

Metro

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



Agenda - Final

Wednesday, November 14, 2018

11:00 AM

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

Ad Hoc Congestion, Highway and Roads Committee

*John Fasana, Chair
Hilda Solis, Vice Chair
Kathryn Barger
Jacquelyn Dupont-Walker
Ara Najarian
John Bulinski, 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.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

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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General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - www.metro.net

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Item(s): 5, 6

Consent Calendar items are approved with one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

5. SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS UPDATE

[2018-0383](#)

RECOMMENDATION

RECEIVE AND FILE report on the history and status of the I-5 North capacity enhancements construction projects (Project) and enhancing Metro and Caltrans coordination to deliver the remaining segments in response to Board Motion 2018-0115 (Attachment A).

Attachments: [Attachment A - Board Motion- File # 2018-0115
Presentation](#)

6. SUBJECT: METRO FREEWAY SERVICE PATROL CONTRACTS

[2018-0675](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase Contract Modification Authority (CMA) to 12 existing Freeway Service Patrol contracts as delineated below for a total amount of \$3,670,000 thereby increasing the CMA amount from \$2,113,534 to \$5,783,534 and extend the periods of performance as follows:

- Beat no.1: All City Tow contract no. FSP2828200FSP141, for \$265,000 for 6 months
- Beat no.2: Citywide Towing contract no. FSP2785600FSP142, for \$190,000 for 5 months
- Beat no.4: Frank Scotto Towing contract no. FSP2788200FSP144, for \$190,000 for 5 months
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- Beat no.10: Neighborhood Towing 4 U contract no. FSP3848100FSP1410, for \$245,000 for 7 months
- Beat no.13: Reliable Delivery Service contract no. FSP2831500FSP1413, for \$475,000 for 7 months
- Beat no.24: T.G. Towing, Inc. contract no. FSP2833200FSP1424, for \$330,000 for 8 months

- Beat no.33: Mid Valley Towing contract no. FSP2851900FSP1433, for \$380,000 for 10 months
- Beat no.34: South Coast Towing contract no. FSP2839600FSP1434, for \$315,000 for 8 months
- Beat no.36: Hadley Tow contract no. FSP2841400FSP1436, for \$350,000 for 8 months
- Beat no.41: T.G. Towing contract no. FSP2760200144, for \$440,000 for 11 months
- Beat no.42: Platinum Tow and Transport contract no. FSP2842100FSP1442, for \$295,000 for 8 months

- Attachments:**
- [Attachment A - Procurement Summary revised](#)
 - [Attachment B - Contract Modification Authority Summary](#)
 - [Attachment C - Contract Modification Change Order](#)
 - [Attachment D - DEOD Summary.doc](#)
 - [Attachment E - FSP Beat Map Attachment](#)

NON-CONSENT

7. **SUBJECT: CALTRANS ORAL REPORT IN RESPONSE TO THE ROAD MOVABLE BARRIERS SYSTEM MOTION** [2018-0652](#)

RECEIVE oral report by Caltrans in response to the Road Movable Barriers System Motion from June 2018.

- Attachments:** [Motion from June 2018 Board Meeting - Road Movable Barriers System Presentation](#)

8. **SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&E) AND PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR SR-60/7th AVENUE INTERCHANGE IMPROVEMENTS PROJECT** [2018-0512](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a 24-month, firm fixed price Contract No. AE53204000 with ADVANTEC Consulting Engineers in the amount of \$1,999,895 for Architectural and Engineering (A&E) services for the preparation of Project Approval and Environmental Document (PA&E) and Plans, Specifications and Estimates (PS&E) for SR-60/7th Avenue Interchange Improvements Project, subject to resolution of protest(s), if any.

- Attachments:** [Attachment A - Procurement Summary.pdf](#)
[Attachment B - DEOD Summary.pdf](#)

9. **SUBJECT: SR-710 NORTH CORRIDOR MOBILITY IMPROVEMENTS**

[2018-0513](#)

RECOMMENDATION

APPROVE the following actions pertaining to the development and implementation of mobility improvement projects on local arterials and at freeway local interchanges experiencing congestion as a result of the discontinuity of the SR-710 North Freeway:

- A. APPROVE the attached list of eligible Mobility Improvement Projects [MIPs] recommended for funding;
- B. AUTHORIZE programming \$350 million in Measure R funds and \$65 million in State and Federal funds for a total of \$415 million to the SR-710 starting in FY20 for the initial list of MIPs in compliance with the guidelines in the Board Motion 29.1 (Attachment A) to fund new mobility improvement projects consistent with the purpose of the 710 freeway gap closure project to relieve congestion on local streets in the impact area of the SR-710 as depicted in the SR-710 Environmental Document; and
- C. AUTHORIZE programming up to \$45 million in Measure R funds starting in FY20 for the Transportation System Management/Transportation Demand Management (TSM/TDM) projects that are currently listed in the SR-710 North environmental document and will be cleared environmentally upon adoption of the SR-710 North Final Environmental Document to advance to final design and construction.

All future expenditure of funds shall be contingent upon completion of the SR-710 North environmental process and selection of the TSM/TDM Locally-Preferred Alternative as the Preferred Alternative.

Attachments:

[Attachment A - Item 29.1 Revised SR 710 N Motion File # 2017-0358](#)

[Attachment B1- Mobility Improvement Projects-Project Sponsor Submittals.pdf](#)

[Attachment B2- Mobility Improvements Projects -Summary of Project Sponsor S](#)

[Attachment C - Mobility Improvement Projects - Recommended for Funding.pdf](#)

[Attachment D - Mobility Improvement Projects -Descriptions.pdf](#)

[Attachment E - Mobility Improvement Projects - Cash Flow Projections.pdf](#)

10. **SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118** [2018-0582](#)

RECOMMENDATION

AUTHORIZE Contract Modifications No. 194, No. 222 & No. 225 (CCO 194, CCO 222 & CCO 225) by the California Department of Transportation (Caltrans) for the construction contract of Segment 4 of the I-5 North Capacity Enhancements Project from SR-134 to SR-118 (Project) under Funding Agreement No. MOU.P0008355/8501A/A8, in the amount of \$20.8 million within the overall corridor LOP budget.

11. **SUBJECT: METRO EXPRESSLANES CONTINUING OPERATIONS** [2018-0536](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 78 for Operation and Maintenance (O&M) - Year 6 (from February 24, 2019 to February 29, 2020), for up to one year, for Contract No. PS0922102333 with Atkinson Contractors, LP (Atkinson) for Metro ExpressLanes Operation and Maintenance in the amount of \$18,655,393; increasing the total contract price from \$185,669,328 to \$204,324,721.

Attachments: [Attachment A - Procurement Summary 0536 Express Lanes](#)
[Attachment B - CMA Summary](#)
[Attachment C - DEOD Summary](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2018-0713](#)

RECEIVE General Public Comment

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.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2018-0383, **File Type:** Motion / Motion Response

Agenda Number: 5.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE NOVEMBER 14, 2018

SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on the history and status of the I-5 North capacity enhancements construction projects (Project) and enhancing Metro and Caltrans coordination to deliver the remaining segments in response to Board Motion 2018-0115 (Attachment A).

ISSUE

At the May 2018 Regular Board Meeting, Director Dupont-Walker requested Metro staff to provide a status report on the Project and Metro-Caltrans collaboration to effectively complete the Project.

BACKGROUND

The Project is a mega-project, which includes construction of High Occupancy Vehicle (HOV) Lanes and pertinent improvements between State Route 134 (SR-134) in Glendale and State Route 118 (SR-118) in Pacoima area in four segments:

- Segment 1: SR-118 to SR-170
- Segment 2: SR-170 to Buena Vista St.
- Segment 3: Buena Vista St. to Magnolia Blvd.
- Segment 4: Magnolia Blvd. to SR-134

Caltrans designed and is managing construction of the Project. Segments 1 & 2 are complete and opened to traffic. Segments 3 & 4 are currently in construction. Table 1 shows the history and status of the four segments of the Project.

Table 1: Project History and Current Status

Project Limits	Award Date	Original Scheduled Completion Date	Actual/Anticipated Completion Date	% Complete to Date
SR-118 to SR-170 (Segment 1)	May 2010	Jun. 2015	Jul. 2016	100%
SR-170 to Buena Vista St. (Segment 2)	Oct. 2010	May 2014	Dec.2015	100%
Buena Vista St. to Magnolia Blvd. (Segment 3)	Nov. 2012	Sep. 2017	TBD (Apr. 2022)	70%
Magnolia Blvd. to SR-134 (Segment 4)	Dec. 2010	Aug. 2014	TBD (Mar. 2020)	83%

DISCUSSION

The Project has experienced schedule delays and cost increases. A number of challenges occurred during the construction of the Project including survey discrepancies, design inconsistencies requiring re-work/design modifications, as-built plans not matching actual field conditions, unknown utilities encountered necessitating relocation, additional right-of-way easements and acquisitions, differing site conditions, third party-caused delays, community concerns and other issues.

Table 2 shows the total values and numbers of approved Contract Change Orders (CCOs) as of November 2018 and those values as percentage of the contract allotment values of each segment.

Table 2: Construction Change Order Records (as of November 2018)

Segment	Contract Allotment (\$Million)	Number of CCOs	Total Value of CCOs (\$Million)	Total CCO Value as % of Contract Allotment Value
1	\$120.59	129	\$11.6	9.6%
2	\$ 59.96	168	\$22.4	37.4%
3	\$195.79	198	\$37.7	19.3%
4	\$ 57.86	225	\$42.3	73.1%

Major Accomplishments

- 1) Segments 1 & 2 are complete and open to traffic.
- 2) Segment 2: \$14.6 million claim submitted by the contractor was settled at \$11 million.

- 3) Segment 3: Buena Vista and Empire Avenue railroad grade separations are complete and operational.
- 4) Segment 4: Verdugo Avenue Undercrossing widening is complete and open to traffic.
- 5) Segment 4: \$28.62 million claim submitted by the contractor was settled at \$20.8 million. This settlement will be presented to the Board for approval.

Major Challenges

- 1) Segment 3: Delay in opening Empire Avenue and start of Burbank Blvd. Bridge demolition due to differing site conditions, architectural treatment adjustments, Burbank Water and Power asbestos conduits removal, contractor issues, and claims related to delays.
- 2) Segment 4: Delay in LA River Bridge demolition

Caltrans-Metro Collaborative Efforts

- 1) Weekly field construction meetings and field reconnaissance are held by Metro, Caltrans, impacted cities and contractors to resolve the pending issues.
- 2) Monthly project coordination meetings are held by Metro and Caltrans to discuss the Project's progress and risks and to identify appropriate measures to control schedule and cost overruns.
- 3) Caltrans and Metro worked together to establish procedures to ensure the construction changes are monitored and approved as stipulated in the Funding Agreement. Procedures are as follows:
 - a. Ensure a uniform implementation of Funding Agreement language.
 - b. Enact an acceptable Contract Change Order (CCO) concurrence process.
 - c. Implement a reporting process of project status along with CCO requests.

4) Risk Assessment

Metro began assessing risks in the project schedule and cost in 2014 by hiring a risk assessment/management consultant, holding monthly risk management meetings with Caltrans, and identifying risks and mitigation measures to minimize cost increases and schedule delays.

Table 3 shows the anticipated completion schedule per August 2018 risk assessment.

Table 3: Completion Schedule Assessment

Segment No.	Original Schedule		Actual Start Date and Anticipated Completion Including Risks		Anticipated Delay in Months
	Start	Finish	Start	Projected Finish @ 70 Percentile	
3	Feb. 2013	Sep. 2017	Feb. 2013	Apr. 2022	55
4	Feb. 2011	Aug. 2014	Feb. 2011	Mar. 2020	68

5) Schedule and Time Impact Analysis (TIA) Support

Construction schedule review and time impact analysis services were provided by Metro to assist Caltrans in construction administration for the claims and schedule dispute.

6) Underground Utilities Scanning Support

Metro provided 3D scanning for the existing underground utilities to check against as-built plans and identify the potential conflicts in construction for Empire Avenue in Segment 3.

7) Administrative Support

Additional support cost monitoring, evaluation and analysis service was provided by Metro to control support cost expenditures.

8) Community Impacts Mitigation

Due to the impacts of the Project to the communities, Metro staff carried the Board motions in May and June 2014 by utilizing a construction mitigation project manager to mitigate the impacts and to establish the mitigation measures approved by the Board in October 2014.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff will continue to coordinate with Caltrans to complete the remaining work while minimizing schedule and cost overruns. This collaboration is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling by widening the freeway; providing additional capacity, and including HOV lanes to encourage carpooling and improve transit efficiency;

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the Corridor Cities by contributing funds and providing resources to assist Caltrans in management and delivery of these projects.

NEXT STEPS

Staff will continue to assist Caltrans through the completion of the remaining two segments to avoid/mitigate the risks and will inform the Board of progress of the remaining segments.

ATTACHMENT

Attachment A - Board Motion (File # 2018-0115)

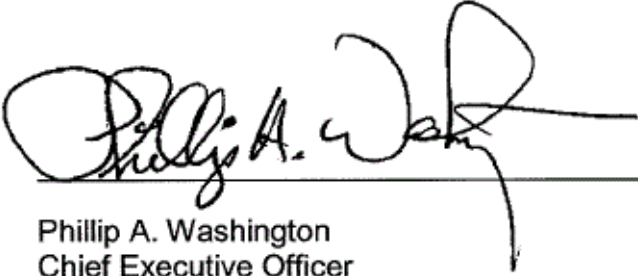
Prepared by:

Victor Gau, Director Engineering, Highway Program (213) 922-3031

Abdollah Ansari, SR. Executive Officer, Highway Program (213) 922-4781

Bryan Pennington, Deputy Chief Program Management Officer, (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2018-0115, File Type: Contract

Agenda Number: 6.

REVISED
AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
MAY 16, 2018

**SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM
SR-134 TO SR-118 (FUNDING AGREEMENT NO.
MOU. P0008355/8501A/A6)**

ACTION: AUTHORIZE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE Contract Modification No. 198 by the California Department of Transportation (Caltrans) for construction contract of the Segment 4 of the I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) under the Funding Agreement No. MOU. P0008355/8501A/A6, in the amount of \$1,242,619.51 within the project Life of Project budget.

DUPONT-WALKER MOTION: report back to the Board in September in enhancing Metro and Caltrans coordination in delivering Highway Projects.

ISSUE

As part of the I-5 North Segment 4 construction, temporary protective concrete barriers (K-Rail) have been placed as per contract plan for Stage 1 and Stage 2 construction locations since the beginning of construction in March 2011.

Construction Change Order 198 authorizes compensation to the contractor in the amount of \$1,242,619.51 for additional costs of keeping the K-rails in place at various locations from April 2014 through June 2018 due to an extension of the project schedule.

Contract modifications exceeding \$500,000 require Board authorization per the Staff Delegations.

DISCUSSION

The I-5 North Capacity Enhancement project includes freeway widening and construction of High-Occupancy Vehicle (HOV) lanes and other improvement between SR-118 and SR-134. Caltrans designed and is managing construction of the Project. Segment 4 of the I-5 North Capacity Enhancement Project is between Magnolia Boulevard and SR-134.

The K-rails were set in place at various locations along the freeway to protect the work areas during construction activities. The project was delayed due to various utility conflicts, necessary design corrections and remedies for which time extension was granted through Change Orders 145, 182, 188 and 183 approved by Metro. As a result of the delays, the K-rails had to remain in place longer than planned. In July 2017 the Contractor provided a proposed resolution to delays and disruptions submittal package for the project including additional costs for K-rail, which was reviewed and approved by Caltrans. Caltrans has submitted the invoices to Metro for approval/payment.

DETERMINATION OF SAFETY IMPACT

There is no impact to public safety by approving this action.

FINANCIAL IMPACT

The project budget for Segment 4 is \$137,366,000 of which \$64,767,000 is Federal funds (Congestion Mitigation and Air Quality (CMAQ)), \$22,707,000 is State funds (RIP, IIP and RSTP) and \$49,892,000 is Local funds (Prop C and Measure R).

The total cost of \$1,242,619.51 for this Contract Modification No. 198 does not require an increase in the overall project budget. ~~as it will be funded from Federal (CMAQ) funds or other non-local funds. Current Metro FY18 budget of \$800,000 in Cost Center 0442 (Highway Subsidies), Project 460332, Tasks 5.4.100 and 5.5.100, Account 54001 (Subsidies to Others) will not be impacted.~~

Since this is a multi-year contract/project, the Project Manager, Cost Center Manager, and Senior Executive Officer of Program Management - Highway Program will be responsible for budgeting costs in future fiscal years.

Impact to Budget

~~The source of funds for this recommendation is Federal (CMAQ) funds or other non-local funds, administered by Caltrans. Metro's FY18 budget will not be impacted.~~

ALTERNATIVES CONSIDERED

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in a likely dispute by the Contractor and potential cost overruns due to interest payments that would accrue during the dispute.

Authorization of Contract Modification No. 198 in the amount of \$1,242,619.51 will allow Caltrans to compensate the Contractor for the additional costs of keeping the K-rails in place on the project from March 2014 through December 2016 due to project delays.

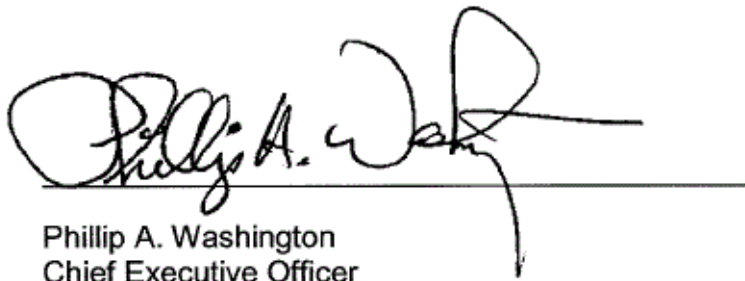
NEXT STEPS

Upon Board's approval of the recommended action, Metro staff will coordinate with Caltrans to pay

Contractor's invoices upon receipt.

Prepared by: Maher Subeh, Director of Engineering, Highway Program (213) 418-3291
 Abdollah Ansari, Senior Executive Officer, Highway Program (213) 922-4781
 Bryan Pennington, Deputy Chief Program Management Officer (213) 922-7449

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



Phillip A. Washington
Chief Executive Officer

I-5 North HOV Lanes Construction Project

Status Update – November 2018



Project Limits



I-5 North, SR-118 to SR-134



Project is Managed by Caltrans

- Approved budget: \$880.9 M after FA #A8
- Estimated Cost to Complete Construction: TBD

Accomplishments:

Segment 1: SR-118 to SR-170

- **Open to traffic.**
- Contract acceptance and close out audit in progress

Segment 2: SR-170 to Buena Vista

- **Open to traffic.**
- Contract acceptance and close out audit in progress
- Final Settlement approved by the Board in September 2018.

Segment 3: Buena Vista to Magnolia Blvd (Empire Ave IC)

- 70% Complete

Segment 4: Magnolia Blvd to SR-134

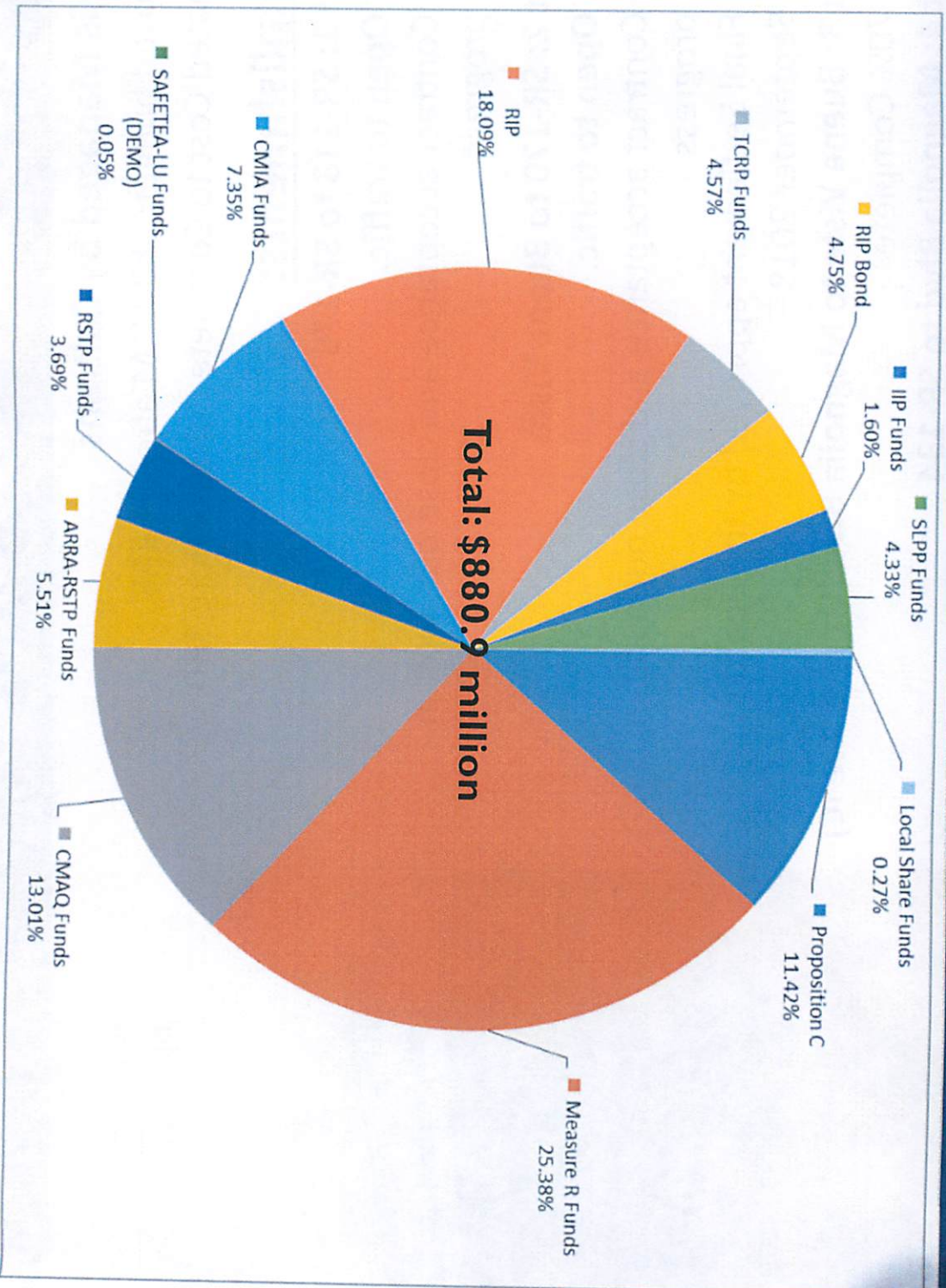
- 83% Complete



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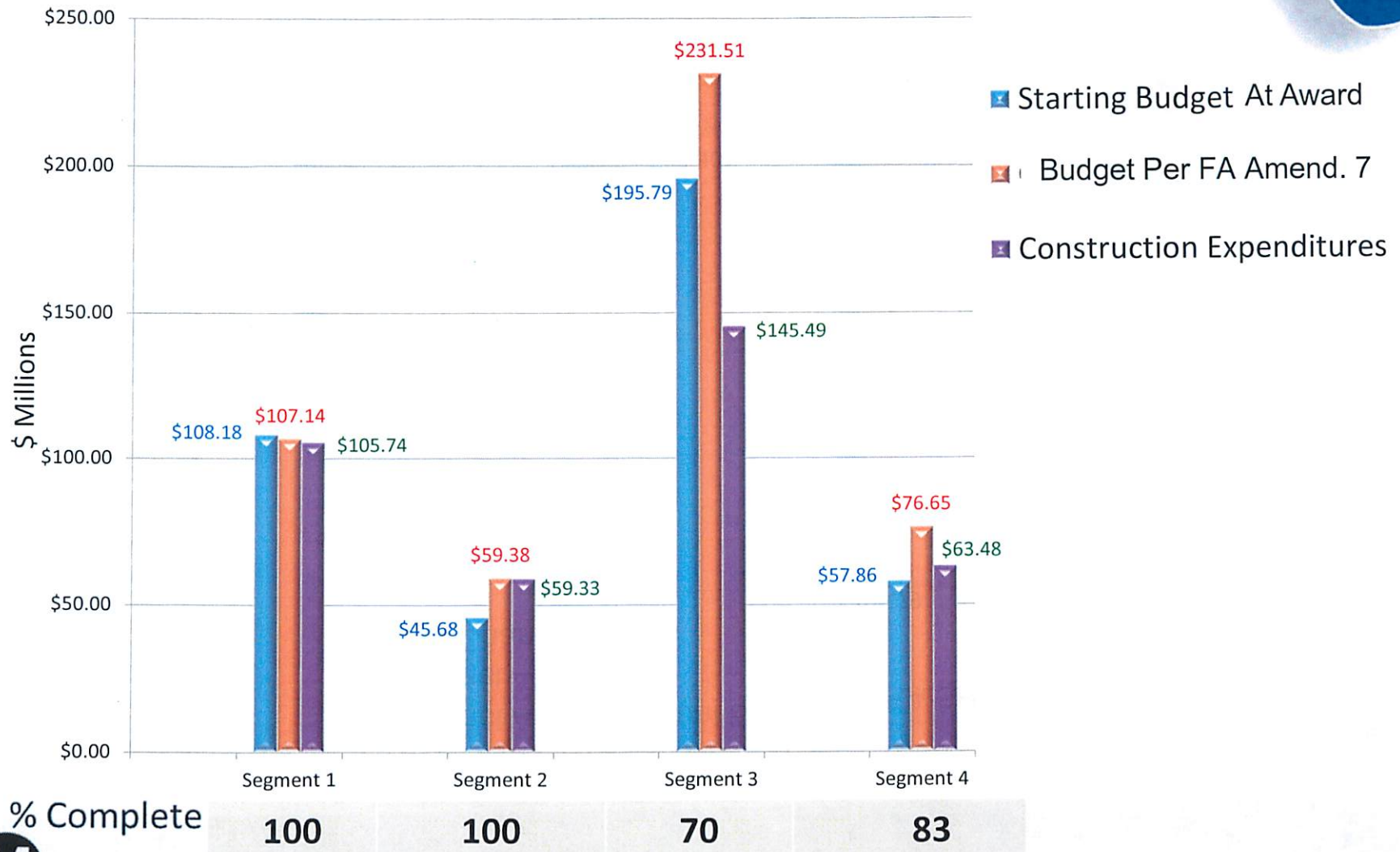
Fund Sources – All Phases



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*\$880.9 million total funds for the Project per Funding Agreement (FA) #A8
 *Additional \$30 million from ARRA-SHOPP programmed for Segment 1 & 2 not included in FA

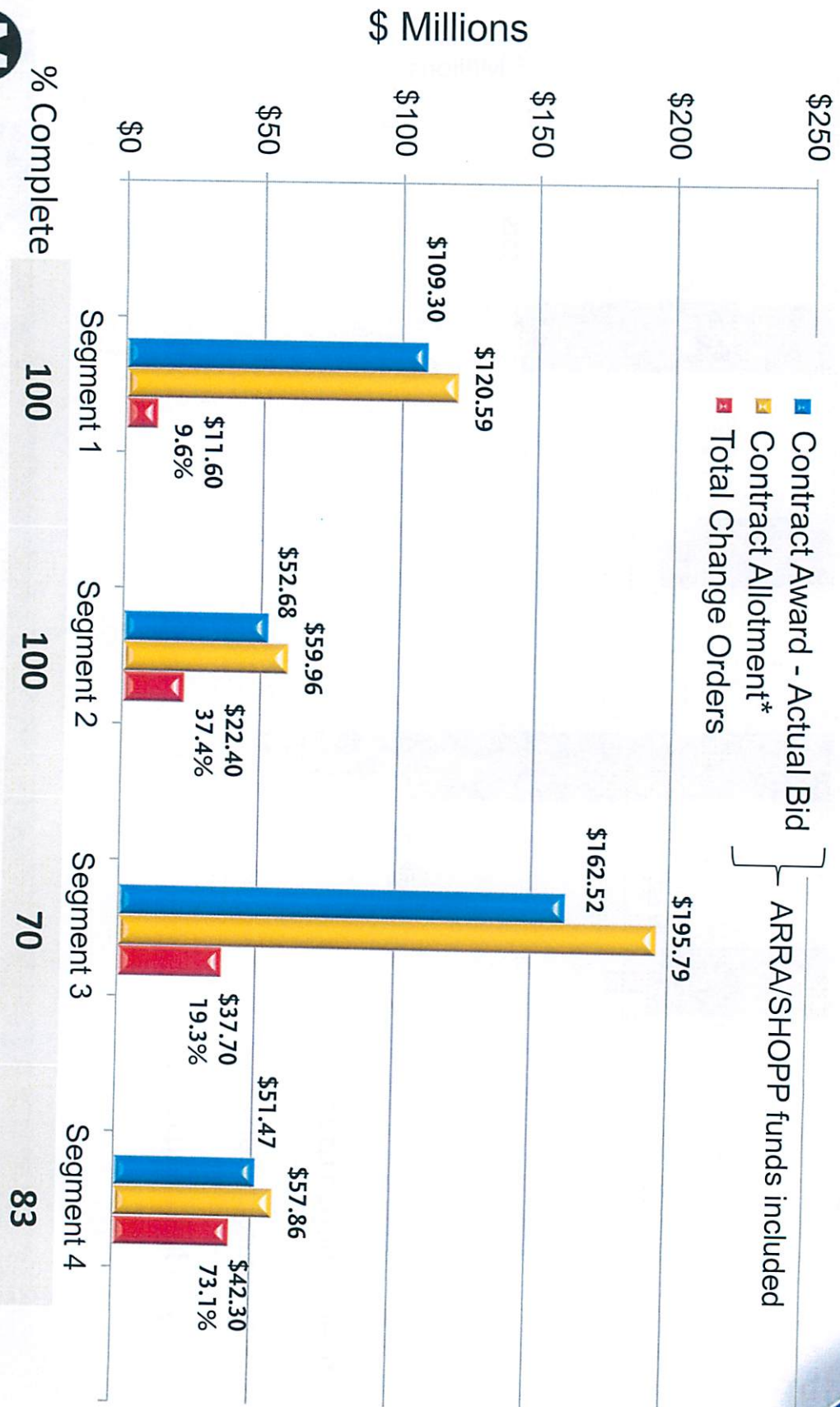
Budget vs. Expenditures



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- ARRA-SHOPP Fund for Segment 1 & 2 not included in the FA
- Segment 3 and 4 did not have any ARRA/SHOPP funds

Contract Changes Up to November 2018



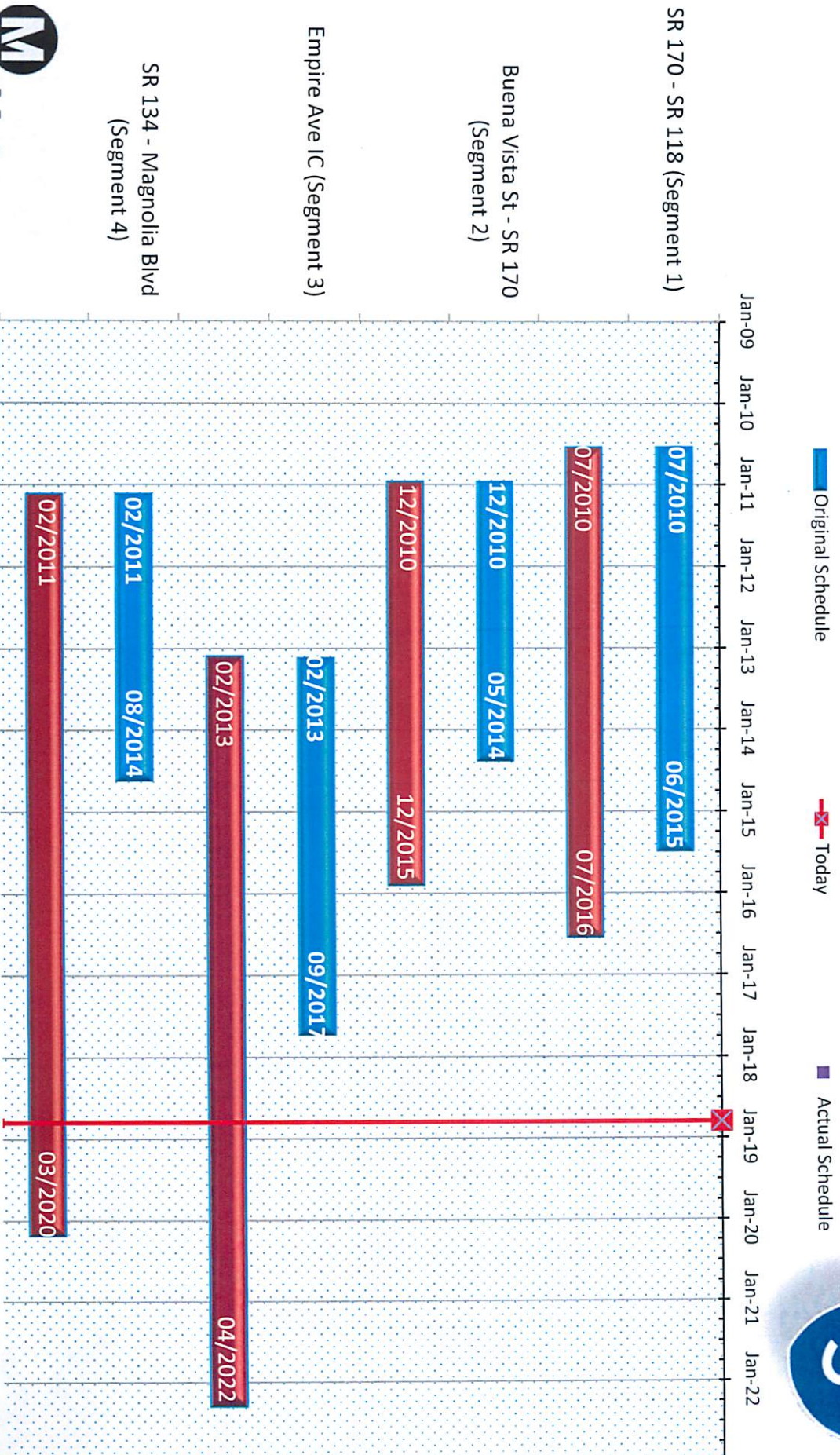
\$ Millions



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* Contract Allotment includes contingencies, supplemental work, and State-furnished material

Construction Schedule



Completion Schedule Risk



Segment	Limits	Original Schedule		Actual Start Date and Anticipated Completion Including Risks		Anticipated Completion Delay in Months
		Start	Finish	Start	Projected Finish @ 70th Percentile	
3	Empire Ave. IC	Feb. 2013	Sep. 2017	Feb. 2013	Apr. 2022	55
4	SR 134 – Magnolia Blvd	Feb. 2011	Aug. 2014	Feb. 2011	Mar. 2020	68

Metro-Caltrans Collaboration



- On-going schedule and budget/expenditure monitoring
- Weekly construction field activities, progress and issues meeting - action plans.
- Monthly coordination meetings
- Risk Assessment studies
 - Monthly monitoring
 - Quarterly reports
- Third party coordination to accelerate work
- Timely evaluation, negotiations, payment of validated change orders and settlement of contractor's claims to save time



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Board Report

File #: 2018-0675, File Type: Contract

Agenda Number: 6.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE NOVEMBER 14, 2018

SUBJECT: METRO FREEWAY SERVICE PATROL CONTRACTS

ACTION: APPROVE CONTRACT MODIFICATION AUTHORITY

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase Contract Modification Authority (CMA) to 12 existing Freeway Service Patrol contracts as delineated below for a total amount of \$3,670,000 thereby increasing the CMA amount from \$2,113,534 to \$5,783,534 and extend the periods of performance as follows:

- Beat no.1: All City Tow contract no. FSP2828200FSP141, for \$265,000 for 6 months
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- Beat no.42: Platinum Tow and Transport contract no. FSP2842100FSP1442, for \$295,000 for 8 months

ISSUE

Staff is requesting the Board to authorize contract modification authority (CMA) in the amount of \$3,670,000 to execute contract modifications to existing Metro Freeway Service Patrol (FSP) light

duty tow service contracts. Additional funds are needed to extend and replenish existing FSP contracts, in anticipation of the award of two multi-beat Regional contracts and 11 individual beat contracts in Q3 FY19 and Q1 FY2020, respectively. Extending the period of performance will ensure seamless and efficient operation of the FSP program during the initial contract mobilization phase of the new Regional contracts where contractors order trucks to be built to Metro FSP specifications, hire and train drivers and contract with various sub-contractors. Increased CMA will also replenish funding to contracts that provide support to Caltrans construction projects through a Cooperative Agreement. The FSP program currently expends up to \$75,000 each month to support Caltrans projects.

DISCUSSION

The FSP program is a congestion mitigation program managed in partnership with Metro, CHP and Caltrans serving motorists on all major freeways in Los Angeles County. The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently getting disabled vehicles operational or by quickly towing those vehicles off of the freeway to a designated safe location. Quickly removing motorists and their disabled vehicles from the freeway reduces the chances of further incidents caused by onlookers and impatient drivers. FSP helps save fuel and reduce air polluting emissions by reducing stop-and-go traffic. The service is absolutely free to motorists and operates seven day a week during peak commuting hours.

Metro contracts with independent tow service providers to provide light duty tow service on general purpose lanes on all major freeways in Los Angeles County, 2 light duty contracts on the ExpressLanes (I-110 & I-10), and 2 heavy duty (Big Rig) contracts (I-710 & SR-91). Each weekday 170 tow and service trucks are deployed during peak commuting hours.

Annual Benefit & Program Efficiency

- Annual Benefit to Cost Ratio of 10:1 - For every \$1 spent there is a \$10 benefit to motorists. The Los Angeles County FSP program has the highest benefit to cost ratio of all the statewide FSP programs.
- 300,000 Assists performed each year (average) and over 7,000,000 Assists since 1991
- 9,454,840 Hours motorists saved from sitting in traffic
- 16,253,000 Gallons of fuel savings
- 150,000 kg of emissions savings
- The average motorist wait time for FSP service is 7 minutes (The average wait time for AAA service is over 30 minutes)
- The Los Angeles County FSP program generates one-half of the cumulative benefits of the 14 FSP programs in the state.

DETERMINATION OF SAFETY IMPACT

The FSP program provides a vital service to assist motorists with disabled vehicles on Los Angeles County freeways. During FSP operating hours, drivers provide specific services to motorists to get them safely back on the road to tow them to a designated safe location off of the freeway. FSP

drivers patrolling their beats locate and assist motorists in freeway lanes or along the shoulder significantly faster than it would take to call a private tow service. The ability of FSP to quickly get motorists back on the road or tow them off of the freeway to a designated safe location off of the freeway reduces the motorists' exposure to the freeway environment, and the chance of secondary accidents.

FINANCIAL IMPACT

The amount of \$3,670,000 is included in the FY19 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070. The cost center manager and Executive Officer, Congestion Reduction will be accountable for managing these funds.

Impact to Budget

The FSP program is funded through a combination of State SB1 and other state funds, Proposition C 25% sales tax and SAFE funds. Metro is also reimbursed for the services provided to support Caltrans construction projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FSP Program aligns with Strategic **Goal 1: Provide high quality mobility options that enable people to spend less time traveling.** The program mitigates congestion on all major freeways in Los Angeles County.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the increase in contract modification authority. This alternative is not recommended as it will adversely impact the existing contracts and the FSP service provided in Los Angeles County.

NEXT STEPS

Upon Board approval, staff will increase contract modification authority.


ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - FSP Contract Modification Authority Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Attachment E - FSP Beat Map

Prepared by: John Takahashi, Sr. Program Manager, Freeway Service Patrol, (213) 418-3271
Shahzad Amiri, Executive Officer, Congestion Reduction, (213) 922-3061

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO FREEWAY SERVICE PATROL/VARIOUS BEATS

1.	Contract Number: Various, see Attachment B		
2.	Contractor: Various, See Attachment B		
3.	Mod. Work Description: General Redeployment Support, Caltrans Construction, Special Event Support, Service Coverage		
4.	Contract Work Description: Freeway Service Patrol Services		
5.	The following data is current as of: October 24, 2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	Various	Contract Award Amount: Various, See Attachment B
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: Various, See Attachment B
	Original Complete Date:	N/A	Pending Modifications (including this action): Various, See Attachment B
	Current Est. Complete Date:	Various	Current Contract Value (with this action): Various, See Attachment B
7.	Contract Administrator: Roxane Marquez		Telephone Number: (213) 922-4147
8.	Project Manager: John Takahashi		Telephone Number: (213) 418-3271

A. Procurement Background

This Board action is to increase contract modification authority (CMA) for multiple firm fixed unit rate contracts (see Attachment B – Contract Modification Authority Summary) for towing services in support of the Metro Freeway Service Patrol (FSP) program.

The proposed CMA increase for 12 FSP general purpose lane contracts in the amount of \$3,670,000 will continue required towing services for the FSP program and extend the period of performance to support unanticipated events, redeployment, and support during freeway construction work, and service delivery until new FSP Regional contracts are in place.

Attachment B – Contract Modification Authority Summary shows the list of contracts that require an increase in CMA.

Attachment C – Contract Modification/Change Order Log shows that modifications have been issued to date to two contracts and no contract modifications are currently in negotiations or pending.

B. Cost

Contract modifications that are required in the future, prices will be determined fair and reasonable based upon independent cost estimate, fact-finding, technical analysis, cost analysis, and negotiations.

**ATTACHMENT B
CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY**

**METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES**

Beat	Contractor	Contract No.	Original Contract Value	Existing CMA (10%)	Requested CMA Increase	REVISED TOTAL CMA
1	All City Tow	FSP2828200FSP141	\$1,651,224.00	\$165,122.00	\$265,000.00	\$430,122.00
2	Citywide Towing	FSP2785600FSP142	\$1,562,049.00	\$156,204.00	\$190,000.00	\$346,204.00
4	Frank Scotto Towing	FSP2788200FSP144	\$1,732,088.00	\$173,208.00	\$190,000.00	\$363,208.00
8	Citywide Towing	FSP2825800FSP148	\$1,562,049.00	\$156,204.00	\$195,000.00	\$351,204.00
10	Neighborhood Towing 4 U	FSP3848100FSP1410	\$1,717,924.00	\$171,792.00	\$245,000.00	\$416,792.00
13	Reliable Delivery Service	FSP2831500FSP1413	\$2,230,847.00	\$223,084.00	\$475,000.00	\$698,084.00
24	T.G. Towing, Inc.	FSP2833200FSP1424	\$1,753,911.00	\$175,391.00	\$330,000.00	\$505,391.00
33	Mid Valley Towing	FSP2851900FSP1433	\$1,671,437.00	\$167,143.00	\$380,000.00	\$547,143.00
34	South Coast Towing, Inc.	FSP2839600FSP1434	\$1,724,050.00	\$172,405.00	\$315,000.00	\$487,405.00
36	Hadley Tow	FSP2841400FSP1436	\$1,932,125.00	\$193,212.00	\$350,000.00	\$543,212.00
41	T.G. Towing, Inc.	FSP2760200144	\$1,832,033.00	\$183,203.00	\$440,000.00	\$623,203.00
42	Platinum Tow & Transport	FSP2842100FSP1442	\$1,765,665.00	\$176,566.00	\$295,000.00	\$471,566.00

Totals

\$2,113,534.00

\$3,670,000.00

\$5,783,534.00

CONTRACT MODIFICATION/CHANGE ORDER LOG

**METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES**

**CONTRACT NO. FSP2831500FSP14-13
Beat No. 13**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance Extension	Approved	5/01/2015	\$ 0.00
1a	Period of Performance Extension	Approved	4/30/2018	\$ 0.00
2	Period of Performance Extension	Approved	8/31/2018	\$ 0.00
3	Funding Increase	Approved	9/03/2018	\$ 223,084
	Modifications Total:			\$ 223,084
	Original Contract:		4/30/2015	\$2,230,847
	Total:			\$2,453,931

**CONTRACT NO. FSP276020014-41
Beat No. 41**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance Extension	Approved	5/10/2018	\$ 0.00
2	Period of Performance Extension	Approved	8/28/2018	\$ 0.00
3	Fund Increases	Approved	9/17/2018	\$ 183,203
	Modifications Total:			\$ 183,203
	Original Contract:		2/09/2015	\$1,832,033
	Total:			\$2,015,236

DEOD SUMMARY

METRO FREEWAY SERVICE PATROL / VARIOUS BEATS

A. Small Business Participation

Of the 12 FSP contracts included in these Contracts, eight of the Contractors made SBE commitments. The Freeway Service Patrol (FSP) Contractors for Beats 10, 13, 24, 34, 36, 41 and 42, are meeting or exceeding their SBE commitment. The FSP Contractors for Beats 1, 2, 8 and 33 did not make SBE commitments at time of bid and have no SBE participation.

The FSP Contractor for Beat 4, Mighty Transport, Inc. dba Frank Scotto Towing, made a 10.54% SBE commitment. The project is 58% complete and the current SBE participation is 6.60%, representing a 3.94% shortfall. Mighty Transport submitted a mitigation plan, which includes adding two SBE subcontractors to perform on the contract to eliminate the shortfall by the end of the modification period.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that Mighty Transport is on schedule to meet or exceed its SBE commitment. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Beat 4 – Mighty Transport, Inc. dba Frank Scotto Towing

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	10.42%	6.58%
2.	JCM & Associates	0.12%	0.02%
	Total	10.54%	6.60%

Beat 10 – Neighborhood Towing 4 U

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Neighborhood Towing 4 U (SBE Prime)	10.02%	10.10%
2.	AAA Oils, Inc.	0.00%	13.07%
	Total	10.02%	23.17%

Beat 13 – Reliable Delivery Service

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Reliable Delivery Service (SBE)	100%	100%

	Prime)		
	Total	100%	100%

Beat 24 – T.G. Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	T. G. Towing, Inc. (SBE Prime)	100%	100
	Total	100%	100%

Beat 34 – South Coast Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	11.31%	13.54%
	Total	11.31%	13.54%

Beat 36 – Hadley Tow

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	16.77%	14.47%
2.	Manatek Insurance	2.33%	7.77%
	Total	19.10%	22.24%

Beat 41 – T.G. Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	T.G. Towing, Inc. (SBE Prime)	100%	100%
	Total	100%	100%

Beat 42 – Platinum Tow & Transport

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Platinum Tow % Transport (SBE Prime)	100%	100%
	Total	100%	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$18.99 per hour (\$13.75 base + \$5.24 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the LW/SCWRP and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Metro

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

Board Report

File #: 2018-0652, **File Type:** Motion / Motion Response

Agenda Number: 5.

**AD HOC CONGESTION, HIGHWAY, AND ROADS COMMITTEE
FEBRUARY 20, 2019**

**SUBJECT: CALTRANS ORAL REPORT IN RESPONSE TO THE ROAD MOVABLE BARRIERS
SYSTEM MOTION**

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report by Caltrans in response to the Road Movable Barriers System Motion from June 2018.

ATTACHMENT

Attachment A - Road Barriers Motion



Board Report

File #: 2018-0424, **File Type:** Motion / Motion Response

Agenda Number: 61.

**REGULAR BOARD MEETING
JUNE 28, 2018**

Motion by:

GARCETTI, DUPONT-WALKER, HAHN, GARCIA, FASANA AND BOWEN

Road Movable Barriers System

**SUBJECT: MOTION BY GARCETTI, DUPONT-WALKER, HAHN, GARCIA,
FASANA AND BOWEN**

ROAD MOVABLE BARRIERS SYSTEM

WE THEREFORE MOVE THAT the Board direct the CEO to report back on the following:

- A. An analysis of the feasibility to implement Road Movable Barriers System on Freeway systems in Los Angeles County where asymmetric traffic flow exists. The analysis shall include the following:
 - 1. Identifying the potential freeway corridor segments such as the I-405 between I-105/LAX to I-710, and others, that have unique directional traffic flows.
 - 2. Coordination with Caltrans to identify the associated capital costs such as bridge replacement.
 - 3. Coordination with Caltrans to identify the associated operation costs to implement Road Movable Barriers System to create reversible lanes during AM and PM peak hours;
- B. Identify and recommend funding sources to support a pilot demonstration program; and
- C. Report back on all the above during the October 2018 MTA Board cycle.



ROAD MOVABLE BARRIERS SYSTEM Segment Analysis

Metro Board Action Item No. 61, June 28, 2018
CEO to report on analysis of the feasibility to
implement movable barrier system in Los Angeles
County where asymmetric traffic flow exists.

NOVEMBER 2018



BOARD ACTION

CEO report on analysis of the feasibility to implement Movable Barrier System in Los Angeles County where asymmetric traffic flow exists.

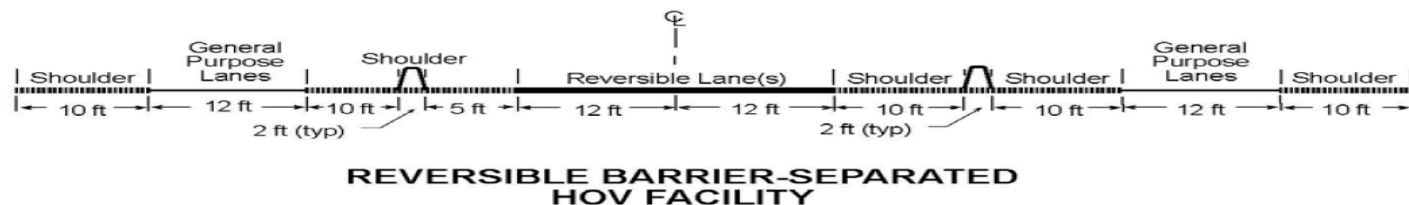
- ▶ **1. Identifying the potential freeway corridor segments such as the I-405 between I-105/LAX to I-710, and others, that have unique directional traffic flows.**
- ▶ 2. Coordination with Caltrans to identify the associated capital costs such as bridge replacement.
- ▶ 3. Coordination with Caltrans to identify the associated operation costs to implement Road Movable Barriers System to create reversible lanes during AM and PM peak hours.

REVERSIBLE HOV LANES MINIMUM REQUIREMENTS

From High-Occupancy Vehicle Guidelines for Planning, Design & Operations.
January 2018.

- ▶ Minimum length for these facilities should be 2 miles
- ▶ This type of operation is feasible only if the existing and forecasted directional traffic split is 65% or more in one direction during the design life of the project
- ▶ Free of right-of-way and physical constraints, such as bridge columns, in retrofitting a reversible flow

FIGURE 3.1
TYPICAL CROSS SECTIONS
BARRIER-SEPARATED HOV FACILITIES
NOT TO SCALE



HIGH-OCCUPANCY
VEHICLE
GUIDELINES

for Planning, Design
and Operations

January 2018
California State
Transportation Agency

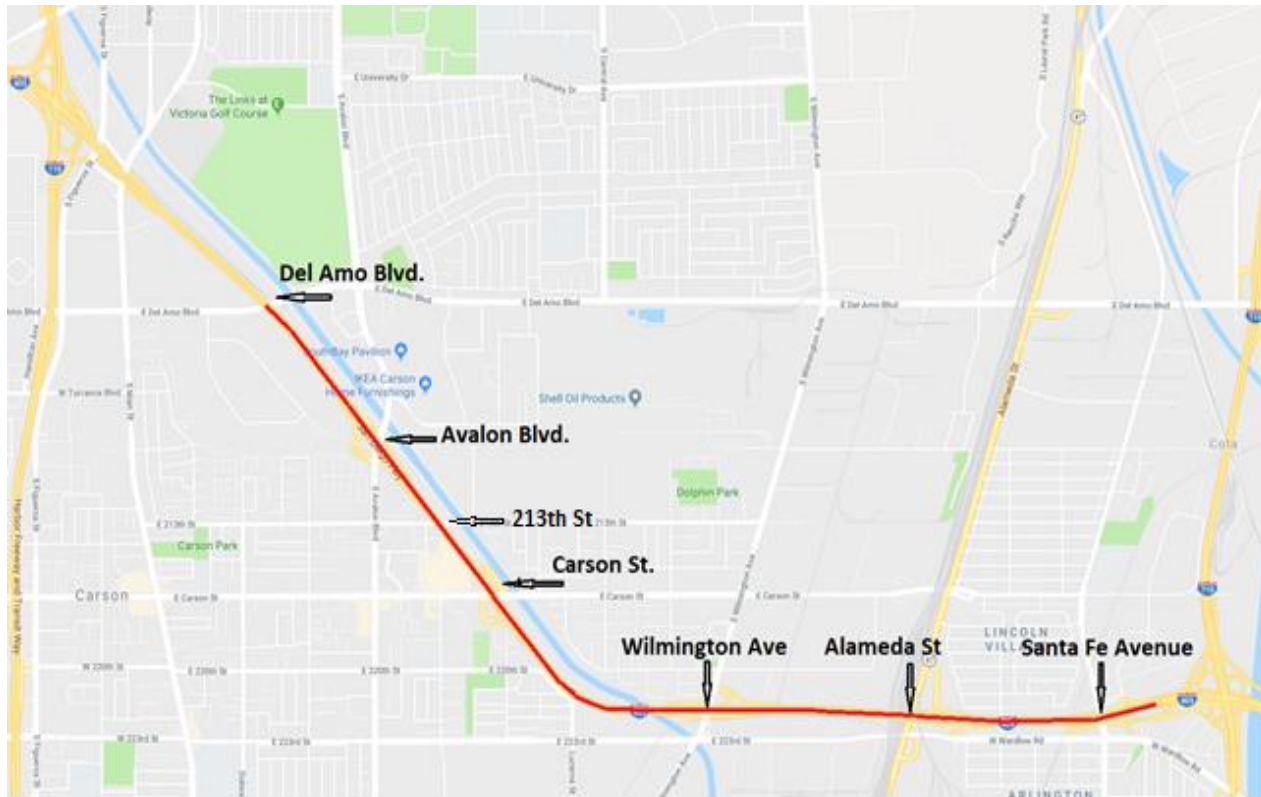


Prepared by:
Department of Transportation
Division of Traffic Operations
web address: <http://onramp/hq/trafops/otr4p4/hov/hov.html>

High-Occupancy Vehicle Guidelines
For Planning, Design and Operations

SEGMENT LOCATION

ON ROUTE 405 BETWEEN I-710 (PM 7.8)
AND DEL AMO BLVD. (PM 11.8)

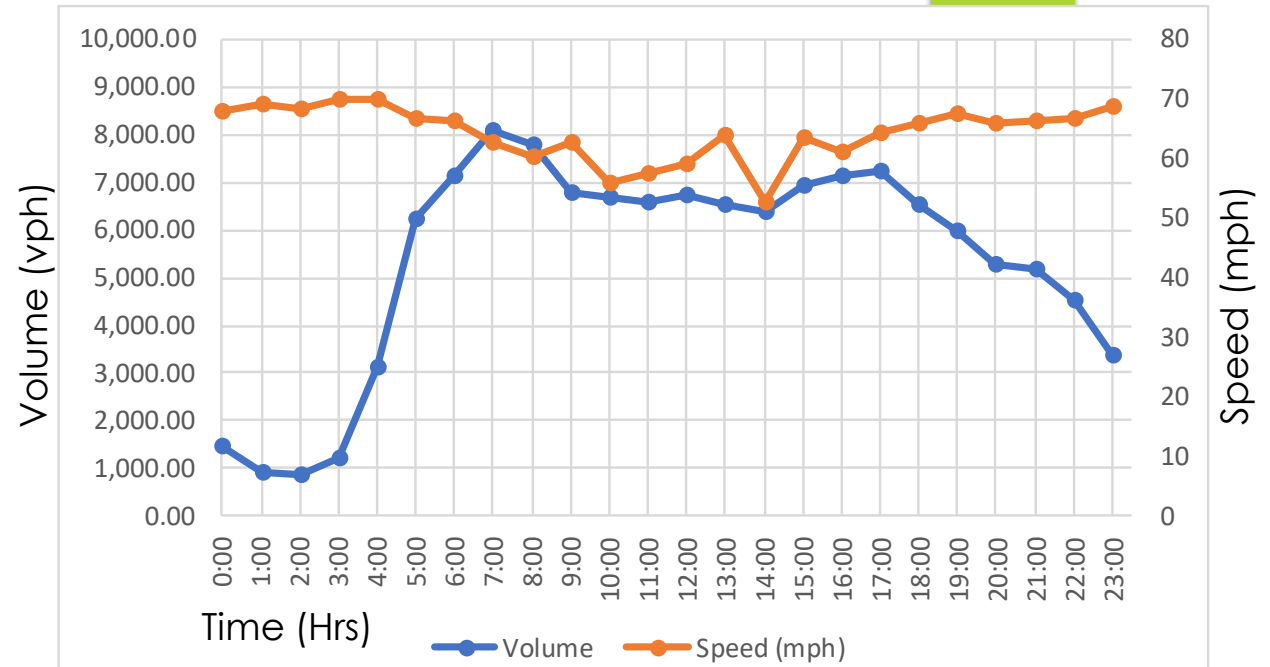


- I-405 is the most congested urban freeway in California, and the site of the top bottlenecks in Los Angeles County.
- There are no major physical constraints located in the median, making it physically feasible for movable barrier system, if 65/35 split tends to exist.
- This segment of I-405 is part of Metro Countywide Express Lanes Tier 1 Projects (5 to 10 Years).
- Caltrans PeMS data are used to measure flow, speed, and occupancy.

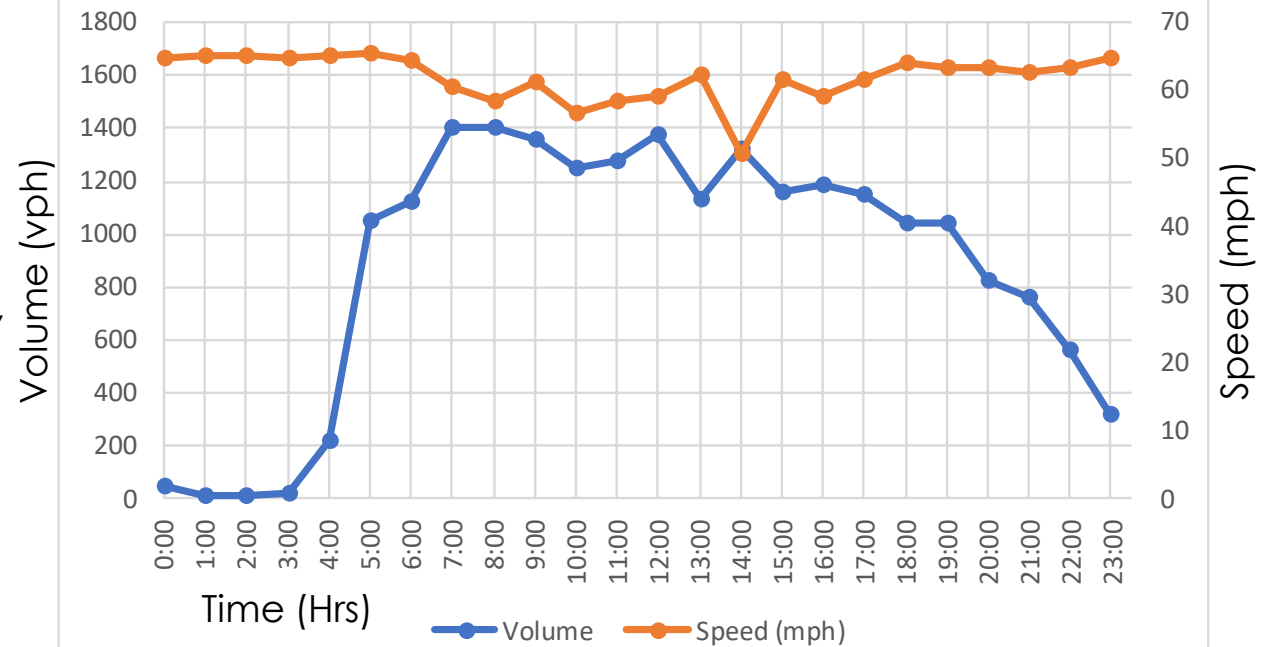
DIRECTIONAL VOLUME AND SPEED COMPARISON I-405 NB

AT AVALON BLVD.

GENERAL PURPOSE (4 LANES)



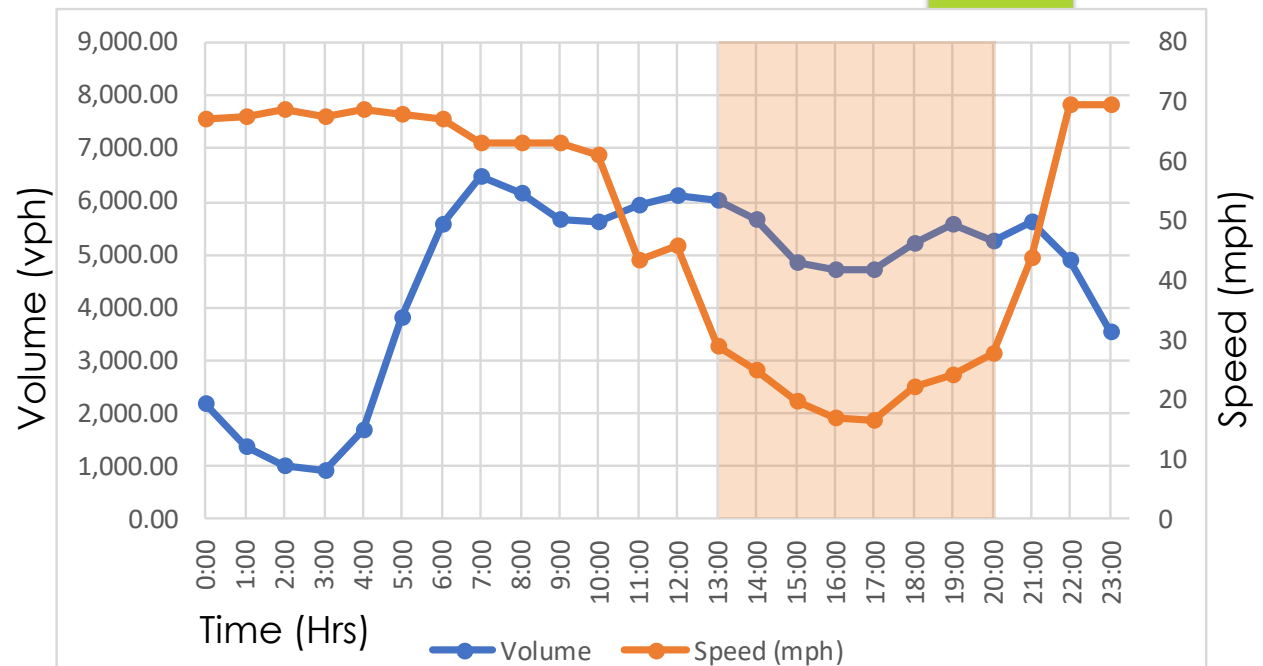
HOV ONLY (1 LANE)



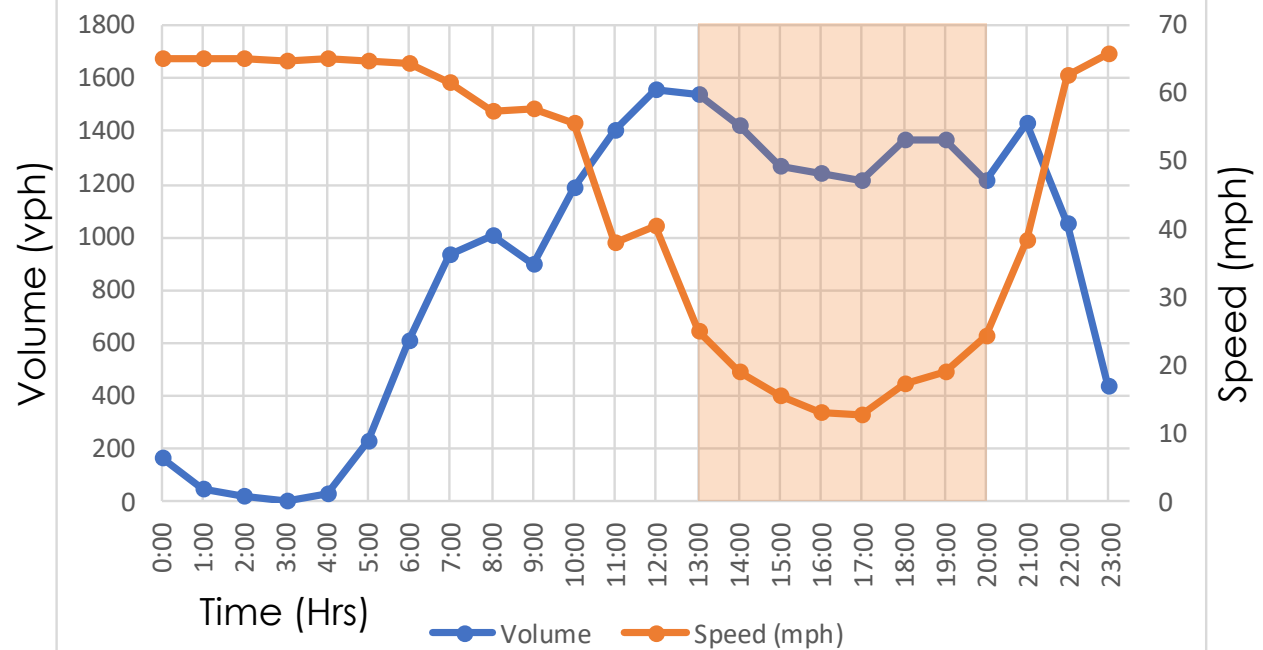
DIRECTIONAL VOLUME AND SPEED COMPARISON I-405 SB

AT AVALON BLVD.

**GENERAL
PURPOSE
(4 LANES)**



**HOV ONLY
(1 LANE)**



DIRECTIONAL VOLUME SPLIT AT AVALON BLVD.

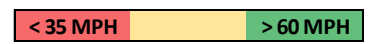
AVALON BLVD (PM 11.32) - DIRECTIONAL LANE CONFIGURATION: 4 GP & 1 HOV

Time	Directional Volume (vph)		Directional Volume (vph)		Directional Volume (vph)		Volume Split (%)						Average Speed (mph)			
	SB GP (4 lanes)	NB GP (4 lanes)	SB HOV (1 lane)	NB HOV (1 lane)	SB GP+HOV	NB GP+HOV	SB GP	NB GP	SB HOV	NB HOV	SB GP+HOV	NB GP+HOV	SB GP	NB GP	SB HOV	NB HOV
0:00	2192	1471	160	49	2352	1520	60%	40%	77%	23%	61%	39%	67	68	65	65
1:00	1364	903	50	11	1414	914	60%	40%	82%	18%	61%	39%	68	69	65	65
2:00	1023	851	16	7	1039	858	55%	45%	70%	30%	55%	45%	69	69	65	65
3:00	913	1223	1	19	914	1242	43%	57%	5%	95%	42%	58%	68	70	65	65
4:00	1664	3114	31	217	1695	3331	35%	65%	13%	88%	34%	66%	69	70	65	65
5:00	3796	6243	228	1047	4024	7290	38%	62%	18%	82%	36%	64%	68	67	65	66
6:00	5571	7128	610	1119	6181	8247	44%	56%	35%	65%	43%	57%	67	67	65	64
7:00	6454	8109	932	1402	7386	9511	44%	56%	40%	60%	44%	56%	63	63	62	61
8:00	6150	7815	1006	1401	7156	9216	44%	56%	42%	58%	44%	56%	63	61	58	59
9:00	5671	6817	898	1361	6569	8178	45%	55%	40%	60%	45%	55%	63	63	58	61
10:00	5633	6713	1187	1250	6820	7963	46%	54%	49%	51%	46%	54%	61	56	56	57
11:00	5920	6586	1407	1280	7327	7866	47%	53%	52%	48%	48%	52%	44	58	38	59
12:00	6095	6723	1560	1378	7655	8101	48%	52%	53%	47%	49%	51%	46	59	41	59
13:00	6006	6557	1542	1129	7548	7686	48%	52%	58%	42%	50%	50%	29	64	25	62
14:00	5673	6394	1424	1321	7097	7715	47%	53%	52%	48%	48%	52%	25	53	19	51
15:00	4833	6924	1266	1158	6099	8082	41%	59%	52%	48%	43%	57%	20	64	15	62
16:00	4710	7133	1237	1189	5947	8322	40%	60%	51%	49%	42%	58%	17	61	13	59
17:00	4716	7224	1214	1151	5930	8375	39%	61%	51%	49%	41%	59%	17	64	13	62
18:00	5221	6535	1364	1042	6585	7577	44%	56%	57%	43%	46%	54%	22	66	17	64
19:00	5549	6013	1365	1043	6914	7056	48%	52%	57%	43%	49%	51%	24	68	19	63
20:00	5273	5308	1216	822	6489	6130	50%	50%	60%	40%	51%	49%	28	66	25	63
21:00	5594	5194	1427	759	7021	5953	52%	48%	65%	35%	54%	46%	44	67	38	63
22:00	4875	4549	1051	559	5926	5108	52%	48%	65%	35%	54%	46%	70	67	63	63
23:00	3543	3399	434	316	3977	3715	51%	49%	58%	42%	52%	48%	70	69	66	65

LOWEST SPEED



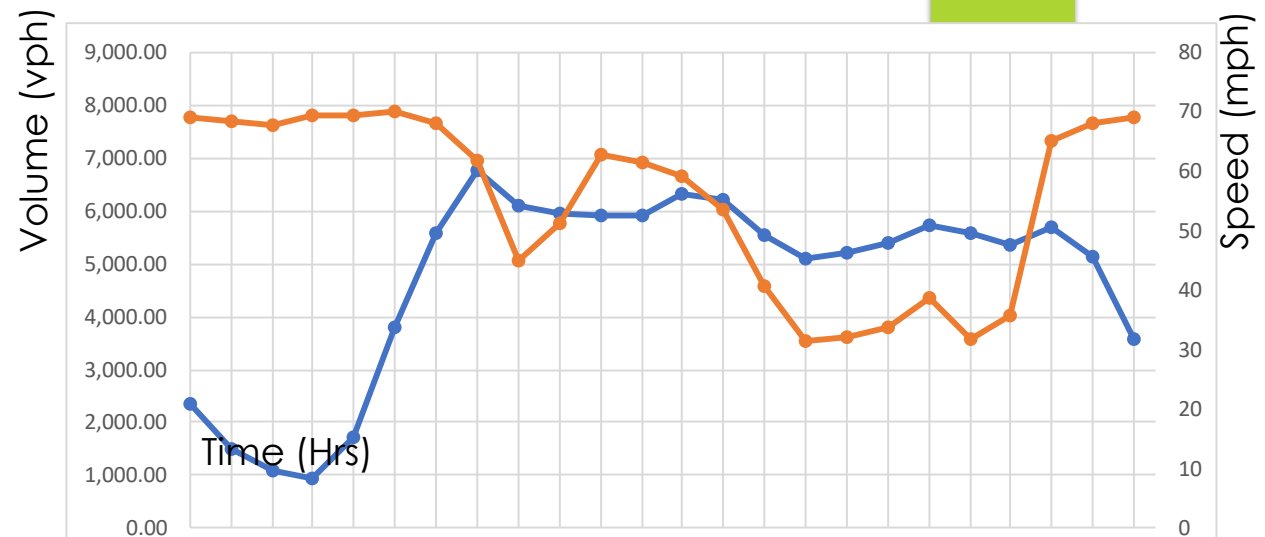
Cells in blue with >65% are when apparent volume split occurs.



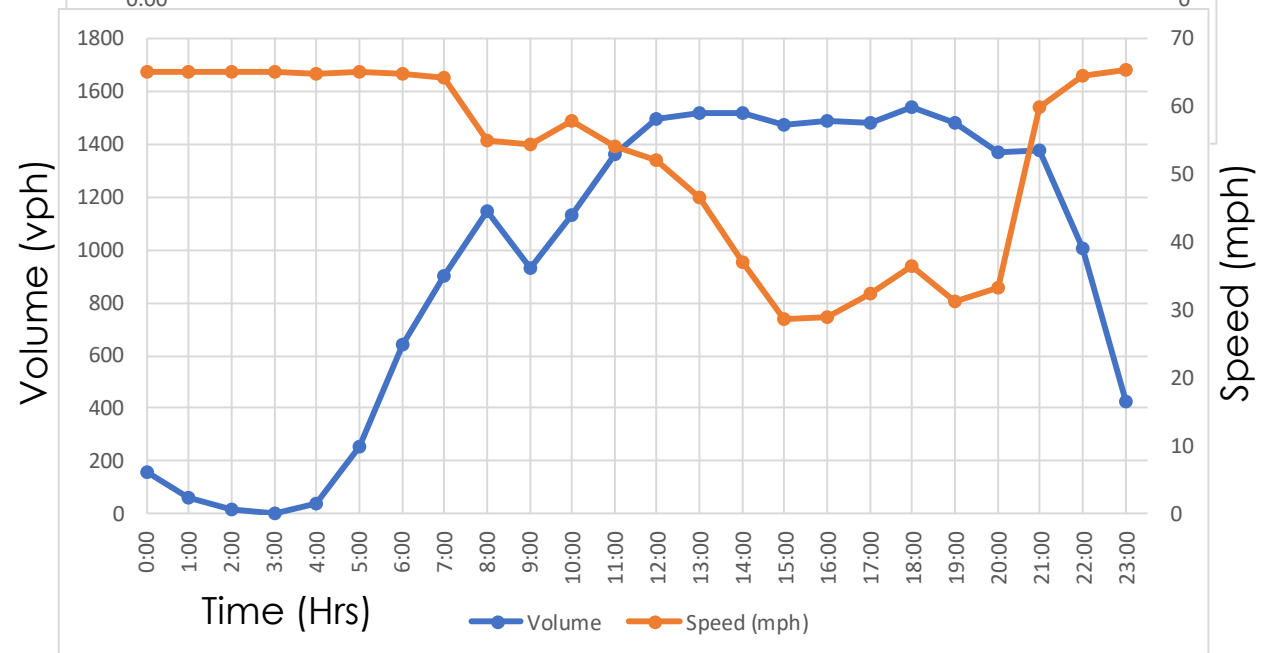
DIRECTIONAL VOLUME AND SPEED COMPARISON I-405 NB

AT SANTA FE AVE.

GENERAL PURPOSE (4 LANES)



HOV ONLY (1 LANE)

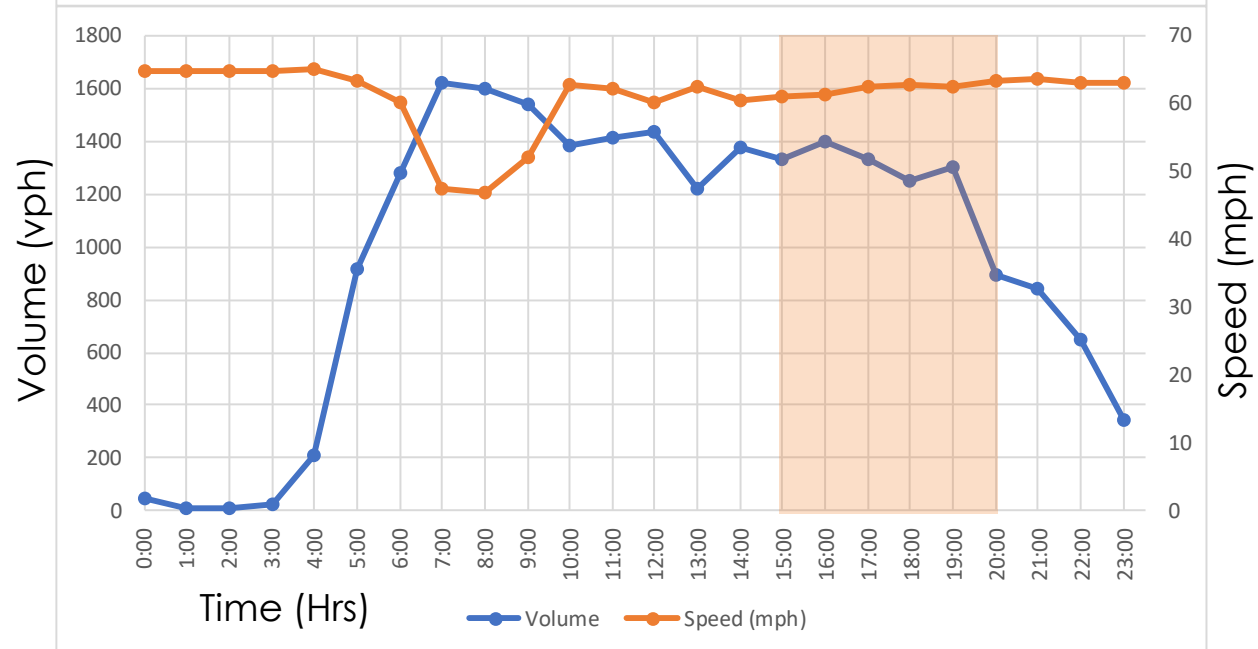
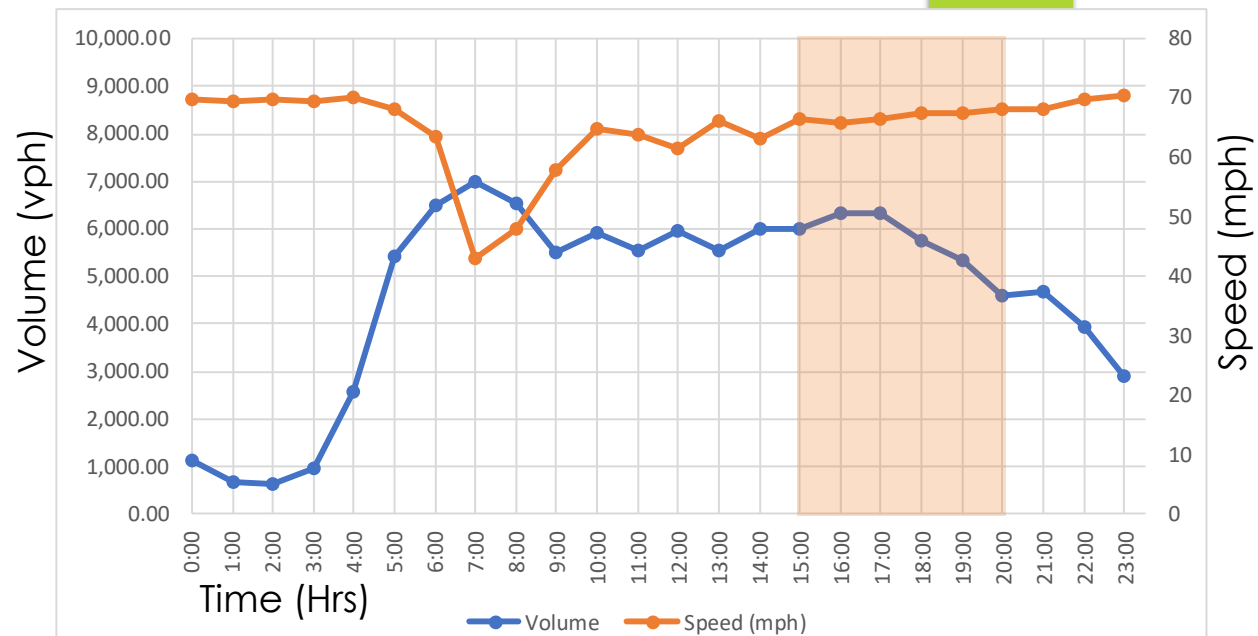


DIRECTIONAL VOLUME AND SPEED COMPARISON I-405 SB

AT SANTA FE AVE.

GENERAL PURPOSE (4 LANES)

HOV ONLY (1 LANE)

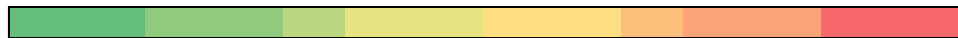


DIRECTIONAL VOLUME SPLIT AT SANTA FE AVE.

SANTA FE AVE (PM 8.02) - DIRECTIONAL LANE CONFIGURATION: 4 GP & 1 HOV

Time	Directional Volume (vph)		Directional Volume (vph)		Directional Volume (vph)		Volume Split (%)						Average Speed (mph)			
	SB GP (4 lanes)	NB GP (4 lanes)	SB HOV (1 lane)	NB HOV (1 lane)	SB GP+HOV	NB GP+HOV	SB GP	NB GP	SB HOV	NB HOV	SB GP+HOV	NB GP+HOV	SB GP	NB GP	SB HOV	NB HOV
0:00	2344	1132	160	46	2504	1178	67%	33%	78%	22%	68%	32%	65	70	65	65
1:00	1478	652	59	11	1537	663	69%	31%	84%	16%	70%	30%	65	69	65	65
2:00	1094	630	13	6	1107	636	63%	37%	68%	32%	64%	36%	65	70	65	65
3:00	928	953	4	24	932	977	49%	51%	14%	86%	49%	51%	65	69	65	65
4:00	1729	2580	35	211	1764	2791	40%	60%	14%	86%	39%	61%	65	70	65	65
5:00	3798	5436	254	916	4052	6352	41%	59%	22%	78%	39%	61%	65	68	65	64
6:00	5593	6480	643	1283	6236	7763	46%	54%	33%	67%	45%	55%	65	64	65	60
7:00	6774	6992	905	1626	7679	8618	49%	51%	36%	64%	47%	53%	64	43	64	48
8:00	6120	6534	1145	1603	7265	8137	48%	52%	42%	58%	47%	53%	55	48	55	47
9:00	5969	5521	929	1540	6898	7061	52%	48%	38%	62%	49%	51%	54	58	54	52
10:00	5916	5935	1130	1384	7046	7319	50%	50%	45%	55%	49%	51%	58	65	58	63
11:00	5920	5545	1364	1415	7284	6960	52%	48%	49%	51%	51%	49%	54	64	54	62
12:00	6328	5967	1499	1435	7827	7402	51%	49%	51%	49%	51%	49%	52	61	52	60
13:00	6210	5549	1522	1222	7732	6771	53%	47%	55%	45%	53%	47%	47	66	47	63
14:00	5566	5979	1517	1377	7083	7356	48%	52%	52%	48%	49%	51%	37	63	37	61
15:00	5109	5999	1474	1333	6583	7332	46%	54%	53%	47%	47%	53%	29	67	29	61
16:00	5211	6319	1491	1402	6702	7721	45%	55%	52%	48%	46%	54%	29	66	29	61
17:00	5390	6345	1485	1332	6875	7677	46%	54%	53%	47%	47%	53%	33	67	33	62
18:00	5721	5748	1543	1251	7264	6999	50%	50%	55%	45%	51%	49%	37	68	37	63
19:00	5599	5324	1481	1300	7080	6624	51%	49%	53%	47%	52%	48%	31	68	31	63
20:00	5379	4580	1372	891	6751	5471	54%	46%	61%	39%	55%	45%	33	68	33	63
21:00	5694	4668	1377	844	7071	5512	55%	45%	62%	38%	56%	44%	60	68	60	64
22:00	5123	3937	1005	645	6128	4582	57%	43%	61%	39%	57%	43%	65	70	65	63
23:00	3567	2918	424	347	3991	3265	55%	45%	55%	45%	55%	45%	65	70	65	63

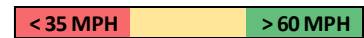
LOWEST SPEED



Lowest Volume

Highest Volume

Cells in red with >65% are when apparent volume split occurs.



< 35 MPH

> 60 MPH

SUMMARY OF FINDINGS & CONCLUSION

- ▶ Noticeable asymmetric traffic flow patterns (approx. 65/35 split) were observed only during off-peak hours in segment of the I-405 between Del Amo Blvd. and I-710.
- ▶ **During those hours, speeds are moderately high and minimal congestion is present, thus implementing Movable Barrier System will not be a viable investment.**
- ▶ Upon evaluation of other routes, the following locations exhibit similar conditions and movable barrier **will not be a viable investment**:
 - ▶ **Route 60** from Crossroad Parkway to Barford POC (Approx. 3.9 miles): Approximately 50/50 volume percentage split throughout the day.
 - ▶ **I-10** from Rio Hondo to I-605 (Approx. 2.8 miles): 65/35 volume split only occurs when vehicles are traveling at free-flow speed.
 - ▶ **Route 14** from I-5 to Newhall Avenue (Approx. 4.2 miles): 65/35 volume split occurs when vehicles are traveling at free-flow speed during 7:00PM to 1:00AM.
- ▶ Detailed traffic modeling and analysis needed to further assess other scenarios & alternatives.



Board Report

File #: 2018-0512, File Type: Contract

Agenda Number: 8.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE NOVEMBER 14, 2018

SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR SR-60/7th AVENUE INTERCHANGE IMPROVEMENTS PROJECT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a 24-month, firm fixed price Contract No. AE53204000 with ADVANTEC Consulting Engineers in the amount of \$1,999,895 for Architectural and Engineering (A&E) services for the preparation of Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for SR-60/7th Avenue Interchange Improvements Project, subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans District 7, the Gateway Cities Council of Governments (GCCOG), and the San Gabriel Valley Council of Governments (SGVCOG), is advancing the development and implementation of the SR-60/7th Avenue Interchange Improvements Project (the Project) to alleviate operational deficiencies and improve mobility and safety at this location, consistent with the goals and recommendations of the SR-91/I-605/I-405 Hot Spots Program.

BACKGROUND

The SR-60 is a major east-west State highway that is used primarily for interregional travel and movement of goods. The SR-60/7th Avenue interchange experiences significant congestion and operational deficiencies that are forecast to increase and exacerbate existing traffic conditions without planned improvements.

The Project will reconfigure the SR-60/7th Avenue interchange on-and-off ramps to reduce congestion and improve freeway and local interchange operations and safety. This project has been identified as a subregional priority project by Metro, Caltrans, and the SGVCOG.

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. In March 2013, Metro completed a feasibility study of the corridors to identify congestion “Hot Spots” and develop preliminary improvement concepts. The SR-60/7th Avenue interchange in Hacienda Heights in unincorporated LA County is one of the “Hot Spot” or “Early Action” Projects being pursued to improve mobility along the SR-60 Corridor.

Metro completed a Project Study Report-Project Development Support (PSR-PDS) for the I-605 and SR-60 Interchange that was approved by Caltrans in December 2015. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phase. The I-605/SR-60 PSR-PDS studied improvements to interchanges along I-605 (from Rose Hills Road to I-10) and along SR-60 (from Santa Anita Avenue to Turnbull Canyon Road), including the SR-60/7th Avenue interchange. While Metro/Caltrans are preparing a corridor-level PA&ED for the I-605 between the I-105 and the I-10, smaller scale “Early Action” projects like the SR-60/7th Avenue Interchange Improvements Project have been identified and are being advanced independently.

Caltrans is the lead agency responsible for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Metro will be responsible for completion of the PA&ED and PS&E for the Project. Upon completion of this phase by 2020, the Project will be ready for construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on safety of Metro’s patrons, employees or users of these facilities.

FINANCIAL IMPACT

For FY19, \$400,000 has been budgeted in Highway Program Cost Center 4730, under SR-60/7th Avenue Interchange Improvements Project No. 460349, Task No. 5.2.100 Professional Services Account No. 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 operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the mainline and the SR-60/7th Avenue interchange.

Goal 2: Transform LA County through regional collaboration by partnering with Caltrans and the SGVCOG to identify needed improvements and taking the lead in developing and implementing the Project.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans, and reflects general 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. AE53204000 and issue the Notice to Proceed to ADVANTEC Consulting Engineers.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

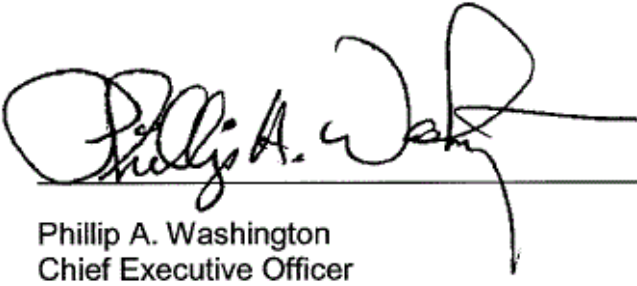
Prepared by: Michelle Smith, Sr. Director (213) 922-3057

Abdollah Ansari, Sr. Executive Officer (213) 922-4781

Bryan Pennington, Deputy Chief Program Management Officer
(213) 922-7449

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

Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PA/ED AND PS&E FOR SR-60/7th AVENUE INTERCHANGE IMPROVEMENT
PROJECT/AE53204000

1.	Contract Number: AE53204000	
2.	Recommended Vendor: Advantec Consulting 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: 4/27/18	
	B. Advertised/Publicized: 4/27/18	
	C. Pre-Proposal Conference: 5/10/18	
	D. Proposals Due: 6/5/18	
	E. Pre-Qualification Completed: 8/23/2018	
	F. Conflict of Interest Form Submitted to Ethics: 6/6/18	
	G. Protest Period End Date: 10/2/18	
5.	Solicitations Picked-up/ Downloaded: 69	Proposals Received: 5
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: Michelle Smith	Telephone Number: 213-922-3057

A. Procurement Background

This Board Action is to approve Contract No. AE53024000 issued to prepare the Project Approval and Environmental Document (PA/ED) and Plans, Specifications and Estimate (PS&E) for the construction of the SR60/7th Avenue Improvement Project. 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 firm fixed price. The RFP was issued as part of Metro's Small Business Set-Aside Program.

A pre-proposal conference was held on May 10, 2018 and was attended by 18 people representing nine companies. There were 11 questions asked and responses were released prior to the proposal due date.

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

- Amendment No. 1, issued on May 23, 2018, clarified changes to the Scope of Services in Exhibit A.

A total of 69 firms downloaded the RFP and were included in the planholders list. A total of five proposals were received on June 5, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Programs and Caltrans District 7 was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Firm/Team Qualifications 35 percent
- Project Manager, Key Staff & Subconsultants Qualifications 35 percent
- Project Understanding and Approach 15 percent
- Work Plan 15 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the Firm/Team Qualifications and Project Manager, Key Staff & Subconsultants Qualifications.

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

On June 25, 2018, the PET completed its independent evaluation of the proposals. Of the five proposals received, two were determined to be within the competitive range and are listed below in alphabetical order:

1. Advanced Civil Technologies
2. Advantec Consulting Engineers, Inc.

During the week of July 10, 2018, the evaluation committee met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, both firms elaborated on their experience, their approach to the Project, cost-effective project delivery solutions, and discussed their plan and ability to meet the project schedule.

In addition, each firms' presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience, and ability to coordinate between different public stakeholders.

Qualifications Summary of Recommended Firm:

Advantec Consulting Engineers, Inc.

Advantec Consulting Engineers, Inc. is a SBE/DBE firm specializing in civil engineering, traffic engineering and transportation planning and design. They have over 20 years of experience and have worked with public agencies such as Caltrans District 7, Orange County Transportation Authority, San Bernardino County Transportation Authority and the Port of Long Beach. Advantec Consulting Engineers, Inc.'s proposal and oral presentation demonstrated expertise in a wide range of services including experience in the planning and design of interchange improvements.

The proposal and oral presentation provided a detailed management plan that included a project organization chart and quality management system. The oral presentation also elaborated upon the approach to the Project, key issues, experience with required tasks, innovative/creative plans, streamlining ideas, and alternative designs as requested in the RFP.

Advantec Consulting Engineers, Inc. demonstrated a clear understanding of the requirements. It detailed key issues such as sensitive noise receptors, environmentally sensitive areas, drainage issues, commercial business impacts, accident rates, pedestrian safety, and traffic congestion from the unsignalized intersections and key ramps from SR60.

Advantec Consulting Engineers, Inc.'s alternative approaches to the Project provided details on design enhancements by installing signals, widening the ramps, extending the sound wall, and removing the median island for dual turn lanes. The proposed enhancements will result in reduced congestion, enhance traffic operations and improve safety in the area. In addition, Advantec Consulting Engineers, Inc. proposed a subcontractor who is working on the I605/SR60 Interchange Improvement Project. The proposed subcontractor will bring knowledge about the traffic projections and environmental impacts which will shorten the PA/ED phase by six months.

Final scoring determined that Advantec Consulting Engineers, Inc. is the highest qualified firm. Below is a summary of the scores in order of rank:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
	Advantec Consulting Engineers, Inc.				
1	Firm/Team Qualifications	86.77	35.00%	30.37	
2	Project Manager, Key Staff, Subconsultants Qualifications	85.05	35.00%	29.77	
3	Project Understanding & Approach	88.46	15.00%	13.27	
4	Work Plan	85.13	15.00%	12.77	
5	Total		100.00%	86.18	1
6	Advanced Civil Technologies				
7	Firm/Team Qualifications	81.71	35.00%	28.60	
8	Project Manager, Key Staff, Subconsultants Qualifications	81.71	35.00%	28.60	
9	Project Understanding & Approach	83.33	15.00%	12.50	
10	Work Plan	80.00	15.00%	12.00	
11	Total		100.00%	81.70	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Significant cost savings resulted primarily from reduction in project management services and environmental tasks.

Proposer Name	Proposal Amount	Metro ICE	Negotiated
Advantec Consulting Engineers, Inc.	\$3,878,616.39	\$2,401,260	\$1,999,895

D. Background on Recommended Contractor

The recommended firm, Advantec Consulting Engineers, Inc., located in Los Angeles, California has been in business for 20 years and is an SBE specializing in civil engineering, traffic engineering, and transportation planning and design. Advantec Consulting Engineers, Inc., has worked on over 120 local municipalities, regional transportation agencies, and state agency highway projects. These projects include the I-5/Grapevine PA/ED, I-10/University Interchange Improvements,

Caltrans On-Call Traffic Engineering, I-805 North HOV/BRT Design-Build in San Diego, Regional Traffic Signal Synchronization Project in Coachella Valley, I-15/Express Lanes Design-Build in and Westside Subway at I-405/Wilshire Boulevard.

The proposed project manager possesses over 35 years of engineering, transportation and project management experience that includes delivery of the PSR and PA/ED for the I-5/Grapevine Interchange, PS&E and PA/ED for the I-5/Wheeler Ridge Road, PS&E and PA/ED for the I-10/University Interchange Improvements, PS&E for SR91 Toll Lanes, PS&E for the I-5/SR91 Interchange, PS&E for the SR91 Toll Lanes/SR55, PSR/PR for I-405/Wilshire Boulevard and PSR for the I-605-Live Oak Interchange.

DEOD SUMMARY

PAVED AND PS&E FOR SR60/7th AVENUE INTERCHANGE IMPROVEMENT
PROJECT/AE53204000**A. Small Business Participation**

Pursuant to 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 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**.

ADVANTEC Consulting Engineers, Inc., a SBE Prime, is performing 40.88% of the work with its own workforce and made a total SBE commitment of 55.63%. The firm also listed three SBE firms, Geo-Advantec, Inc.; Guida Surveying, Inc.; Arellano Associates; and two non-SBE firms, HDR Engineering, Inc.; and T.Y. Lin International, as subcontractors on this project.

SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Contractors	SBE % Committed
1.	ADVANTEC Consulting Engineers, Inc. (Prime)	40.88%
2.	Geo-Advantec, Inc.	10.77%
3.	Guida Surveying, Inc.	3.69%
4.	Arellano Associates	0.29%
	Total Commitment	55.63%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. 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.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2018-0513, File Type: Program

Agenda Number: 9.

REVISED
AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
NOVEMBER 14, 2018

SUBJECT: SR-710 NORTH CORRIDOR MOBILITY IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the following actions pertaining to the development and implementation of mobility improvement projects on local arterials and at freeway local interchanges experiencing congestion as a result of the discontinuity of the SR-710 North Freeway:

- A. APPROVE the attached list of eligible Mobility Improvement Projects [MIPs] recommended for funding;
- B. AUTHORIZE programming ~~\$350~~ \$450 million in Measure R funds and \$65 million in State and Federal funds for a total of ~~\$415~~ \$515 million to the SR-710 starting in FY20 for the initial list of MIPs in compliance with the guidelines in the Board Motion 29.1 (Attachment A) to fund new mobility improvement projects consistent with the purpose of the 710 freeway gap closure project to relieve congestion on local streets in the impact area of the SR-710 as depicted in the SR-710 Environmental Document; and
- C. AUTHORIZE programming up to \$45 million in Measure R funds starting in FY20 for the Transportation System Management/Transportation Demand Management (TSM/TDM) projects that are currently listed in the SR-710 North environmental document and will be cleared environmentally upon adoption of the SR-710 North Final Environmental Document to advance to final design and construction.

All future expenditure of funds shall be contingent upon completion of the SR-710 North environmental process and selection of the TSM/TDM Locally-Preferred Alternative as the Preferred Alternative.

FASANA AMENDMENT that Project 1 be included and that \$100 million be set for Project 1 which is the SR-710 North of I-10 Termination Project (I-10 to Valley Boulevard).

SOLIS FRIENDLY AMENDMENT to ensure inclusivity and transparency, stakeholders from the communities directly affected by the SR-710 North Project should be given the opportunity to participate in the next project selection process.

ISSUE

In its May 2017 Directors meeting, Metro Board of Directors adopted the TSM/TDM as the Locally-Preferred Alternative for the SR-710 North Gap Closure Project. Additionally, Chair Fasana and Directors Barger, Solis, Garcetti, and Najarian introduced Motion 29.1 to implement local mobility improvements to alleviate traffic congestion on local arterials in the SR-710 North corridor. Approximately, one billion dollars in local, state and federal funds (Measure R, Regional Improvement Program, Interregional Improvement Program, Regional Surface Transportation Program, and Congestion Mitigation and Air Quality Program funds) are available for the MIPs and TSM/TDM projects pending completion of the SR-710 North environmental process and adoption of the Locally-Preferred TSM/TDM Alternative as the Preferred Alternative.

Staff in collaboration with local agencies along the corridor started the process of identifying and qualifying projects and, upon Board approval, will begin programming the eligible projects in FY 2019 -20 and in future years.

BACKGROUND

The SR-710 North Project Approval and Environmental Document (PAED) process identified options to alleviate traffic congestion in the corridor resulting from the absence of a portion of the SR-710 and freeway linkage between the I-10 and I-210.

Alternatives including No-Build, TSM/TDM, Bus Rapid Transit, Light Rail Transit, and a freeway tunnel were studied. Current and potential future traffic impacts and the anticipated benefits of each alternative considered and studied were discussed with the impacted communities and stakeholders, and feedback was documented/incorporated.

In its May 2017 meeting, Metro Board of Directors adopted the TSM/TDM as the Locally-Preferred Alternative and directed staff to identify additional mobility improvements beyond the TSM/TDM projects listed in the environmental document that could improve the traffic flow along the SR-710 corridor between I-10 and I-210 as well as similar projects in the adjacent areas in the City and County of Los Angeles.

DISCUSSION

Since the May 2017 Board meeting, staff has been in contact with the local jurisdictions to develop a list of eligible projects for early investment and implementation. As shown in REVISED Attachments B1 and B2, to date 170 projects with a total estimated construction cost of ~~more than \$1.2~~ \$1.3 billion have been submitted by local jurisdictions to Metro for funding. Based on staff's initial evaluation, ~~50~~ 51 eligible projects totaling \$414.4 \$514.4 million were qualified (REVISED Attachment C) and are being presented herewith for Board approval and programming/funding.

Project descriptions for the initial list of MIPs recommended for funding are shown in **REVISED** Attachment D.

In the evaluation process, projects submitted by local agencies were packaged in two groups:

Group A: Projects that would relieve congestion and improve mobility on local streets and at the freeway local interchanges affected by the absence of the SR-710 North Freeway. Eligible projects were selected based on the current level of traffic impact, the anticipated future traffic conditions, potential benefits gained by implementation of the proposed project(s), and a nexus to the SR-710 freeway gap.

Group A Projects were qualified based on project descriptions and justifications provided by the project sponsors. Final eligibility will be determined upon review of supporting documents and final scopes to be provided by the project sponsors prior to initiation of funding agreements.

Group A Projects were further categorized into eight types:

1. Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects
2. Local Street Intersection Improvement Projects (Spot Improvements)
3. Intelligent Transportation System [ITS] Improvement Projects
4. Transit Projects
5. Active Transportation Projects
6. Maintenance/Rehabilitation Projects
7. Studies
8. Parking Structures to remove street parking on key arterials and substantially increase roadway throughput capacity along the north-south and the connecting east-west arterials affected by the absence of the SR-710 freeway.

Requests for funds for active transportation projects, maintenance/rehabilitation projects and general studies submitted by local agencies were not considered for funding at this time. Parking facilities were considered as a substitute for on-street parking along major streets with high traffic volumes to release additional throughput capacity to improve mobility in the area. Funding new parking facilities will be proportional to the street mobility benefits gained.

MIPs listed in **REVISED** Attachment C is conceptually approved based on the information and anticipated benefits presented by project sponsors. Staff, in collaboration with project sponsors, will validate the information prior to programming the MIPs.

Group B: Projects that will be funded by the proceeds from the sale of State-owned properties under the SR-710 North Rehabilitation Account (710 North Rehab Account), in accordance with Government Code 54237.7 and subject to all requirements governing the use of those funds. As noted in the legislation, projects located in Pasadena, South Pasadena, Alhambra, La Canada Flintridge, and the 90032 Postal Zip Code are eligible for funding. Group B projects may include, but are not limited to, sound walls; transit and rail capital improvements;

bikeways; pedestrian improvements; signal synchronization; dedicated left- and right-turn lanes at intersections; and major street resurfacing, rehabilitation, and reconstruction.

The sale of the State-owned properties will be conducted in three phases. As of the date of this report, sale of those properties has started. Proceeds from the sales will be assigned to eligible projects by the California Transportation Commission (CTC). Metro will periodically submit lists of eligible local projects to CTC for funding. The guidelines for this process will be developed.

In anticipation of the approval of the SR-710 Final Environmental Document by Caltrans by November 2018, Board's approval of recommendations requested in this Board report will allow the staff to continue discussions with local agencies, refine the scopes of approved eligible projects and start programming those projects in FY 2019-20 and beyond.

Staff will also continue to work with local agencies to identify more eligible mobility improvement projects for funding.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. Caltrans and local safety standards will be adhered to in the design of the proposed improvements.

FINANCIAL IMPACT

A total of ~~\$445~~ \$515 million in local, state and federal funds will be programmed in FY20 (~~\$40M~~ \$50M), FY21 (~~\$85M~~ \$105M), FY22 (~~\$165M~~ \$205M) and FY23 (~~\$125M~~ \$155M) to fund the initial list of the MIPs shown in REVISED Attachment C. Preliminary cash flow projections are shown in REVISED Attachment E based on assumptions as of September 21, 2018, subject to further determination of the scope of work and the schedule of projects.

A total of \$45 million in local Measure R funds will be programmed in FY20 (\$5M), FY21 (\$10M), FY22 (\$20M), and FY23 (\$10M) to fund the SR-710 North TSM/TDM Projects currently listed in the SR-710 North environmental document.

For FY 19, \$2,100,000 was budgeted in Highway Program Cost Center 4730, under 710 North Early Action Project No. 460315, Task No. 01 in Account 50316 (Professional Services). 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, State Funds (Interregional Improvement Program and Regional Improvement Program funds), and Federal Funds (Regional Surface Transportation Program and Congestion Mitigation and Air Quality Program funds). These funds are not eligible for bus and rail operation and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The MIPs attached herein reflect priorities identified by local agencies affected by the absence of the SR-710 between I-10 and I-210 to reduce congestion and improve mobility on their streets and at the freeway local interchanges.

Working collectively with project sponsors to implement the MIPs is consistent with Goal No. 1 (provide high-quality mobility option that enable people to spend less time traveling) and Goal No. 4 (transform LA County through regional collaboration) of the Metro Strategic Plan.

ALTERNATIVES CONSIDERED

In addition to the initial list of eligible projects recommended in REVISED Attachment C of this Board report, the Board may choose to fund other projects submitted by the local jurisdictions that are not yet approved by staff. This alternative is not recommended at this time due to inconsistency with the Board's intention to prioritize investment in projects that have a direct nexus to the SR-710 gap and can considerably improve the traffic flow on the impacted city streets and at the freeway local interchanges and improve mobility in the SR-710 corridor.

The Board may also choose to relax the project eligibility requirements to allow funding for more transportation projects. This option is not recommended either as staff is working with the local jurisdictions to reevaluate, re-scope, and combine some of the projects not yet deemed eligible to create more eligible projects to fund.

It is critical that unspent funds for the SR-710 project be allocated to projects with verifiable congestion reduction/mobility improvement benefits.

NEXT STEPS

Upon Board approval, project sponsors will be notified of the Board's decision. Staff will continue to communicate and work with project sponsors to identify more eligible projects

Programmed funds will be made available to project sponsors upon approval of the final environmental document and adoption of the TSM/TDM as the Preferred Alternative, and absence of any legal prohibition affecting the development and implementation of the MIPs and TSM/TDM projects. Project readiness will also be a factor in funding schedules.

Staff will provide an update to the Board in six months.

ATTACHMENTS

Attachment A - State Route 710 North May 25, 2017 Board Motion (Item 29.1;
File #2017-0358)

REVISED Attachment B1 - Mobility Improvement Projects - Project Sponsor Submittals

REVISED Attachment B2 - Mobility Improvement Projects - Summary of Project
Sponsor Submittals

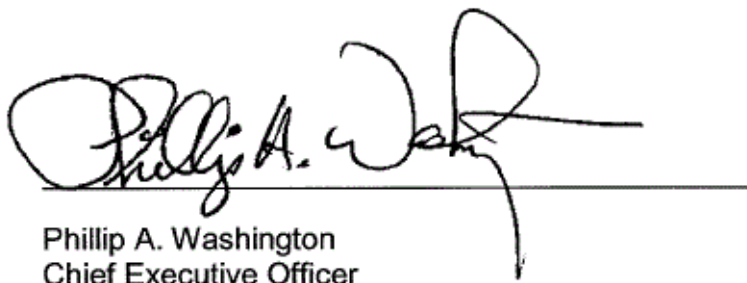
REVISED Attachment C - Mobility Improvement Projects - Recommended For Funding

REVISED Attachment D - Mobility Improvement Projects - Descriptions

REVISED Attachment E - Mobility Improvement Projects - Cash Flow Projections

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Metro



Board Report

File #:2017-0358, File Type:Motion / Motion
Response

Agenda Number:29.1

**REVISED
REGULAR BOARD MEETING
MAY 25, 2017**

Motion by:

FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN

May 25, 2017

Relating to Item 29; File ID 2017-0097: SR-710 North

The Expenditure Plan for Measure R, approved by voters in 2008, included \$780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated \$3+ billion (in 2014\$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

- A. **SUPPORT** adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.
- B. **ALLOCATE** \$105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.
- C. **ALLOCATE** remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project” for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

- D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.
- E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.
- F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.
- G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.
- H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

**MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
1	Alhambra	SR-710 north of I-10 Termination Project [I-10 to Valley Boulevard] I-10/SR-710 Interchange Reconfiguration Project	TBD <u>\$100,000,000</u>
2	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project	\$20,000,000
3	Alhambra	I-10/Atlantic Blvd On and Off Ramp Reconfiguration Project	\$20,000,000
4	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration Project	\$20,000,000
5	Alhambra	I-10/New Avenue On and Off Ramp Reconfiguration Project	\$10,000,000
6	Los Angeles City	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	\$4,000,000
7	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road]	\$26,330,000
8	Los Angeles City	Huntington Drive Transportation System & Mobility Improvements	\$25,000,000
9	Los Angeles County	Road Projects on Floral Drive	\$7,500,000
10	Los Angeles County	Road Projects on Cesar Chavez [at 12 intersections]	\$11,000,000
11	Los Angeles County	Road Projects on Whittier [at 24 intersections]	\$15,000,000
12	Los Angeles County	Road Projects on Eastern [at 16 intersections]	\$12,300,000
13	Los Angeles County	Road Projects on Olympic [at 25 intersections]	\$12,000,000
14	Los Angeles County	Road Projects on Atlantic [at 11 intersections]	\$12,000,000
15	Los Angeles County	Community Traffic Calming Measures	\$120,000
16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o I-10 freeway]	\$2,400,000
17	Monterey Park	Corporate Center [CC] Drive Rehab	\$1,200,000
18	Monterey Park	Ramona Road Rehab – CC Drive to easterly city limits	\$1,100,000
19	Monterey Park	Ramona Road Rehab – CC Drive to westerly city limits	\$1,500,000
20	Monterey Park	Monterey Pass Road Widening [Floral to Fremont/Garvey fork]	\$30,000,000
21	Monterey Park	Garvey Avenue Capacity Improvement [Atlantic to New]	\$26,300,000
22	Monterey Park	Garfield Capacity Improvements [Hillman to Hilliard]	\$700,000
23	Monterey Park	Atlantic Capacity Improvements [Hillman to Garvey]	\$1,900,000
24	Pasadena	I-210 Connected Corridors Expansion	\$5,000,000
25	Pasadena	210 Ramp Modifications/Operational Street Improvements	\$50,000,000
26	Pasadena	Pasadena Avenue/St. Johns Avenue Complete Streets	\$15,000,000
27	Pasadena	Allen Avenue Complete Streets	\$1,500,000
28	Pasadena	Hill Avenue Complete Streets	\$1,500,000
29	Pasadena	Avenue 64 Complete Streets	\$2,000,000
30	Pasadena	Gold Line Grade Separation at California Boulevard	\$105,000,000
31	Rosemead	Rosemead Boulevard and Glendon Way Improvements	\$2,500,000
32	San Gabriel	I-10/ San Gabriel Boulevard Improvements [Reversible Lane between I-10 and Valley Boulevard]	\$700,000
33	San Gabriel	Del Mar Avenue /I-10 Improvements [Reversible Lanes between I-10 and Valley Boulevard]	\$1,300,000
34	San Gabriel	New Avenue/ I-10 Improvements [Signal @ Saxton and Reversible Lane from I-10 to Valley Boulevard]	\$1,300,000
35	San Gabriel	East Broadway Street Intersection Improvements [2 intersections -San Gabriel Boulevard and Walnut Grove Avenue]	\$6,000,000
36	South Pasadena	Regional Traffic Corridor Improvements [Fremont Avenue/ Huntington Drive/Fair Oaks Avenue]	\$10,000,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
37	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications	\$38,000,000
38	South Pasadena	Additional Operational Improvements	TBD
39	South Pasadena	Traffic Calming/Speed Management	TBD
40	South Pasadena	Remaining Funding	TBD
SUBTOTAL			\$500,150,000 \$600,150,000
PROJECT TYPE 2: Local Street Intersection Improvement Projects			
1	Los Angeles City	Cesar Chavez Ave/Lorena St./Indiana St - Roundabout	\$8,000,000
2	San Gabriel	Mission Road and Junipero Sierra Drive Intersection Improvements	\$1,100,000
3	San Gabriel	Del Mar Avenue/Mission Road/El Monte Street Reconfiguration	\$1,100,000
4	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$3,200,000
5	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$3,300,000
6	San Gabriel	San Gabriel Boulevard and Valley Boulevard Intersection Improvements	\$4,400,000
7	San Gabriel	San Gabriel Boulevard and Marshall Street Intersection Realignment	\$4,900,000
8	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements	\$5,500,000
9	San Gabriel	San Gabriel Boulevard and Las Tunas Drive Intersection Improvements	\$6,000,000
10	San Gabriel	Mission Road and Ramona Street Intersection Improvements	\$400,000
11	San Gabriel	Valley Boulevard and Abbot Avenue Intersection Improvements	\$971,000
12	San Gabriel	Walnut Grove Avenue and Las Tunas Drive Intersection Improvements	\$1,100,000
13	San Gabriel	Walnut Grove and Grand Avenue Intersection Improvements	\$1,100,000
14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic Boulevard to San Gabriel Boulevard]	\$12,000,000
15	San Marino	Huntington Drive Capacity Enhancements [Segments between Virginia Road and Sunnyslope Drive]	\$6,000,000
16	San Marino	Sierra Madre Boulevard Corridor Capacity Improvements [between Huntington Drive and Del Mar Boulevard]	\$4,000,000
SUBTOTAL			\$63,071,000
Project Type 3: Intelligent Transportation System [ITS] Projects			
1	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway]	\$2,000,000
2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]	\$1,500,000
3	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno	\$10,000,000
4	Los Angeles City	Modal Connectivity - EV Car Share [Northeast LA]	\$5,000,000
5	Los Angeles City	Soto Street & Marengo Street Traffic Signal Enhancements	\$2,000,000
6	Pasadena	Gold Line At-Grade Crossing Enhancements	\$1,000,000
7	Pasadena	Pedestrian and Bicyclist Automated Data Collection	\$1,400,000
8	Pasadena	High Resolution Traffic Signal Data – Citywide	\$8,500,000
9	Pasadena	Walnut Street Corridor Upgrades	\$2,000,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley Boulevard and San Gabriel Boulevard]	\$3,130,000
11-14	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$3,700,000
15-16	Los Angeles County	Beverly Boulevard Traffic Corridor Improvement Project (E-W)	\$110,000
17-19	Los Angeles County	Cesar Chaves Avenue Traffic Corridor Improvement Project (E-W)	\$5,000,000
20-21	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$800,000
22-27	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$1,900,000
28-29	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$250,000
30-33	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$2,300,000
34-35	Los Angeles County	Indiana Street Traffic Corridor Improvement Project (N-S)	\$110,000
36-38	Los Angeles County	Garfield Avenue Traffic Corridor Improvement Project (N-S)	\$337,000
39-43	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	\$7,000,000
44-45	Los Angeles County	Olympic Boulevard Traffic Corridor Improvement Project (E-W)	\$2,500,000
46-47	Los Angeles County	Union Pacific Avenue Traffic Corridor Improvement Project (E-W)	\$170,000
48	Los Angeles County	Whittier Boulevard Traffic Corridor Improvement Project (E-W)	\$2,000,000
49-52	Los Angeles County	1 st Street Traffic Corridor Improvement Project (E-W)	\$5,800,000
53-55	Los Angeles County	3 rd Street/Pomona Boulevard Traffic Corridor Improvement Project	\$400,000
56	Los Angeles County	County-wide Improvements	\$450,000
57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project	\$30,000
58	Rosemead	Traffic Signal Improvements	\$3,500,000
59	Rosemead	Valley Boulevard Corridor Improvements	\$6,500,000
60	Rosemead	Garvey Avenue Corridor Improvements	\$6,500,000
61	Rosemead	Walnut Grove Avenue Corridor Improvements	\$2,500,000
62	Rosemead	San Gabriel Boulevard Corridor Improvements	\$2,500,000
63	Rosemead	Del Mar Boulevard Corridor Improvements	\$2,500,000
64	Rosemead	Temple City Boulevard Corridor Improvements	\$1,500,000
65	San Marino	Huntington Drive Traffic Signal Synchronization Project	\$7,000,000
66	San Marino	San Gabriel Boulevard Traffic Signal Synchronization Project	\$3,000,000
SUBTOTAL			\$104,887,000
PROJECT TYPE 4: Transit Projects			
1	Alhambra	Metrolink Gold Line Shuttle Service Project	TBD
2	Los Angeles City	Modal Connectivity - First/Last Mile Improvements [Northeast LA]	\$20,000,000
3	Los Angeles City	DASH El Sereno / City Terrace Community Route Improvements	\$6,500,000
4	Los Angeles City	DASH Highland Park / Eagle Rock Community Route Improvements	\$6,000,000
5	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements	\$15,000,000
6	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	\$15,000,000
7	Los Angeles City	Huntington Drive Bus Rapid Transit [BRT]	\$35,000,000
8	Los Angeles City	Valley Boulevard Bus Rapid Transit [BRT]	\$21,500,000
9	Los Angeles County	El Sol Shuttle Service [w/Zero Emissions (ZE) Vehicles]	\$30,000,000
10	Los Angeles County	Upgrade Existing El Sol Shuttle buses to ZE vehicles	\$26,000,000
11	Los Angeles County	El Sol Free Riding Program	\$300,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
12	Los Angeles County	Wellness Shuttle Route	\$11,000,000
13	Los Angeles County	El Sol Shuttle Service Connected Vehicle	\$2,400,000
14	Pasadena	Rapid Bus Improvements	\$10,000,000
15	Pasadena	Rose Bowl Shuttles	\$400,000
16	Pasadena	Student Transit Passes	\$200,000
17	Pasadena	Electric Transit Vehicles	\$28,000,000
18	Pasadena	Short Range Transit Plan	\$9,000,000
19	Pasadena	Transportation Operations and Maintenance Facility	\$33,000,000
20	San Gabriel	Transit Service to Light Rail	\$500,000
21	San Gabriel	Local Circulator Bus Service	\$1,000,000
22	San Gabriel	First-mile/last mile improvements	\$2,000,000
23	San Gabriel	Valley Boulevard Corridor Bus Rapid Transit [BRT]	\$59,100,000
24	San Gabriel	Multimodal Transit Center and Parking Structure	\$24,000,000
SUBTOTAL			\$355,900,000 <u>\$335,900,000</u>
PROJECT TYPE 5: Active Transportation Projects			
1	Alhambra	Bike Plan Implementation Project [Citywide]	\$500,000
2	Los Angeles City	Modal Connectivity - Bike Share [Northeast LA]	\$3,000,000
3	Los Angeles City	El Sereno ATP and Transit-Connectivity Enhancements	\$10,000,000
4	Los Angeles County	East Los Angeles Bike Share	\$600,000
5	Pasadena	Bicycle Transportation Action Plan Projects	\$5,000,000
6	Pasadena	The Arroyo Link - Bicycle	\$2,000,000
7	Pasadena	Bikeshare Expansion	\$400,000
8	Pasadena	Mobility Hubs	\$10,000,000
9	San Gabriel	Citywide Bicycle Facilities	\$35,000,000
10	San Marino	Del Mar Avenue Complete Street Improvements	\$2,000,000
11	San Marino	Huntington Drive Complete Street Improvements	\$2,000,000
SUBTOTAL			\$70,500,000
PROJECT TYPE 6: Maintenance/Rehabilitation Projects			
1	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Marengo Avenue]	\$2,400,000
2	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Margaruerita Avenue]	\$2,300,000
3	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Atlantic Boulevard]	\$3,200,000
4	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/6 th Street]	\$2,000,000
5	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/4 th Street]	\$2,000,000
6	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Garfield Avenue]	\$3,100,000
7	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Chapel Avenue]	\$2,600,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
8	Alhambra	Front Street Safety Wall Barrier [Fremont Avenue to 6 th Street]	\$5,700,000
SUBTOTAL			\$23,300,000
PROJECT TYPE 7: Studies			
1	Los Angeles County	Community Wide Capacity Improvement Study	\$3,000,000
2	Los Angeles County	Intersection Improvement Study [Atlantic, Eastern Telegraph]	\$5,000,000
SUBTOTAL			\$8,000,000
PROJECT TYPE 8: Parking Structures			
1	Los Angeles County	200 Space Parking Structure/Transit Plaza	\$12,000,000
2	Monterey Park	3 - Parking Structures on Garvey	\$60,000,000
3	Rosemead	1 - Parking Structure on Garvey	\$20,000,000
SUBTOTAL			\$92,000,000
TOTAL			\$1,217,808,000 <u>\$1,297,808,000</u>

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
SUMMARY OF PROJECT SPONSOR SUBMITTALS**

		PROJECT SPONSOR									Project Type Value	
		Alhambra	Los Angeles City	Los Angeles County	Monterey Park	Pasadena	Rosemead	San Gabriel	San Marino	South Pasadena		TOTAL
PROJECT TYPES	1- Local Street/Road Improvements, Freeway Local Interchange Mobility and Operational Improvements	5	3	7	8	7	1	4		5	40	\$500,150,000 <u>\$600,150,000</u>
	2- Intersection Improvement Projects		1					12	3		16	\$63,071,000
	3- Intelligent Transportation Systems (ITS) Projects	2	3	47		4	7	1	2		66	\$104,887,000
	4- Transit Projects	1	7	5		6		5			24	\$355,900,000 <u>\$335,900,000</u>
	5- Active Transportation Projects	1	2	1		4		1	2		11	\$70,500,000
	6- Maintenance/ Rehabilitation Projects	8									8	\$23,300,000
	7- Studies			2							2	\$8,000,000
	8- Parking Structures			1	1		1				3	\$92,000,000
TOTAL		17	16	63	9	21	9	23	7	5	170	\$1,217,808,000 <u>\$1,297,808,000</u>

**MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE¹
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
1	Alhambra	I-10/SR-710 Interchange Reconfiguration Project	\$100,000,000
2	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project	\$20,000,000
3	Alhambra	I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project	\$20,000,000
4	Alhambra	I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project	\$20,000,000
6	Los Angeles City	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	\$4,000,000
7	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road]	\$26,330,000
16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o I-10 Freeway]	\$2,400,000
21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]	\$26,300,000
22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]	\$700,000
23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]	\$1,900,000
30	Pasadena	Gold Line Grade Separation at California Boulevard	\$105,000,000
32	San Gabriel	I-10/San Gabriel Boulevard Improvements [Reversible Lane between I-10 and Valley Boulevard]	\$700,000
36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	\$10,000,000
37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications ²	\$38,000,000
TYPE 1 SUBTOTAL [1314 PROJECTS]			\$275,330,000 <u>\$375,330,000</u>
PROJECT TYPE 2: Local Street Intersection Improvement Projects			
1	Los Angeles City	Cesar Chavez Avenue/Lorena Street/Indiana Street Roundabout	\$8,000,000
4	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$3,200,000
5	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$3,300,000
14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic Boulevard to San Gabriel Boulevard]	\$12,000,000
15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]	\$6,000,000
16	San Marino	Sierra Madre Boulevard Corridor Capacity Improvements [between Huntington Drive and Del Mar Boulevard]	\$4,000,000
TYPE 2 SUBTOTAL [6 PROJECTS]			\$36,500,000
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects			
1	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway]	\$2,000,000
2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]	\$1,500,000
3	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno [Huntington Drive, Eastern Avenue and Valley Boulevard]	\$10,000,000
10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley Boulevard and San Gabriel Boulevard]	\$3,130,000
11-14	Los Angeles County ³	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$3,700,000
39-43	Los Angeles County ³	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	\$7,000,000

¹ All project cost estimates are subject to reevaluation based on more detailed scopes of work.

² This project is listed as one of TSM/TDM projects in the SR 710 North Draft EIR/EIS.

³ Los Angeles County traffic corridor improvement project limits and descriptions are shown in REVISED Attachment D.

**MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE¹
57	Los Angeles County ³	Traffic Signal Control Intersection Upgrade Project [3 intersections]	\$30,000
30-33	Los Angeles County ³	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$2,300,000
22-27	Los Angeles County ³	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$1,900,000
20-21	Los Angeles County ³	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$800,000
28-29	Los Angeles County ³	Floral Drive Traffic Corridor Improvement Project (E-W)	\$250,000
65	San Marino	Huntington Drive Traffic Signal Synchronization Project [11 intersections between Atlantic and Rosemead Boulevards]	\$7,000,000
66	San Marino	San Gabriel Boulevard Traffic Signal Synchronization Project [7 intersections between Longden Drive and Colorado Boulevard]	\$3,000,000
TYPE 3 SUBTOTAL [30 PROJECTS]			\$42,610,000
PROJECT TYPE 8: Parking Structures			
2	Monterey Park	3 - Parking Structures on Garvey	\$60,000,000
TYPE 8 SUBTOTAL [1 PROJECT]			\$60,000,000
TOTAL RECOMMENDED FOR FUNDING [50 <u>51</u> PROJECTS]			\$414,440,000 <u>\$514,440,000</u>

¹ All project cost estimates are subject to reevaluation based on more detailed scopes of work.

² This project is listed as one of TSM/TDM projects in the SR 710 North Draft EIR/EIS.

³ Los Angeles County traffic corridor improvement project limits and descriptions are shown in REVISED Attachment D.

MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS

PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects

[Project ID #1] Alhambra – I-10/SR-710 Interchange Reconfiguration Project: Reconfigure the I-10/SR-710 Interchange to provide a two-lane connector [eastbound and westbound] from I-10 to the campus of Cal State Los Angeles pending completion of supporting traffic studies, environmental document(s) and final design.

Cost Estimate: \$100,000,000

[Project ID #2] Alhambra – I-10/Fremont Avenue On and Off Ramp Reconfiguration Project: Reconfigure existing westbound on and off ramps at the I-10/Fremont Avenue local interchange to increase capacity and storage; improve mobility by directing vehicles to Fremont Avenue, while also protecting adjacent residential neighborhoods and Fremont Elementary School; and remove and/or relocate the soundwall at Elm/Hellman/Ramona. Also, reconfigure existing eastbound on and off ramps at I-10 at Fremont/Montezuma to increase capacity and storage; improve mobility; and reduce the potential for freeway traffic backing onto traffic through lanes on major arterials.

Cost Estimate: \$20,000,000

[Project ID#3] Alhambra – I-10/Atlantic Boulevard On and Off Ramp Reconfiguration Project: Reconfigure existing eastbound and westbound on and off ramps at the I-10/Atlantic Boulevard local interchange to increase capacity and storage; improve mobility; and reduce the potential for freeway traffic backing onto traffic through lanes on major arterials.

Cost Estimate: \$20,000,000

[Project ID# 4] Alhambra – I-10/Garfield Avenue On and Off Ramp Reconfiguration Project: Reconfigure existing eastbound and westbound on and off ramps at the I-10/Garfield Avenue local interchange to increase capacity and storage; improve mobility; and reduce the potential for freeway traffic backing onto traffic through lanes on major arterials.

Cost Estimate: \$20,000,000

[Project ID# 6] Los Angeles City – Soto Street Bridge Widening Project: Widen the Soto Street bridge that extends over Valley Boulevard and UPRR [including roadway approaches to the bridge] to connect to roadway widening to the north [from Multnomah Street to Mission Road - Project ID#7]. The project also includes adding a left turn only lane at the intersection Soto and Alcazar; and improving/upgrading the signals at Soto Street north leading to south to Valley Boulevard. Traffic studies indicate Soto Street experiences significant traffic congestion and delay resulting from traffic diverted from other roadways.

Cost Estimate: \$4,000,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
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[Project ID# 7] Los Angeles City – Soto Street Widening Project: Widen Soto Street from three lanes to four lanes from Multnomah Street to Mission Road by adding an additional through lane in the southbound direction to increase the capacity, reduce delay and improve mobility. The project also includes improving/upgrading the signals and lighting at the intersection of Soto and Multnomah. Traffic studies indicate Soto Street experiences significant traffic congestion and delay resulting from traffic diverted from other roadways.

Cost Estimate: \$26,330,000

[Project ID# 16] Monterey Park – Ramona Road Capacity Improvements: Increase storage along northbound I-710 off-ramp to Ramona Road/Corporate Center Drive [including improvements to Corporate Center Drive]. Evaluate alternative off-ramp configurations to Corporate Center Drive and eastbound Ramona Road to improve traffic operations along northbound I-710 approaching the I-10 interchange.

Cost Estimate: \$2,400,000

[Project ID# 21] Monterey Park – Garvey Avenue Capacity Improvements: Widen Garvey Avenue to add one lane in each direction to achieve a 6-lane arterial [3 lanes in each direction and a center turn lane. [Garvey Avenue is a main route for traffic south of I-10 accessing north-south arterials that lead to the cities of Alhambra, South Pasadena and Pasadena.]

Cost Estimate: \$26,300,000

[Project ID# 22] Monterey Park – Garfield Avenue Capacity Improvement: On Garfield Avenue, from Hellman to Hilliard, widen existing street (within existing right-of-way) and remove existing on-street parking to add a 3rd southbound lane and a continuous center turn lane providing 3 southbound lanes, 2 northbound lanes and a continuous 10 foot center turn lane. [Garfield Avenue has a nexus to the I-710 North project since it is a north-south arterial parallel to I-710 and this segment of Garfield provides direct access to I-10.]

Cost Estimate: \$700,000

[Project ID# 23] Monterey Park – Atlantic Avenue Capacity Improvements: On Atlantic Avenue, from Hellman to Garvey, add a 3rd southbound lane and a 3rd northbound lane and remove existing on-street parking. Atlantic Avenue has a nexus to the I-710 North project since it is a north-south arterial parallel to I-710 and this segment of Atlantic provides direct access to I-10.

Cost Estimate: \$1,900,000

[Project ID# 30] Pasadena – Gold Line Grade Separation: Grade-separate the at-grade Gold Line crossing at California Boulevard. This segment of the Gold Line intersects California Boulevard, an east-west arterial street with high traffic volumes, resulting in substantial delay and congestion. This at-grade crossing also contributes to a lack of pedestrian and bicycle connectivity between neighborhoods east and west of the Gold Line. This project has a nexus to the I-710 North project since this at-grade crossing is in close proximity to the I-710 “Gap”

MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS

and grade-separating California Boulevard at the Gold Line will greatly improve traffic flow not only in the east-west direction but also in the north-south direction.

Cost Estimate: \$105,000,000

[Project ID# 32] San Gabriel – I-10/San Gabriel Boulevard Improvements: On San Gabriel Boulevard, add reversible lanes between Valley Boulevard and the I-10 freeway and restrict all left turn lanes between Valley Boulevard and Marshall Street to add capacity in the peak direction and improve mobility. San Gabriel Boulevard is a primary arterial that carries significant regional and local traffic. The segment of San Gabriel Boulevard from the I-10 freeway to Valley Boulevard experienced 37 accidents in the past three years.

Cost Estimate: \$698,000

[Project ID# 36] South Pasadena – Regional Traffic Corridor Improvements: Along Fremont, Huntington and Fair Oaks, implement upgraded traffic control measures and synchronize signals throughout each of these major arterial corridors. Restripe Freemont Avenue to increase capacity and improve operations by removing existing on-street parking, extending merge lanes, and re-designating certain movements. On Huntington Drive, between Fremont Avenue and Fair Oaks Avenue, add a second northbound left-turn lane and adjust signal timing accordingly. Extend northbound Fair Oaks Ave left-turn pocket at Monterey Rd. Remove bulb outs and replace with right-turn pockets on Fair Oaks Ave at Monterey, El Centro, Mission and Hope. Improve pedestrian safety by increasing visibility of crosswalks by realigning and/or using continental or ladder striping, widening medians for pedestrian refuge and reconstructing bulb-outs. All three major arterial streets are within the I-710 “Gap”, and Fair Oaks and Fremont are north-south arterials, so these improvements will improve traffic flow within the “Gap” area.

Cost Estimate: \$10,000,000

[Project ID# 37] South Pasadena – SR-110/Fair Oaks Avenue Interchange Modifications: At the interchange construct a new southbound SR-110 "hook" on ramp accessible via eastbound State Street, east of Fair Oaks Avenue; restripe northbound Fair Oaks Avenue between Grevelia Street and State Street to replace northbound left-turn lanes with a right-turn lane continuing onto a new right-turn lane to be built on the south side of State Street; and remove the existing traffic island at the current SR-110 on-ramp. On northbound Fair Oaks Avenue [between Hope Street and Grevelia Street] remove the existing bulb out in order to provide a shared through and right-turn lane, and replace the left-turn lane with a through lane. On southbound Fair Oaks Avenue [north of the existing southbound on-ramp] extend the existing right-turn lane to north of Oaklawn Street (this requires removal of the bulb out north of Mound Street); truncate Grevelia Street between Fair Oaks Avenue and Mount Avenue [access to the adjacent Shakers Restaurant parking lot would be retained via Fair Oaks Avenue]; widen northbound SR-110 off-ramp and restripe for two left-turn lanes, one through lane, and one right-turn lane; add a second right-turn lane on westbound Grevelia Street at Fair Oaks Avenue; construct a new southbound SR-110 "hook" on ramp accessible via eastbound State Street, east

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NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS

of Fair Oaks Avenue; remove bulb out on northbound Fair Oaks Avenue prior to the Orchard Supply Hardware shopping center driveway; and relocated current bus stop to the far side of intersection.

Cost Estimate: \$38,000,000

PROJECT TYPE 2: Local Street Intersection Improvement Projects

[Project ID# 1] Los Angeles City - Cesar Chavez Avenue/Lorena Street/Indiana Street

Roundabout: Reconstruct the existing 5-legged intersection into a modern roundabout with a center median to improve mobility and safety. [This intersection operates at a Level of Service F with approximately 33,000 vehicles per average weekday.]

Cost Estimate: \$8,000,000

[Project ID# 4] San Gabriel - Valley Boulevard and New Avenue Intersection Improvements:

Widen the intersection of Valley Boulevard and New Avenue; add a southbound right turn lane; eastbound and westbound right pockets; and widen Valley Boulevard by narrowing sidewalks to 8 feet to improve mobility and reduce delay. Valley Boulevard and New Avenue are primary arterials. This intersection currently operates at a Level of Service F.

Cost Estimate: \$3,200,000

[Project ID# 5] San Gabriel – Mission Drive and Las Tunas Drive Intersection Improvements:

Widen the intersection of Mission Drive and Las Tunas Drive; add a southbound right turn lane by changing the current southbound through right turn lane into a through lane; and add a protected left turn phase along Main Street and Las Tunas Drive approaches to improve mobility. Mission Drive and Las Tunas Drive are secondary and major arterials, respectively. The intersection currently operates at Level of Service B and is projected to operate at Level of Service C by 2045 without planned improvements.

Cost Estimate: \$3,300,000

[Project ID# 14] San Marino – Huntington Drive Intersection Capacity Improvements: Four (4) intersections [Atlantic Boulevard, Oak Knoll Drive, San Marino Avenue and San Gabriel] will be modified [add dedicated right turn lanes; left turn lanes; and on-street parking modifications] to improve traffic circulation, reduce congestion and enhance safety. The Huntington Drive improvements will alleviate the discernible impact of heavy congestion, delay, noise and pollution caused by the lack of the SR 710 connector between Interstate 10 and Interstate 210 and the regional traffic spillover of vehicles traveling from SR 710 to avoid Interstate 10. Conversely the same vehicles sidestep the morning congestion toward downtown Los Angeles by traversing westbound Huntington Drive. All traffic crosses San Marino on the City's sole major east/west arterial from Alhambra/South Pasadena through San Marino into East San Gabriel.

Cost Estimate: \$12,000,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
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[Project ID# 15] San Marino – Huntington Drive Capacity Enhancements: On segments between Virginia Road and Sunnyslope Drive, widen eastbound Huntington Drive and construct one additional lane along Huntington Drive to increase capacity. The Huntington Drive improvements will alleviate the discernible impact of heavy congestion, delay, noise and pollution caused by the lack of the SR 710 connector between Interstate 10 and Interstate 210 and the regional traffic spillover of vehicles traveling from SR 710 to avoid Interstate 10. Conversely the same vehicles evade the morning congestion toward downtown Los Angeles by traversing westbound Huntington Drive. All traffic crosses San Marino on the City’s sole major east/west arterial from Alhambra/South Pasadena through San Marino into East San Gabriel.

Cost Estimate: \$6,000,000

[Project ID# 16] San Marino – Sierra Madre Boulevard Corridor Capacity Improvements: Between Huntington Drive and Del Mar Boulevard, install left turn pockets to reduce congestion and improve intersection design at Euston Road. Install warning signs for speed reduction and install adaptive signal control technology (real-time traffic control). Improve motorist and pedestrian safety by installing larger signal heads and other related improvements at California Boulevard. The Sierra Madre Boulevard improvements will alleviate the discernible impact of heavy congestion, delay, noise and pollution caused by regional traffic spillover of vehicles (due to the lack of the SR 710 connection) traveling from Interstate 10 to Interstate 210 and avoid Interstate 710 north through Pasadena. Conversely the same vehicles circumvent the morning congestion toward downtown Los Angeles by traversing south along Sierra Madre Boulevard. This traffic crosses San Marino on the City’s sole major north/south arterial from Pasadena into San Marino.

Cost Estimate: \$4,000,000

PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects

[Project ID# 1] Alhambra –Garfield Avenue Traffic Signal Synchronization Project: On Garfield Avenue, from Huntington Drive to I-10 Freeway [18 intersections], install new signal controllers, signal control firmware, system detection, communications, and additional signal hardware to improve corridor operations and conform with updated signal control standards and requirements to improve arterial operations.

Cost Estimate: \$2,000,000

[Project ID# 2] Alhambra –Fremont Avenue Traffic Signal Synchronization Project : On Fremont Avenue, from the northerly city limit to Montezuma/I-10 Freeway [11 intersections], install new signal controllers, signal control firmware, system detection, communications, and additional signal hardware to improve corridor operations and conform with updated signal control standards and requirements to improve arterial operations.

Cost Estimate: \$1,500,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
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[Project ID# 3] Los Angeles City -ITS & Technology and Traffic Signal Upgrades: Includes implementing ITS technologies and upgrading traffic signals at Huntington Drive, Eastern Avenue and Valley Boulevard in El Sereno to improvement mobility. Work includes Installing vehicle loops detectors along Huntington Dr, Eastern Ave, and Valley Blvd; installing CCTV cameras at the intersections of Valley Blvd and the 710 freeway ramps; upgrade existing signals to add left turn phasing; upgrade all existing and new pedestrian crossings to pedestrian activated crosswalks with actuated signals; installing new crosswalks, signals and left-turn arrows, as necessary.

Corridor Cost Estimate: \$10,000,000

[Project ID# 10] San Gabriel- Adaptive/Traffic Responsive Signal Control Project: Implement adaptive traffic/responsive signal control along Valley Boulevard and San Gabriel Boulevard to allow higher green time during peak hours favoring the peak directional flow of traffic. These improvements will reduce corridor queuing and travel time and ensure corridor capacity is optimized.

Cost Estimate: \$3,130,000

[Project ID#s 11-14] Los Angeles County - Atlantic Boulevard Traffic Corridor Improvement Project (N-S): Consists of 4 projects that include upgrading 2070 controllers with next generation firmware; installing closed-circuit television cameras; implementing coordinated traffic signal timing; and safety improvements at Olympic Blvd to improve traffic flow and overall mobility within the corridor.

Project ID# 11: Upgrade 2070 controllers with next generation firmware from Pomona Boulevard to Telegraph Road.

Project ID# 12: Install Closed-Circuit Television (CCTV) Cameras at Olympic Boulevard at Telegraph Road/Ferguson Drive, Whittier Boulevard and Pomona Boulevard.

Project ID# 13: Install traffic signal timing from Pomona Boulevard to Telegraph Road.

Project ID# 14: Highway Safety Improvement Project [Atlantic and Olympic Boulevards].

Corridor Cost Estimate: \$3,700,000

[Project ID#s 39-43] Los Angeles County - Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S): Consists of 5 projects that include upgrading 2070 controllers with next generation firmware; installing closed-circuit television cameras; installing fiber optics to connect East Los Angeles to the Los Angeles County Traffic Management Center; implementing coordinated traffic signal timing; and safety enhancements at 1st Street to improve traffic flow and overall mobility within the corridor.

Project ID# 39: Upgrade 2070 controllers with next generation firmware from Floral Drive to Telegraph Road.

Project ID# 40: Install Closed-Circuit Television Cameras (CCTV Cameras) at 1st Street, 3rd Street and Cesar Chavez Avenue.

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS

Project ID# 41: Install Fiber Optics from Floral Drive to 1st Street and from Civic Center to Telegraph Road.

Project ID# 42: Install traffic signal timing from Floral Drive to Telegraph Road.

Project ID #43: Highway Safety Improvement Project [Mednik Avenue at 1st Street].

Corridor Cost Estimate: \$7,000,000

[Project ID# 57] Los Angeles County -Traffic Signal Control Intersection Upgrade Project:

Includes upgrading 2070 controllers with next generation firmware at intersection [Hazard Avenue at Fairmount Street; State University Drive at Campus Road; and Medford Street at Herbert Avenue] to improve intersection operations, traffic flow and mobility.

Cost Estimate: \$30,000

[Project ID#s 30-33] Los Angeles County - Ford Boulevard Traffic Corridor Improvement Project

(N-S): Consists of 4 projects that include upgrading 2070 controllers with next generation firmware; installing closed-circuit television cameras; installing fiber optics; and implementing coordinated traffic signal timing to improve traffic flow and overall mobility within the corridor.

Project ID# 30: Upgrade 2070 controllers with next generation firmware from Floral Drive to Olympic Boulevard.

Project ID# 31: Install Closed-Circuit Television (CCTV) Cameras at Cesar Chavez Avenue and at 3rd Street.

Project ID# 32: Install fiber optics from Floral Drive to 3rd Street.

Project ID# 33: Install traffic signal timing from Floral Drive to Olympic Boulevard [from Floral Drive to 3rd Street, and from Whittier to Olympic Boulevards].

Corridor Cost Estimate: \$2,300,000

[Project ID#s 22-27] Los Angeles County - Eastern Avenue Traffic Corridor Improvement

Project (N-S): Consists of 6 projects that include installing wireless communications; upgrading 2070 controllers with next generation firmware; installing closed-circuit television cameras; installing fiber optics; and safety improvements at Olympic Boulevard and Whittier Boulevard to improve traffic flow and overall mobility within the corridor.

Project ID# 22: Provide wireless communication at State University Drive/Eastern Avenue/Medford Street from Herbert Avenue to Campus Road.

Project ID# 23: Upgrade 2070 controllers with next generation firmware from Medford Street to Telegraph Road.

Project ID# 24: Install Closed-Circuit Television (CCTV) Cameras at 1st Street, 3rd Street, Cesar Chavez Avenue, Olympic Boulevard, Ramona Boulevard, Paseo Rancho/University Drive and Whittier Boulevard.

Project ID# 25: Install fiber optics from 3rd Street to Telegraph Road.

Project ID# 26: Highway Safety Improvement Project [Eastern Avenue at Olympic Boulevard].

Project ID# 27: Highway Safety Improvement Project [Eastern Avenue at Whittier Boulevard].

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS

Corridor Cost Estimate: \$1,900,000

[Project ID#s 20-21] Los Angeles County - City Terrace Drive Traffic Corridor Improvement

Project (E-W): Consists of 2 projects that include upgrading 2070 controllers with next generation firmware and installing fiber optics to improve traffic flow and overall mobility.

Project ID# 20: Upgrade 2070 controllers with next generation firmware from Hicks Avenue to Eastern Avenue.

Project ID# 21: Install fiber optics from Hicks Avenue to Eastern Avenue.

Corridor Cost Estimate: \$800,000

[Project ID#s 28 and 29] Los Angeles County - Floral Drive Traffic Corridor Improvement

Project (E-W): Consists of 2 projects that include upgrading 2070 controllers with next generation firmware and installing fiber optics to improve traffic flow and overall mobility within the corridor

Project ID# 28: Upgrade 2070 controllers with next generation firmware from Eastern Avenue to Mednik Avenue/Monterey Pass Road.

Project ID# 29: Install fiber optics from Eastern Avenue to Corporate Center Drive and McDonnell Avenue.

Corridor Cost Estimate: \$250,000

[Project ID# 65] San Marino- Huntington Drive Traffic Signal Synchronization Project: On Huntington Drive, between Atlantic Boulevard and Rosemead Boulevard [11 intersections], install adaptive signal control technology (real-time traffic control) with signal synchronization, driver information and changeable message signage.

Cost Estimate: \$7,000,000

[Project ID# 66] San Marino – San Gabriel Boulevard Traffic Signal Synchronization Project: On San Gabriel Boulevard, between Longden Drive and Colorado Boulevard [7 intersections], install adaptive signal control technology (real-time traffic control) with signal synchronization, driver information and changeable message signage.

Cost Estimate: \$3,000,000

PROJECT TYPE 8: Parking Structures

[Project ID# 2] Monterey Park – Three (3) Parking Structures on Garvey Avenue: Construct parking structures after converting two parking lanes to full-time mixed flow lanes when on-street parking is removed on Garvey Avenue to improve mobility.

Cost Estimate: \$60,000,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
CASH FLOW PROJECTIONS

REVISED ATTACHMENT E

ID #	Project Sponsor	Project Name	FY20	FY21	FY22	FY23	TOTAL
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects							
1	Alhambra	I-10/SR-710 Interchange Reconfiguration Project	\$10,000,000	\$20,000,000	\$40,000,000	\$30,000,000	100,000,000
2	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration	\$2,000,000	\$4,000,000	\$8,000,000	\$6,000,000	\$20,000,000
3	Alhambra	I-10/Atlantic Boulevard On and Off Ramp Reconfiguration	\$2,000,000	\$4,000,000	\$8,000,000	\$6,000,000	\$20,000,000
4	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration	\$2,000,000	\$4,000,000	\$8,000,000	\$6,000,000	\$20,000,000
6	Los Angeles City	Soto Street Bridge Widening Over Valley Boulevard and UPRR	\$400,000	\$800,000	\$1,600,000	\$1,200,000	\$4,000,000
7	Los Angeles City	Soto Street Widening from Multnomah Street to Mission Road	\$2,633,000	\$5,266,000	\$10,532,000	\$7,899,000	\$26,330,000
16	Monterey Park	Ramona Road Capacity Improvements	\$240,000	\$480,000	\$960,000	\$720,000	\$2,400,000
21	Monterey Park	Garvey Avenue Capacity Improvements	\$2,630,000	\$5,260,000	\$10,520,000	\$7,890,000	\$26,300,000
22	Monterey Park	Garfield Avenue Capacity Improvements	\$70,000	\$140,000	\$280,000	\$210,000	\$700,000
23	Monterey Park	Atlantic Avenue Capacity Improvements	\$190,000	\$380,000	\$760,000	\$570,000	\$1,900,000
30	Pasadena	Gold Line Grade Separation at California Blvd	\$10,500,000	\$21,000,000	\$42,000,000	\$31,500,000	\$105,000,000
32	San Gabriel	I-10/San Gabriel Boulevard Improvements [Reversible Lanes]	\$70,000	\$140,000	\$280,000	\$210,000	\$700,000
36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	\$1,000,000	\$2,000,000	\$4,000,000	\$3,000,000	\$10,000,000
37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications	\$3,800,000	\$7,600,000	\$15,200,000	\$11,400,000	\$38,000,000
PROJECT TYPE 2: Local Street Intersection Improvement Projects							
1	Los Angeles City	Cesar Chaves Avenue/Lorena Street/Indiana Street Roundabout	\$800,000	\$1,600,000	\$3,200,000	\$2,400,000	\$8,000,000
4	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$320,000	\$640,000	\$1,280,000	\$960,000	\$3,200,000
5	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$330,000	\$660,000	\$1,320,000	\$990,000	\$3,300,000
14	San Marino	Huntington Drive Intersection Capacity Improvements	\$1,200,000	\$2,400,000	\$4,800,000	\$3,600,000	\$12,000,000

*Based on assumptions as of September 21, 2018 subject to further determination of scope of work and schedule of projects.

MOBILITY IMPROVEMENT PROJECTS
CASH FLOW PROJECTIONS

REVISED ATTACHMENT E

ID #	Project Sponsor	Project Name	FY20	FY21	FY22	FY23	TOTAL
15	San Marino	Huntington Drive Capacity Enhancements	\$600,000	\$1,200,000	\$2,400,000	\$1,800,000	\$6,000,000
16	San Marino	Sierra Madre Boulevard Corridor Capacity Improvements	\$400,000	\$800,000	\$1,600,000	\$1,200,000	\$4,000,000
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects							
1	Alhambra	Garfield Avenue Traffic Signal Synchronization Project	\$200,000	\$400,000	\$800,000	\$600,000	\$2,000,000
2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project	\$150,000	\$300,000	\$600,000	\$450,000	\$1,500,000
3	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno [Huntington Drive, Eastern Avenue and Valley Boulevard	\$1,000,000	\$2,000,000	\$4,000,000	\$3,000,000	\$10,000,000
10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project	\$313,000	\$626,000	\$1,252,000	\$939,000	\$3,130,000
11-14	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$370,000	\$740,000	\$1,480,000	\$1,110,000	\$3,700,000
39-43	Los Angeles County	Arizona Avenue/Mednik Pass Road/Fremont Avenue Traffic Corridor Improvement Project	\$700,000	\$1,400,000	\$2,800,000	\$2,100,000	\$7,000,000
57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 Intersections]	\$3,000	\$6,000	\$12,000	\$9,000	\$30,000
30-33	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$230,000	\$460,000	\$920,000	\$690,000	\$2,300,000
22-27	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$190,000	\$380,000	\$760,000	\$570,000	\$1,900,000
20-21	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$80,000	\$160,000	\$320,000	\$240,000	\$800,000
28-29	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$25,000	\$50,000	\$100,000	\$75,000	\$250,000
65	San Marino	Huntington Drive Traffic Signal Synchronization Program	\$700,000	\$1,400,000	\$2,800,000	\$2,100,000	\$7,000,000
66	San Marino	San Gabriel Boulevard Traffic Signal Synchronization Program	\$300,000	\$600,000	\$1,200,000	\$900,000	\$3,000,000
PROJECT TYPE 8: Parking Structures							
2	Monterey Park	Three (3) Parking Structures on Garvey Avenue	\$6,000,000	\$12,000,000	\$24,000,000	\$18,000,000	\$60,000,000
CASHFLOW TOTAL			\$41,444,000	\$82,888,000	\$165,776,000	\$124,332,000	\$414,440,000
			\$51,444,000	\$102,888,000	\$205,776,000	\$154,332,000	\$514,440,000

*Based on assumptions as of September 21, 2018 subject to further determination of scope of work and schedule of projects.

**Board Report**

File #: 2018-0536, **File Type:** Contract**Agenda Number:** 11.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
NOVEMBER 14, 2018****SUBJECT: METRO EXPRESSLANES CONTINUING OPERATIONS****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 78 for Operation and Maintenance (O&M) - Year 6 (from February 24, 2019 to February 29, 2020), for up to one year, for Contract No. PS0922102333 with Atkinson Contractors, LP (Atkinson) for Metro ExpressLanes Operation and Maintenance in the amount of \$18,655,393; increasing the total contract price from \$185,669,328 to \$204,324,721.

ISSUE

In December 2010, Atkinson was awarded a Design, Build, Operate and Maintain (DBOM) contract for the Metro ExpressLanes project that included activities needed to implement and operate the ExpressLanes through the demonstration period, and if successful, up to five option years could be considered at the appropriate time. The demonstration period was deemed a success and legislation was passed authorizing Metro to operate the I-10 and I-110 ExpressLanes without a sunset date. The fifth of the five, one-year options was approved by the Board on January 25, 2018. Staff is requesting authorization for up to one additional final year (Year 6) to allow for continued operations of the current system while the new Board approved systems complete design, data migration, development and integration.

DISCUSSION**Recommendation A: Additional Year of O&M**

The development of scopes of work for the three new contracts to replace the existing contract took longer than anticipated given the complex nature of tolling systems. As a result, it has become necessary to extend the existing contract. To that end, staff has been working collaboratively with Atkinson to extend the existing contract for an additional year (Year 6) to allow for continued and seamless operation of the ExpressLanes while the new system is under design, development, data migration, integration and testing.

The current Operation and Maintenance year (Option Year 5) of the ExpressLanes Contract expires in February 2019. Staff is requesting Board authorization to execute Modification No. 78 to continue ExpressLanes Operations and Maintenance (Year 6) until February 29, 2020.

There are currently over 872,000 transponders in circulation with an average increase of between approximately 130,000 to 150,000 new transponders issued per year based on the latest data. The continued distribution of transponders results in establishment of new accounts that require order fulfillment and contractor staffing support to service these accounts. This Modification will enable account servicing activities which include answering calls, handling correspondence/online inquiries, responding to customer inquiries, postage, and processing of all transactions to continue.

Additionally, the Contractor will continue to provide resources to maintain the tolling equipment in the field and real-time traffic monitoring utilizing "EarthCam" cameras and staffing of the Traffic Management Center for incident management and monitoring of all toll-related systems. The Contract Modification in Recommendation A addresses these operational support services required to operate and maintain the ExpressLanes through February 2020.

The recommended cost is based upon a reasonable escalation from previous years with the overall cost proposal remaining consistent with the costs approved by the Board for Option Year 5. The budgetary impact from this authorization will be reduced by approximately \$7 million, which is the total of previous Modification amounts that were authorized, but never incurred by the Contractor. The final budget savings from the previous authorizations never incurred will be determined when Option Year 5 has concluded in February 2019.

Congestion Reduction staff is working with DEOD and the contractor to submit a mitigation plan to meet the goal by increasing DBE scope beyond what is listed in the DEOD summary.

The department is committed to the small business program at Metro. In previous Board approved contracts, the commitment was either an evaluation criterion or the awarded contract exceeded SBE commitments in the RFP.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will improve safety for Metro ExpressLanes patrons.

FINANCIAL IMPACT

Funding for this Modification is included in the FY19 budget for cost center 2220. Because this is a multi-year program, the Executive Officer of the Congestion Reduction Department will be responsible for budgeting in future years.

Impact to Budget

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommended action is consistent with Metro Strategic Plan Goal 1: providing high-quality mobility options that enable people to spend less time traveling. The ExpressLanes provide more reliable and faster travel options to Los Angeles County Residents.

ALTERNATIVES CONSIDERED

The Board may decline to approve the recommended actions. This is not recommended since without an O&M contract, daily operations of the ExpressLanes could not continue.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 78 for Year 6 and will continue work on the design and integration of the new systems slated for implementation prior to the conclusion of this contract.

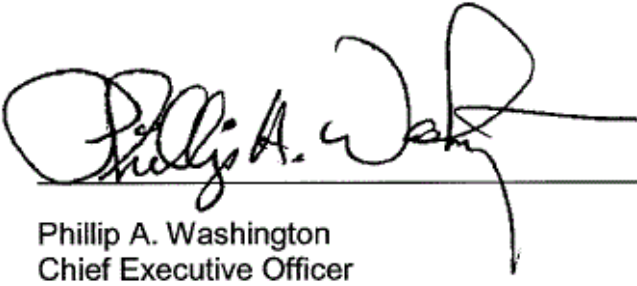
Staff will work with DEOD and the Contractor to resolve the discrepancies in the DBE goal reporting.

ATTACHMENTS

- A. Procurement Summary
- B. Contract Modification Authority Summary
- C. DEOD Summary

Prepared by: Joe O'Donnell, Director, Contract Administration, (213) 922-7231
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Reviewed by: Debra Avila, Chief V/CM Officer, (213) 418-3051
Stephanie Wiggins, Deputy CEO, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

1.	Contract Number: PS092210233		
2.	Contractor: Atkinson Contractors, LP		
3.	Mod. Work Description: O&M - Year 6		
4.	Contract Work Description: Design, Build, Operate and Maintain the Metro ExpressLanes		
5.	The following data is current as of: August 29, 2018		
6.	Contract Completion Status:		
	Bids/Proposals Due:	8/31/10	% Completion \$s: 85.34%
	Contract Awarded:	12/16/10	% Completion time: 98.5%
	NTP:	01/11/11	Original Contract Days: 990
	Original Complete Date:	09/28/13	Change Order Days: 1,609
	Current Est. Complete Date:	02/23/18	Suspended Days: 0
	Total Revised Days:		2,599
7.	Financial Status:		
	Contract Award:		\$72,363,702
	Total Contract Modifications Approved:		\$113,312,475
	Current Contract Value:		\$185,676,177
	Contract Administrator: Joe O'Donnell	Telephone Number: 213-922-7231	
8.	Project Manager: Shahzad Amiri	Telephone Number: 213-922-3061	

A. Contract Action Summary

This Board Action is to approve:

- Contract Modification No. 78 issued in support of Operations and Maintenance Support of the ExpressLanes - Year 6.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed priced price.

On December 16, 2010, Contract No. PS0922102333 was awarded to Atkinson Contractors, LP in the amount of \$72,363,702, to Design, Build, Operate and Maintain the Metro ExpressLanes Project.

Attachment B shows that 80 Contract Modifications/change orders have been issued to date to add and/or delete work, and five Contract Modifications are currently pending or in negotiations.

The proposed Contract Modification is for \$18,655,393, and will be used for Operation and Maintenance Support Year 6.

B. Cost/Price Analysis

The recommended price for Contract Modification No. 78 is for Year 6 which was not anticipated in the Contract, but is necessary to allow the ExpressLanes to continue operating until the new ExpressLanes Contracts can take over operation and maintenance responsibility. The amount has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations. While the Contractor initially proposed an amount for Year 6 that was significantly higher than the final amount, Contractor has agreed to escalate all costs by 3% per year, except those that were increased due to collective bargaining agreements, which was determined acceptable by Project Management. Therefore, it was determined that an audit of the Contractor’s cost proposal was not necessary.

Mod No.	Changes	Proposal amount	Metro ICE	Negotiated or NTE amount
78	O&M – Option Year 6	\$18,723,571	\$17,267,474	\$18,655,393

CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

Mod. No.	Description	Status	Contract Value	Mods	Board Approved CMA (C)
		(Approved or Pending)	(A)		
N/A	Initial Award	Approved	\$72,363,702		\$7,236,370
1	Exercise Options 1 and 2	Approved		\$4,250,000	
2	Admin Modification of Audit Requirements	Approved		\$0	
3	Install Fiber Cables & Splice Vaults on I-110	Approved		\$470,487	
4	Toll System Digital Visual Aids	Approved		\$65,100	
5	Modification to Field Office	Approved		\$3,228	
6	Drainage Improvements on I-110 (Const.)	Approved		\$1,867,000	\$1,867,000
7	Exercise Option 3	Approved		\$2,475,000	
N/A	Board Approved CMA Increase (1/12)	Approved			\$11,592,445
8	Construction of Divider Wall	Approved		\$821	
9	Drainage Improvement on I-110 (Design)	Approved		\$234,440	
10	Harbor Gateway Transit Center	Approved		\$0	
11	Retail Transponder Sales	Approved		\$347,854	
12	Differing Site Condition – CIDH Pile Install.	Approved		\$384,768	
13	Modified Striping for Toll Lanes	Approved		\$607,964	
14	Audible and Visible Warning System	Approved		\$316,334	
15	Adams Blvd/Flower St. OCS (Construction)	Approved		\$80,061	
16	DSC – CIDH Piles Along I-10 Fwy	Approved		\$78,448	
17	Retail Packaging for Add'l Transponders	Approved		\$337,500	
18	Additional Design Support	Approved		\$137,879	
19	Rehabilitation of I-10 Shoulder	Approved		\$633,414	
20	Perforated Steel Pipe	Approved		\$160,276	
21	Temporary Customer Service Center	Approved		\$193,383	
22	Closure of Patsaouras Plaza Ramps	Approved		\$69,524	
23	Modify Conflicting Expo Signs	Approved		\$25,508	
24	Metro's TAP Interface Program	Approved		\$25,734	
25	I-10 Traffic Loops	Approved		\$126,598	
26	Additional Traffic Monitoring Support	Approved		\$957,186	
27	Additional Video Cameras	Approved		\$726,288	
28	Adams Blvd/Flower St. OCS (Design)	Approved		\$59,331	
29	Mobile Van Retail Unit/Extended Hours	Approved		\$50,000	
30	Additional Barrier Markers	Approved		\$39,128	
31	Toll System Software Modifications for Grace Period	Approved		\$9,724	
32	Release of Additional Transponders	Approved		\$450,000	
33	Mailing Costs	Approved		\$450,000	
34	Additional Account Support	Approved		\$1,000,000	\$1,000,000
35	Contract Milestone Revision	Approved		\$2,749,778	\$2,749,778
N/A	Board Approved CMA Increase (9/13)	Approved			\$2,335,035
36	Reduction of Provisional Sum Line Items	Approved		(\$2,147,709)	
38	Add'l Transponders Option 3 and Retail Packaging	Approved		\$459,375	
39	Additional Contaminated Material	Approved		\$150,000	

40	Additional Mailing Costs	Approved		\$1,000,000	\$1,000,000
41	Additional Static and Digital Messaging Signs	Approved		\$432,463	
42	Permanent. Redundant Fiber Comm Network	Approved		\$341,738	
43	Digital Messaging Sign at Santa Anita	Approved		\$481,827	
CO12	Additional Computer Programming	Approved		\$250,000	
CO13	Credit Card Transaction Costs	Approved		\$270,000	
N/A	Board Approved CMA Increase (2/14)	Approved			\$10,228,862.00
44	Exercise Option 4.1, Add'l Year of O&M – Year 1	Approved		\$3,024,000	
45	Additional Account Support for Option Year 1	Approved		\$2,900,000	
46	Add'l Transponders Option 3 and Retail Packaging	Approved		\$1,350,000	
47	Additional Mailing Costs - Option Year 1	Approved		\$1,700,000	
48	Interface Configuration Document	Approved		\$35,924	
49	Additional TMO Labor - Option Year 1	Approved		\$445,000	
50	Additional Marketing Support – Option Year 1	Approved		\$304,399	
52	Additional Credit Card Transaction Fees – Option Year 1	Approved		\$300,000	
53	Additional Violations Processing Beyond Base Contract	Approved		\$750,000	
54	Additional Transponders – Option Year 1	Approved		\$432,000	
N/A	Board Approved CMA Increase (10/14)	Approved			\$22,925,488.00
55	Exercise Option 4.2, Add'l Year of O&M – Year 2	Approved		\$3,048,000	
56	Additional O&M Support Costs for Option Year 2	Approved		\$6,717,874	
57	Additional Transponders and Retail Packaging	Approved		\$4,999,986	
60	Replacement of Pavement Stencils and Striping and New Delineators on I-10/I-110	Approved		\$1,708,334	
62	Add Funds for Additional Violation Processing and Violation Credit Card Fees	Approved		\$605,000	
N/A	Board Approved CMA Increase (12/15)	Approved			\$17,203,063.00
63	Exercise Option 4.3, Add'l Year of O&M – Year 3	Approved		\$3,072,000	
64	Additional O&M Support Costs for Option Year 3	Approved		\$10,383,408	
66	Preliminary Design for Additional Toll Sites, Signage, Improvements	Approved		\$157,043	
67	Additional Funding for Operations Support Costs	Approved		\$900,000	
68	Marketing Data Analysis	Approved		\$90,470	
69	Earthcam Permanent Locations	Approved		\$250,622	
70	New CHP Beacon Light System - Design	Approved		\$78,444	
N/A	Board Approved CMA Increase (10/16)	Approved			\$29,396,228
71	Exercise Option 4.4, Add'l Year of O&M – Year 4	Approved		\$3,096,000	
CO15	Additional Transponders	Approved		\$3,240,000	
CO16.3	Additional Transponders	Approved		\$12,199,824	
CO17	Additional O&M Support Costs for Option Year 4	Approved		\$12,636,000	
75	DMS 290 Pull Box Mitigation and Replace Sensys Repeaters	Approved		\$74,440	

CO19	Occupancy Detection System (ODS) 30% Design	Approved		\$15,000	
N/A	Board Approved CMA Increase (1/18)	Approved			\$28,396,228
76	Exercise Option 4.5, Add'l Year of O&M – Year 5	Approved		\$3,120,000	
77.1	Additional O&M Support Costs for Option Year 5	Approved		\$15,699,569	
80	Occupancy Detection System (ODS) 100% Design	Approved		\$306,380	
81	Add'l Material Purchase for Maintenance and Safety	Approved		\$159,247	
CO22	Repair of Sensys Access Point No. 170	Approved		\$15,200	
CO23	ODS - Implementation, Integration and Operation*	Approved		\$1,000,000	
CO24	ODS - Construction*	Approved		\$1,000,000	
CO25	Transponder Storage Services	Approved		\$103,000	
Subtotal (Approved)				\$95,134,218	\$135,930,497
58	Replacement and Additional Static Message and Dynamic Message Signs for I-10/I-110 and I-105	In-Process		\$2,650,000	
59	New Toll Gantries - Construction	In-Process		\$2,500,000	
74	Replace UPS Batteries - Furnish Only	In-Process		\$251,395	
79	Occupancy Detection System - Construction, Integration, Implementation and Operation*	In-Process		\$10,174,047	
Subtotal (In-Process)				\$15,575,442	
78	ExpressLanes - O&M Support - Year 6	Recommended		\$18,655,383	
Subtotal (Recommended)				\$18,655,383	
TBD	New CHP Beacon Light System - Construction	Pending		\$986,000	
TBD	Maintenance of Additional Tolling Equipment and DMS	Pending		\$260,000	
TBD	Potential Changes (Contingency)	Pending		\$3,900,000	
Subtotal (Pending)				\$5,146,000	

Subtotal - Approved Modifications			\$95,134,218	
Subtotal - In-Process Modifications			\$15,575,442	
Subtotal - Recommended Modifications			\$18,655,383	
Subtotal - Pending Changes/Modifications			\$5,146,000	
Total Modifications and Pending Changes			\$134,511,043	
Total Contract Value (including Approved, In-Process, Recommended and Pending Modifications)		\$206,874,745		
Board Approved CMA (C)				\$135,930,497
Requested CMA – Total Modifications and Pending Changes (\$134,511,043 minus Board Approved CMA, \$135,930,497)				\$0

*Mod 79 will supersede and replace Change Order Nos. 23 and 24 when executed.

DEOD SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

A. Small Business Participation

This contract is funded, in whole or in part, by the Federal Highway Administration funds and was awarded under the Caltrans Underutilized Disadvantaged Business Enterprise (UDBE) program requirements. Atkinson Contractors, LP (Atkinson) made a 16.20% overall UDBE commitment for this contract. Atkinson's current overall participation is 14.42%, representing a shortfall of 1.78%.

Atkinson made a 0.98% UDBE commitment for the design of civil works and toll systems and equipment (Design). The Design portion is 100% complete. Atkinson exceeded their UDBE commitment with a UDBE participation of 13.47% for Design. Atkinson made an 8.90% UDBE commitment for all Construction Work (Civil). The Civil portion is 100% complete. Atkinson exceeded their UDBE commitment with a UDBE participation of 14.61% for Civil. Atkinson made a 6.32% UDBE commitment for O&M. The O&M portion is 74% complete. Atkinson exceeded their UDBE commitment with a UDBE participation of 13.37% for O&M.

Atkinson reported that the current shortfall is due to Modification Nos. 76, 77 and 79 which increased the O&M portion by \$30,069,596. Atkinson indicated that Modification No. 79, which is for construction of the Occupancy Detection System, will include some construction work that DBE subcontractors can perform, including traffic control, signage, drilling, and guard rails. This added work is projected to increase Atkinson's UDBE participation by 0.36%.

Notwithstanding, Metro Project Managers and Contract Administrators, are working in conjunction with DEOD to ensure that Atkinson is on schedule to meet or exceed its DBE commitment. DEOD will request an updated mitigation plan. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Operations and Maintenance

Small Business Commitment	UDBE 6.32%	Small Business Participation	UDBE 13.37%
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	UDBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	G&C Equipment	African American	6.32%	12.55%
2.	Noble Insight	African American	Added	0.82%
Total			6.32%	13.37%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.