

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

Date: September 22, 2014

To: Honorable City Council  
c/o City Clerk, Room 395  
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds,  General Manager  
Department of Transportation

Subject: **AUTHORITY TO SUBMIT FUNDING PROPOSALS IN RESPONSE TO  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)-  
BOARD OF DIRECTORS' MOTION ITEM #56: INTERSTATE 5 FREEWAY HOV LANE  
CONSTRUCTION MITIGATION**

**SUMMARY**

The City of Los Angeles, Department of Transportation (LADOT) is requesting authority to submit grant proposals in response to Metro Board of Directors' Motion #56, dated May 22, 2014 (Attached), for three LADOT project proposals and for two Metro-led regional inter-agency project proposals strongly advocated by LADOT. The latter two interagency proposals provide for the infrastructure foundations for the three LADOT project proposals to build upon.

**RECOMMENDATIONS**

That the City Council, subject to the approval of the Mayor:

1. APPROVE the list of projects as the City's priorities for funding;
2. DIRECT the General Manager of LADOT, on behalf of the City, to submit grant proposals for all recommended projects in the final list of projects to Metro for possible funding;
3. AUTHORIZE the General Manager of LADOT to execute any necessary funding and contractual documents, subject to the approval of the City Attorney as to the form and legality, for grants to the City approved for the Interstate 5 Freeway HOV Lane Construction Mitigation Program.

**DISCUSSION**

In accordance to the adopted Metro Board Motion, Item #56, dated May 22, 2014, by METRO Board Directors Michael Antonovich, Ara Najarian, and Paul Krekorian, Metro convened an inter-agency task force consisting of Metro, California Department of Transportation (Caltrans), City of Burbank, City of Glendale, Bob Hope Airport, Southern California Regional Rail Authority (SCRRA, dba Metrolink), and City of Los Angeles. Metro indicated that the mission of this interagency task force is "to develop a robust, multi-year mitigation plan for the I-5 corridor in and adjacent to the City of Burbank."

On July 17, 2014, Metro invited LADOT's participation into this inter-agency task force on behalf of the City of Los Angeles. Metro's invitation forwarded the subject Metro Board Motion and requested

LADOT to focus upon capital outlay project proposals to include the relevant City labor, pursuant to Motion Item #56, Sub-Item (1)(c)(ii)- Traffic management operations, and (1)(c)(iii)- Intelligent Transportation Systems. Initially, in accordance with the Metro Board Motion, Metro’s invitation to LADOT requested for the City’s project proposals by the end of July 2014. However, given the July 17, 2014 notice, and apparently the unfinished needs assessments by other involved public agencies, Metro indicated the target date to agenda the subject matter at Metro Board to be either by the end of September 2014, or a bit later.

On August 21, 2014 and September 4, 2014 respectively, LADOT representatives attended the Metro inter-agency task force meetings to address various inter-agency coordination issues, with a focus on enhancing the relevant hardware and software infrastructure for this geographic region, within the LADOT Automated Traffic Surveillance and Control (ATSAC) Program. On September 11, 2014, LADOT representatives verbally presented the following City of Los Angeles conceptual proposals totaling \$3.3 Million, and proposed Metro-led regional interagency proposals totaling \$2.2 Million, for the funding considerations of Metro and all other public agencies that made up the inter-agency task force:

**Part 1: LADOT PROJECT PROPOSALS:**

Project Name	Project Description	Funding Request
I-5 Construction Detours and Peak-Hour Traffic Management	Staff ATSAC Center during construction traffic detours and to deploy LADOT traffic control officers at key intersections for congestion relieves. Deployment of LADOT engineers, signal electricians, field crew, and traffic control officers on as-needed basis.	\$ 360,000 for a duration of three fiscal years according to Metro/Caltrans project timelines, based on assumed \$ 120,000 per fiscal year, to fund LADOT labor. Metro understands that a longer duration will result in future additional funding allocation.
ATSAC Traffic Signal and Communications Interconnect Gap Closures	This proposed project will install traffic signal interconnect between Hollywood Way and Cabrini Dr on Glenoaks Bl, and to prepare for new traffic signal interconnection via B-Permit at Cohasset St and Glenoaks Bl; install ATSAC fiber connection to ATSAC communication hubs.	\$ 575,000 Total:  \$ 500,000 to fund the capital outlay cost for traffic signal and fiber optic interconnect installations, and \$ 75,000 to fund LADOT labor.
Glenoaks Bl/San Fernando Rd Arterial Corridors Intelligent Transportation Systems Upgrade	This proposed project will upgrade existing ATSAC system to become a real-time Adaptive Traffic Control System with the ability to automate the re-timing of traffic signals to accommodate construction detour and airport traffic fluctuations, in coordination with the Airport, Glendale, and Burbank.	\$ 2,300,000 Total:  \$ 2,000,000 to fund the capital outlay cost for Adaptive functionality upgrade, and \$ 300,000 to fund the LADOT labor.

**Part 2: INTER-AGENCY PROJECT PROPOSALS STRONGLY ADVOCATED BY LADOT**

Project Name	Project Description	Funding Request
Regional Communications Capacity Enhancement for Regional Integration of Intelligent Transportation Systems (RIITS) and Countywide Information Exchange Network (IEN)	This proposed project will enhance computer servers' communications capacity to Metro's RIITS/IEN Network (hosted by the LADOT ATSAC**) for this geographic region. RIITS is Metro's countywide regional data network that provides inter-agency and up-to-date information to internet service providers, 511, and other traveler information systems.	<p>\$220,000 Total:</p> <p>\$200,000 to fund Metro RIITS capital outlay for installation of additional communication equipment.</p> <p>\$20,000 to fund LADOT labor as the Host of RIITS communications network for this geographic region.**</p>
RIITS Regional Fiber Communications Systems Enhancement to Connect with LADOT ATSAC Communication Hubs	This proposed project will expand the existing fiber optic communication trunkline capacity of Metro RIITS interagency communications network on existing Caltrans freeway corridors along I-5 and SR-134, between Penrose St and Colorado Bl. This necessary expansion provides for an infrastructure foundation to implement LADOT's proposal to implement ATSAC adaptive traffic control functionality for this geographic region.	<p>\$2,000,000 Total:</p> <p>\$1,500,000 to fund Metro RIITS capital outlay for installation of additional fiber optic cable in coordination with Caltrans I-5 HOV construction;</p> <p>\$500,000 to fund Metro/Caltrans Labor.</p>

\*\* LADOT ATSAC's participation of Metro RIITS/IEN is pursuant to CF 07-2441.

LADOT strongly advocates these two inter-agency projects to fund Metro and Caltrans because parts of this geographic region is not within the boundary of City of Los Angeles. In order for LADOT ATSAC to implement real-time adaptive traffic control for the ATSAC traffic signals to automatically adjust signal timing to accommodate fluctuating traffic demands, LADOT ATSAC must have reliable two-way communications infrastructure that will route ATSAC central computer commands to every regional traffic signals while processing real-time traffic data from every traffic signals, between the ATSAC communication hubs located both in Sun Valley (within CD 7) and Eagle Rock (within CD 14).

Because trenching of new fiber optic trunklines from Sun Valley to Eagle Rock within the Cities of Burbank and Glendale is not feasible and not economically affordable, both Metro and Caltrans endorse LADOT's conceptual proposal to simply expand the existing Metro RIITS fiber communications network along Caltrans freeway corridors of I-5 and SR-134, such that LADOT ATSAC may have a 15-mile communications path between Sun Valley and Eagle Rock ATSAC communication hubs.

**FISCAL IMPACT**

There will be minimal impact to the City's general fund as no matching funds are required pursuant to the subject Metro Board Motion. Details of grant funding transfer mechanism to the City will be forthcoming and is subject to upcoming Metro Board's adoption of the Metro-consolidated Interstate 5 Freeway Construction Mitigation Plan for all task force agencies.

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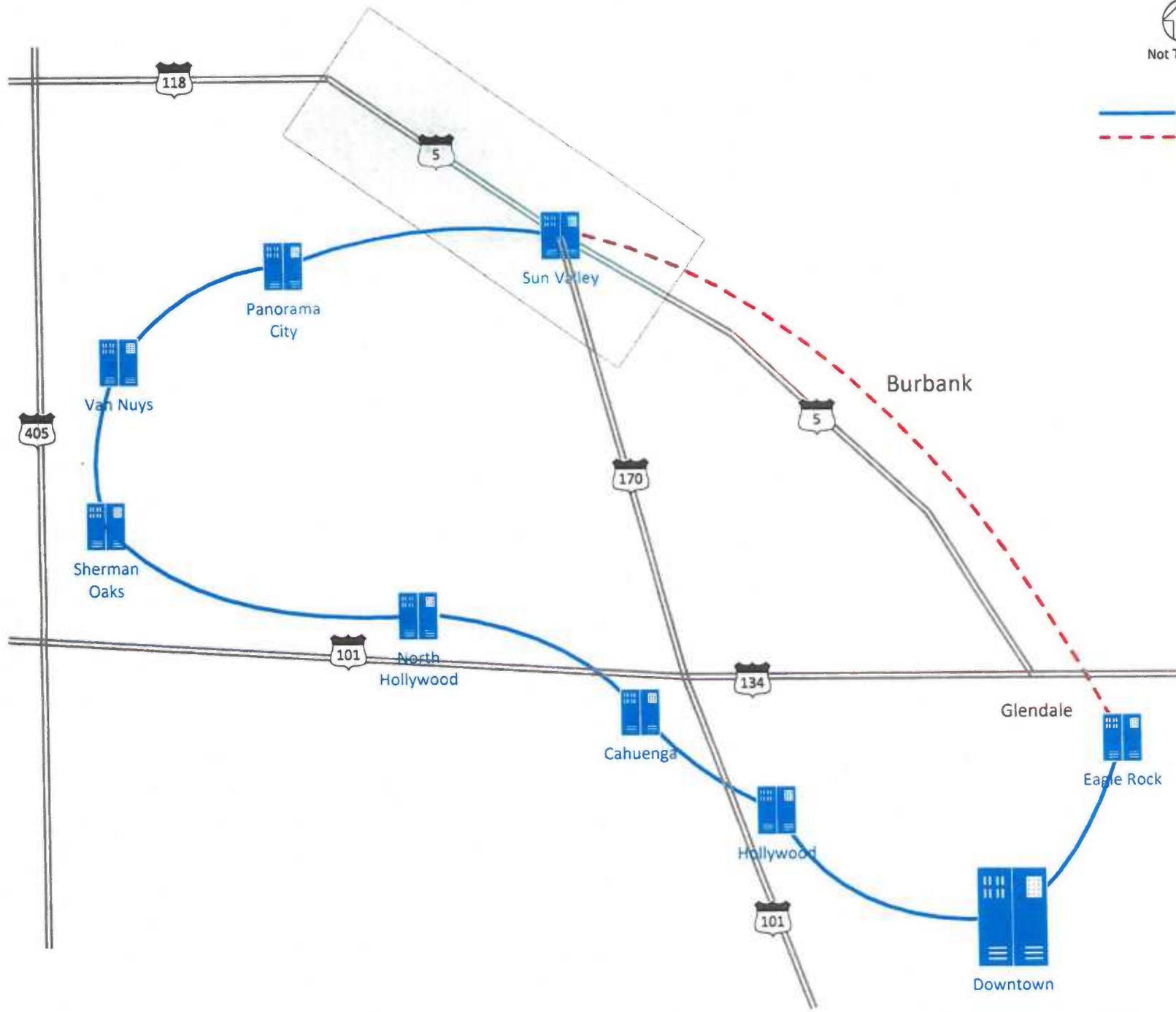
Attachment

c: Borja Leon, Office of the Mayor  
Nate Gale, Office of the Mayor  
Maria Souza-Rountree, Office of the Chief Legislative Analyst  
Paul Backstrom, CD 11  
Daniel Lopez, CD 2



Not To Scale

— Exiting  
- - - Proposed



## MOTION

Directors Antonovich, Najarian, and Krekorian

The construction of the HOV lanes on Interstate 5 between State Routes 118 and 134 presents an important opportunity to expand regional highway capacity through the vital Interstate 5 corridor in the San Fernando Valley.

The construction of this project over the next several years will also cause severe traffic impacts on the Cities of Burbank, Glendale, and Los Angeles; and the Bob Hope Airport. As the project progresses, the impacts will further intensify, threatening the economic viability, regional mobility and quality of life for the businesses and residents in the affected corridor. The time to address these matters is now before the impacts are fully realized.

MTA has previously adopted policy in support of enhanced mitigations and outreach for this corridor. In response to an MTA Board-approved motion by Directors Antonovich, DuBois, and Knabe (*Attachment A, December 2012, #74*), MTA began the process of working with Caltrans to develop better standards of outreach and mitigation through best practices developed and used for the construction of the I-405 Sepulveda Pass HOV project.

These outreach and mitigation effort will require additional coordination by MTA to include the Cities of Burbank, Glendale and Los Angeles; Bob Hope Airport, Metrolink, and Caltrans. In particular, Metrolink service improvements on the Antelope Valley Line will provide additional transit opportunities along the I-5 corridor between North Los Angeles County and Los Angeles Union Station through the affected member jurisdictions (Burbank, Glendale, and Los Angeles).

Subregional funding should be available to pay for mitigation and outreach efforts. The MTA Board-approved policy (*Attachment B, July 2012, #73*) to provide an equitable return of Proposition 1B funds lost through subregional transfer applies to the \$26.1 million transferred from this I-5 HOV Lane project to the I-405 HOV Lane project in December 2012. Furthermore, Measure R's Arroyo Verdugo subregional highway equity funds might be advanced or made available earlier than scheduled to pay for these mitigations.

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**WE, THEREFORE, MOVE** that the MTA Board directs the CEO to return to the July Committee and Board meetings with the following items for Board consideration:

- (1) Coordinate with the Cities of Burbank, Glendale and Los Angeles; Caltrans; Metrolink; and Bob Hope Airport to develop a robust, multi-year mitigation plan for the I-5 corridor in and adjacent to the City of Burbank that includes at minimum the following:
  - a. Adding additional Metrolink service along the Antelope Valley Line between Los Angeles Union Station and the Santa Clarita and Antelope Valleys, including:
    - i. The procurement (by purchase or lease) of at least one dedicated locomotive to serve the Antelope Valley Line exclusively.
    - ii. The addition of a late-night train beyond the currently scheduled last train #227 (departing LAUS at 9:27 PM).
  - b. Additional project management mitigations
  - c. Additional roadway, traffic signal and transit system mitigations, including:
    - i. Bus and shuttle service provided in and around the I-5 Corridor by Bob Hope Airport and the City of Burbank.
    - ii. Traffic management operations
    - iii. Intelligent Transportation Systems
  - d. Outreach and coordination mitigations with the affected jurisdictions, including Bob Hope Airport and major employers in the area (i.e., entertainment studios).
- (2) Develop a pilot express bus service that closes the transit gap between the Red and Orange Line stations in North Hollywood, Bob Hope Airport, the City of Burbank (Media District), the City of Glendale and the Gold Line in Pasadena

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- (3) Develop funding options that include, but are not limited to:
  - a. The subregional equity restoration of \$26.1 Million in Proposition 1B transferred from the I-5 North HOV Lane project to the I-405 Sepulveda Pass Improvements Project in December 2012 .
  - b. The advancement of available Measure R Highway funds for the Arroyo-Verdugo subregion
  - c. Matching funds from affected member jurisdictions
  - d. Available funding through Caltrans for mitigation and outreach
  - e. Prop C 10%/Measure R 3% funding for Metrolink

## Attachment A

74

**Motion by Directors Antonovich, DuBois and Knabe**

Interstate 5 (I-5) bisects all of Los Angeles County, from Orange County to Kern County through the Gateway Cities, central Los Angeles, the San Fernando Valley and the Santa Clarita Valley.

I-5 serves as both the major North/South corridor for Los Angeles County as well as an international corridor stretching from Mexico to Canada.

As one of the most heavily traveled and congested freeways in the state, the I-5 corridor has received billions of federal, state and local tax dollars to improve this regional and national corridor of trade and commerce. These improvements will increase capacity and improve traffic flow by adding additional lanes in both the northern and southern parts of Los Angeles County.

The two I-5 projects (North and South) have been divided into buildable segments and will be implemented in phases over a number of years, causing negative impacts for businesses, communities and the vital Burbank Bob Hope Airport. Phasing of construction for this project has created the unintentional consequence of a fragmented public outreach program to coordinate with the public and the affected residences, businesses and facilities on closures, openings, construction impacts and mitigations.

Given the scale of construction and impacts along the I-5 Corridor, and in light of our recent success in handling the 405 "Carmageddon" closures, the public expects a better approach to managing and mitigating Caltrans construction activities.

It is time for a unified and coordinated corridor-wide approach, utilizing the best practices available to accelerate construction while at the same time mitigating the near term impacts on communities and businesses along the I-5.

Currently, Metro, in cooperation with Caltrans and other interested agencies, is implementing a series of state-of-the-art measures associated with construction of the I-405 corridor and is allocating the necessary funding to assure the project delivery programs are successful. A basic sense of equity dictates that this state-of-the art approach is available for all areas of Los Angeles County, whether Metro is the lead agency or not.

To ensure all parts of the County receive similar levels of outreach, management and mitigation in dealing with negative impacts associated with major highway construction projects, Metro should work with Caltrans to ensure that the higher standard of outreach and mitigation offered during the I-405 project implementation is available throughout the County as needed.

**WE THEREFORE MOVE** that the Board directs the CEO to develop and implement a plan to work with Caltrans, affected cities and key stakeholders to develop a coordinated corridor-wide approach to implementing outreach, needed improvements and related mitigations along the I-5 from the Orange County line to the Kern County Line.

**WE FURTHER MOVE** that a plan of action and associated budget be presented for consideration at the February 2013 Board meeting.