



Metro

Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 14, 2007**

**SUBJECT: POST 1989 RETROFIT SOUNDWALL PROGRAM ONGOING
IMPLEMENTATION**

**ACTION: APPROVE PHASE 1, PRIORITY 2 SOUNDWALL
PACKAGING/AUTHORIZE FUNDING FOR CONTINUING
PHASED IMPLEMENTATION**

RECOMMENDATIONS

- A. Approve the priority ranking and packaging of the Post 1989 Phase I, Priority 2 Soundwalls as shown in Attachment A;
- B. Program \$5.9 million in Proposition C 25% and Regional Surface Transportation Program (RSTP) funds 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 2 Soundwalls, Design Packages 8 through 10; and
- C. Authorize the Chief Executive Officer to enter into a Funding Agreement (FA) with Caltrans for an amount not to exceed \$5.9 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 contained in the Phase I Priority 1 list. Work is either completed, in process or about to start on the soundwalls in Packages 1 through 7. This request will rank and package the soundwalls in Priority 2 as well as start the design and right-of-way phases of the soundwalls contained in the first three packages.

Caltrans is ready to proceed with the development of the Supplemental NBSSR, design and right-of-way support for the soundwalls contained in Packages 8 through 10. 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.

OPTIONS CONSIDERED

The Metro Board could re-package or change the ranking of the soundwalls contained in Priority 2. The Metro Board could also defer further implementation of the Soundwall Program or could reduce the number of packages it is authorizing to proceed forward. None of these options is recommended. The ranking and packaging of the soundwalls is based upon Caltrans and Metro Board adopted policies. Caltrans policy requires that soundwalls along the same freeway be packaged together. Additionally, the Metro Board adopted policy ranks soundwall packages based on their average Priority Index Number (PIN) with the largest number receiving the highest priority and proceeding forward first.

With regard to deferring implementation or reducing the amount of funding, 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. Final Design work for these three soundwall packages can start at the beginning of Fiscal Year 2007-08. 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 includes the \$5.9 million requested in Attachment B. 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) and RSTP funds. Certain amounts of Proposition C 25% and RSTP 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% and RSTP 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% and RSTP 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 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 PINs following the State required methodology for all Phase I, Priority 2 soundwall projects. For Phase I, Priority 2 soundwalls, Metro and Caltrans grouped the projects into seven design packages (Packages 8 to 14) 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.


ATTACHMENT

A: Post 1989 Phase 1 Priority 2 Soundwall Rankings and Packages

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MTA Post 1989 Retrofit Soundwall Projects
Phase I, Priority 2
Rankings and Packages

\$'000

Rte	Postmile		Dist	Proj. Dist	General Location	Project Location	Est. Construct Cost	15% Est. Design Cost		15% Est. Const Sup Cost		Total Cost	Pin Number	Average Pin Number
	From	To						Design Cost	Const Sup Cost	Const Sup Cost	Cost			
PACKAGE 8														
605	11.4	12.0	0.6	1.2	S Fe Springs	So Slauson Ave / So Washington Blvd: NB & SB							4.299	
605	12.0	12.8	0.8	0.8	S Fe Springs	Washington Blvd / So Duntlap Crossing: SB							0.977	
605	13.4	13.9	0.5	0.5	S Fe Springs	So Whittier Blvd / So Oregon St: SB							9.722	
605	13.5	13.6	0.1	0.1	S Fe Springs	So Whittier Blvd / No Whittier Blvd: NB							10.117	
605	19.9	20.2	0.3	0.3	Inwindale	Walnut Creek / Route 10: NB							0.081	
				2.9		Total Package 8	\$ 9,683	\$ 1,452	\$ 1,452	\$ 1,452	\$ 12,587	\$ 25,196	5.0392	
PACKAGE 9														
405	39.2	40.2	1.0	1.0	Los Angeles	No Route 101 / So Burbank Blvd: NB							10.688	
405	43.0	43.1	0.1	0.1	Los Angeles	No Stagg St / So Stagg St: SB							0.716	
405	16.9	17.2	0.3	0.3	Lawndale	Redondo Beach Blvd/166th St: NB							3.000	
				1.4		Total Package 9	\$ 2,530	\$ 380	\$ 380	\$ 380	\$ 3,289	\$ 14,404	4.801	
PACKAGE 10														
210	25.3	26.6	1.3	2.6	Pasadena	Fair Oaks Ave. / Wilson Ave / IC 210/134: WB & EB							1.976	
210	30.8	32.2	1.4	2.8	Arcadia	Baldwin Ave/Arcadia Wash: WB & EB							1.545	
				5.4		Total Package 10	\$ 26,812	\$ 4,022	\$ 4,022	\$ 4,022	\$ 34,856	\$ 3,521	1.761	
						Subtotal Cost for Packages 8, 9, and 10	\$ 39,025	\$ 5,854	\$ 5,854	\$ 50,732				
PACKAGE 11														
170	14.7	16.6	1.9	1.9	Los Angeles	Route 134 / Oxnard Street: NB							1.391	
170	14.7	16.6	1.9	1.9	Los Angeles	Route 134 / Oxnard Street: SB							1.981	
170	16.7	17.2	0.5	0.5	Los Angeles	Laurel Canyon Blvd / Victory Blvd: SB							1.617	
170	17.2	18.3	1.1	1.1	Los Angeles	Victory Blvd / Sherman Way: NB & SB							2.022	
				5.4		Total Package 11	\$ 30,349	\$ 4,552	\$ 4,552	\$ 39,454	\$ 7,093	1,4186		

ATTACHMENT A

MTA Post 1989 Retrofit Soundwall Projects
 Phase I, Priority 2
 Rankings and Packages

\$000

Rte	Postmile		Dist	Proj. Dist	General Location	Project Location	Est. Construct Cost	Est. Design Cost	Est. Const Sup Cost	Total Cost	Pin Number	Average Pin Number
	From	To										
						PACKAGE 12						
210	41.3	41.9	0.6	0.6	Glendora	EB Offramp Grand Ave / Big Dalton Wash: EB					1.529	
210	42.3	43.1	0.8	0.8	Glendora	Wo Bonnie Cove Ave / Eo Bonnie Cove Ave: EB					0.306	
210	43.1	43.4	0.3	0.3	Glendora	Wo Lyman Ave / Eo Sunflower Ave: EB					0.058	
				1.7		Total Package 12	\$ 4,788	\$ 718	\$ 718	\$ 6,224	1.893	0.631
						PACKAGE 13						
405	6.4	10.9	4.5	9.0	Long Beach	Long Beach Blvd / 213 St: NB & SB					0.619	
					Carson & LA							
				9.0		Total Package 13	\$ 16,270	\$ 2,441	\$ 2,441	\$ 21,151	0.619	0.619
						PACKAGE 14						
134	10.8	11.4	0.6	0.6	Eagle Rock	Wo Mt. Helena Ave/Wo Figueroa St: EB					0.082	
				0.6		Total Package 14	\$ 2,801	\$ 420	\$ 420	\$ 3,642	0.082	0.082
						Total Cost Phase I, Priority 2	\$ 93,233	\$ 13,985	\$ 13,985	\$ 121,203		