

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Agenda - Final

Wednesday, July 19, 2017

11:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Ad Hoc Congestion, Highway and Roads Committee

Janice Hahn, Chair

John Fasana, Vice Chair

Kathryn Barger

Jacquelyn Dupont-Walker

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

- 5 **SUBJECT: EXPRESSLANES CONGESTION REDUCTION PROGRAM**

[2017-0489](#)

RECOMMENDATION

RECEIVE oral update on the ExpressLanes Congestion Reduction Program.

- 6 **SUBJECT: SOUTHBOUND INTERSTATE 605 FROM STATE
ROUTE 91 TO SOUTH STREET IMPROVEMENTS
(ENGINEERING SERVICES CONTRACT AWARD)**

[2017-0307](#)

RECOMMENDATION

AWARD AND EXECUTE an 18-month, firm fixed price Contract No. AE38849000 with TranSystems Corporation, in the amount of \$4,452,298 for Architectural and Engineering (A&E) services for the preparation of the Project Report Approval (PR) and the Plans, Specifications and Estimates (PS&E) for Southbound Interstate 605 from State Route 91 to South Street Improvements, pending resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Location Map](#)

- 7 **SUBJECT: SOUTHBOUND INTERSTATE 605/BEVERLY BLVD.
INTERCHANGE IMPROVEMENTS ENGINEERING
SERVICES CONTRACT AWARD**

[2017-0336](#)

RECOMMENDATION

AWARD AND EXECUTE a 24-month firm fixed price Contract No. AE39064000 with Civil Works Engineers in the amount of \$2,973,023.98 for Architectural and Engineering (A&E) services for the preparation of the Project Report (PR) and the Plans, Specifications and Estimates (PS&E) for Southbound (SB) Interstate 605/Beverly Blvd. Interchange Improvements, pending resolution of protest(s), if any.

Attachments: [ATTACHMENT A Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[ATTACHMENT C - LOCATION MAP.pdf](#)

- 8 **SUBJECT: INTERSTATE 5/STATE ROUTE 14 HOV DIRECT
CONNECTOR PROJECT - PROJECT CLOSURE AND
RELEASE OF UNSPENT FUNDS**

[2017-0384](#)

RECOMMENDATIONS

CONSIDER:

- A. ACKNOWLEDGING completion of the I-5/SR-14 HOV Direct Connector Project and AUTHORIZING to close of the project;
- (REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)
- B. AUTHORIZING the Chief Executive Officer to reprogram \$85.8 million dollars of planned \$90.8 million dollars unspent in original Measure R 20% funds for the I-5/SR-14 HOV Capacity Enhancements Project to other eligible highway operational improvement projects in North County;
- C. AUTHORIZING retention of \$5 million from the \$90.8 million to remain within the I-5/SR-14 HOV Direct Connector Project for completion of the outstanding workscope with any unspent funds to remain within the North County region, and;
- D. AMENDING FY18 budget for \$2 million dollars to create and fund the I-5 / SR-14 Direct Connector Project to address a remaining utility relocation.

Attachments: [Attachment A - Caltrans letter on cost to close the Project](#)
[Attachment B - Revised Unified Cost Management Process and Policy for Measure R Projects](#)

- 9 **SUBJECT: HIGHWAY OPERATIONAL IMPROVEMENTS IN
 LAS VIRGENES MALIBU SUBREGION**

[2017-0408](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING up to \$4.7 million in programming for Measure R Line 32, Highway Operational Improvements in Las Virgenes Malibu Subregion for project number MR311.34 - Long Valley Road/Valley Circle/US-101 Northbound (NB) On-Ramp improvements; and
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved project.

Attachments: [Attachment A - Aerial Photo](#)
 [Attachment B - Engineers Estimate](#)
 [Attachment C - Letter of confirmation approving funding allocation by LVMCOG](#)

- 10 **SUBJECT: FUNDING FOR PREPARATION OF NOISE BARRIER
 SCOPE SUMMARY REPORTS (NBSSRs) FOR
 SOUNDWALLS ON I-210 AND I-405**

[2017-0421](#)

RECOMMENDATION

PROGRAM \$1,500,000 to Caltrans to prepare Noise Barrier Scope Summary Reports (NBSSRs) for three soundwall segments identified as follows: Westbound I-210 from Orcas Ave to Foothill Blvd (Lake View Terrace), Eastbound I-210 from Yarnell St to Roxford St (Sylmar) and Northbound I-405 north of Devonshire St to the I-405/SR-118 connector crossing (North Hills).

Attachments: [ATTACHMENT A - LOCATION MAP.pdf](#)

- 46 **SUBJECT: CALTRANS UPDATE**

[2017-0494](#)

RECOMMENDATION

RECEIVE report by the Caltrans District Director on Delivery of Projects on I-5.

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2017-0307, **File Type:** Contract

Agenda Number: 6

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE JULY 19, 2017

**SUBJECT: SOUTHBOUND INTERSTATE 605 FROM STATE
ROUTE 91 TO SOUTH STREET IMPROVEMENTS
(ENGINEERING SERVICES CONTRACT AWARD)**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AWARD AND EXECUTE an 18-month, firm fixed price Contract No. AE38849000 with TranSystems Corporation, in the amount of \$4,452,298 for Architectural and Engineering (A&E) services for the preparation of the Project Report Approval (PR) and the Plans, Specifications and Estimates (PS&E) for Southbound Interstate 605 from State Route 91 to South Street Improvements, pending resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans and the Gateway Cities Council of Governments (GCCOG), is leading the development of Measure R I-605 “Hot Spots” highway improvement projects. This Contract award will enable Metro to complete the Project Report and the Plans, Specifications and Estimates for the proposed improvements to Southbound Interstate 605 (I-605), from State Route 91 (SR-91) to South Street, in the City of Cerritos.

DISCUSSION

The Metro Board designated \$590 million in Measure R funds for the congestion “Hot Spots” relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study of I-605 and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts. One of the identified congestion Hot Spots was the I-605/SR-91 Interchange. Attachment C provides a map of the study area.

Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/SR-91 Interchange in July 2014. The PSR/PDS is an initial scoping/ resourcing document that identifies the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the preliminary engineering and environmental process. A total of five

independent projects were identified within the SR-91/I-605 interchange area including the proposed project.

Metro, in cooperation with Caltrans District 7 and the GCCOG, is advancing the development and implementation of an additional auxiliary lane on southbound I-605 between the SR-91 connector and South Street. Caltrans is the lead agency for NEPA/CEQA compliance and will be responsible for preparation of the environmental document and the required clearances.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards will be adhered to in the design of the proposed improvements. Any exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

In April 2017, Metro Board approved up to \$5,500,000 for the I-605 from SR-91 to South Street Improvements Project within the Gateway Cities I-605 Hot Spots Program. The pending Contract was negotiated at \$4,452,298. Details are included in the attached Procurement Summary (Attachment A). For FY 18, \$1,500,000 has been budgeted in Highway Program Cost Center 4730, in I-605 Corridor Hot Spots Project 460314, Task 02.03, Professional Services Account 50316. Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program, will be responsible for budgeting the remaining costs of the project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operation and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. This alternative is not recommended because this project is included in the 2009 Long Range Transportation Plan and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with the improvements to Interstate 605 (I-605), from State Route 91 (SR-91) to South Street, in the City of Cerritos is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE38849000 with TranSystems Corporation.

ATTACHMENTS

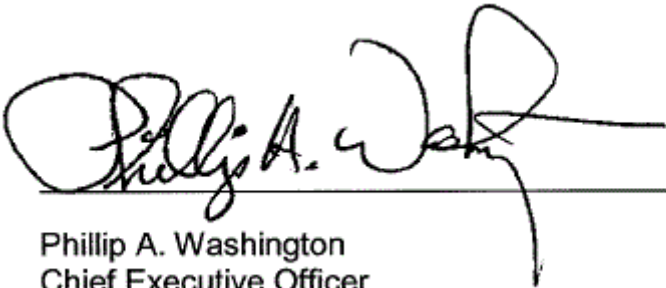
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Location Map

Prepared by: Ayokunle Ogunrinde, Sr. Manager, Transportation Planning, (213) 922-8830
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Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051
Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**SOUTHBOUND I-605 FROM SR-91 TO SOUTH STREET IMPROVEMENTS
CONTRACT NO. AE38849000**

1.	Contract Number: AE38849000	
2.	Recommended Vendor: TranSystems Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 6, 2017	
	B. Advertised/Publicized: March 6, 2017	
	C. Pre-Proposal Conference: March 17, 2017	
	D. Proposals Due: April 6, 2017	
	E. Pre-Qualification Completed: June 9, 2017	
	F. Conflict of Interest Form Submitted to Ethics: April 27, 2017	
	G. Protest Period End Date: July 24, 2017	
5.	Solicitations Picked up/Downloaded: 114	Proposals Received: 5
6.	Contract Administrator: Roxane Marquez	Telephone Number: (213) 922-4147
7.	Project Manager: Kunle Ogunrinde	Telephone Number: (213) 922-8830

A. Procurement Background

This Board Action is to approve Contract No. AE38849000 issued to TranSystems Corporation (TranSystems) in support of developing the Project Report and Plans, Specifications and Estimates for proposed improvements to Interstate 605 (I-605), from State Route 91 (SR-91) to South Street to reduce congestion and improve freeway operations. Board approval of contract award is subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued with an SBE/DVBE goal of 25% (SBE 22% and DVBE 3%).

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 24, 2017, updated Statement of Work to include future support; revised Article IV Compensation and Payment to include retention; updated SP-05 Professional Liability Coverage to add railroad protective coverage; and incorporated SP-17 Payment of Prevailing and Living Wages/Reporting.

A pre-proposal conference was held on March 17, 2017, and was attended by 30 participants representing 22 companies. There were nine questions asked and responses were released prior to the proposal due date.

A total of 114 firms downloaded the RFP and were included in the planholders' list. A total of five proposals were received on April 6, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Program, Caltrans and the City of Cerritos was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|------------|
| • Project Manager, Key Staff, Sub-Consultants Qualifications | 30 percent |
| • Work Plan | 30 percent |
| • Firm/Team Qualifications | 20 percent |
| • Project Understanding and Approach | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E procurements for the development of Project Report and Plans, Specifications and Estimates. Several factors were considered when developing these weights, giving the greatest importance to the project manager, key staff, sub-consultants qualifications and work plan.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

On April 19, 2017, the PET completed its independent evaluation of proposals. Of the five proposals received, three were determined to be within the competitive range. Two firms were outside the competitive range and were not included for further consideration. Those firms did not demonstrate significant direct experience as a prime contractor or in project management, and did not demonstrate stakeholder coordination experience in the work plan, or project understanding.

The three firms within the competitive range are listed below in alphabetical order:

1. HDR Engineering, Inc. (HDR)
2. Psomas
3. TranSystems

On April 26, 2017, the PET conducted interviews with the three firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all three firms elaborated on their experience, their innovative approach and cost-effective project delivery solutions, and discussed their plan and ability to meet the 18-month schedule working with outside agencies.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's approach and ability to address project challenges, negotiating between alternative solutions and statement of work requirements; reconciling between contract requirements and project requirements; and ability to coordinate between different public agencies and stakeholders.

Qualifications Summary of Recommended Firm:

TranSystems

TranSystems is a national engineering firm that provides design, consulting, construction, and management services in transit markets for federal and state agencies and municipalities. TranSystems' proposal and oral presentation demonstrated expertise in a wide range of services in all phases of planning and design services across a wide range of disciplines, including highway construction design, effective project management and a skilled team of project personnel.

TranSystems completed projects that involved planning and environmental services, preliminary and final design services, and construction management. TranSystems also has experience in projects involving concept reports, feasibility studies, corridor studies, project study reports, technical studies, project approval/environmental document services, public outreach, bridge and wall structures services, traffic services, utilities and electrical services, and geotechnical services. Examples include: the I-710 Soundwall Early Action Project (PS&E), I-5 North Corridor PA/ED, I-5 Widening PS&E Segment 2, I-15 Corridor PA/ED, SR-91 PA/ED (SR-57 TO SR-55), and I-10 Tippecanoe Interchange Improvements.

The proposal and oral presentation provided a detailed management plan that included 30-Day Kick Start for an expedited schedule, project organization chart, quality management system, and project controls plan. The oral presentation also elaborated upon TranSystems' stakeholder coordination strategy, which was developed to ensure productive coordination with all stakeholders (Metro, Caltrans, GCCOG, and City of Cerritos) in order to proactively resolve challenges in meeting project delivery schedule. More significantly, TranSystems oral presentation identified a root cause problem to I-605/SR-91/South Street congestion, identifying multi-traffic patterns of congestion, safety issues and risks, demonstrating a comprehensive understanding of the project. Their insight into the source of problems and the creative solutions presented in addressing these concerns demonstrated TranSystems' expertise and capabilities to deliver the requirements to Metro's Statement of Work.

The proposal and oral presentation stressed the importance of project risks, while understanding stakeholder objectives, and utilizing TranSystems' relationships with agency contacts (particularly with Caltrans and district liaisons). In addition, the proposal demonstrated TranSystems' local stakeholder experience, which includes Metro, Caltrans District 7, regional transportation agencies (Orange County Transportation Authority and San Bernardino County Transportation Authority), Gateway Cities Council of Governments, and local community groups.

The proposal and oral presentation demonstrated that TranSystems' key personnel, averaging over 28 years of experience, have direct experience across a breadth of disciplines at all stages of design, and a range of project delivery methods. Significantly, the project manager, with 22 years of experience, possesses 80% availability.

The following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	TranSystems				
3	Project Manager, Key Staff and Sub-Consultants Qualifications	64.07	30.00%	19.22	
4	Firm/Team Qualifications	70.38	20.00%	14.08	
5	Work Plan	69.41	30.00%	20.82	
6	Project Understanding and Approach	71.50	20.00%	14.30	
7	Total		100.00%	68.42	1
8	Psomas				
9	Project Manager, Key Staff and Sub-Consultants Qualifications	66.89	30.00%	20.07	
10	Firm/Team Qualification	73.19	20.00%	14.64	
11	Work Plan	65.96	30.00%	19.79	
12	Project Understanding and Approach	49.93	20.00%	9.99	
13	Total		100.00%	64.49	2
14	HDR Engineering, Inc.				
15	Project Manager, Key Staff and Sub-Consultants Qualifications	60.03	30.00%	18.01	
16	Firm/Team Qualification	67.85	20.00%	13.57	
17	Work Plan	59.89	30.00%	17.97	
18	Project Understanding and Approach	63.00	20.00%	12.60	
19	Total		100.00%	62.15	3

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon MAS audit findings, an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and final negotiations. Staff realized a cost savings of \$1,233,151 as a result of negotiating level of effort, labor hours, and other cost factors.

Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
TranSystems	\$5,685,448.61	\$5,219,485.00	\$4,452,297.58

D. Background on Recommended Contractor

The recommended firm, TranSystems, located in Irvine, California, has been in business for 51 years and is a leader in the field of consulting, engineering and design. TranSystems is a mid-sized firm, with more than 34 offices throughout the U.S. and possesses experience in a diverse range of complex projects.

The proposed team is composed of ten subcontractors, including seven Metro-certified SBE firms and two DVBE firms. The proposed project manager has 22 years of experience in managing the planning, design and construction of highways, bridges and transportation related structures and has successfully managed and delivered PA/ED and PS&E projects for Caltrans, OCTA, SBCTA, and Metro. Some of those projects include, I-10 Tippecanoe Interchange Improvements and Laurel Street Grade Separation projects for SBCTA, while concurrently participating in the PS&E for OCTA's I-5 Segment 2 (Oso Parkway to Alicia Parkway) at 95% of budget.

Key personnel average over 28 years of diverse transportation project experience. Overall, personnel have well over 100 combined years of diverse transportation project experience. Project experience include the SB I-405 Auxiliary Lane, SR-133 to University Drive PA/ED, I-605/I-5 Interchange, Crenshaw/LAX Line LRT, I-605/SR-60 PSR & PA/ED, I-5 North Managed Lanes PS&E, and I-605/SR-60 Interchange.

TranSystems possesses a significant amount of local stakeholder experience and has worked closely with Metro, Caltrans, OCTA, Gateway Cities COG, and community groups. With their extensive experience and knowledge, TranSystems possesses the ability to complete and deliver the requirements of the Statement of Work on schedule.

DEOD SUMMARY

**I-605 FROM SR-91 SOUTH STREET IMPROVEMENTS
CONTRACT NO. AE38849000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% goal, inclusive of a 22% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. TranSystems Corporation exceeded goal by making a 23.34% SBE commitment, and a 4.31% DVBE commitment.

Small Business Goal	SBE 22% DVBE 3%	Small Business Commitment	SBE 23.34% DVBE 4.31%
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	SBE Subcontractors	% Committed
1.	Advanced Civil Technologies	4.91%
2.	Arellano Associates	1.34%
3.	Property Specialists, Inc. (CPSI)	0.72%
4.	GeoAdvantec	5.66%
5.	Guida Surveying, Inc.	5.07%
6.	Intueor Consulting, Inc.	3.64%
7.	Tatsumi and Partners, Inc.	2.00%
	Total Commitment	23.34%

	DVBE Subcontractors	% Committed
1.	Global Environmental Network, Inc. (GENI)	1.92%
2.	MA Engineering	2.39%
	Total Commitment	4.31%

B. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.

LOCATION MAP





Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2017-0336, **File Type:** Contract

Agenda Number: 7

AD HOC CONGESTION, HIGHWAY & ROADS COMMITTEE JULY 19, 2017

**SUBJECT: SOUTHBOUND INTERSTATE 605/BEVERLY BLVD.
INTERCHANGE IMPROVEMENTS ENGINEERING
SERVICES CONTRACT AWARD**

ACTION: AWARD RECOMMENDATION

RECOMMENDATION

AWARD AND EXECUTE a 24-month firm fixed price Contract No. AE39064000 with Civil Works Engineers in the amount of \$2,973,023.98 for Architectural and Engineering (A&E) services for the preparation of the Project Report (PR) and the Plans, Specifications and Estimates (PS&E) for Southbound (SB) Interstate 605/Beverly Blvd. Interchange Improvements, pending resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans and the Gateway Cities Council of Governments (GCCOG), is leading the development of Measure R I-605 “Hot Spots” highway improvement projects. This contract award will enable Metro to complete the project report and the plans, specifications and estimates for the proposed improvements to Southbound (SB) Interstate 605 (I-605)/Beverly Blvd. Interchange Improvements in the cities of Pico Rivera and Whittier and the unincorporated Los Angeles County.

DISCUSSION

The Metro Board designated \$590 million in Measure R funds for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study of I-605 and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts. One of the identified congestion Hot Spots was the I-605/I-5 Interchange, of which this project is part. Attachment C shows the location of the Project.

Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/I-5 Interchange area in July 2014. The PSR/PDS is an initial scoping and resourcing document that identifies the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the preliminary engineering and environmental process. While Metro/Caltrans are preparing a corridor-level environmental document for I-605 (between I-105 and I-10), smaller scale early action projects have been identified and are being advanced independently.

The SB I-605/Beverly Blvd. Interchange early action project includes reconfiguration of part of the interchange for improved operation. Caltrans is the lead agency for NEPA/CEQA compliance and will be responsible for preparation of the environmental document and the required clearances. Upon completion of these two project phases by mid-2019, this early action project will be ready for construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards will be adhered to in the design of the proposed improvements. Any exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

In April 2017, Metro Board approved up to \$3,000,000 for the SB I-605/Beverly Blvd. Interchange Improvements within the Gateway Cities I-605 Hot Spots Program. Metro staff successfully negotiated a Contract amount of \$2,973,023.98. For FY 18, \$1,000,000 has been budgeted in Highway Program Cost Center 4720, in I-605 Corridor Hot Spots Project 460314, Task 02.03, Professional Services Account 50316. Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operation and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not to award and execute the Contract. This alternative is not recommended because this Project is included in the 2009 Long Range Transportation Plan and reflects regional consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the Project is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE39064 with Civil Works Engineers.

ATTACHMENTS

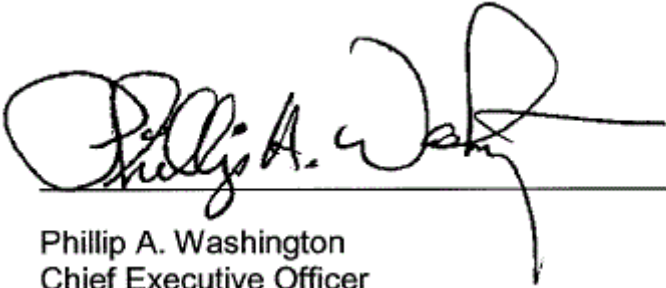
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Location Map

Prepared by: Lucy Olmos, Project Manager (213) 922-7099
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Abdollah Ansari, Senior Executive Officer (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051
Richard F. Clarke, Chief Program Management Officer (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SOUTHBOUND I-605/BEVERLY BLVD. INTERCHANGE IMPROVEMENTS
ENGINEERING SERVICES/AE39064000

1.	Contract Number: AE39064000	
2.	Recommended Vendor: Civil Works Engineers, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 27, 2017	
	B. Advertised/Publicized: February 23, 2017	
	C. Pre-Proposal Conference: March 14, 2017	
	D. Proposals Due: April 6, 2017	
	E. Pre-Qualification Completed: June 12, 2017	
	F. Conflict of Interest Form Submitted to Ethics: May 23, 2017	
	G. Protest Period End Date: July 24, 2017	
5.	Solicitations Picked up/Downloaded: 106	Proposals Received: 9
6.	Contract Administrator: Adrian Ziemer	Telephone Number: (213) 922-1109
7.	Project Manager: Lucy Olmos	Telephone Number: (213) 922-7099

A. Procurement Background

This Board Action is to approve Contract No. AE39064000, issued to Civil Works Engineers, Inc. (CWE), in support of the project report (PR) and plans, specifications and estimates (PS&E) for the interchange at Beverly Blvd. on the Southbound I-605 freeway. The intent of this project is to reduce congestion and improve freeway operations (both mainline and ramps), improve safety, improve local and system interchange operations by eliminating the short weaving distance between the SB I-605 ramps, and reduce conflict points between vehicles, pedestrians and bicycles. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The RFP was issued as a Small Business Enterprise (SBE) set-aside and was open to Metro SBE certified small businesses only.

Seven amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 7, 2017, provided the location of the Appendices located on <ftp://ftp.metro.net/procurement> and login information.
- Amendment No. 2, issued on March 8, 2017, changed the pre-proposal conference from March 10, 2017 to March 14, 2017.
- Amendment No. 3, issued on March 10, 2017, changed the proposal due date from March 31, 2017 to April 6, 2017.

- Amendment No. 4, issued on March 17, 2017, updated SP-17 Payment of Prevailing and Living wages/Reporting, SP-05 Standard Coverage, and section 1.1 General Format.
- Amendment No. 5, issued on March 22, 2017, updated Tasks 2.21, 2.24, and 2.25 under Section II in the Statement of Work.
- Amendment No. 6, issued March 24, 2017, updated Task 2.21, 2.24, and 2.25 under Section II and added Section V: Future Bid Support as an Optional Task to the Statement of Work. It also updated Article IV Compensation and Payment, to include Retention Policy.
- Amendment No. 7, issued March 31, 2017, updated tasks 1.1, 1.2, and 1.3 under Section V, in the Statement of Work.

A total of nine proposals were received on April 6, 2017. A total of 106 firms downloaded the RFP and were included in the planholders' list.

A pre-proposal conference was held on March 14, 2017, and was attended by 34 participants representing 22 companies. There were 21 questions asked and responses were released prior to the proposal due date.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Program, Caltrans, and the City of Pico Rivera was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|------------|
| • Project Manager, Key Staff, Sub-Consultants Qualifications | 30 percent |
| • Firm/Team Qualifications | 20 percent |
| • Work Plan | 30 percent |
| • Project Understanding and Approach | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other similar, A&E procurements for the development of a Project Report and Plans, Specifications and Estimates. Several factors were considered when developing these weights, giving the greatest importance to the project manager, key staff, sub-consultants qualifications and work plan.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

On April 27, 2017, the PET completed its independent evaluation of the proposals received. Of the nine proposals received, four were determined to be within the competitive range. The four firms within the competitive range are listed below in alphabetical order:

1. Advanced Civil Tech
2. Civil Works Engineers
3. NCM Engineering
4. PacRim Engineering

Five firms were determined to be outside the competitive range and were not included for further consideration.

On May 8, 2017, the PET interviewed the four firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their experience, addressed the requirements of the RFP, different project delivery solutions, and the ability to meet the 24-month schedule working with outside agencies.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's approach and ability to quality control, project challenges, and ability to coordinate between different public agencies and stakeholders.

Qualifications Summary of Recommended Firm:

Civil Works Engineering, Inc.

Civil Works Engineers, Inc. (CWE) is a Metro certified SBE that provides professional civil engineering consulting services that engages in a diverse array of planning, design, and project management services for public and private clients. CWE's areas of expertise and specialization in planning and design are in transportation engineering, drainage engineering, and civil site improvements.

CWE completed projects that involved planning and environmental services, preliminary and final design services, and construction management. CWE also has experience in projects involving concept reports, feasibility studies, corridor studies, and project study reports. Examples include: the SR-210 Pepper Avenue new Interchange PA/ED & PS&E, SR 60/I-605 PSR-PDS, I-710 Corridor Project PA/ED and I-710/Firestone Blvd Interchange Reconstruction PSR, PR and PS&E.

The proposal showed a strong and realistic completion schedule and demonstrated a thorough understanding of potential risks and solutions with this type of project. Additionally, the oral presentation elaborated upon CWE's stakeholder coordination strategy, which was developed to ensure productive coordination with all stakeholders (Metro, Caltrans, and City of Pico Rivera) in order to proactively resolve challenges in meeting project delivery schedule.

The oral presentation stressed the importance of identifying risks early on, meeting schedule deadlines, calling out challenges and solutions, and understanding stakeholder objectives. It was evident during the presentation they had a cohesive and synergetic team that had worked together in the past. In addition, the proposal

demonstrated CWE's local stakeholder experience, which includes Metro, Caltrans District 7, and the regional transportation agency San Bernardino County Transportation Authority, and Los Angeles county cities.

The proposal and oral presentation demonstrated that CWE's key personnel have direct experience across a breadth of disciplines, at all stages of design, and a range of project delivery methods. The project manager has 36 years of experience and the deputy PM has 38 years of experience. Other key personnel range from 20 to 45 years of experience.

Following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Civil Works Engineers (CWE)				
3	Project Manager, Key Staff and Sub-Consultants Qualifications	81.88	30.00%	24.56	
4	Firm/Team Qualifications	82.85	20.00%	16.57	
5	Work Plan	84.07	30.00%	25.22	
6	Project Understanding and Approach	87.50	20.00%	17.50	
7	Total		100.00%	83.85	1
8	NCM				
9	Project Manager, Key Staff and Sub-Consultants Qualifications	78.44	30.00%	23.53	
10	Firm/Team Qualifications	78.21	20.00%	15.64	
11	Work Plan	80.31	30.00%	24.09	
12	Project Understanding and Approach	86.00	20.00%	17.20	
13	Total		100.00%	80.46	2
14	PacRim				
15	Project Manager, Key Staff and Sub-Consultants Qualifications	76.88	30.00%	23.06	
16	Firm/Team Qualifications	81.96	20.00%	16.39	
17	Work Plan	76.88	30.00%	23.06	
18	Project Understanding and Approach	81.50	20.00%	16.30	
19	Total		100.00%	78.81	3
20	Advanced Civil Tech				
21	Project Manager, Key Staff and Sub-Consultants Qualifications	77.19	30.00%	23.16	
22	Firm/Team Qualifications	76.79	20.00%	15.36	

23	Work Plan	77.50	30.00%	23.25	
24	Project Understanding and Approach	70.00	20.00%	14.00	
25	Total		100.00%	75.77	4

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon MASD audit findings, an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and final negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
Civil Works Engineers	\$3,411,664.00	\$2,980,150.00	\$2,973,023.98

D. Background on Recommended Contractor

The recommended firm, Civil Works Engineers, Inc. (CWE), located in Costa Mesa, California has been in business over 40 years and has extensive experience in design, planning, and construction of simple to unique and challenging projects. CWE has provided impressive services to a variety of clients maintaining long-term and repeat working relationships. CWE is a certified Small, Disadvantaged and Woman owned Business Enterprise (SBE/DBE/WBE) firm.

The proposed team is composed of six sub-contractors. These include HNTB, Cambridge Systematics, Leighton Consulting, Guida Surveying, Tatsumi & Partners, and The Robert Group. The PM's expertise includes PA/ED, PS&E, construction phase administration and engineering support for lane additions, reconfiguration of freeway interchanges and intersection improvements at ramps and highway, and has successfully managed and delivered several interchange improvements. Some of those projects include, I-605 Valley Blvd Interchange, I-710 Firestone Interchange and I-710 /I-5 Northeast Quadrant Two connectors.

Key personnel average over 30 years of diverse highway and transportation project experience. Project experience includes: I-405 Sepulveda Pass Widening design-Build, I-605/I-5/SR-60 Interchange Improvement Project PA/ED, I-605 Westbound SR-91 Interchange Project PA/ED, and SR-118/First and Erringer Streets.

CWE possesses a significant amount of local stakeholder experience, demonstrating working closely with Metro, Caltrans, and local cities. With their extensive experience and knowledge, CWE possesses the ability to complete and deliver on schedule the requirements of the Statement of Work.

DEOD SUMMARY

**SOUTHBOUND INTERSTATE 605/BEVERLY BLVD. INTERCHANGE
IMPROVEMENT ENGINEERING SERVICES/AE39064000**

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Civil Works Engineers (CWE), an SBE Prime, is performing 50.92% of the work with its own workforce, and made a total SBE commitment of 57.77%. CWE listed four SBE subcontractors, and two major firms that are non-SBE contractors, on this project.

SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Contractor	% Committed
	Civil Works Engineers (Prime)	50.92%
	The Robert Group	1.05%
	Guida Surveying	2.59%
	Tatsumi and Partners	2.96%
	2R Drilling	0.25%
	Total Commitment	57.77%

B. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

C. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.

ATTACHMENT C - LOCATION MAP





Board Report

File #: 2017-0384, File Type: Contract

Agenda Number: 8

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE JULY 19, 2017

**SUBJECT: INTERSTATE 5/STATE ROUTE 14 HOV DIRECT
CONNECTOR PROJECT - PROJECT CLOSURE AND
RELEASE OF UNSPENT FUNDS**

ACTION: APPROVE PROGRAMMING RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ACKNOWLEDGING completion of the I-5/SR-14 HOV Direct Connector Project and AUTHORIZING to close of the project;

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)
- B. AUTHORIZING the Chief Executive Officer to reprogram \$85.8 million dollars of planned \$90.8 million dollars unspent in original Measure R 20% funds for the I-5/SR-14 HOV Capacity Enhancements Project to other eligible highway operational improvement projects in North County;
- C. AUTHORIZING retention of \$5 million from the \$90.8 million to remain within the I-5/SR-14 HOV Direct Connector Project for completion of the outstanding workscope with any unspent funds to remain within the North County region, and;
- D. AMENDING FY18 budget for \$2 million dollars to create and fund the I-5 / SR-14 Direct Connector Project to address a remaining utility relocation.

ISSUE

On December 23, 2012, the I-5/SR-14 HOV Direct Connector was opened to traffic. All major activities related to the project have been completed except for the final relocation of Southern California Edison (SCE) powerlines for an estimated Rough Order Magnitude (ROM) cost of \$5 million. Delays in relocation of SCE's power lines to outside the State right-of-way has caused delay in closing the project. As such, the remaining Project funds are tied up. With the opening of the project in 2012, Metro wishes to release those funds from the Project and reprogram the funds to other highway operational improvement projects in North County, only when the Metro Board

determines the project is complete.

DISCUSSION

In 2016, Metro requested California Department of Transportation's (Caltrans) approval to close the project. This would have enabled Metro to reprogram the unspent funds to other projects in North County.

In a letter dated May 26, 2017, Caltrans requested Metro to leave \$5 million of the original programmed funds in the Project to pay for the SCE utility relocation costs and approved release of the remaining balance (Attachment A). Approval of the \$5 million cost is consistent with the Revised Unified Cost Management Process and Policy for Measure R projects amended January 22, 2015 (Attachment B).

Construction of an HOV direct connector at the I-5/SR-14 interchange was deemed complete by Caltrans as of August 20, 2015. State policy requires that existing longitudinal utilities within the project limits be relocated to outside the State right-of-way. Caltrans temporarily permitted the SCE utility poles to stay within the freeway right-of-way to allow the project construction to commence in a timely manner without any costly delays and to be relocated to their ultimate location after completion of construction. Now that the construction is complete, the power lines need to be relocated to an adjacent private property via an easement. Caltrans has been in communication with SCE to expedite the relocation efforts. Based on a letter from Caltrans, they determined that setting aside an amount not to exceed \$5 million would be sufficient for the relocation of the SCE power lines and to complete the project.

The Measure R Ordinance states that for projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of the sales tax shall remain within the subregion in which the project is located for projects or programs of regional significance (per Assembly Bill 2321). The Measure R Ordinance requires that the Metro Board of Directors determine by a two-thirds vote whether a highway capital project in the Measure R program is complete. Following this action any surplus revenues allocated to that highway capital project may be credited to the Measure R Highway Capital Subfund for expenditure on highway capital projects within the same subregion as the completed project. The \$90.8 million in Measure R (MR) 20% funding was programmed for the I-5/SR-14 HOV Capacity Enhancements project in line 26 of the Measure R Expenditure Plan. The original I-5/SR-14 HOV Capacity Enhancements project was developed and entitled as I-5/SR-14 HOV Direct Connector Interchange Project and was eligible for MR20% funding. Under recommendation B, these funds are assumed as Measure R highway capital project credits for the to-be-determined projects late in the third decade of Measure R (2030-2039) through Metro Board action on the 2009 Long Range Transportation Plan and the 2014 Short Range Transportation Plan.

Upon completion of the SCE power lines relocation, any unspent funds or savings from the \$5 million funds retained in the I-5/SR14 project under recommendation C shall remain in the North County subregion for allocation to other eligible North County project(s).

DETERMINATION OF SAFETY IMPACT

There are no impacts to safety of the users of the highways by approving this action.

FINANCIAL IMPACT

The SCE utility relocation effort for this project was not planned in the FY18 budget. Upon approval of recommendation D, FY18 budget will be amended for \$2 million dollars to initiate the project in the system and to start the outstanding project workscope. With approval of recommendation C, the budget for the I-5 /SR-14 HOV Direct Connector Construction Project will be amended to a cumulative amount of \$5 million dollars in MR20% funds budgeted under Account 54001 Subsidies - in cost center 0442, Task 5.4.100. Caltrans anticipates that the proposed utility relocation will be completed over an 18 month period.

Since this is a multi-year project, the Project Manager, the Cost Center Manager and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting costs in future years for Metro's share within the updated project budget.

Impact to Budget

With approval of recommendation B, \$85.8 million dollars of MR 20% savings from the project will be reprogrammed to other North County sub-region project(s).

Under Line 26 of the Measure R Ordinance, \$90.8 million in MR 20% Highway funds were programmed for the original I-5/SR 14 HOV Capacity Enhancements project. Recommendation C cumulatively reduces the \$90.8 million dollars to \$5.0 million dollars of MR20% funding planned for I-5 / SR14 HOV Direct Connector project. Prior to FY18, CMAQ and TIP funds were used to construct the project.

The source of funds for recommendations B, C and D is MR 20% Highway funds, which is not eligible for bus or rail operations. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff recommendations state herein. This option is not recommended as the resulting delays will be neither to the advantage of the Project nor the other projects that might be advanced by the availability of funds released from the Project.

NEXT STEPS

Upon Board approval of the staff recommendation an amendment to the funding agreement with Caltrans will be executed to maintain \$5 million in the Project. The remaining \$85.8 million will be released from the Project and reprogrammed to other eligible highway improvement projects in North County.


ATTACHMENTS

Attachment A -Caltrans letter on cost to close the Project

Attachment B -Revised Unified Cost Management Process and Policy for Measure R Projects

Prepared by: Ayokunle Ogunrinde, Senior Manager, Transportation Planning (213) 922-8830
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Phillip A. Washington
Chief Executive Officer

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

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May 26, 2017

Mr. Abdollah Ansari
Managing Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Ansari:

This letter is in reference to your request to expedite the close out of the Interstate 5 / State Route 14 High Occupancy Vehicles (HOV) Connector Project and our letter dated April 4, 2017 regarding a budget reserve to cover the cost of the Southern California Edison's (SCE) project related powerlines relocation activities.

Caltrans has been in communication with SCE to expedite the relocation redesign effort and provide a detailed estimate for its work for accurate budgeting purposes as you have requested.

SCE however, advised of the need for the final relocation design to be completed before any detailed estimate could be provided and indicated that August of 2017 would be the earliest date for such estimate.

As we recognize the urgent need to close this project, please set aside a \$5 million budget to cover all costs associated with the relocation of the SCE powerlines.

Such budget should be added to the project's right of way capital budget via amendment No. 4 of the funding agreement (FA) No. 4764.

Mr. Ansari
May 26, 2017
Page 2

Please contact Osama Megalla, Alternative Delivery Projects Manager at 213-897-0520 if you have any question(s) or need additional information regarding this request

Sincerely,

A handwritten signature in cursive script, appearing to read "Robert So".

Robert So
Deputy District Director
Division of Program and Project Management

CC: G. Farr (Caltrans)
O. Megalla (Caltrans)
W. Ridder (Metro)
T. Oyewole (Metro)
A. Ogunrinde (Metro)

REVISED

Unified Cost Management Process and Policy **for Measure R Projects** **(amended January 22, 2015)**

(Note: Underlines and strike-outs that were from original Board-adopted Policy document were inadvertently included in this Attachment. These have been removed. Only the language in Section 11 is new and remains underlined).

Introduction

The MTA will follow a unified cost management process and policy for the control and minimization of project costs for the Measure R transit and highway projects. At the core of the unified cost control management process and policy is a commitment to follow a new step-by-step evaluation of project costs against possible resources to address project shortfalls. Shortfalls that cannot be addressed at the project level by value engineering or other measures, such as changes in the scope of the project, will be subject to a new stepwise evaluation process.

The new step-by-step cost management process will require the MTA Board to review and consider approval of project cost estimates against funding resources at key milestone points throughout the environmental, design, and construction phases of the Measure R transit and highway projects. At each milestone, MTA staff is directed to: (1) submit a project that is consistent with the budget; (2) identify any issues when a project is not consistent with the budget; and (3) propose corrective actions before the project advances further, if it is not consistent with the budget. For Measure R funds, the planned funding resources (including any prior Measure R expenditures) shall not exceed the amount shown in the "New Sales Tax Total" column of the Measure R expenditure plan. At each milestone, the planned funding resources shall not exceed the amounts shown. These key milestones include the following decision points:

- 1) Selection of conceptual design alternatives to be studied in the environmental phase;
- 2) Selection of the Locally Preferred Alternative and entrance into the Preliminary Engineering phase;
- 3) Approval of the final environmental document and entrance into the final design phase;
- 4) Establishment of a life-of-project budget prior to construction; and,
- 5) Any amendment to the life-of-project budget.

If increases in cost estimates occur, the MTA Board must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases in cost estimates will be measured against the 2009 Long Range Transportation Plan as adjusted by subsequent actions on cost

estimates taken by the MTA Board. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order:

- 1) Value Engineering and or scope reductions;
- 2) New local agency funding resources;
- 3) Shorter segmentation;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit cost reductions or other funds will be sought using pre-established priorities.

The objective of the cost management process and policy is to insure the prompt development and consideration of project cost alternatives that genuinely address the cost controls necessary to successfully deliver all Measure R transit and highway corridor projects.

Process and Policy Detail

The unified cost management processes and policies that are proposed controls are as follows:

- 1) A regional long-range transportation plan (covering at least 20 years) for Los Angeles County shall be adopted at least once every five years. For interim years, staff will report on changes affecting the major financial assumptions of the plan and progress toward the implementation of new projects and programs. The plan update report shall also highlight Board approved actions taken during the interim period that affect the plan outcomes or schedules *(from Financial Stability Policy)*;
- 2) MTA shall complete projects accelerated through the 30/10 Initiative in the same sequence as the adopted 2009 Long Range Transportation Plan (LRTP) *(from 30/10 Initiative Position Statement)*;
- 3) MTA shall only utilize pledged federal assistance from the 30/10 Initiative if the construction and financing costs are less than the available funds (adjusted for inflation) planned in the adopted 2009 LRTP, unless those costs are being adjusted by the minimum necessary to accomplish an operable segment for the corridor *(from 30/10 Initiative Position Statement)*;
- 4) Measure R transit corridor and highway projects shall be presented separately for approval by the Board in a step-by-step cost control process that will evaluate project cost estimates against funding resources at key milestones points throughout the environmental, design, and construction phases of the 30/10 transit projects. For Measure R funds, the planned funding resources (including any prior Measure R expenditures) shall not exceed the amount shown in the "New Sales Tax Total" column of the Measure R expenditure plan. These key milestones include the following decision points:
 - a. Selection of conceptual design alternatives to be studied in the environmental phase;

- b. Selection of the Locally Preferred Alternative and entrance into the Preliminary Engineering phase;
 - c. Approval of the final environmental document and entrance into the Final Design phase;
 - d. Establishment of a life-of-project budget prior to construction; and,
 - e. Any amendment to the life-of-project budget.
- 5) At any of the milestones above, the MTA will seek to control and minimize Measure R transit and highway project costs prior to taking any action necessary to permit the project to move to the next milestone. Cost minimization efforts will be measured against the 2009 Long Range Transportation Plan as adjusted by subsequent actions on cost estimates taken by the MTA Board. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order:
- a. Value engineering and/or scope reductions;
 - b. New local agency funding resources;
 - c. Shorter segmentation;
 - d. Other cost reductions within the same transit or highway corridor (see Attachment B);
 - e. Other cost reductions within the same sub-region (See Attachment B); and,
 - f. Countywide transit and highway cost reductions and/or other funds will be sought using pre-established priorities, as follows:
 - i. Where applicable, Measure R Transit Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 2 of 4, Line 18);
 - ii. Where applicable, Measure R Highway Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 3 of 4, Line 39); and,
 - iii. Where Line 18 is not applicable, the LRTP Near-Term Strategies and Priority Setting Criteria will be followed (Item 9, as Adopted by the Board of Directors in March 2010).

Each Measure R transit or highway project will be considered on a case-by-case basis at each milestone and a rationale developed if resources from the prior step above are insufficient or not recommended for good reason. The MTA Board will be presented with all viable options and will have the sole authority to make any final funding and project delay decisions.

- 6) Prior to inclusion in the annual budget, Measure R transit corridor and highway projects shall be presented separately for approval by the Board for a life-of-project budget. Subsequently, capital projects with life-of-project budget changes that cause the project to exceed \$1 million or if the change exceeds \$1 million shall be presented to the Board for approval (*from Financial Stability Policy*);
- a. Prior to life-of-project budget approval, the MTA shall compare the sum of the cost of the Measure R transit and highway projects to date and the

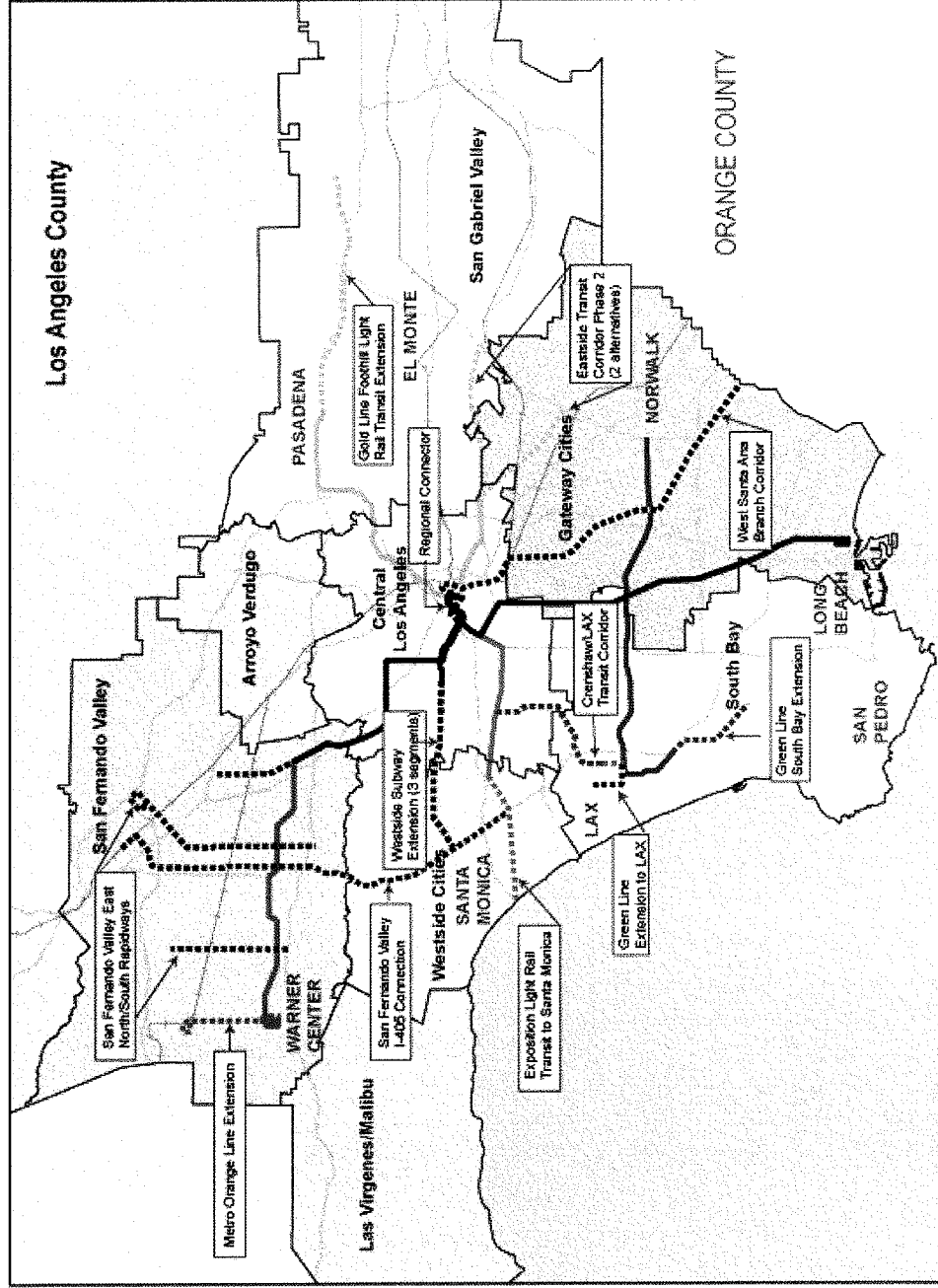
proposed life of project budget (as de-escalated) to the most up-to-date LRTP funding forecast for Measure R transit and highway projects. If the life-of-project budget is less than the anticipated funds available as compared to the up-to-date LRTP funding forecast, then MTA can approve the life of project budget. If the life-of-project budget are more than the available funds, then MTA would not execute a construction contract unless the MTA Board approved cost reductions, project delays or other funding to make up the difference (*modifies and would supersede language from the body of 30/10 Initiative Position Statement*);

- 7) Prior to approval of a life-of-project budget that exceeds currently committed revenues and prior to approval of a life-of-project budget cost increase, MTA staff will evaluate the possibility of securing the necessary cost savings or revenues for the project. Within the parameters of the MTA Board's policy not to seek transit funds from highway resources, or vice-versa, staff will first seek to identify cost and/or additional funds in a step-by-step manner from:
 - a. Value engineering and/or scope reductions;
 - b. New local agency funding resources;
 - c. Shorter segmentation;
 - d. Other cost reductions within the same transit or highway corridor;
 - e. Other cost reductions within the same sub-region; and,
 - f. Countywide transit cost reductions and/or other funds will be sought using pre-established priorities, as follows:
 - i. Where applicable, Measure R Transit Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 2 of 4, Line 18);
 - ii. Where applicable, Measure R Highway Capital Subfund Contingency-Escalation Allowance funds (Measure R Expenditure Plan, Page 3 of 4, Line 39); and,
 - iii. Where Line 18 is not applicable, the LRTP Near-Term Strategies and Priority Setting Criteria will be followed (Item 9, as Adopted by the Board of Directors in March 2010).
- 8) A specific MTA Board action is required to re-program highway capital project funding for use on transit or highway capital projects as a result of 30/10, unless such re-programming does not result in a net decrease to the highway capital project funding (*from 30/10 Initiative Position Statement*);
- 9) Likewise, a specific MTA Board action is required to re-program transit capital project funding for use on highway capital projects as result of 30/10, unless such re-programming does not result in a net decrease to the transit capital project funding (*from 30/10 Initiative Position Statement*); and,
- 10) Any capital project savings above \$200,000 must return to the Board for approval prior to the reprogramming or transfer of funds to other projects or programs (from Financial Stability Policy).

- 11) A Regional Facility Area has been established, separate from subregional planning areas, which include Los Angeles International Airport (LAX), Burkank Bob Hope Airport, Long Beach Airport, Palmdale Regional Airport; the Ports of Long Beach and Los Angeles; and Los Angeles Union Station. Any capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reduction requirements of 7(d) and 7(e) above. Cost increases regarding these projects will be addressed from the regional programs share.

ATTACHMENT B

Measure R Transit Corridor Map With Sub-regional Boundaries





Board Report

File #: 2017-0408, File Type: Program

Agenda Number: 9

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE JULY 19, 2017

**SUBJECT: HIGHWAY OPERATIONAL IMPROVEMENTS IN
LAS VIRGENES MALIBU SUBREGION**

**ACTION: APPROVE UP TO \$4.7 MILLION OF ADDITIONAL PROGRAMMING FOR THE
SUBREGIONAL PROJECT LIST**

RECOMMENDATION

CONSIDER:

- A. APPROVING up to \$4.7 million in programming for Measure R Line 32, Highway Operational Improvements in Las Virgenes Malibu Subregion for project number MR311.34 - Long Valley Road/Valley Circle/US-101 Northbound (NB) On-Ramp improvements; and
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved project.

ISSUE

Long Valley Rd. is a combined city street/on-ramp to NB US-101 and provides access to Hidden Hills. During the morning peak hours, Long Valley Rd. is heavily congested, resulting in queuing on adjacent Valley Circle Blvd. Currently, the Long Valley Rd. and Valley Circle Blvd. intersection operates at a Level of Service F during peak morning traffic. To reduce traffic congestion on Long Valley Rd. and Valley Circle Blvd., the City of Hidden Hills proposes to construct a right turn pocket at the stop-controlled NB US 101 On-ramp/Long Valley Road intersection and purchase right-of-way for a parking/staging area on Long Valley Rd. to minimize congestion on the freeway ramp and local streets.

DISCUSSION

Long Valley Rd., which provides access to NB US-101 from Valley Circle Blvd. and ingress/egress to Hidden Hills, is heavily congested during peak traffic hours. This road provides two lane NB access to US-101 and one lane access from Hidden Hills to Valley Circle Blvd.

Due to the high traffic demand accessing both the US-101 and Hidden Hills during morning peak traffic hours, traffic queues up from the stop-controlled NB U.S. 101 on-ramp to Valley Circle Blvd. on

Long Valley Rd. A traffic study conducted by the City of Hidden Hills shows that average queue lengths on Long Valley Rd. measure up to 778 ft., impeding turning movements at the intersection of Long Valley Rd. and Valley Circle Blvd.

Additionally, Long Valley Rd. currently has unpaved shoulders making pedestrian access to bus stops on Valley Circle Blvd. and the neighboring shopping center on Calabasas Road difficult. The existing conditions also lead to safety concerns as pedestrians use non-designated crossings on Long Valley Rd.

Proposed Improvements

This project proposes the following improvements (Attachment A):

- Construction of a right-turn pocket at the stop-controlled NB US 101 On-ramp/Long Valley Rd. intersection.
- Right-of-Way acquisition for construction of a parking/staging area on Long Valley Rd. outside the Hidden Hills gatehouse to reduce queuing of vehicles on the freeway ramp waiting to enter Hidden Hills.
- Construction of an ADA compliant sidewalk on Long Valley Rd. and Valley Circle Blvd. from the stop-controlled NB US-101/Long Valley Rd. intersection to Valley Circle Blvd./Ventura Blvd. intersection.

Cost Estimate

The City of Hidden Hills estimates that development and implementation of the project will cost approximately \$5.7 Million (Attachment B)

Funding Sources MR311.34 - Long Valley Rd./Valley Circle/101 On-Ramp Improvements

Funding Sources	Amount	Fiscal Year	Comments
Metro Board-Approved Measure R Hwy Operational Improvements Funds Las Virgenes Malibu (LVM)	\$1,000,000	FY15-16 & FY16-17	Programmed by Metro Board in May 2015
Requested Metro Board Approval of additional Measure R Hwy Operational Improvement Funds Las Virgenes Malibu In this Board Report.	\$2,700,000	FY17-18	Approved allocation by LVMCOG Governing Board to City of Hidden Hills. (Attachment C)
Total Measure R	\$3,700,000		
SHORTFALL: LVMCOG Measure R Hwy Op. Imp. and/or other sources	\$2,000,000		Contribution by County of Los Angeles.
Total	\$5,700,000		

Nexus to Measure R Highway Operational Improvements:

This project is a roadway improvement project providing a right turn pocket on Long Valley Rd. thereby reducing traffic congestion and providing better access to NB US-101. This is an eligible Measure R Highway Operational Improvement project.

Considerations

Additional funds and programming are being requested to ensure the City can bid on and acquire the right-of-way necessary for the project.

DETERMINATION OF SAFETY IMPACT

Approval of additional programming capacity will have no adverse impact on the safety of Metro's patrons and employees.

FINANCIAL IMPACT

Funding for this Highway Operational Improvement project is from the Measure R 20% Highway Capital Subfund earmarked for the Cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village and the County of Los Angeles in Las Virgenes Malibu subregion (Project No. 460311). This program is under Cost Center 0442 in Account 54001 (Subsidies to Others). All programmed funds are based on estimated revenues.

The Measure R 20% Highway Capital Improvement Subfund for the Las Virgenes Malibu Subregion, earmarked \$175,000,000 for Highway Operational Improvement Projects over the 30 year life of Measure R. To date, \$141,851,000 has been programmed and Metro has incurred \$85.5 million in expenditures for the subfund and 5 projects have been completed. Staff is seeking to increase the programmed funding threshold in an amount not to exceed \$4.7 million, allocating \$146,551,000 to the subregion.

Impact to Budget

FY18 budget for \$65,000 resides in account 54001, cost center 0442, under project number 460311, Task MR311.34. Should additional funds be required during FY18, staff will revisit the budgetary needs using the mid-year budget processes. Since this is a multi-year contract/project, the Project Manager, the Cost Center Manager and the Senior Executive Officer, Program Management - Highway Program will be accountable for budgeting the cost in future years for Metro's share within the updated project budget.

The source of funds for this project is Measure R 20% Highway Capital which is not eligible for Bus and Rail Operations or Capital expenses.

NEXT STEPS

Prior to commencement of right-of-way acquisition, the City will establish and demonstrate to Metro a full funding plan with multi-jurisdictional commitments. Upon approval of the funding plan by Metro, a Funding Agreement will be executed with the City of Hidden Hills.

ATTACHMENTS


Attachment A - Aerial Photo

Attachment B - Engineer's Estimate

Attachment C - Letter of confirmation approving funding allocation by LVMCOG

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Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

LOCATION MAP



ATTACHMENT B

Hidden Hills - Long Valley Road Improvements Preliminary Cost Estimate

Item Description	Unit	Qty.	Unit Cost	Item Total
CONSTRUCTION:				
Remove Existing				
1 16" TREE	EA	4	3,000	12,000
2 32" TREE	EA	1	5,000	5,000
3 SHRUBS	LS	1	5,000	5,000
5 CURB AND GUTTER	LF	130	10	1,300
6 DRIVEWAY	EA	1	2,000	2,000
7 CL FENCE	LF	685	10	6,850
8 GREENHOUSE	LS	2	3,000	6,000
Relocate Existing				
9 ROADSIDE SIGN, SINGLE POST	EA	3	400	1,200
10 ELECTRICAL PULLBOX	EA	3	2,000	6,000
11 MISC VENTS	EA	2	5,000	10,000
12 PETROLEUM PIPELINE SIGN	EA	1	500	500
13 POWER POLE W/ METER	EA	1	10,000	10,000
14 CALTRANS METER BOX	EA	2	5,000	10,000
15 CALTRANS PULLBOX	EA	2	5,000	10,000
16 FIRE HYDRANT	EA	1	8,000	8,000
17 FREEWAY/STREET SIGN, DOUBLE POST	EA	5	3,000	15,000
18 SPRINKLER BOX	EA	1	2,000	2,000
19 30' STREETLIGHT W/ PULLBOX	EA	6	8,000	48,000
20 UTILITY BOX	LS	1	5,000	5,000
21 TRAFFIC SIGNAL CABINET	LS	2	20,000	40,000
New Installation				
22 GREENHOUSE	EA	2	10,000	20,000
23 GRADING AND CLEAR AND GRUB	LS	1	80,000	80,000
24 BOX CULVERT EXTENSION AND MODIFICATION	LS	1	300,000	300,000
25 RETAINING WALL	SF	2,900	100	290,000
26 CATCH BASIN	EA	1	8,000	8,000
27 STORM DRAIN	LS	1	30,000	30,000
28 CURB AND GUTTER	LF	220	50	11,000
29 AGG BASE	SF	2,000	4	8,000
30 ASPHALT CONCRETE	SF	2,000	6	12,000
31 SIDEWALK	SF	7,800	15	117,000
32 CURB RAMP	EA	2	6,000	12,000
33 CHAIN LINK FENCE	LF	395	25	9,875
34 HANDRAIL ON RET WALL	LF	290	30	8,700
35 TRAFFIC STRIPING	LS	1	5,000	5,000
36 ROADSIGNS	EA	6	500	3,000
37 EROSION CONTROL, SWPPP, WQMP	LS	1	15,000	15,000
38 CONSTRUCTION STAKING	LS	1	10,000	10,000
39 TRAFFIC CONTROL	LS	1	20,000	20,000
TOTAL CONSTRUCTION:				1,163,425
ROW:				
ROW Acquisition (3,900 SF), appraisal, legal				200,000
TOTAL ROW				200,000
ENGINEERING:				
Environmental				50,000
Geotechnical				50,000
PS&E				174,514
Construction Management, Inspection, Materials Testing				139,611
TOTAL ENGINEERING				414,125
PLAN REVIEW AND PERMIT FEES				
				100,000
SUBTOTAL				1,877,550
PARK AND RIDE LOT (SEE NEXT PAGE)	LS	1	2,827,524	2,827,524
20% CONTINGENCY				
				941,015
TOTAL (INCLUDE PARK AND RIDE LOT)				5,646,089

Hidden Hills - Parking/Staging Lot
Preliminary Cost Estimate

Item Description	Unit	Qty.	Unit Cost	Item Total
IMPROVEMENTS:				
1 REMOVE TREES AND SHRUBS	LS	1	8,000	8,000
2 GRADING AND CLEAR AND GRUB	LS	1	5,000	5,000
3 GRADING	LS	1	22,000	22,000
4 DRIVEWAY	EA	2	5,000	10,000
5 AGG BASE	SF	17,600	4	70,400
6 POROUS AC PAVEMENT	SF	17,600	8	140,800
7 INFILTRATION TRENCH AND DRAINS	SF	4,400	15	66,000
8 CURB AND GUTTER, INTERIOR	LF	460	50	23,000
9 LANDSCAPE AND IRRIGATION	LS	4,400	20	88,000
10 WATER METER AND CONNECTION	LS	1	5,000	5,000
11 STRIPING AND SIGNAGE	LS	1	6,000	6,000
12 SOUND WALL	LF	185	200	37,000
13 EROSION CONTROL AND WQMP	LS	1	10,000	10,000
14 CONSTRUCTION STAKING	LS	1	8,000	8,000
15 TRAFFIC CONTROL	LS	1	2,000	2,000
TOTAL CONSTRUCTION:				501,200
ROW:				
LOT PURCHASE				2,000,000
FEES AND LEGAL				160,000
TOTAL ROW				2,160,000
ENGINEERING:				
Environmental				5,000
Geotechnical				6,000
PS&E				75,180
Construction Management, Inspection, Materials Testing				60,144
TOTAL ENGINEERING				146,324
PLAN REVIEW AND PERMIT FEES				20,000
TOTAL				2,827,524

ATTACHMENT C

Las Virgenes-Malibu Council of Governments

Member Cities: Agoura Hills, Calabasas, Hidden Hills, Malibu & Westlake Village
6165 Spring Valley Road, Hidden Hills, California 91302 • (818) 968-9088

June 20, 2017

Abdollah Ansari
Managing Executive Officer, Highway Program
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza,
Los Angeles, CA 90012

Re: Hidden Hills' US 101 Freeway/ Long Valley Road Improvements

Dear Mr. Ansari:

Today, the Las Virgenes-Malibu Council of Governments (COG) approved and reaffirmed a total of \$5.7 million in Measure R funds for Hidden Hills' proposed improvements of the Northbound US-101 On-Ramp at Valley Circle/Long Valley Road. The City of Hidden Hills has prepared the scope, preliminary design and an engineer's estimate of \$5,646,088 for the Project.

In this action, the Governing Board reaffirmed the \$2.2 million in Measure R Subregional Highway funds that the COG has previously approved for the project and added \$1.5 million of Measure R Subregional Highway funds for a total of \$3.7 million for the Project. Additionally, Governing Board approved \$2 million of the County's Las Virgenes-Malibu COG Measure R Subregional Highway funds that Supervisor Kuehl agreed to contribute to complete the required funding for the Project.

The revised Project includes a right-turn pocket to relieve the recurring congestion on the freeway ramp/Long Valley Road, acquisition of the parcel for the proposed parking lot/staging area and the necessary striping, signage, etc.

Please let me know if you want to discuss any remaining details of the Project.

Yours truly,



Terry Dipple
Executive Director



Board Report

File #: 2017-0421, File Type: Program

Agenda Number: 10

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE JULY 19, 2017

**SUBJECT: FUNDING FOR PREPARATION OF NOISE BARRIER
SCOPE SUMMARY REPORTS (NBSSRs) FOR
SOUNDWALLS ON I-210 AND I-405**

ACTION: APPROVE PROGRAMMING \$1.5 MILLION FOR NBSSRs

RECOMMENDATION

PROGRAM \$1,500,000 to Caltrans to prepare Noise Barrier Scope Summary Reports (NBSSRs) for three soundwall segments identified as follows: Westbound I-210 from Orcas Ave to Foothill Blvd (Lake View Terrace), Eastbound I-210 from Yarnell St to Roxford St (Sylmar) and Northbound I-405 north of Devonshire St to the I-405/SR-118 connector crossing (North Hills).

ISSUE

The proposed soundwalls have been deemed eligible for implementation by Caltrans. Caltrans will seek funds under SB-1 for the design, right-of-way and construction of those soundwalls but needs assistance with funds for the NBSSRs.

DISCUSSION

Preparation of NBSSRs entails assessment of the feasibility of soundwall projects and defines the project scope by recommending the locations, lengths and heights of soundwalls; identification of the right-of-way needs; and development of cost estimates for proposed projects. Upon completion of NBSSRs, soundwalls meeting all thresholds of eligibility will be designed in accordance with the parameters set in the NBSSR. For the referenced projects, Caltrans will fund the design, right-of-way and construction of the proposed soundwall projects. Metro's contribution toward preparation of the NBSSRs will leverage a larger amount of State funds. The cost of design, potential right-of-way and construction of those projects will be estimated by the NBSSRs.

The I-405 soundwalls are continuation of walls built under Phase 1, Priority 2, Package 5. The eligibility of the proposed extension will be determined by the NBSSR.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons, employees or

users of the facility. Caltrans' highway safety standards will be adhered to in the design and construction of the proposed improvements. Any exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

Approval of the recommendation will program up to \$1,500,000 for the NBSSRs for a multi-year period. The Highway Program is funded in FY18 for the anticipated approval of this item. Upon approval of this action, staff will use approved FY18 budget to allocate \$750,000 in Highway Subsidies Cost Center 0442, Soundwall Program Project 410040, Task 01.01, Subsidies to Others Account 54001. Since this will be a multi-year project, the Project Manager, Cost Center Manager and the Senior Executive Officer, Program Management-Highway Program will be responsible for budgeting the remaining costs of the project in future fiscal years.

Impact to Budget

The source of funds for the project is Proposition C Administration. These funds are not eligible for bus and rail operation and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may choose to not fund the NBSSRs. This is not recommended as Projects can't be implemented without completed NBSSRs. Caltrans' significant participation in funding these projects justifies NBSSR funding by Metro.

NEXT STEPS

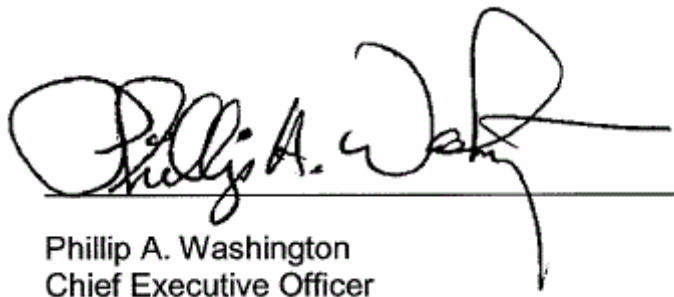
Upon approval by the Board, staff will execute the Funding Agreement with Caltrans to program the funds for the NBSSRs.

ATTACHMENTS

Attachment A - Location Map

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A LOCATION MAP

I-210 WB Orcas Ave. to Foothill Blvd.

I-210 EB Yarnell St. to Roxford St.

I-405 N/O Devonshire

