



## Board Report

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**File #:** 2017-0507, **File Type:** Contract

**Agenda Number:** 10.

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### AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE SEPTEMBER 20, 2017

**SUBJECT: INTERSTATE 5 HOV ENHANCEMENTS FUNDING AMENDMENT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. ACKNOWLEDGING completion of construction of the segment of I-5 HOV Enhancements between SR 14 and SR 118 to close this segment of the overall project.
- B. AUTHORIZING the Chief Executive Officer to move the balance of programmed amount up to \$24.3 million from the segment between SR 14 and SR 118 to the remaining segments of I-5 HOV projects between SR 118 and SR 134.
- C. AUTHORIZING retention of the \$2.3 M revenues from the sale of excess land in the segment between SR 118 and SR 134 to remain in the remaining segments of the I-5 HOV Enhancements projects between SR 118 and SR 134 through the completion of the entire project.

**ISSUE**

In November 2011, construction of the segment of the I-5 HOV Enhancements projects between SR 14 and SR 118 was completed and this segment was opened to traffic. Caltrans ultimately completed all remaining activities of this segment in July 2017 and is ready to close this segment. Metro wishes to move the remaining balance of up to \$24.3 million from this segment to other segments of this project still in construction between SR 118 and SR 134.

Staff also recommends retainage of \$2.3 million revenue from the excess land sale in the segment between SR 118 and SR 170 (now completed) to remain in the project to support completion of all segments.

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## **DISCUSSION**

I-5 HOV Enhancements included five construction segments between SR 14 and SR 134 and six segments from Orange County Line to I-605. The I-5 HOV Enhancements were designed and are administrated by the State of California Department of Transportation (Caltrans) under various funding agreements with Metro.

Construction of the segment between SR 14 and SR 118 was completed in November 2011. The segment between 118 and 170 was completed on July 25, 2016 and the segment between SR 170 and Buena Vista was completed in December 2015. Segments between Buena Vista and Magnolia are still in construction.

In June 2016, Caltrans informed Metro of \$2.3 million from an excess land sale in the corridor. Staff recommends retainage of those revenues in the I-5 north project corridor until completion of all segments.

In July 2017, Metro and Caltrans agreed to close out the segment between SR-14 and SR 118. (see Attachment A) Upon closure of this segment, Metro will move the balance of the programmed amount of up to \$24.3 million to the remaining segments of the project. Completion of construction of the entire corridor is anticipated in 2021.

## **DETERMINATION OF SAFETY IMPACT**

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

## **FINANCIAL IMPACT**

With approval of recommendation B, the balance of \$24.3 million in the I-5 HOV Enhancements between SR 14 and SR 118 will be reprogrammed to the I-5 HOV Enhancements between SR 118 and SR 134. These funds will be retained under Project 410001, Task 008355.

With approval of recommendation C, the programmed funds for the I-5 HOV Enhancement between SR 118 and SR 134 will be amended to include the \$2.3 million retained under Project 410001, Task 008355.

### **Impact to Budget**

The recommendations identified in B and C will not increase the project budgets for the current Fiscal Year 2018. Adjustments to the FY 18 budget will transfer funds from Highway Subsidies Project 41001, Task 002198 to the same Project 41001, under Task 008355 using the Highway Subsidies Cost Center 0442 and Subsidies to Others Account 54001.

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.

The source of funds for recommendation B is Prop C 25% (\$20.40M), CMAQ (\$3.75M) and RSTP (\$0.15M) Funds, which are not eligible for bus or rail operations. No other funds were considered.

**ALTERNATIVES CONSIDERED**

The Board may choose not to approve staff recommendations stated herein. This option is not recommended as the retainage of the funds described herein in the project will support completion of the remaining segments of the I-5 HOV Enhancements north of SR 134.

**NEXT STEPS**

Upon Board approval of the staff recommendation, amendments to the funding agreements with Caltrans will be executed.

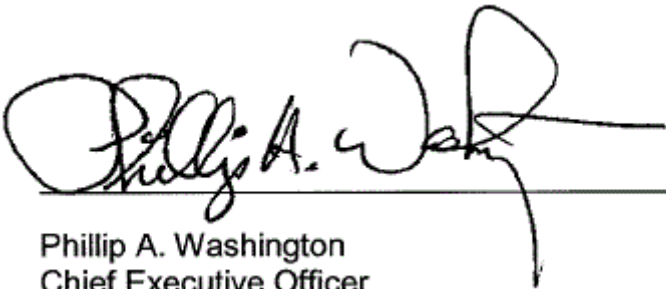
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**ATTACHMENT**

Attachment A: Caltrans Supporting Letter

Prepared by: Maher Subeh, Director Engineering (213) 922-4744  
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Phillip A. Washington  
Chief Executive Officer

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August 22, 2017

Mr. Abdollah Ansari  
Senior Executive Officer, Highway Program  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Ansari:

It has been a great partnership working together to improve mobility and the liveability for the residents of Los Angeles County with the widening of the Interstate 5 (I-5) North and South corridors, and many other projects. In the I-5 North corridor, from State Route 134 (SR-134) to State Route 14 (SR-14), there are five project segments. Three segments have completed construction and opened to traffic, two segments are still under construction.

Caltrans is ready to close out the project from State Route 118 (SR-118) to SR-14. The project has a balance of \$24,264,762. In addition, there is \$2.3 million from excess land sale in the segment from SR-170 to SR-118 that belongs to LACMTA. Caltrans agrees with Metro to transfer the balance of \$24,264,762 from the segment between SR-118 and SR-14 to the I-5 North Corridor (SR-118 to SR-134) that are still under construction, and retain the excess land sale revenue in the I-5 North corridor. These additional funds will be needed to complete and close out the I-5 North Corridor, between SR-134 and SR-118.

Thank you for working together to deliver the I-5 North and South corridors improvements to the communities and the traveling public. We look forward to continue our great partnership to deliver more transportation improvements for Los Angeles County.

If you have any questions regarding this matter, please contact Greg Farr, Principal Engineer of Project and Program Management, at (213) 897-0208.

Sincerely,

A handwritten signature in blue ink that reads "Robert So".

Robert So  
Deputy District Director

Cc: William Ridder – Executive Officer, Metro  
Greg Farr – Principal Engineer, Caltrans