

**Board Report**

File #: 2022-0170, **File Type:** Informational Report**Agenda Number:** 31.

**CONSTRUCTION COMMITTEE
APRIL 21, 2022****SUBJECT: METRO I-105 EXPRESSLANES FINAL SEGMENTS 2 AND 3 DESIGN PLANS
SPECIFICATIONS AND ESTIMATES CONTRACT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award and execute Contract No. AE77613000 with WSP USA, Inc. to prepare Plans, Specifications, and Estimates (PS&E) for the I-105 Segments 2 and 3 in the amount of \$39,935,928, subject to resolution of protests, if any.

ISSUE

Board action is requested to execute the contract to complete PS&E for the I-105 ExpressLanes Project Segments 2 and 3 between Central Avenue and Studebaker Road. PS&E is the next phase in the project development process and must be completed before construction can begin.

BACKGROUND

The I-105 ExpressLanes project will convert the existing High Occupancy Vehicle (HOV) lane to ExpressLanes and add a second Express Lane in each direction on the I-105 between I-405 and Studebaker Road in the City of Norwalk. This project is included in the Measure M expenditure plan and has been allocated \$175 million. In addition, the project was awarded a \$150 million State Solutions for Congested Corridors Program (SCCP) grant in December 2020.

The Final Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-105 ExpressLanes project was completed in May 2021 and the project is proceeding to the next phases of project development, including PS&E.

For PS&E and construction, the I-105 is being segmented into three segments: Segment 1 is between the I-405 to Central Avenue, Segment 2 is between Central Avenue and I-710, and Segment 3 is between I-710 and Studebaker Road. In May 2021, File Number 2021-0224 Board Item No. 18, the Board approved a contract modification to prepare PS&E for Segment 1 in the amount of \$18,788,594. Segment 1 was advanced ahead of Segments 2 and 3 to meet the funding and timeline requirements of the State Solutions for Congested Corridors Program (SCCP) grant. Segments 2 and 3 do not have the same timeline constraint associated with Segment 1, so an open solicitation was conducted to prepare PS&E for Segments 2 and 3. In addition to the contract

modification approved by the Board in May 2021, on June 24, 2021, the Metro Board approved utilizing two separate delivery methods to deliver the I-105 ExpressLanes project. The first is a Construction Manager/General Contractor (CM/GC) contractor to construct the civil elements of the project (structures, retaining walls, soundwalls, etc.) and the second is a Design-Build-Operate-Maintain (DBOM) Roadside Toll Collection System (RTCS) contractor that will design, install, and operate the toll collection system.

On October 28, 2021, File Number 2021-0417 Board Item No. 6, the Metro Board also approved executing a Cooperative Agreement with Caltrans for the I-105 ExpressLanes project. The Cooperative Agreement was required and defined Metro and Caltrans' roles and responsibilities, including Caltrans Quality Management Assessment review and approval of the I-105 ExpressLanes PS&E documents.

Consistent with Metro ExpressLanes policy, Metro intends to reinvest net toll revenue to enhance transit service on the I-105 corridor. Currently, Metro provides approximately \$8 million annually to multiple Transit operators for incremental additional services on the I-10/I-110 ExpressLanes.

DISCUSSION

For the PS&E phase, Metro's role will be to prepare design plans for all civil elements of the project including structures, soundwalls, retaining walls, and signage, as well as the RTCS. The RTCS will be designed, constructed, operated, and maintained by a contractor that will be procured separately from PS&E.

This contract for PS&E is to complete the final design for Segments 2 and 3 of the Interstate 105 (I-105) ExpressLanes corridor improvements between Central Avenue in the City of Los Angeles and Studebaker Road in the City of Norwalk. This task requires managing resources and coordinating staff to monitor the progress of the contract, taking corrective action when necessary, and establishing controls and assuring quality to ensure the objectives of the PS&E phase of the project are met. The services provided include the initiation, planning, execution, control, and closeout of the PS&E process. The Contractor will ensure all the managerial requirements outlined in the task and subsequent subtasks are met.

This work will require extensive coordination with Metro, Caltrans, and two other contracts that are either in progress or in the procurement process including:

- RTCS contract to install, test, and integrate the tolling system for this project.
- Construction Manager/General Contractor (CM/GC) to construct the civil improvements

Staff intends to seek Board approval of the above listed services in Summer/Fall 2022.

The Environmental Impact Report/Environmental Assessment identified the possible partial acquisition of four parcels of vacant land located along Imperial Highway in the City of Lynwood and unincorporated Los Angeles County. Between Watts Avenue and Fernwood Avenue, the westbound I-105 will be widened by eleven feet to the north over Imperial Highway. This widening is needed for

safety reasons because it will maintain existing ten foot left shoulders and sight distance. As a result, Imperial Highway may need to be realigned and shifted to the north, which in turn will require partial ROW acquisition. Attachment C provides maps of the ROW needed for the project. Parcels 1, 2, and 4 are privately owned, and parcel 3 is owned by the City of Lynwood.

As part of this contract, Metro and Caltrans will work collaboratively to design this widening to minimize or eliminate the need to acquire these parcels. However, should acquisitions and TCEs be required for the project, Metro will work with Caltrans to appraise and compensate property owner(s) as specified by Federal and Caltrans guidelines.

DETERMINATION OF SAFETY IMPACT

The I-105 Express Lane Project is being planned and designed in accordance with Caltrans standards and requirements. Approval of the plans, specifications and estimates contract will have no impact on safety.

FINANCIAL IMPACT

The FY 2021-22 budget includes \$5,044,312 in Cost Center 2220 (Congestion Reduction), Project 475004 for I-105 ExpressLanes PS&E. Since this is a multi-year contract, the Cost Center Manager, Project Manager, and Acting Deputy Chief Operations Officer, Shared Mobility will be responsible for budgeting in future years.

Impact to Budget

The funding for this Project is from Measure M. As these funds are earmarked for the I-105 ExpressLanes project, they are not eligible for Metro bus and rail capital and operating expenditures.

EQUITY PLATFORM

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. The proposed contractor team exceeded Metro's small business goals by making a 24.01% Small Business Enterprise and 3.06% Disabled Veteran Business Enterprise (DBVE) commitment.

Equity Focus Communities (EFCs) comprise approximately six miles of the sixteen-mile long corridor. EFCs are located in the cities of Hawthorne, Los Angeles, Lynwood, and Paramount, and the Los Angeles County unincorporated communities of Lennox, Athens, West Athens, and Willowbrook. In the one-mile area around the I-105, about 94% of the total population of 536,000 is minority based on 2018 data. Of the 142,000 households living in this area, 22% earned below poverty level and 26% earned less than \$25,000 annually.

To ensure all groups have opportunity to access and use the ExpressLanes, Metro has a Low-Income Assistance Plan (LIAP). The LIAP provides a \$25 credit and waives the monthly \$1 account maintenance fee, thus relieving financial stress caused by the requirement to have a transponder for

discounted travel. In addition, Metro provides the option of opening a cash account for those who do not have a credit card. Furthermore, frequent transit riders can also take advantage of the Transit Rewards Program to earn monetary credits toward ExpressLane tolls and the Carpool Loyalty Program allows carpoolers the opportunity to earn toll credits for future SOV travel on the ExpressLanes.

A mitigation measure identified in the EIR/EA is to ensure communities along the corridor are made aware of these policies. This will occur through continued outreach to local stakeholders, a media campaign comprised of various types of advertisement such as digital, radio, and out of home advertisements in both English and Spanish that are geographically targeted to low-income areas, targeted digital advertisements to broaden audience reach, and advertisements in more languages in addition to English and Spanish. Furthermore, Metro ExpressLanes will work with Metro Marketing to coordinate agency-wide low-income outreach tactics to supplement the efforts mentioned above.

This project is expected to reinvest net toll revenue for additional transit service along the corridor such as the C line, as is currently done on the 10/110 corridors. On those corridors, about \$8 million annually is granted to the Metro Silver Line and Foothill, Gardena, and Torrance transit providers. In addition, Metro expects that a net toll grant for the I-105 will occur in the future and that the guidelines will be similar to the 2016 net toll grant for the 10/110 ExpressLanes. For the 2016 net toll grant, all projects were required to be within 3 miles of the 10 or 110 and improve mobility. The grant funds were split 40% for transit improvements, 40% for system connectivity/active transportation, and 20% to roadway improvements.

In addition to these policies, outreach efforts, and net toll revenue reinvestment, the EIR/EA also includes mitigation measures that will reduce impacts to Equity Focus Communities (EFCs) along the corridor, such as new soundwalls and measures to reduce temporary construction impacts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The I-105 ExpressLanes project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed Express Lanes would increase regional highway capacity and improve the Level of Service for both the Express Lanes as well as the general-purpose lanes. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed project would result in shorter trip time for both the Express Lane and the general-purpose lanes. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. This project will require extensive collaboration with Caltrans, corridor cities, Los Angeles County, and regulatory agencies.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended PS&E contract for I-105 Segments 2 and 3. This is not recommended because use of an experienced PS&E contractor for the I-105 Express Lane project will improve design quality, enhance plans, specifications and estimates, and create schedule and project efficiencies.

NEXT STEPS

Upon Board approval, staff will execute the contract with WSP USA, Inc. and issue a Notice to Proceed to WSP to begin work.

ATTACHMENTS

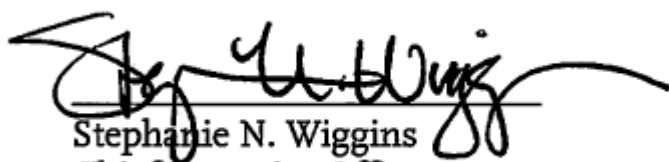
Attachment A - Procurement Summary
Attachment B DEOD Summary
Attachment C - Right-of-Way Diagrams

Prepared by:

Manuel Gurrola, Director, Program Management, (213) 922-8889
James Wei, Deputy Executive Officer, Project Management, (213) 922-7528
Philbert Wong, Senior Director, Countywide Planning, (213) 418-3137
Timothy Lindholm, Deputy Chief Program Management Officer, (213) 922-7297

Reviewed by:

Bryan Pennington, Chief Program Management Officer, (213) 922-7449
Debra Avila, Deputy Chief Vendor/Contact Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer