

**Metro**

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2009**

**SUBJECT: I-5 NORTH HIGH OCCUPANCY VEHICLE (HOV) FROM SR-134 to
SR-118**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

- A. Authorize the combining of two projects: (1) I-5 HOV Lane from SR-134 to SR-170 and (2) I-5 HOV Lane from SR-170 to SR-118 to become the I-5 North High Occupancy Vehicle (HOV) Corridor from SR-134 to SR-118 consisting of five segments; and
- B. Delegate to the Chief Executive Officer (CEO) the authority to make cost neutral fund transfers among the five I-5 North HOV Corridor segments.

ISSUE

The I-5 North HOV Corridor currently consists of two approved projects. Caltrans has requested that we combine these two projects. Once combined, Caltrans proposes to stage the construction as follows: (1) from SR-170 to SR-118; (2) from Buena Vista Street to SR-170; (3) Empire Avenue Interchange; (4) Burbank Boulevard Interchange; and (5) from SR-134 to Magnolia. Attachment A contains Caltrans' request letter. Attachment B shows the location of the five segments composing the corridor.

POLICY IMPLICATIONS

Through previous actions, MTA programmed \$609.5 million for the I-5 HOV project from SR-134 to SR-170, which is also included in the Measure R Highway Program Expenditure Plan, and \$341.1 million for the I-5 HOV project from SR-170 to SR-118. Because these projects are adjacent and construction contracts will be coordinated and staged as a group, Caltrans is requesting combination of the five segments for the purposes of MTA's funding commitments. By combining the two projects into the I-5

North HOV Corridor, it will facilitate the timely delivery of the corridor, which is a baseline project in the Long Range Transportation Plan.

ALTERNATIVES CONSIDERED

MTA could elect not to approve the combining of the two projects to become the I-5 North HOV Corridor or disallow the cost neutral transfers among the five segments. We do not recommend these options, as approval ensures flexibility in project management and allows for the timely reaction to Caltrans' cost neutral change requests. Moreover, approval would enable the timely delivery of the whole corridor.

FINANCIAL IMPACT

The FY 2010 budget contains \$5 million in Proposition C 25% dollars in Cost Center 0441, Subsidies to Others, Project #410001, Task #008355 for the I-5 HOV project from SR-134 to SR-170 and \$6 million in Proposition C 25% dollars in Cost Center 0441, Subsidies to Others, Project #410001, Task #002197 for the I-5 HOV project from SR-170 to SR-118. Since these are multi-year projects, the cost center manager and Chief Planning Officer will be responsible for budgeting future year expenses.

Impact to Bus and Rail Operating and Capital Budget

Both the I-5 HOV projects from SR-134 to SR-170 and from SR-170 to SR-118 had previous funding commitments from MTA. Both projects are funded with a variety of federal, state and local funds. The sources of funds for these projects are not eligible for bus and rail operating or capital projects.

DISCUSSION

On June 12, 2009, Caltrans requested that the two adjacent HOV projects be combined to facilitate a construction staging strategy consisting of five segments. The cost neutral transfer of funds among the five segments will eliminate the need for frequent MTA action programming adjustments and reallocation. The description of the five segments and their proposed costs are as follows:

	<u>Segment Description</u>	<u>Proposed Cost</u>
Segment 1	From SR-170 to SR-118	\$250,926,000
Segment 2	From Buena Vista Street to SR-170	\$107,780,000
Segment 3	Empire Avenue Interchange	\$315,500,000
Segment 4	Burbank Boulevard Interchange	\$123,765,000
Segment 5	From SR-134 to Magnolia	\$152,624,000

NEXT STEPS

Upon MTA approval, we will amend the two executed Funding Agreements (FAs) with Caltrans for the I-5 HOV project from SR-134 to SR-170 and for the I-5 HOV project from SR-170 to SR-118. Only cost neutral fund transfers will be made administratively.

ATTACHMENTS

- A. Caltrans Letter
- B. I-5 North HOV Corridor Map

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DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 MAIN STREET, MS #2

LOS ANGELES, CA 90012



*Flex your power!
Be energy efficient!*

June 12, 2009

Ms. Renee Berlin, Executive Officer
Metro
Transportation Development and Implementation
One Gateway Plaza
Los Angeles, Calif. 90012

Dear Renee,

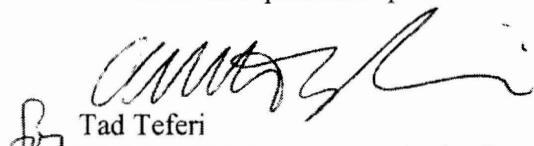
The I-5 North HOV Corridor currently consists of two projects from SR-134 to SR-170 and from SR-170 to SR-118. Caltrans hereby proposes to redefine these two projects as a corridor consisting of five segments to facilitate staging and construction.

These projects include prior funding commitments from Metro in a variety of State, Federal, and local funds. The transfer of funds among these segments will be cost neutral.

The five segments are defined as:

Segment 1	From SR-170 to SR-118	\$250,926,000
Segment 2	From Buena Vista Street to SR-170	\$107,780,000
Segment 3	Empire Avenue Interchange	\$315,500,000
Segment 4	Burbank Boulevard Interchange	\$123,765,000
Segment 5	From SR-134 to Magnolia	\$152,624,000

For additional questions- please contact Alberto Angelini at 213.897.0208.


Tad Teferi
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Program and Project Management

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I-5 North HOV Corridor Map

