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

File #: 2019-0466, **File Type:** Program **Agenda Number:** 14.

PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019

SUBJECT: PROGRAM ADDITIONAL FUNDS FOR I-10 HOV LANES PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

A. $10,910,051 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds savings in the I-10 High Occupancy Vehicle (HOV) Lanes Project from I-605 to Puente Avenue (Segment 1) to be programmed to pay for the cost increase in the I-10 HOV Lanes Project from Puente Avenue to Citrus Avenue (Segment 2); and

B. an additional $836,000 in CMAQ Funds for the cost increase in Segment 2.

ISSUE

Construction of the HOV lanes on I-10 between Puente Avenue and Citrus Avenue is progressing. However, the project has experienced challenges, including changes and delays leading to the need for additional funds to complete the construction.

BACKGROUND

The I-10 HOV Project from I-605 to SR-57 is being delivered in three segments. Once completed, the Project will add over ten miles of HOV lanes in each direction. Segment 1, between I-605 and Puente Avenue was completed in 2016 with savings of $10,910,051 in CMAQ Funds. Segment 2, with a total Funding Agreement budget of $195,580,000 (reduced to $189,325,000 after bid opening), between Puente Avenue and Citrus Avenue is currently under construction and is expected to open to traffic in February 2020. Segment 3, between Citrus Avenue and SR-57, also under construction, is expected to open to traffic in Spring 2021. Upon completion, the Project will close the gap and provide a continuous HOV/Express Lanes facility from east of Downtown Los Angeles to the San Bernardino County Line.

Caltrans awarded the Segment 2 construction contract to Ames Construction, Inc. in February 2014 and the contractor commenced construction in June 2014. Construction of Segment 2 is over 80% complete.

DISCUSSION

Major construction activities and the open to traffic milestone for Segment 2, originally scheduled to be completed in April 2017 are delayed to February 2020, a schedule delay of 34 months.

Caltrans attributes the delays to:

- Delays in the SCE utility relocations as power poles and utility lines that were not shown on the plans had to be relocated at several locations.
- Redesigning retaining walls and soundwalls to address conflicts with existing facilities, utilities (sewer and communications lines) and mature trees.
- Redesign of several interchange ramps to avoid conflicts with major storm drain facilities (96”and 78”) that were not identified during design due to lack of as-built plans.
- Waiting on court orders for easements to demolish buildings or obtain temporary construction easements to perform construction.
- Delays due to weather conditions.

The Project has an estimated cost increase of $19,504,112 for construction support and capital costs. Caltrans has estimated the total construction support costs at $39,991,112, which is $9,363,112 over the current budget of $30,628,000. The reasons for the increase are additional labor for: construction administration costs for an additional 21 months from the previous revised schedule and budget, the support required for the SCE relocations, contract plans modifications due to differing field conditions, staging plans revisions and increased coordination with the city of West Covina for street and ramp closures.

The estimated costs for the construction capital component have increased due to a significant number of Contract Change Orders and anticipated contractor claims on the project for such items as the time related delays while Caltrans resolved the conflicts between the design and the actual field conditions and delays in relocation of SCE-owned utilities. The contractor moved forces in and out of the project on multiple occasions. While the initial bids for the project were less than the engineer’s estimate, the number and magnitude of the changes have substantially increased the construction costs. The amount of the potential claims is yet to be determined. Caltrans is requesting $10,141,000 for the additional construction capital expenses.

Caltrans will fund up to $6,578,112 of the cost increase with state-controlled funds. Metro controlled funds are required to cover the remaining $12,926,000. The balance would be funded through shifting the $10,910,051 in CMAQ savings from Segment 1 to Segment 2 as proposed in Recommendation A. Additionally, the Board previously approved the use of $3,900,000 in I-10 ExpressLanes toll revenues to fund the CCOs for the median barrier changes to accommodate the future ExpressLanes Project on Segments 2 and 3 (Attachment A, Board Report 2019-0129). $1,180,000 of the of the $3,900,000 is required for Segment 2. Lastly, the remaining $836,000 shortfall would be funded with additional CMAQ funds (Recommendation B).

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact to the safety of Metro patrons and employees or users of our facilities. The I-10 freeway is a state-owned facility and Caltrans standards will be adhered to in the construction of the proposed improvements.

FINANCIAL IMPACT

Adoption of the recommendation will not have an impact to the FY 2020 budget as Regional Programming has identified CMAQ funds to pay for the cost increase. CMAQ funds are pass through funds and do not impact the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The construction of HOV lanes supports strategic plan goal #1, provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board could choose to not approve the additional funding. This option is not recommended as it would result in further project delays, additional contractor claims and increased costs. Caltrans has declared that they do not have funds beyond what they have committed to and documented in this Board Report.

NEXT STEPS

Staff will prepare the Programming Agreement with Caltrans to facilitate payment of cost overruns.

ATTACHMENT

Attachment A - I-10 Express Lanes Extension from I-605 to LA/SB County Line File # (2019-0129)

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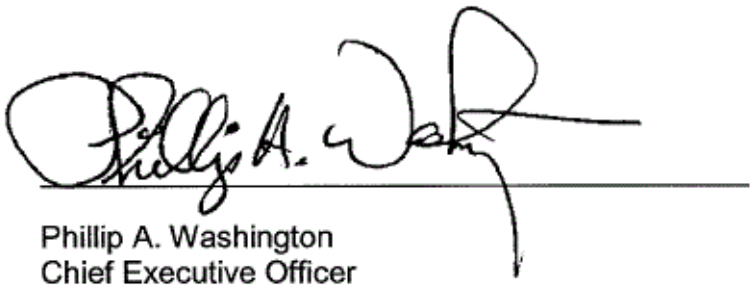

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File #: 2019-0129, **File Type:** Project **Agenda Number:** 6.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
APRIL 17, 2019

SUBJECT: I-10 EXPRESSLANES EXTENSION FROM I-605 TO LA/SB COUNTY LINE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the use of toll revenues, in a not-to-exceed amount of $3.9 million for the upgrade of a 42-strand bundle of single mode fiber optic (SMFO) cable to a 72-strand bundle of SMFO cable and a fiber patch panel for Segment 3 of the I-10 High Occupancy Vehicle (HOV) lane project to accommodate for the communications network necessary for conversion to future ExpressLanes. Additional improvements include the installation of 2-inch conduit, pull boxes, cast-in-drilled-hole (CIDH) pile foundations, and modified concrete barrier for median lighting improvements for Segments 2 and 3 for improved lighting. If authorized, the improvements will accommodate for future communications for the I-10 ExpressLanes Extension project, as well as any related Intelligent Transportation System (ITS) efforts, and improved visibility at HOV lane ingress/egress points.

ISSUE

At the February 20, 2019 Ad Hoc Congestion, Highway and Roads Committee meeting, Director Fasana directed staff to work with Caltrans to explore opportunities to incorporate additional improvements that would benefit future ExpressLanes as part of the I-10 HOV lane project currently in construction with the intent of minimizing future costs and impacts.

BACKGROUND

The I-10 HOV lane project includes construction of one HOV lane in each direction along I-10 between I-605 (San Gabriel River Freeway) and SR-57 (Orange Freeway).

The I-10 HOV lane project is comprised of three segments, with total Life of Project (LOP) budget of approximately $550 million:

1. Segment 1, between I-605 and Puente Ave in Baldwin Park has been completed as of 2013.
2. Segment 2, between Puente Ave and Citrus St is currently in construction and expected to be completed by December 2019.
3. Segment 3, between Citrus St and SR-57 is currently in construction and is expected to be completed by Summer 2021.

DISCUSSION

Metro and Caltrans explored opportunities to incorporate additional improvements that would better accommodate future ExpressLanes needs, ITS deployment, and other highway improvements as part of Segments 2 and 3 of the I-10 HOV lane project currently in construction. The improvements considered include improved lighting at ingress/egress locations and installation of upgraded SMFO cables for communications for the potential I-10 ExpressLane Extension project and ITS enhancements, amongst other highway improvements.

The I-10 ExpressLane Extension project is identified as a Tier I (near-term) priority in the 2017 Metro Countywide ExpressLane Strategic Plan. In addition, the I-10 ExpressLane Extension project has been identified as a key project for Metro and Los Angeles County and is included in Metro's Twenty-Eight by '28 project list, which intends to construct twenty-eight projects before the 2028 Summer Olympics and Paralympics. The anticipated Twenty-Eight by '28 completion year for the project is 2028.

Findings

Construction of Segments 2 and 3 of the I-10 HOV lane project is currently underway. Construction contractors are expected to initiate work within the median barrier in Spring 2019, while work within the outside shoulder for the eastbound portion for Segment 3 is expected in Fall 2019.

Given the timing of construction within the median, Metro and Caltrans staff identified this as an opportunity to include the installation of 2-inch conduit, pull boxes, CIDH pile foundations, and modified concrete barrier for the median lighting at the HOV lane egress/ingress locations along I-10 for Segments 2 and 3. The improvements will provide improved visibility for drivers at HOV lane egress/ingress points where lane changing and turbulence is concentrated. The proposed improvements are also consistent with Caltrans Transportation Operations Policy Directive 11-02 providing updated lighting standards at access openings for managed lanes, including ExpressLanes.

In addition, to improved lighting, staff consulted with Caltrans staff on the potential sharing of conduit for future communications. In consultation with Caltrans, Metro proposes to improve communications for Segment 3, by upgrading the proposed 48-strand bundle of SMFO to a 72-strand bundle of SMFO, and a fiber patch panel to allow for additional fiber strands for communications that could potentially be used for the communications network necessary for the I-10 ExpressLanes Extension project.

The additional scope includes the installation of 2-inch conduits, pull boxes, CIDH pile foundations, and modified concrete barrier for the median lighting for Segments 2 and 3. In addition to the installation of a 72-strand bundle of SMFO cable and a fiber patch panel for Segment 3. The cost for the additional improvements is approximately $3.9 million.

In leveraging ongoing construction efforts, cost savings are achieved by minimizing the need for future trenching and excavation of the median and outside shoulder. The additional improvements

may also serve to expedite the delivery of the I-10 ExpressLane Extension project, which has been identified as a priority in Metro's Twenty-Eight by '28 project list and the 2017 Metro Countywide ExpressLane Strategic Plan. Metro will continue to coordinate with Caltrans on further improvements throughout the construction of Segments 2 and 3 of the I-10 HOV lane project.

DETERMINATION OF SAFETY IMPACT

The approval of funding will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Funding in the amount of $3.9 million is available in the FY19 and proposed FY20 budget in cost center 2220 to implement this effort. Because this is a multi-year program, the cost center manager and the Executive Officer of the Congestion Reduction programs will be responsible for budgeting for future years.

Impact to Budget

The funding for this action will come from toll revenues generated from the Metro I-10 ExpressLanes operations. No other funds were considered for this activity.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The project is consistent with the following Metro Vision 2020 Goals and Objectives:

Strategic Goal 1: Provide high quality mobility options that enable people to spend less time traveling by providing the potential for improved ITS communications in an effort to improve future mobility.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the staff's recommendation. This alternative is not recommended as it would result in the deferment of potential cost savings and improvements to allow for improved lighting, power and communications for the planned I-10 ExpressLanes Extension project.

NEXT STEPS

Upon Board approval, staff will coordinate with Caltrans on final construction costs, enter into any necessary agreements and implement the identified enhancements.

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