freeways in the state, the I-5 corridor has received billions of federal, state and local tax dollars to improve this regional and national corridor of trade and commerce. These improvements will increase capacity and improve traffic flow by adding additional lanes in both the northern and southern parts of Los Angeles County.

The two I-5 projects (North and South) have been divided into buildable segments and will be implemented in phases over a number of years, causing negative impacts for businesses, communities and the vital Burbank Bob Hope Airport. Phasing of construction for this project has created the unintentional consequence of a fragmented public outreach program to coordinate with the public and the affected residences, businesses and facilities on closures, openings, construction impacts and mitigations.

Given the scale of construction and impacts along the I-5 Corridor, and in light of our recent success in handling the 405 "Carmageddon" closures, the public expects a better approach to managing and mitigating Caltrans construction activities.

It is time for a unified and coordinated corridor-wide approach, utilizing the best practices available to accelerate construction while at the same time mitigating the near term impacts on communities and businesses along the I-5.

Currently, Metro, in cooperation with Caltrans and other interested agencies, is implementing a series of state-of-the-art measures associated with construction of the I-405 corridor and is allocating the necessary funding to assure the project delivery programs are successful. A basic sense of equity dictates that this state-of-the-art approach is available for all areas of Los Angeles County, whether Metro is the lead agency or not.

To ensure all parts of the County receive similar levels of outreach, management and mitigation in dealing with negative impacts associated with major highway construction projects, Metro should work with Caltrans to ensure that the higher standard of outreach and mitigation offered during the I-405 project implementation is available throughout the County as needed.

WE THEREFORE MOVE that the Board directs the CEO to develop and implement a plan to work with Caltrans, affected cities and key stakeholders to develop a coordinated corridor-wide approach to implementing outreach, needed improvements and related mitigations along the I-5 from the Orange County line to the Kern County Line.

WE FURTHER MOVE that a plan of action and associated budget be presented for consideration at the February 2013 Board meeting.

July 19, 2012
Executive Management Committee
Item #73

MOTION
Chairman Antonovich

Reprogramming of Proposition 1B Project Savings

California State Proposition 1B, approved by the voters in 2006, provided billions of dollars for transportation projects statewide. Los Angeles County united to fight hard for its fair share of these funds; within the County, our subregions supported Proposition 1B and Los Angeles County's fair share with the understanding that these subregions would also receive a fair share of equity allocated to the County.

As a result of the economic downturn experienced since the passage of Proposition 1B, MTA is receiving construction bids for Proposition 1B-funded projects lower than both cost estimates and the Proposition 1B funding allocation, creating project cost savings that total \$280 million for the Corridor Mobility Improvement Account funded projects and potentially another \$120 million or more for the Trade Corridor Improvement Fund funded Alameda Corridor-East San Gabriel Trench project.

The California Transportation Commission (CTC) will reprogram these project cost savings to the State Highway Operation and Protection Program (SHOPP); however, CTC policy does not require these funds to be reprogrammed to projects from the original county of allocation. Consequently, Los Angeles County potentially could lose over \$400 million in project cost savings, which would reduce the County's equity share of Proposition 1B funds.

Furthermore, the reallocation of project cost savings will severely impact the equity gained by County subregions, particularly the San Gabriel Valley, which could lose over \$259 million in Proposition 1B funds (\$139 million for the I-10 HOV lanes; \$120 million or more for the San Gabriel Trench). Burbank and its subregion could lose \$76 million in cost savings from the Interstate 5 project. The City of Los Angeles could lose \$65 million in cost savings from its Interstate 405 project as well.

As a first priority, Proposition 1B cost savings from Los Angeles County projects must stay within the County, and the MTA Board must advocate for such a policy to be adopted by or guide the CTC decisions on reallocating this funds.

Should the County be successful in keeping these funds—in whole or in part—allocated within the County, it is also vital that the MTA Board find ways to maintain equity for the San Gabriel Valley, Arroyo/Verdugo and Los Angeles City subregions that could lose \$259 million, \$76 million, and \$65 million—respectively.

I THEREFORE MOVE that the MTA Board:

1. Adopts a legislative position to support the maintenance of equity for Los Angeles County by reprogramming Proposition 1B project cost savings realized from Los Angeles County projects back into County projects;
2. Directs the CEO to communicate this position to the California Transportation Commission, along with an official request for the Commission to revise its allocation policy accordingly;
3. Adopts a policy requiring the CEO to present to the Board for consideration as a first priority proposals to maintain equity for subregions that lose Proposition 1B project cost savings to another subregion within Los Angeles County prior to any reallocation of Proposition 1B funds.

Motion by Director Najarian
Regular Board Meeting
June 26, 2014

Last month, the MTA board approved \$26.1 million in I-5 Corridor funds to mitigate the construction of the carpool lanes and widening of the I-5.

A friendly amendment was approved by the board to utilize highway bench funds to hire a project manager to coordinate the various functions of mitigation. It is imperative that this position is approved immediately as the construction has begun with no coordination effort in place.

I THEREFORE MOVE that the CEO direct staff to provide procurement with the necessary job description to hire a project manager within the next 30 days to begin coordinating with the various entities involved in the mitigation.

I FURTHER MOVE that my office be apprised on a weekly basis the progress of this directive and report back to the board in July on the status of the hiring of the project manager.