



Board Report

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Agenda Number: 5.

AD HOC CONGESTION, HIGHWAYS, AND ROADS COMMITTEE SEPTEMBER 20, 2017

SUBJECT: COOPERATIVE AGREEMENT FOR THE PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT FOR THE I-105 EXPRESS LANES
ACTION: AUTHORIZE AGREEMENT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a Cooperative Agreement with the California Department of Transportation (Caltrans) to prepare the I-105 ExpressLanes Environmental Document in an amount not to exceed \$2.607 million.

ISSUE

In July 2014 the Metro Board approved a motion requesting development of a Project Approval/Environmental Document (PA/ED) for the I-105 ExpressLanes. Measure M identified funding for the I-105 ExpressLanes between LAX and I-605. Metro and Caltrans completed the Project Study Report (PSR) and are now proceeding with the preparation of a PA/ED, the next required step in project development.

The I-105 PA/ED is a collaborative effort between Metro and Caltrans with Metro responsible for the preparation of the Project Report (PR) and Caltrans responsible for the development of the Environmental Document (ED). The agreement provides \$2,607,000 to Caltrans and defines the terms and conditions of the funding as well as the roles and responsibilities of each agency. Board authorization is required to enter into the Cooperative Agreement with Caltrans.

DISCUSSION

Per Board Direction, staff is proceeding with planning and environmental studies for the potential implementation of ExpressLanes on the I-105 between LAX and I-605. A Project Study Report (PSR) that analyzed four alternatives to be carried forward into the PA/ED was completed by Caltrans in September 2015.

Alternative 1 is the No Build scenario; Alternative 2 will convert the existing High Occupancy Vehicle (HOV) lane into a single ExpressLane in each direction; Alternative 3 will evaluate two ExpressLanes in each direction with non-standard features for lane width and shoulders; and Alternative 4 will study two ExpressLanes in each direction with full standard lane widths.

The PA/ED consists of two components, the PR and ED. The purpose of the PR is to prepare preliminary engineering of the alternatives at a level of detail such that the potential impacts of those alternatives can be identified. The PR will be prepared by Metro and include a traffic report, surveys, mapping, geometric plans, and cost estimates and identify right of way and utilities needs/impacts. The ED will be prepared by Caltrans in parallel to the PR to be prepared by Metro. The ED will include the necessary reports/analysis required by the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) including air quality, noise, hazardous waste, biological, and cultural resource studies.

Because Caltrans is the owner/operator of the state highway system, has in-house expertise to develop the ED, and the authority to approve the ED, preparation of the ED by Caltrans would provide the most efficient method of completing the PA/ED phase of the project. Due to the resources required to complete the ED, Metro intends to provide \$2,607,000 to Caltrans for the preparation of the ED.

This funding would be provided through a Cooperative Agreement between Caltrans and Metro. The Agreement defines items such as the Caltrans ED scope of work, Metro's responsibilities, progress reporting, the process for Caltrans receiving funds, and the oversight process. Some of the key provisions in the agreement include: 1) Any additional funds required due to unforeseen scope or schedule changes must be approved by the Metro board; 2) If Metro disputes Caltrans expenditures, Metro can send written notice to Caltrans to suspend work until the dispute is resolved; and 3) Metro will be providing CMAQ (Congestion Mitigation and Air Quality) funds to Caltrans. As a result, Caltrans' expenditures will be reimbursed directly from FHWA (Federal Highway Administration) and not Metro.

DETERMINATION OF SAFETY IMPACT

This item will have no impact on safety.

FINANCIAL IMPACT

This action will have no impact on the FY 18 budget as funds have already been approved in Cost Center 2220 Project 405548 Task 03.03 for this work. Because this is a multi-year effort, the cost center manager and Executive Officer, Congestion Reduction will be responsible for budgeting the remaining funds in future years.

Impact to Budget

The source of funds for the project is CMAQ. These funds are not eligible for bus and rail operation and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the Cooperative Agreement. This is not recommended because Metro would then need to procure a Contractor to prepare the ED which would delay the start of PA/ED and the overall project implementation schedule.

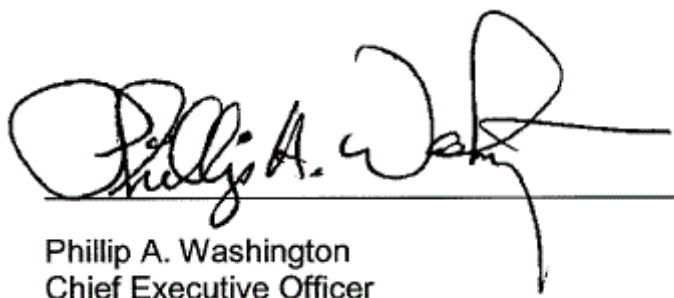
NEXT STEPS

Upon approval by the Board, staff will finalize and execute the Cooperative Agreement with Caltrans.

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