



**Metro**

Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 19, 2005**

**SUBJECT: METRO POST 1989 RETROFIT SOUNDWALL PROGRAM**

**ACTION: APPROVE FUNDING FOR SOUNDWALL PROJECTS**

**RECOMMENDATION**

- A. Authorize the Chief Executive Officer (CEO) to enter into a Memorandum of Understanding (MOU) with the State of California Department of Transportation (Caltrans) to reimburse Caltrans for Construction and Construction Support of the Phase I, Priority 1, Package 1 Soundwalls in the Metro Post 1989 Retrofit Soundwall Program on Southbound State Route 170 from Saticoy Street to Roscoe Boulevard for an amount not to exceed \$10,297,100.
- B. Authorize the CEO to execute an amendment to the existing MOU with Caltrans to reimburse Caltrans for Right-of-Way (ROW) and ROW Support of the Phase I, Priority 1, Packages 2 and 3 Soundwalls in the Metro Post 1989 Retrofit Soundwall Program, on Eastbound and Westbound Interstate 210 from Citrus Avenue to Big Dalton Wash and on Eastbound and Westbound Interstate 210 from Rosemead Boulevard to Baldwin Avenue for an amount not to exceed \$1,539,230, increasing the total funding from \$6,583,000 to \$8,122,230.
- C. Authorize the CEO to execute an amendment to the existing MOU with Caltrans for Construction of Demonstration Soundwall on Westbound Interstate 10 from Military Avenue to Motor Avenue for an amount not to exceed \$389,525, increasing the total funding from \$750,000 to \$1,139,525.
- D. Amend the Metro Policy for Programming Cost Changes for STIP and Federal/Local Funded State Highway Projects (Attachment A, with proposed revisions) to include federal/local funded soundwalls up to a maximum of \$2,000,000 per package.

## **ISSUE**

On July 16, 2003, the Board authorized the CEO to enter into an MOU with Caltrans for the final design of the Phase I, Priority 1, Packages 1 to 3 Soundwalls in the Metro Post 1989 Retrofit Soundwall Program for an amount not to exceed \$4,341,000. Metro and Caltrans executed the MOU in July 2004, and Caltrans subsequently began the final design. On February 24, 2005, the Board authorized the CEO to amend the MOU by adding \$2,242,000 for the final design and ROW support of the Phase I, Priority 1, Package 4 Soundwalls, bring the total to \$6,583,000. Staff indicated in the July 2003 Board Report that staff would return to the Board for approval of construction funding for these soundwalls once design was completed.

For the Package 1 Soundwalls, Caltrans has completed the final design and ROW certification process and is scheduled to begin construction in April 2006. Meanwhile, Caltrans is continuing the work on final design of the Packages 2 and 3 Soundwalls and is ready to begin the ROW certification process. Caltrans needs a funding commitment from Metro to keep these projects moving forward.

In a letter dated September 6, 2005 (Attachment B), Caltrans requested Metro to provide additional funds of \$389,525 to fully fund the Demonstration Soundwall Project on Westbound Interstate 10. This project was approved by the Board on February 27, 2003. Metro and Caltrans executed the MOU in July 2004. The construction bids were opened on August 26, 2005, and the lowest bid price exceeded the Engineer's Estimate. Additional funds of \$589,525 are needed in order for Caltrans to award the contract. Caltrans is providing additional funds of \$200,000 to cover a portion of the cost increase, while seeking \$389,525 in additional funding from Metro.

Now that the Metro funded soundwalls are moving into the construction phase, it would be helpful to have a timely procedure for approving minor cost changes to keep projects on schedule similar to the process for other State highway projects. Metro's Policy for Programming Cost Changes for STIP and Federal/Local Funded State Highway Projects (Policy) has worked well since its adoption in providing a streamlined review and approval process to address unexpected cost changes in State highway projects. However, the Policy limits its applicability to "freeway projects listed in the State Transportation Improvement Program (STIP) and for federal/local funded projects in the HOV Lane Program" and does not explicitly include federal/local funded soundwall projects. The requested revision to the Policy will allow the CEO to apply the Policy to Metro's Soundwall Program.

## **POLICY IMPLICATIONS**

Approving the funding for the Packages 1 to 3 Soundwalls is consistent with the adopted Metro Soundwall Implementation Policy and will enable the timely delivery of the projects.

Approving the funding for the Demonstration Soundwall Project on Interstate 10 is consistent with the Board's policy to implement Metro's Soundwall Program as it enables Caltrans to award the construction contract and keep the project on schedule.

Amending the Metro's Policy for Programming Cost Changes for STIP and Federal/Local Funded State Highway Projects is consistent with the Board's policy to implement Metro's Soundwall Program as it provides a more timely procedure for approving unexpected project cost changes.

### **FINANCIAL IMPACT**

Metro's FY 2005-06 budget includes \$2,000,000 in Cost Center 0441, under Project Number 410040, Account Number 54001, Task Number 8410.03.01 to reimburse Caltrans for the anticipated FY 2005-06 expenditures for the Packages 1 to 3 Soundwall projects. Since these are multi-year projects, the cost center manager and the Chief Planning Officer will be accountable for budgeting the costs in future years.

The Demonstration Soundwall Project on Interstate 10 is currently funded with \$750,000 Proposition C 25% funds. Should the Board approve Recommendation C, the additional funding would be derived from Proposition C 25% funds. The cost center manager and the Chief Planning Officer will be accountable for budgeting the costs. The funding would come from the Proposition C 25% budgeted for "Subsidies to Others", which has sufficient funding available as other projects have not moved forward as quickly as expected.

Funding for Recommendation D will be addressed on an individual package basis during the administrative process and in the reports to Board Members as required by the Policy.

### **ALTERNATIVES CONSIDERED**

The Board could choose to not approve the funding for the Packages 1 to 3 Soundwall projects. However, this alternative is not recommended as the projects would be unnecessarily delayed.

The Board could choose to not approve the additional funding for the Demonstration Soundwall Project on Interstate 10 and instruct Caltrans to down scope the project. However, this alternative is not recommended as the project would be delayed and the delay might cause greater cost increases.

The Board could choose to not amend the Policy for Programming Cost Changes for STIP and Federal/Local Funded State Highway Projects to include federal/local funded soundwalls. This alternative is not recommended as the unexpected cost changes in federal/local funded soundwall packages would not be addressed in a timely manner, causing delays and potentially greater cost increases.

## **DISCUSSION**

Regarding Recommendations A and B, the Board adopted the Post 1989 Retrofit Soundwall Implementation Policy in January 2000, and, in subsequent actions in April 2003 and September 2004, approved the recommendation to program funds for the Phase I, Priority 1 Soundwalls. While soundwall segments are prioritized based on their Priority Index Numbers (PIN's) using State required methodology, soundwall projects are also grouped into packages based on their proximity along freeway corridors to ensure the most cost efficient construction. The Phase I, Priority 1, Package 1 Soundwalls are located on southbound State Route 170 from south of Saticoy Street to north of Roscoe Boulevard in City of Los Angeles. The Package 2 Soundwalls are located on eastbound and westbound Interstate 210 from Citrus Avenue to Big Dalton Wash in the Cities of Azusa and Glendora. The Package 3 Soundwalls are located on eastbound and westbound Interstate 210 from Rosemead Boulevard to Baldwin Avenue in City of Arcadia. The location maps of these projects are shown in Attachment C.

As for Recommendation C, the Demonstration Soundwall Project is located on westbound Interstate 10 from Military Avenue to Motor Avenue in City of Los Angeles. The current total programmed project budget is \$1,500,000, including \$750,000 in Proposition C 25% funds programmed by Metro and \$750,000 in State Highway Operation and Protection Program funds (SHOPP) programmed by Caltrans. The project is to demonstrate the use of alternative materials for soundwall construction. The cost increase is primarily due to price escalations in construction materials and labor.

Lastly, regarding Recommendation D, the Metro's Policy for Programming Cost Changes for STIP and Federal/Local Funded State Highway Projects was initially adopted by the Board in March 1999. The Policy was amended in June 2000 by adding federal and local funded State highway projects in the High Occupancy Vehicle (HOV) Lane Program. The Policy provides that State highway project cost change requests cumulative to \$5,000,000 and requests for cost neutral changes between two or more projects in a major corridor may be approved by the Metro CEO after a thorough engineering technical review demonstrates that the changes are technically warranted. The Policy requires a two-week advance notice to Board Members before the administrative action is finalized. In addition, the Policy provides for an annual report to be presented to the Board summarizing all requests that were administratively approved by the CEO. Since soundwall packages are generally less costly than other major freeway projects, staff is recommending a lower cap of \$2,000,000 per package.

## **NEXT STEPS**

Should the Board approve the recommendations, staff will work with Caltrans to execute the appropriate funding MOUs and the MOU amendments.

Should the Board approve to amend the Policy for Programming Cost Changes for STIP and Federal/Local Funded State Highway Projects, staff and Caltrans will carry out the responsibilities listed in the Policy to address the unexpected cost changes in State highway projects and soundwall packages.

## **ATTACHMENTS**

- A. Proposed Revised Board Policy for Programming Cost Changes for STIP and Federal/Local Funded State Highway Projects
- B. Letter Dated September 6, 2005 - Caltrans Requested Metro to Provide Additional Funds
- C. Project Location Maps

Prepared by:

Kevin Michel, Director, San Fernando Valley/North County Area Team  
David Z. Wang, Project Manager, San Fernando Valley/North County Area Team



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Carol Inge  
Interim Chief Planning Officer  
Countywide Planning and Development



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Roger Snoble  
Chief Executive Officer

# ATTACHMENT A

## BOARD POLICY FOR PROGRAMMING COST CHANGES FOR STIP AND FEDERAL/LOCAL FUNDED STATE HIGHWAY PROJECTS (Approved June 23, 2000)

To assure an expeditious and reasonable technical review and assessment of requests for the disposition of cost savings or for additional funding for freeway projects listed in the State Transportation Improvement Program (STIP), for federal/local funded projects in the HOV Lane Program, **and for federal/local funded soundwall projects**, the MTA establishes the following Policy:

### I. Caltrans Responsibilities:

- a. Caltrans will continue its current internal process of rigorously reviewing, assessing and scrutinizing all proposed contract cost changes as provided for in its Construction Manual and Standard Specifications; and its approval process that requires approval by the Resident Engineer, the Project Manager and District management, and for certain specialized projects, concurrence by Headquarter personnel with specialized expertise.
- b. Caltrans shall keep MTA informed on the status of all projects in the STIP and TIP Call For Projects **and federal/local funded soundwall projects**, including the progress against the original schedule as established during the first STIP or TIP Call For Projects program and the status of all change orders and the use of contingency funds.
- c. Caltrans shall provide MTA with copies of the Project Study Report (PSR), the Project Report (PR), the environmental document, the Plans, Specifications and Estimates (PS&E), the construction plans and the bid contract package for each STIP Project, for each federal/local funded project in the HOV Lane Program, **and for each federal/local funded soundwall project**.
- d. Caltrans shall submit requests for additional funds to MTA approximately 12 weeks before the Board meeting date to allow MTA staff sufficient time to review the request, and if appropriate, prepare a Board Report for the next appropriate Board Meeting.
- e. Caltrans will notify MTA staff of its monthly Project Management Information Meetings so MTA staff can attend to ensure ongoing project specific monitoring that will enable early identification of potential changes including cost

increases/reductions.

- f. Caltrans will continue to deal with issues involving the benefits of a freeway project, the impacts on the community and the mitigation measures proposed for a project.

## II. MTA Staff Responsibilities

- a. MTA will maintain a log and a running total of all cost increases and cost savings in Caltrans project funding that would impact Los Angeles County STIP Shares.
- b. MTA will make appropriate adjustments in TIP Call For Projects Freeway HOV/Gap Closure category funding marks to reflect the running total of all cost increases granted or for all cost savings for STIP and TIP Call For Projects projects.
- c. MTA staff, in consultation with Caltrans or the local sponsoring agency and concurrently with Caltrans' internal review process, will review and evaluate all requests for additional funds for STIP and federal/local funded projects in the HOV Lane Program **and federal/local funded soundwall packages** and make appropriate recommendations to the Board. **Typically, qualifying soundwall projects along individual freeways will be grouped together into a "package" for contracting and cost efficiencies.**
- d. Project cost-change requests accumulative to \$5,000,000, including requests for cost neutral changes between projects in a major corridor, for STIP projects and for federal/local funded projects in the HOV Lane Program, **and cost-change requests accumulative to \$2,000,000 per soundwall package for federal/local funded soundwall projects**, may be approved by the CEO after a thorough staff engineering technical review demonstrates the changes are technically warranted. The CEO shall submit to the Board an informational report for each cost increase request at least two weeks before administrative approval of the request. Furthermore, an annual report shall be presented to the Board summarizing all requests approved by the CEO.
- e. Before the MTA staff makes recommendations for supporting a request for supplemental funds for STIP projects and for federal/local funded projects, a thorough review and assessment of the reasons for the cost increases and the benefits that will be derived from the additional costs shall be conducted. MTA staff will coordinate with the staff of each Board Member in whose district the project is located during the review and assessment of each cost increase request. There must be reasonable benefit/value added to Los Angeles County before staff can recommend support for additional funding.
- f. Reasons for requests for additional funds include: project scope changes (including cost neutral changes), added environmental mitigation measures, STIP Amendments, inflation and changing economic cycles, bids higher than Engineer's Estimate/programmed amount, delay in projects due to weather, unforeseen



circumstances, or transfer of work between projects.

- g. MTA staff will participate in Caltrans monthly Project Management Information Meetings to monitor projects to enable early identification of potential changes including cost increases/reductions.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

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PHONE (213) 897-0362  
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**Attachment B**

*Flex your power!  
Be energy efficient!*

September 6, 2005

Ms Suah Pak  
Transportation Planning Manager  
MS #99-22-5  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles CA 90012-2952

Dear Ms Suah Pak:

**Subject: Construction of Walls/Screening system along westbound of Rte 10 (PM 5.8/6.7)**

Please be advised that bids for the above referenced project were opened on 08/26/05. Four bids were received.

Based on the lowest bid, by Olivas Valdez Inc, the total cost of the project will be \$2,089,525.00. The total available funds for this project, including G12(\$200,000), is \$1,700,000, which leaves a shortfall of \$389,525

We are requesting an additional amount of \$389,525 be allocated by the Los Angeles County Metropolitan Transportation Authority(LACMT), to award this contract

If you have any question, please feel free to contact me at (213) 897 0435

Thank you

Sincerely,

A handwritten signature in black ink, appearing to read "Adel N Girgis", written over a horizontal line.

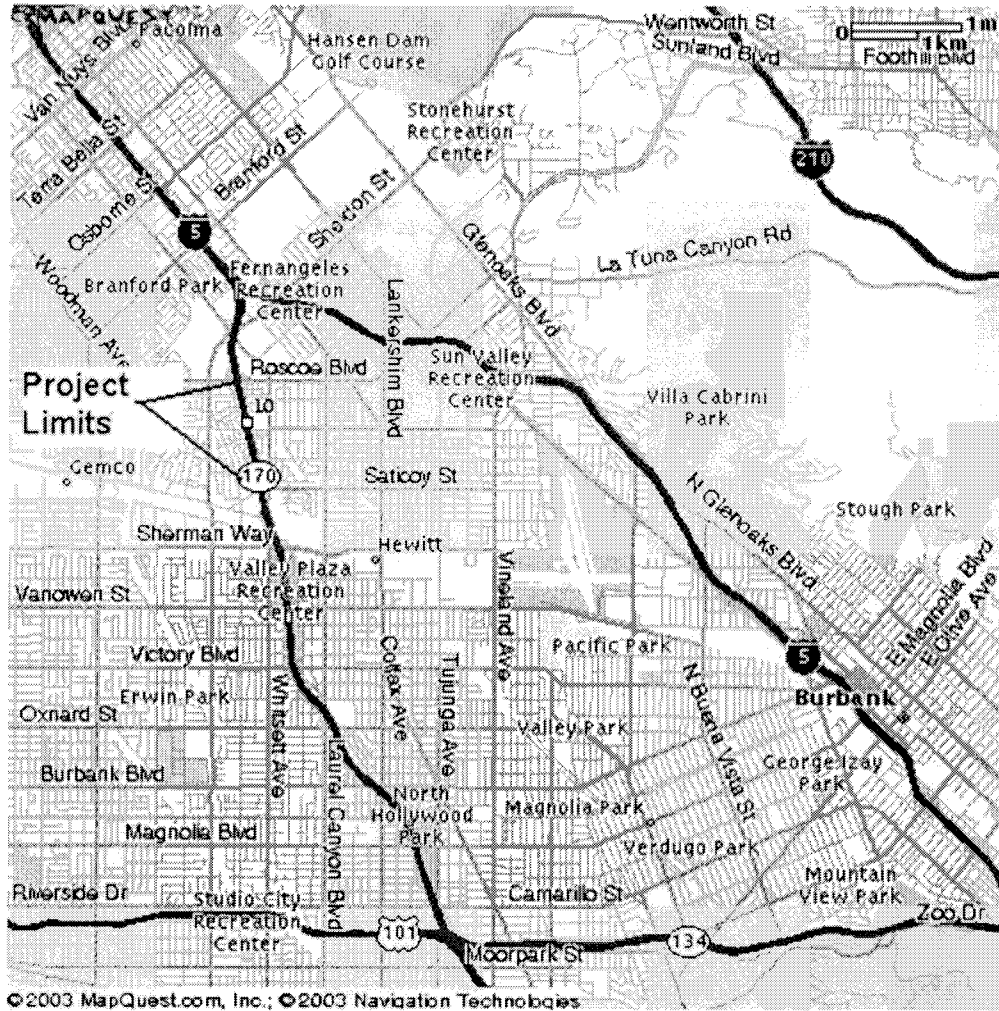
Adel N Girgis  
Project Manager,  
Program/Project Management

cc: David Mieger  
Carol Inge  
David Yale  
Alberto Angelini

# ATTACHMENT C

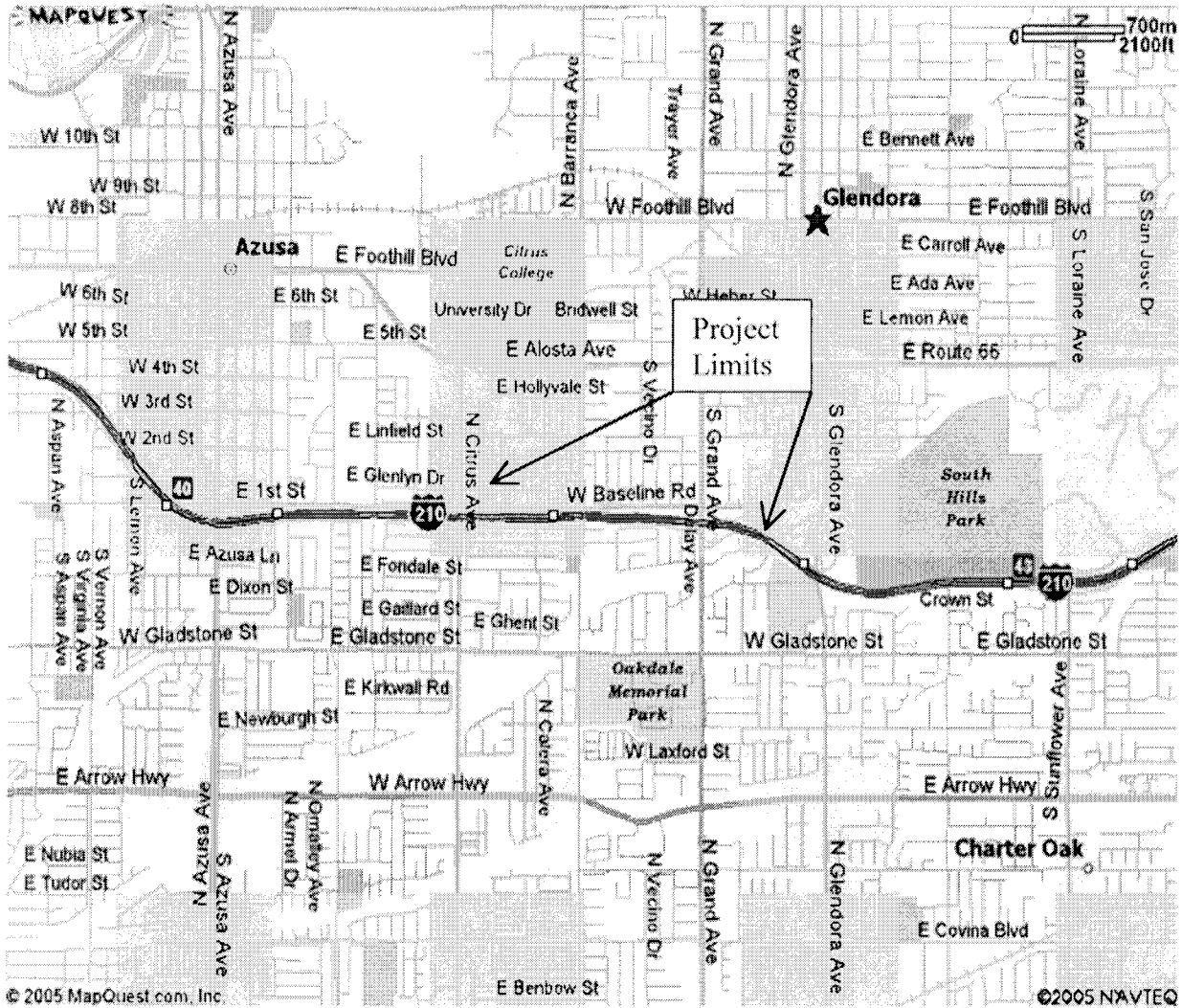
## LOCATION MAP

Metro Post 1989 Retrofit Soundwall Program  
Phase I, Priority 1, Package 1 Soundwalls  
Southbound State Route 170 from Saticoy Street to Roscoe Boulevard



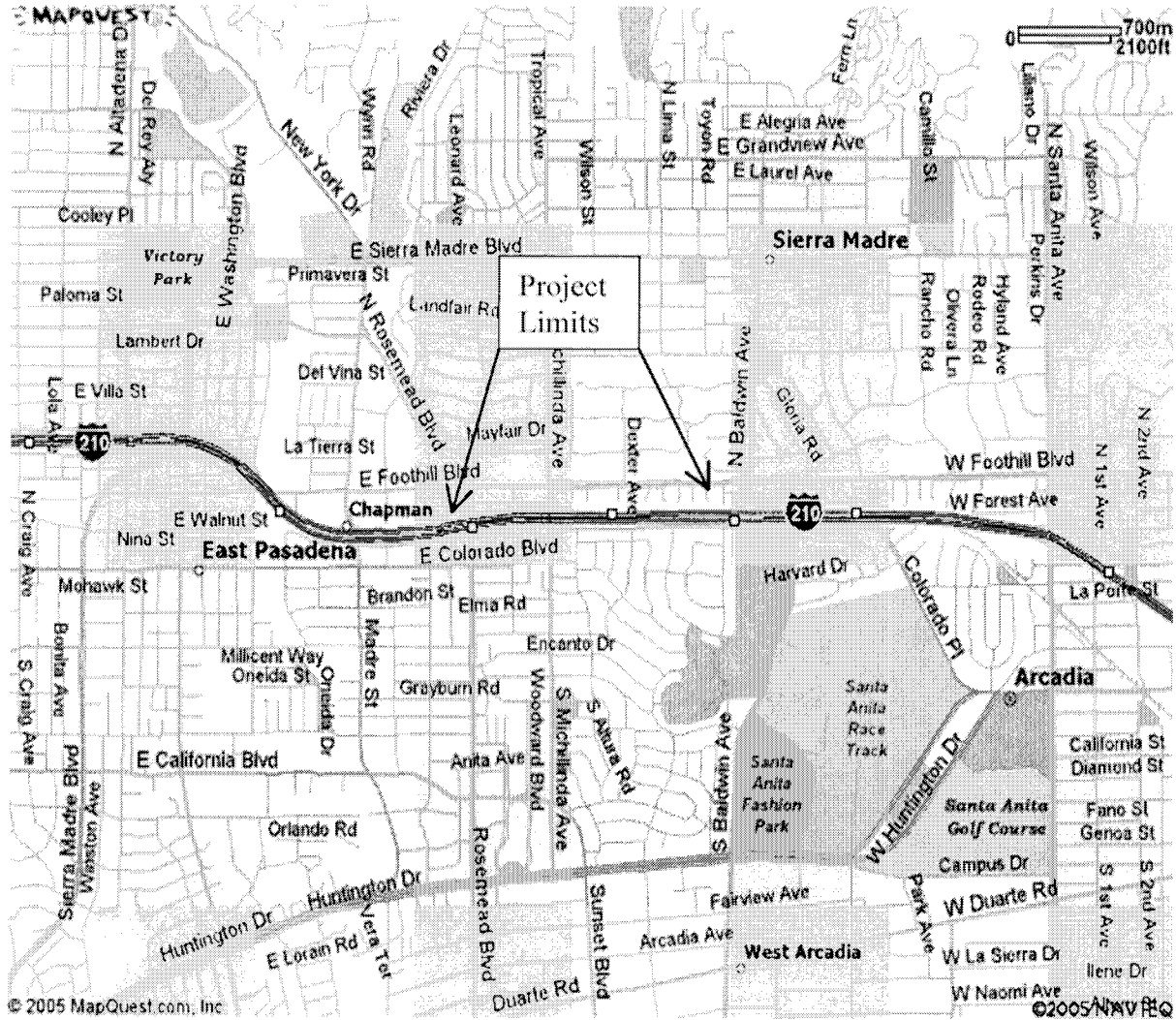
# LOCATION MAP

## Metro Post 1989 Retrofit Soundwall Program Phase I, Priority 1, Package 2 Soundwalls EB/WB Interstate 210 from Citrus Avenue to Big Dalton Wash



# LOCATION MAP

Metro Post 1989 Retrofit Soundwall Program  
Phase I, Priority 1, Package 3 Soundwalls  
EB/WB Interstate 210 from Rosemead Boulevard to Baldwin Avenue



# LOCATION MAP

## Demonstration Soundwalls WB Interstate 10 from Military Avenue to Motor Avenue

