



Metro

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2006**

SUBJECT: POST 1989 RETROFIT SOUNDWALL PROGRAM ONGOING IMPLEMENTATION

ACTION: AUTHORIZE SOUNDWALL FUNDING FOR CONTINUING PHASED IMPLEMENTATION

RECOMMENDATION

- A. Program \$5.3 million in Proposition C 25% for the development of the Supplemental Noise Barrier Scope Summary Report (NBSSR), final design and right-of-way support for the Post 1989, Phase I, Priority 1 Soundwalls, Design Packages 5 through 7 (Attachment A); and
- B. Authorize the Chief Executive Officer to enter into a Funding Agreement (FA) with Caltrans for an amount not to exceed \$5.3 million to fund Caltrans for this work.

ISSUE

In April 2003, the Metropolitan Transportation Authority (Metro) Board approved working priorities for the Post 1989 Retrofit Soundwalls. These priorities guide the delivery of the Soundwall Program. Through previous Board actions, Metro has been systematically funding the design and construction of the seven packages composing the Phase I Priority 1 list. Work is either completed or in process on the soundwalls in Packages 1 through 4.

Caltrans is ready to proceed with the development of the Supplemental NBSSR, design and right-of-way support for the soundwalls contained in Packages 5 through 7. These are the last packages contained in the Phase I, Priority 1 list prior to moving to Phase 1 Priority 2 projects. The additional funds needed to proceed with this effort were identified in the 2001 adopted Long Range Transportation Plan.

POLICY IMPLICATIONS

The Metro Board adopted the Post 1989 Retrofit Soundwall Implementation Policy in April 2000. The policy established the criteria for prioritizing and packaging the Soundwall Program for delivery. The policy also assigns responsibility for preparing final design plans to Caltrans. Caltrans has designated a specialized Soundwall Design team to ensure the efficient implementation of the Post 1989 soundwalls.

ALTERNATIVES CONSIDERED

The Metro Board could defer further implementation of the Soundwall Program or could reduce the number of packages it is authorizing to proceed forward. Neither of these options is recommended. Adjacent residents have been waiting a significant number of years for the construction of soundwalls. Additionally, Caltrans has dedicated a special design team to perform this work efficiently and cost effectively. If the Metro Board chooses not to enter into a FA with Caltrans or reduces the number of soundwalls to be designed, the design team could be reassigned to other work thereby delaying the delivery of the program. Further, new staff would need to be assigned which would reduce, if not eliminate, the experience/expertise and efficiencies gained due to the learning curve of a new team.

FINANCIAL IMPACT

The 2001 adopted Long Range Transportation Plan contains funding levels for the overall Soundwall Program that include the \$5.3 million requested in Attachment A. Further, a preliminary financial analysis was presented to the Board for the Long Range Transportation Plan Update that assumed implementation of the Soundwall Program would continue throughout the Plan's new 25-year period starting in fiscal year 2006-07.

The potential identified source for the Soundwall Program is Proposition C 25% (highway funds). Certain amounts of Proposition C 25% funds have become available because of the California Transportation Commission's (CTC) re-programming actions that have allowed Metro to use previously unavailable State funds to replace Proposition C 25% funds from the Exposition Light Rail Line. That re-programming action combined with the CTC's accelerated repayment of funds Metro advanced for several projects, including the Orange Line Busway, allows Metro to provide funds for the Soundwall Program at this time. The Long Range Transportation Plan Update baseline assumption about Proposition C 25% funds usage and availability is consistent with the Metro Board adopted Debt policy.

BACKGROUND

Prior to 1998, Caltrans was responsible for the Soundwall Program. With the passage of SB 45, the responsibility for delivering the Soundwall Program was transferred to Metro with no corresponding funding source. Metro inherited a backlog of soundwall projects totaling nearly \$2 billion. To assist with delivering the program, in April 2000, the Metro Board adopted the Soundwall Implementation policy. This policy provides guidance in delivering the Soundwall Program.

The preparation of a soundwall-NBSSR or the Preliminary Engineering report is the first step in the delivery of a soundwall. Using data from the approved NBSSR, Caltrans computed Priority Index Numbers (PINs) following the State required methodology for all Phase I, Priority 1 soundwall projects. For Phase I, Priority 1 soundwalls, Metro and Caltrans grouped the projects into seven design packages

based on their proximity along freeway corridors to ensure the most cost efficient construction. The design packages were in-turn prioritized based on the average of the PINs for the soundwalls contained in the respective design packages. Projects are not prioritized within design packages.

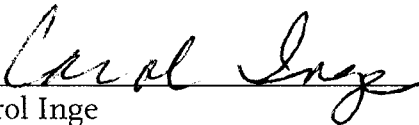
NEXT STEPS

Upon Board approval, the FA between Caltrans and Metro will be negotiated and executed. The FA will spell-out the work process and procedures, present a completion schedule of key milestones and establish expenditure levels for the milestones to ensure the delivery of the Supplemental NBSSR, final design and right-of-way support on schedule and within budget. Upon completion of the final design, Caltrans will solidify the estimated construction costs. At that time, Metro Board authorization will be sought to enter into the construction phase for these three soundwall packages.

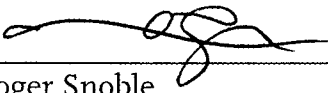
ATTACHMENTS

A: List of the Post 1989, Phase I, Priority 1 Soundwalls Packages 5 through 7

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Attachment A

**Post 1989, Soundwall Phase I, Priority 1
Design Cost-Packages 5 to 7
Projects are not prioritized within design packages**

				Design Package Number	Design Cost	Average PIN
City	RTE	Dist.	Project Location			
City of Los Angeles	405	0.6	S Devonshire St/S Route 118 : NB	5		
	405	0.8	N Route 118/N Devonshire St: SB			
	405	0.6	N Route 118/S Rinaldi St: NB			
	405	0.5	Rinaldi St/N San Fern Mission Blvd: SB			
		2.5	Total Cost Design Package 5		\$ 2,102	12.249
City of Long Beach	405	1	San Gabriel River/Atherton: SB	6		
		1	Total Cost Design Package 6			
City of Burbank	134	1.7	Eo Cahuenga Blvd/Eo California St: EB	7		
	134	0.4	Eo & Wo Riverside Dr: WB & EB			
		2.1	Total Cost Design Package 7			

Total Distance

5.6 Total Design Cost Packages 5, 6, and 7

\$ 5,268

