

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA*



Agenda - Final

Wednesday, September 20, 2017

11:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Ad Hoc Congestion, Highway and Roads Committee

Janice Hahn, Chair

John Fasana, Vice Chair

Kathryn Barger

Jacquelyn Dupont-Walker

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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CALL TO ORDER**ROLL CALL****APPROVE Consent Calendar Item: 5**

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

- 5. SUBJECT: COOPERATIVE AGREEMENT FOR THE PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT FOR THE I-105 EXPRESS LANES**

[2017-0248](#)

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.

NON-CONSENT

- 6. SUBJECT: MANAGING CONGESTION ON THE FREEWAY SYSTEM**

[2017-0566](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the update on options to improve and/or expand High Occupancy Vehicle (HOV) Lanes and ExpressLanes; and
- B. AUTHORIZE the CEO to develop a process for the use of interfund borrowing of net toll revenues to support creation of the ExpressLanes network.

Attachments: [March Motion Response Attachment A Presentation](#)

- 7. SUBJECT: METRO EXPRESSLANES FISCAL YEAR (FY) 2017 OPERATIONS PERFORMANCE REPORT**

[2017-0541](#)

RECOMMENDATION

RECEIVE AND FILE the FY2017 Operations Performance Report (Attachment A) for the Metro ExpressLanes.

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2017-0566, File Type: Motion / Motion Response

Agenda Number: 6.

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

SUBJECT: MANAGING CONGESTION ON THE FREEWAY SYSTEM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the update on options to improve and/or expand High Occupancy Vehicle (HOV) Lanes and ExpressLanes; and
- B. AUTHORIZE the CEO to develop a process for the use of interfund borrowing of net toll revenues to support creation of the ExpressLanes network.

ISSUE

At its March 2017 meeting, the Board approved a Motion by Chair Fasana and Directors Dupont-Walker, Hahn and Solis as amended by Director Bowen requesting the CEO to explore options to better manage congestion on the freeway system by improving the HOV Lanes and ExpressLanes (Attachment A). The Board requested a report back during the September 2017 Board cycle.

BACKGROUND

The March 2017 Motion directed the CEO to explore options to improve existing HOV lanes in Los Angeles County, including conducting a Performance Impact Study (PIS) to determine the potential for raising the minimum occupancy from two to three people and to coordinate with CHP to evaluate any safety and compliance impacts.

For the ExpressLanes, the Motion directed the CEO to explore options to accelerate the Tier 1 and Tier 2 projects in the ExpressLanes Strategic Plan, coordinate with Orange County on a region-wide approach to delivering ExpressLanes, determine a process to charge a toll to Clean Air Vehicles (CAVs), identify a solution to deter those customers traveling as a Single Occupant Vehicle (SOV) who avoid paying the toll by setting the transponder to HOV, recommend options to use toll revenue from existing facilities to advance the development of the Tier 1 and Tier 2 projects in the Strategic Plan, identify congestion management strategies available to reduce congestion on general purpose lanes, and coordinate with Caltrans on operational improvements on the I-105.

Also, the Motion directed the CEO to explore Transportation Demand Management (TDM) strategies, mode shift incentives, dynamic work hours and additional carpooling benefits and incentives to decrease congestion on LA County freeways. Finally, the motion requested recommending options to use existing toll revenues to advance studies associated with these efforts.

DISCUSSION

A working group was established between Metro staff and Caltrans staff to respond to the Motion. Our status update is as follows:

HOV Lane Improvements

- A. HOV Performance Impact Study- Caltrans has begun a Performance Impact Study (PIS) to assess the impacts of increasing the minimum HOV occupancy requirements in Los Angeles County from two-person (2+) to three-person (3+). Completion of the PIS is expected by August 2018. The main elements of the PIS are as follows:
- Manual occupancy traffic counts on HOV and GP Lanes for all HOV corridors in Los Angeles County (Fall 2016 and Spring 2017 counts) - *COMPLETED*.
 - PeMS data collection (Volumes, Speed, and Delay) for 3 of the top degraded HOV corridors I-105, I-210, I-405. *Analysis to be completed September 2017*.
 - Delay and Level of Service (LOS) analysis for HOV and GP lanes for I-105, I-210 and I-405. *GP Lanes COMPLETED; HOV lanes to be completed October 2017*.
 - Throughput analysis for HOV 2+ occupancy on I-105, I-210 and I-405. *To be completed October 2017*.
 - Literature review of HOV facilities that have increased requirements from 2+ to 3+ on existing HOV lanes, and the resulting impact. *To be completed September 2017*.
 - Microsimulation modeling of two of the most degraded corridors, potentially I-105 and I-405 to evaluate factors relevant to increasing the HOV occupancy requirement from 2 to 3+. *Expected completion May 2018*.
- B. CHP Coordination - As part of the PIS process, coordination meetings between Caltrans and CHP will occur starting in September 2017.
- C. Active Traffic Management and ITS - Congestion Management strategies on the GP and HOV lanes focus on managing the recurrent traffic congestion that occurs during the peak periods, including ITS applications such as Dynamic Corridor Ramp Metering (DCRM), Adaptive Traffic Control Systems (ATCS), Adaptive Traffic Management (ATM) and Integrated Corridor Management (ICM) strategies. ATM and ATCS have been identified for study on the I-105 HOV to ExpressLanes conversion project. In addition, ATM solutions are being studied in the South Bay and Arroyo Seco. Caltrans has also reorganized its Division of Traffic Operations to

better position resources to allow for more effective and responsive regional collaboration leading to implementation of innovative solutions.

ExpressLanes Improvements

- A. Acceleration of Projects - To advance the construction of Tier 1 and Tier 2 projects in the ExpressLanes Strategic Plan, staff is exploring:
- a. Delivery methods that will shorten project schedules such as:
 - i. Procuring contractors to complete all remaining Project Study Reports (PSRs) with Caltrans oversight;
 - ii. Procuring Program Manager contracts to complete the necessary Planning work (Environmental approvals, Traffic and Revenue Studies, Concept of Operations, 30% Design) required before the project can be fully designed and constructed; and,
 - iii. Construct using Design-Build, rather than Design, Bid, Build.
 - b. Focus on a System Network approach such as:
 - i. Submitting a PSR to the California Transportation Commission (CTC) to obtain tolling authority for all Tier 1 projects as a network. The network concept can enable use of net toll revenues from ExpressLanes in one corridor to finance the construction of ExpressLanes in another corridor enhancing the agency's ability to accelerate implementation of ExpressLanes. (There would be a corresponding payback provision as well). This would be predicated upon obtaining tolling authority at the network level from the CTC which staff is pursuing at the present time.
 - ii. Leverage the Unsolicited Proposal Process. An unsolicited proposal was submitted to OEI recommending financing strategies that would enable acceleration of ExpressLanes projects consistent with the network approach. OEI is working with its financial advisors and congestion reduction staff to determine the viability of the proposal.
 - c. Secure Discretionary Grants. Staff will also be actively pursuing other available financial opportunities to build out the ExpressLanes network including TIFIA loans and state and federal grants such as, INFRA and SB 1, respectively.
- B. Use of Net Toll Revenues from I-10 and I-110 - The recent results of an analysis of the net toll revenues revealed that only \$1.4 million (3%) of the more than \$47 million of grants awarded have been spent over the last three years. To address the slow grant expenditures, staff is working with all of the grantees. In the meantime, staff is not proceeding with another grant round this fiscal year. Instead, staff recommends the Board permit interfund borrowing where net toll revenues generated on the I-10 and I-110 ExpressLanes are advanced as a loan to support the financing of the planning and construction of additional ExpressLanes identified in the Strategic Plan. This process is consistent with Metro's policy regarding interfund borrowing and would require terms that outline the payback provisions. Since inception of the ExpressLanes, a Comprehensive Annual Financial Report (CAFR) is prepared for the I-110 and I-10. The CAFRE would track the funds borrowed on an ongoing basis to ensure repayment per the details of the loan. It should also be noted that the desire to expand the

Express Lanes is frequently identified by current ExpressLanes customers as a preferred improvement.

- C. Clean Air Vehicles (CAVs) - AB 1721 and California Vehicle Code sections 5205.5 and 21655.9 allow tolling agencies to charge a discounted toll to CAVs. With assistance from the Department of Motor Vehicles (DMV), ExpressLanes staff is currently developing a process to charge a toll to CAVs. This process is expected to be implemented in the next six months. When all details have been finalized, staff will return to the Board to seek authorization to implement this policy.
- D. Occupancy Detection - To deter customers from using the ExpressLanes without paying the appropriate toll, staff is working with the current ExpressLanes contractor to implement a solution for automated vehicle occupancy detection. This solution is in 30% design. Once staff has negotiated the price, we will seek board approval for implementation. Implementation is expected in June 2018.

In addition, delineation/channelizers (tall pylons) will be installed at select locations between the ExpressLanes and the general purpose (GP) lanes to improve safety by deterring motorists from illegally crossing the double solid white lines. Channelizers will be installed on the I-110 by November 2017 with I-10 to follow in early 2018. In collaboration with CHP, staff is in the process of deploying new enforcement lights that will display a "1", "2" or "3" to indicate the transponder switch setting. The new system will be visible from the front and back of each toll gantry making it easier for CHP to enforce the ExpressLanes. Installation of the enforcement lights is slated for the end of FY 18.

- E. Coordination with Orange County - Staff has held an initial meeting with Caltrans District 12 to ensure there is communication between LA and Orange Counties with respect to the implementation of ExpressLanes, and staff will continue to coordinate with Orange County to ensure there is regional consistency among our programs.
- F. I-105 Operational Issues - During the Environmental phase of the I-105 ExpressLanes Project, Caltrans and Metro will consider solutions on the GP lanes such as ITS and ATM strategies and the potential for use of Auxiliary /Transition lanes that provide viable options with the ExpressLanes to yield the largest benefit for the entire corridor. Pricing of the GP lanes, will require federal, and state approval including potential legislation.

TDM Strategies

- A. TDM Strategies - Programs currently exist within Metro that provide assistance to employers in promoting, implementing and managing efforts aimed at reducing single occupancy vehicle (SOV) trips to and from worksites. These programs are mandatory for employers of 250 employees or more, but are also available to interested employers of any size as well as to individual commuters. Metro also supports employers under local ordinances, such as the City of Santa Monica, Burbank, Glendale and Pasadena who have a much lower compliance threshold; these thresholds vary, but it can be as low as 25 employees. Some of the

associated benefits/programs that Metro actively promotes and/or offers are as follows: Commuter Benefits, flex/tiered/compressed work schedule, transit and vanpool subsidies, Guaranteed Ride Home, Metro Rewards, Go Metro to Work Free (new hires), marketing workshops, Best in Class recognition awards, California Rideshare/Shared Mobility Week, promotional shared mobility newsletter, rideshare/shared mobility fairs and other meetings and events organized by employers and Transportation Management Associations/Organizations.

- B. Commuter Benefits - Under IRS Section 132(f) employers can provide a voluntary benefit to their employees which reduces their monthly commuting costs for transit, vanpooling, bicycling and work-related parking costs. Staff is currently exploring the potential for implementing an ordinance that would require employers to offer this pre-tax benefit to their employees. To explore this opportunity, a Commuter Benefits Ordinance Working Group (CBOGW) has been established consisting of members from Regional Rideshare, Metro Commute Services, Mayor Garcetti's Office, LADOT, and the City of Los Angeles Planning Department, with the Association for Commuter Transportation (ACT) serving in an advisory role. The CBOGW recommends that Metro implement a Countywide Ordinance requiring employers with 50 or more employees to implement both the Commuter Tax Benefit, which allows employees to set aside up to \$255 per month pretax to spend on transit or vanpool expenses for commuting to work, and Parking Cash Out, a California law which requires employers who pay to lease unbundled parking spaces for employees to provide the equivalent amount to employees who choose to opt out of parking and utilize alternate forms of transportation such as carpool, vanpool, and transit. The South Coast Air Quality Management District (SCAQMD) supports this effort as it will help employers comply with SCAQMD Rule 2202. The 2018 State Legislative Program will include a recommendation for the Board to support legislation that would expand authority for Metro or other entities to establish Commuter Benefit Programs. The 2018 State Legislative Program will also include a recommendation for the Board to explore legislative remedies to establish or expand Los Angeles County's existing Commuter Benefit Programs.

FINANCIAL IMPACT

Impact to Budget

There will no impact to the FY 18 budget as a result of this report. Implementation of solutions listed for ExpressLanes and other areas will be brought to the Board for approval when needed and will reflect the impact to the budget, if any, at that time.

ALTERNATIVES CONSIDERED

No other alternatives were considered.

NEXT STEPS

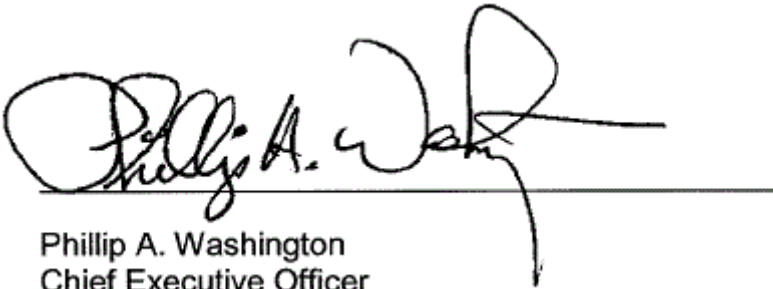
As solutions and programs are finalized staff will be presenting them to the Board for approval, as appropriate.

ATTACHMENTS

Attachment A - March 2017 Motion by: Chair Fasana, Directors Dupont-Walker, Hahn and Solis as amended by Bowen.

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Phillip A. Washington
Chief Executive Officer

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
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Los Angeles, CA



Metro

Board Report

File #: 2017-0211, Version: 1

**REGULAR BOARD MEETING
MARCH 23, 2017**

Motion by:

**Chair Fasana, Directors Dupont-Walker, Hahn and Solis
As Amended by Bowen**

March 23, 2017

Relating to Item 5, File ID 2017-0047; Annual Program Evaluation

To maintain quality of life throughout Los Angeles County, MTA should aggressively manage congestion and incentivize carpooling on the LA County freeway system.

On an average day, highways in the Los Angeles Caltrans district carry 100 million vehicle miles traveled.

With recent population growth and economic recovery, freeways have become more congested. Efforts to increase freeway capacity, such as freeway widenings, can only be so effective in light of these recent trends. Every time new capacity is opened up, it is rapidly consumed by individuals who previously traveled by other routes, at other times, or by other transportation modes.

Caltrans District 7 is responsible for 1,113 miles of highway. To manage congestion and reduce single-occupant trips on these highways, District 7 operates 442 miles of High-Occupancy Vehicle (HOV) lanes on the 5, 10, 14, 57, 60, 91, 105, 110, 118, 134, 170, 210, 405, and 605 freeways.

Of the total 442 miles of High-Occupancy Vehicle (HOV) lanes in District 7, 316 miles were defined in 2015 by federal criteria as *degraded*.

By federal definition, an HOV lane is degraded if the average traffic speed during the morning or evening weekday peak commute hour is less than 45 miles per hour more than 10 percent of the time in any 180-day period, or for more than two weekdays per month.

To reverse this degradation, MTA needs to look at all available options for managing congestion on the freeway system.

The I-10 and I-110 express lanes program was a great example on how we can manage congestion and improve reliability, but we need to do more to expand and improve upon the Express Lanes program.

Motion by Fasana and Dupont-Walker that the Board direct the CEO:

- A. Explore options to improve existing High-Occupancy Vehicle lanes in Los Angeles County, including:
1. Conduct a Performance Impact Study to explore raising the minimum occupancy requirement, where justified, from two-person to three-person for HOV lanes in LA County, in particular on the HOV corridors that are considered degraded;
 2. Coordinate with Caltrans and the California Highway Patrol (CHP) to evaluate any safety and compliance impacts from raising the minimum occupancy requirement;
 3. TDM strategies; mode shift incentives; dynamic work hours; Active Traffic Management and ITS
- B. Explore options to expand and improve ExpressLanes, including but not limited to the following:
1. Develop an acceleration strategy for constructing first- and second-tier projects outlined in the MTA Countywide ExpressLanes Strategic Plan;
 2. Collaborate between Los Angeles and Orange Counties on a region-wide approach to delivering ExpressLanes projects;
 3. Coordinate with Caltrans on an I-105 ExpressLanes advance improvement project to update and improve lane configuration to discourage car weaving on I-105 between I-405 and I-605;
 4. Report back on congestion demand management strategies on degraded general purpose lanes in Los Angeles County, including but not limited to pricing;
 5. Report back on a process and implementation plan to ensure exempt vehicles pay their fair share of ExpressLanes costs;
 6. Report back on status of program that will identify and deter scofflaws in the ExpressLanes, including individuals who set the transponder to HOV while driving alone;
 7. Recommend options to use toll revenue on existing facilities to advance the above studies;
- C. Explore additional carpooling benefits and incentives for Los Angeles County, including but not limited to a program similar to the Bay Area Commuter Benefits Program administered by the Metropolitan Transportation Commission and the Bay Area Air Quality Management District; and
- D. Report back on all the above during the September 2017 Board cycle.

###



Item #6

Managing Congestion on the Freeway System

Ad Hoc Congestion, Highway and Roads Committee
September 20, 2017



Metro

Motion



At their March meeting, the Board requested that:

- Staff explore options to better manage congestion on the freeway system by improving the HOV Lanes and ExpressLanes, and;
- Provide a status update of efforts at the September 2017 meeting



HOV Lane Improvements



- A working group comprised of Metro and Caltrans staff was established to address this issue
- HOV Performance Impact Study (PIS)
 - Traffic counts: completed in Spring 2017
 - Additional data collection and analysis: Fall 2017
 - Micro-simulation modeling: May 2018
 - Final Report: Summer 2018
 - Safety and compliance impacts are being assessed in PIS process
- Caltrans and CHP coordination meetings to start September 2017
- Active Traffic Management (ATM) and Intelligent Transportation System (ITS)
 - e.g. Adaptive Traffic Control Systems, Integrated Corridor Management



ExpressLanes Improvements



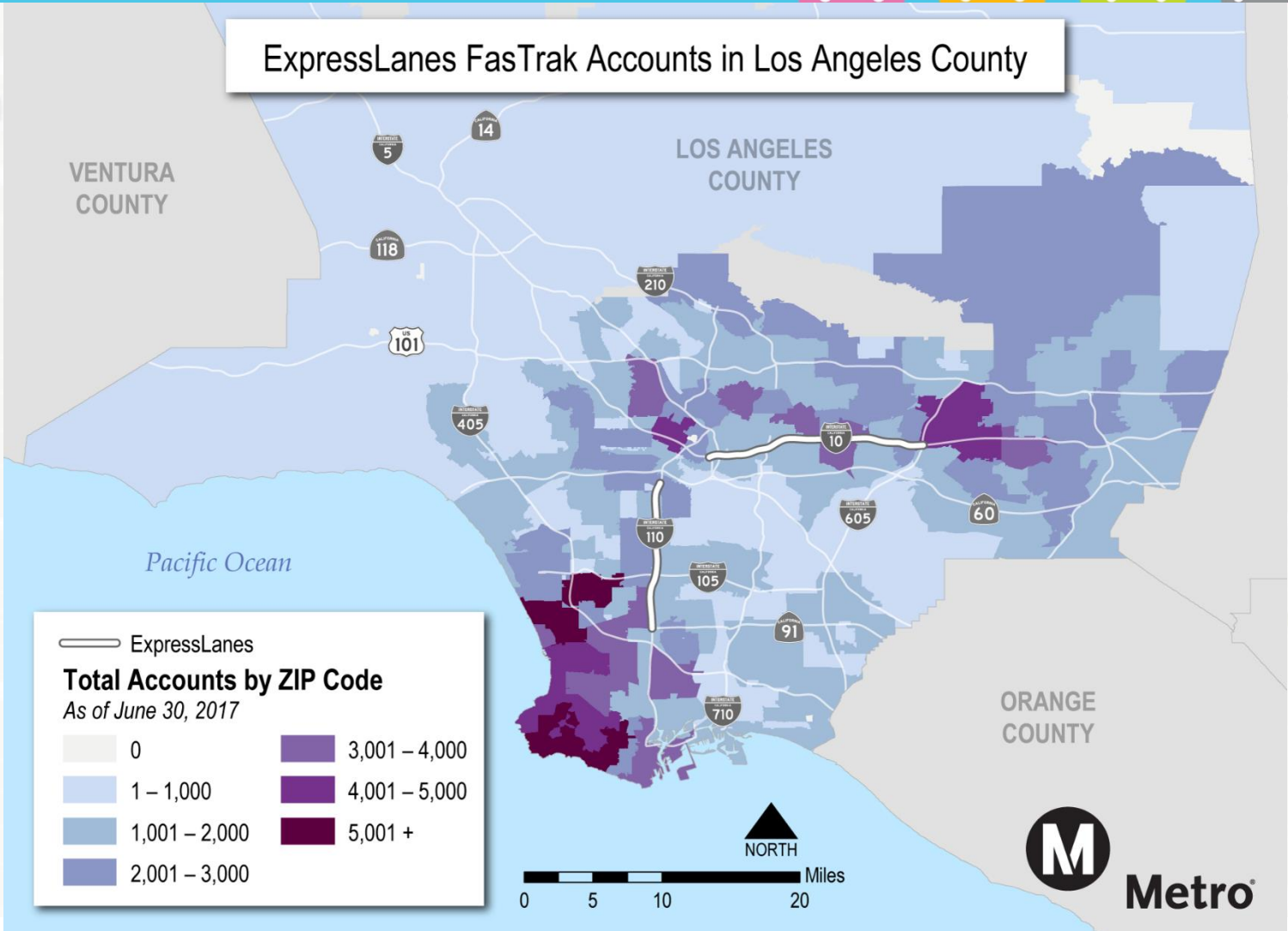
- Acceleration of Projects
 - Streamlining project delivery
 - System network approach in seeking CTC tolling authority
 - Secure discretionary grants
 - Inter-fund borrowing
 - Leveraging the unsolicited proposal (UP) process
- Ongoing coordination with Orange County
- I-105 operational improvements
- Charging Clean Air Vehicles (CAVs): Early 2018
- Occupancy detection: Summer 2018



ExpressLanes Market Penetration



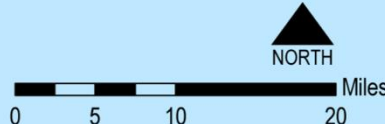
ExpressLanes FasTrak Accounts in Los Angeles County



— ExpressLanes

Total Accounts by ZIP Code
As of June 30, 2017

| | |
|---------------|---------------|
| 0 | 3,001 – 4,000 |
| 1 – 1,000 | 4,001 – 5,000 |
| 1,001 – 2,000 | 5,001 + |
| 2,001 – 3,000 | |



ExpressLanes Financing



- A prior survey indicates a vast majority (75%) of ExpressLanes customers would like to see expansion to other freeways in LA County
- Would provide mobility benefits through improvement of freeway operations and enhanced transit service in these corridors
- Analysis of Net Toll Revenue Grant Expenditures:
 - \$47 million in grants (Rounds 1 and 2)
 - 3% expended (\$1.4 million) in the past 3 years
- Since ExpressLanes have few outside funding sources, net revenues from existing and future ExpressLanes could be utilized to develop the network
 - Net revenues could be borrowed through a process of inter-fund borrowing
 - Since each ExpressLanes project has its own enterprise account, the amount of net revenue that is borrowed can be tracked



Transportation Demand Management



- TDM Strategies

- Metro provides employers assistance with programs aimed at reducing single occupancy vehicle (SOV) trips to and from worksites (commuter benefits, transit and vanpool subsidies, Metro Rewards, etc.)

- Commuter Benefits

- IRS Section 132(f) employers can provide a voluntary benefit to their employees which reduces their monthly commuting costs
- Commuter Benefits Ordinance Working Group (CBOGW) has been established
- The 2018 State Legislative Program will include a recommendation for the Board to support legislation that would expand authority for Metro or other entities to establish Commuter Benefit Programs



**Board Report**

File #: 2017-0541, **File Type:** Informational Report

Agenda Number: 7.

**AD HOC CONGESTION HIGHWAY AND ROADS COMMITTEE
SEPTEMBER 20, 2017**

SUBJECT: METRO EXPRESSLANES FISCAL YEAR (FY) 2017 OPERATIONS PERFORMANCE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the FY2017 Operations Performance Report (Attachment A) for the Metro ExpressLanes.

ISSUE

To ensure key performance goals are met, Metro ExpressLanes performance metrics are monitored on a continual basis. This report provides an update on the performance of the Metro ExpressLanes for FY 2017.

DISCUSSION

Since the inception of the ExpressLanes, more than 154 million trips have been taken (100.8 million on the I-110 ExpressLanes and 53.9 million on the I-10 ExpressLanes).

A total of 608,784 accounts have been opened, including 14,200 Low-Income-Assistance-Plan accounts.

Attachment A provides a detailed summary of the program's performance for Metro's Fiscal Year 2017 (July 1, 2016 to June 30, 2017). The following are highlights of the Metro ExpressLanes performance based upon data through June 30, 2017:

- Monthly average travel speeds on the ExpressLanes were 10% faster than the general purpose (GP) lanes. For the full length of each of the corridors, the average monthly speed exceeds 45 miles per hour (mph):
 - I-110 ExpressLanes average AM peak-period travel speeds were 52 mph, saving up to an average of 13 minutes compared to the GP lanes.
 - I-10 ExpressLanes average AM peak-period travel speeds were 54 mph, saving up to an average of 15 minutes compared to the GP lanes.
- 41.3 million vehicle trips in the ExpressLanes in FY17 is an increase of 9% compared to FY2016.
- 152,302 transponders were issued in FY17, an increase of 5% compared to FY2016.
- Low Income Assistance Plan account openings increased by 31.1% from FY2016.

- 79% of ExpressLanes users are satisfied with the amount of time saved relative to the toll paid.
- The top reasons for using the ExpressLanes: Travel Faster (55%), Avoid Traffic (42%), Feel Safer (3%).
- 15,479 ExpressLanes customers took advantage of an ExpressLanes partnership with Metrolink.

HOV Only Status and Travel Speeds the AM Peak Period

The ExpressLanes are operated on dynamic pricing principles designed to maintain travel speeds at or above 45mph. When vehicle travel speeds fall below 45 mph on a segment of the lanes, the lanes go into HOV Only status which means Single Occupant Vehicles (SOVs) are prohibited from entering the lanes at that segment to help alleviate the congestion and raise the speeds.

During FY 2017, a daily average of 29,229 vehicles traveled the I-110NB ExpressLanes, which is a 3% increase from the prior year. I-10WB had an average daily increase of 8%. With this continued increase in vehicle trips on the ExpressLanes in FY2017, refinements were made to the pricing algorithm to ensure minimal impacts to travel speeds.

In FY 2017, the I-110 was in HOV Only status a total of 21,140 minutes during the AM peak period. This is a 15% increase compared to FY 2016. Comparatively, the I-10 was in HOV Only status a total of 3,784 minutes, which 92% increase over FY2016. Due to the toll free status of HOV 2 customers and the higher number of vehicle trips on the northbound I-110 ExpressLanes, these lanes enter HOV Only status more frequently than the I-10 corridor.

Over the past couple of years we have seen a trend whereby HOV Only minutes are increasing. Despite efforts to improve the algorithm and raise the toll rates, HOV Only minutes continue to increase so additional measures must be pursued. To improve the performance of the ExpressLanes and reduce the number of HOV Only minutes during the AM peak, staff will be undertaking a number of projects to reduce the recurrence of HOV Only.

- Charge a toll to Clean Air Vehicles starting in December 2017 or January 2018;
- Offer a monetary incentive to customers to change their travel behavior and NOT travel during the peak hours called the “Peak of the Peak Incentive Program”;
- Implement an automated occupancy detection system to enforce payment of the tolls by solo drivers; and,
- Work with Caltrans to determine if it is necessary to raise the carpool minimum occupancy requirement.

FINANCIAL IMPACT

None

Impact to Budget

None

ALTERNATIVES CONSIDERED

N/A

NEXT STEPS

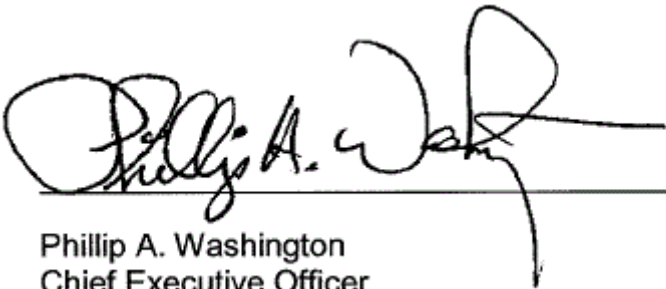
Staff will return to the Board in six months with the next performance report and will continue work on implementing the operational improvements listed in the report.

ATTACHMENTS

Attachment A - Metro ExpressLanes Performance Report: Fiscal Year 2017

Prepared by: Michel'le Davis, Principal Transportation Planner, 213.418.3136
Kathleen McCune, DEO, Congestion Reduction, 213. 418.3138
Shahzad Amiri, Executive Officer, Congestion Reduction, 213.922.3061

Reviewed by: Stephanie Wiggins, Deputy CEO, 213.922-1023



Phillip A. Washington
Chief Executive Officer

METRO EXPRESSLANES

OPERATIONS PERFORMANCE REPORT

FISCAL YEAR 2017 (ENDING JUNE, 30 2017)

SEPTEMBER 20, 2017



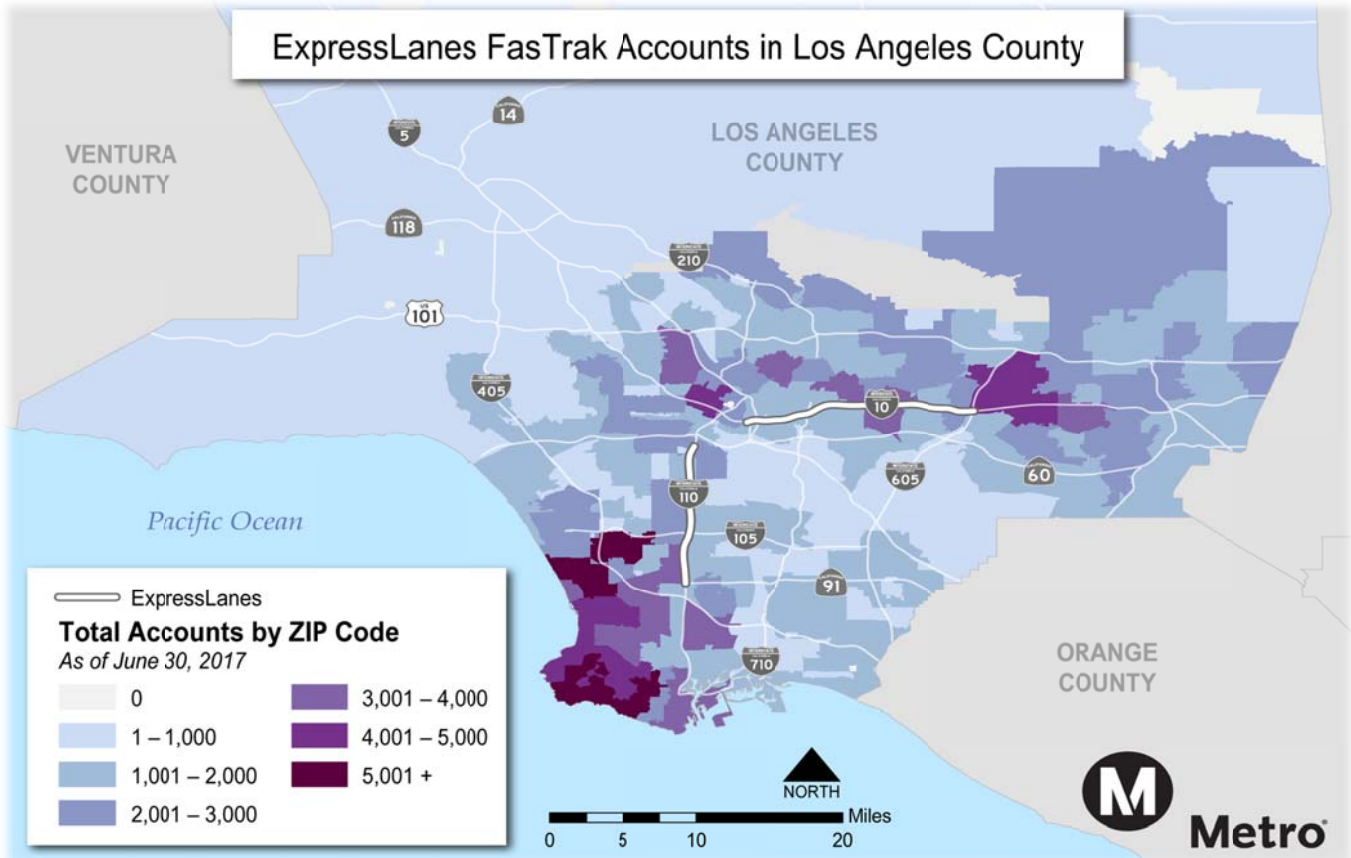


Program Highlights:

Operational Totals through June 30, 2017

| | | |
|--|--|---------------------------------|
| TOTAL VEHICLE TRIPS | 154,684,893 | |
| | I-110 TRIPS: 100,791,323 | I-10 TRIPS: 53,893,570 |
| TOTAL PRELIMINARY REVENUE | \$248,817,919 | |
| | I-110 TOTAL: \$155,569,782 | I-10 TOTAL: \$93,248,137 |
| TOTAL ACCOUNTS OPENED | 608,784 | |
| | LOW-INCOME ASSISTANCE PLAN ACCOUNTS..... | 14,200 |
| | TAP REWARDS REGISTERED ACCOUNTS..... | 11,857 |
| TOTAL TRANSPONDERS ISSUED | 721,183 | |

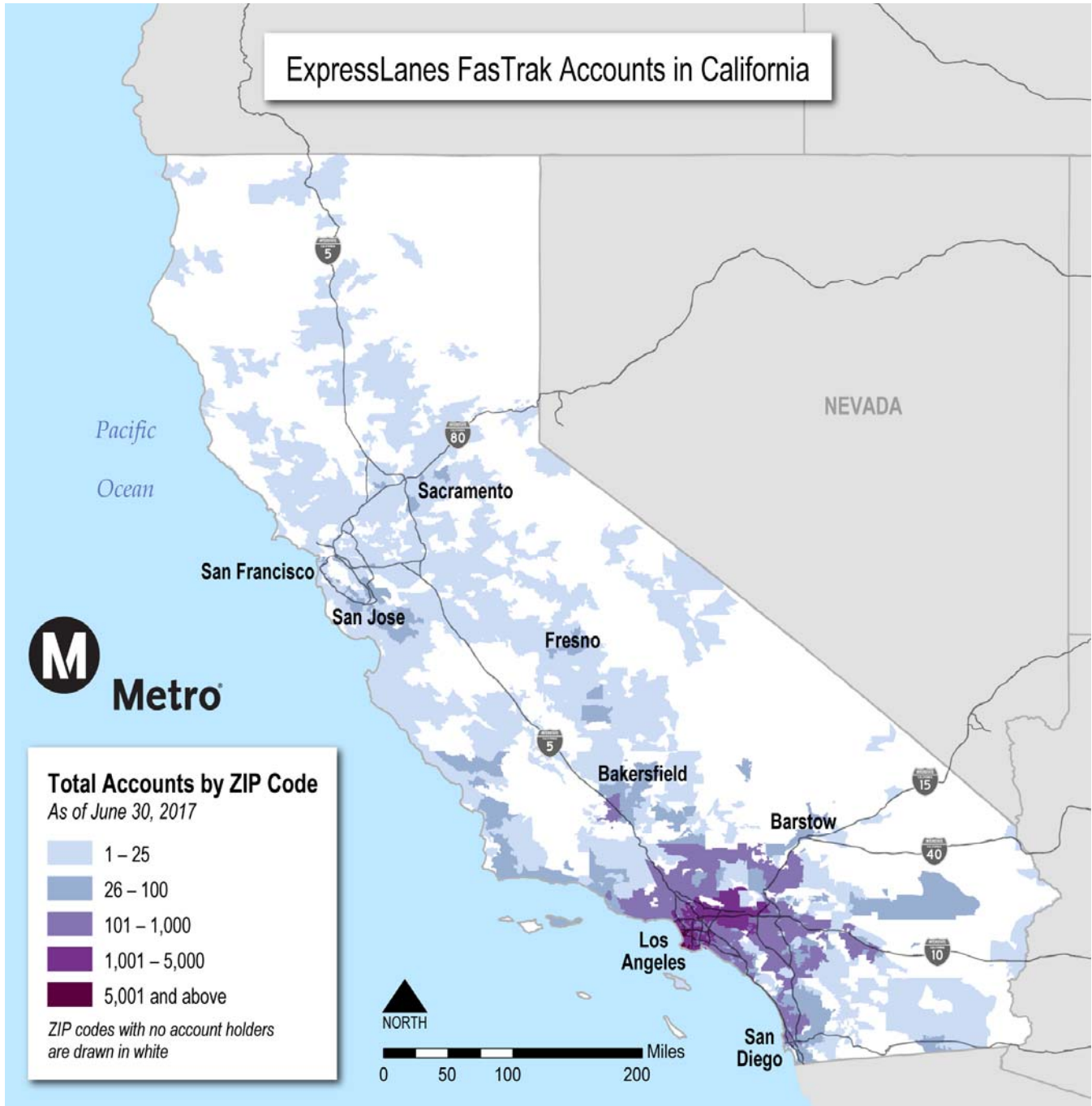
ExpressLanes Customers in Los Angeles County





Metro ExpressLanes Accounts Statewide

The Metro ExpressLanes FasTrak[®] transponder is compatible with all toll facilities in California. This statewide acceptance allows our customers to use one device, and not have to open separate accounts with different toll facilities. As of June 30, 2017, 81% of all accounts are registered to an address in Los Angeles County.

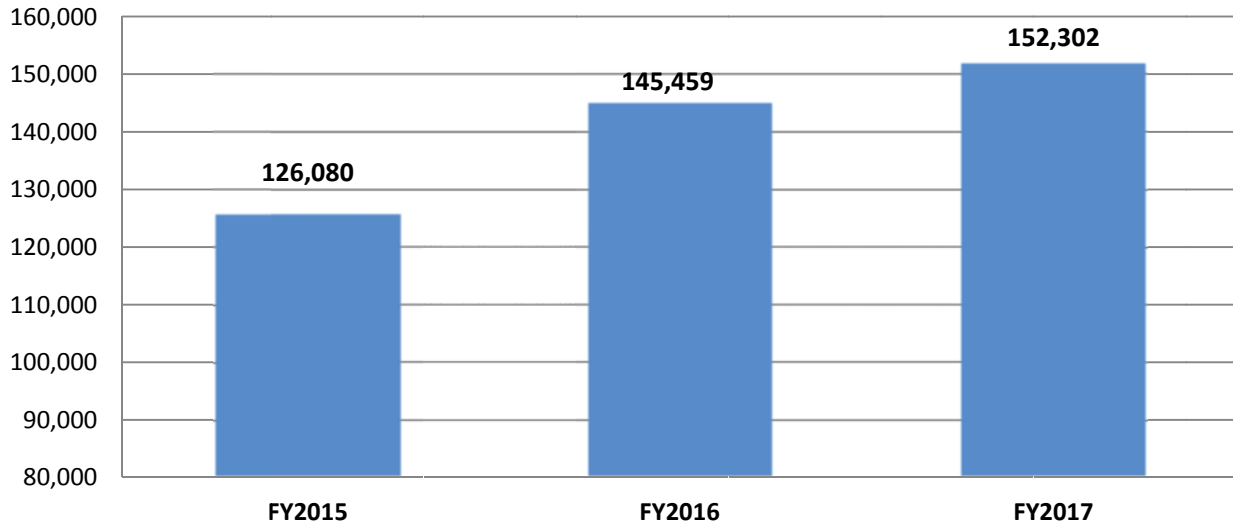




FasTrak® Transponder Adoption

The demand for Metro ExpressLanes FasTrak transponders continues to grow. Transponders issued to customers increased by 5% in FY17 compared to FY16.

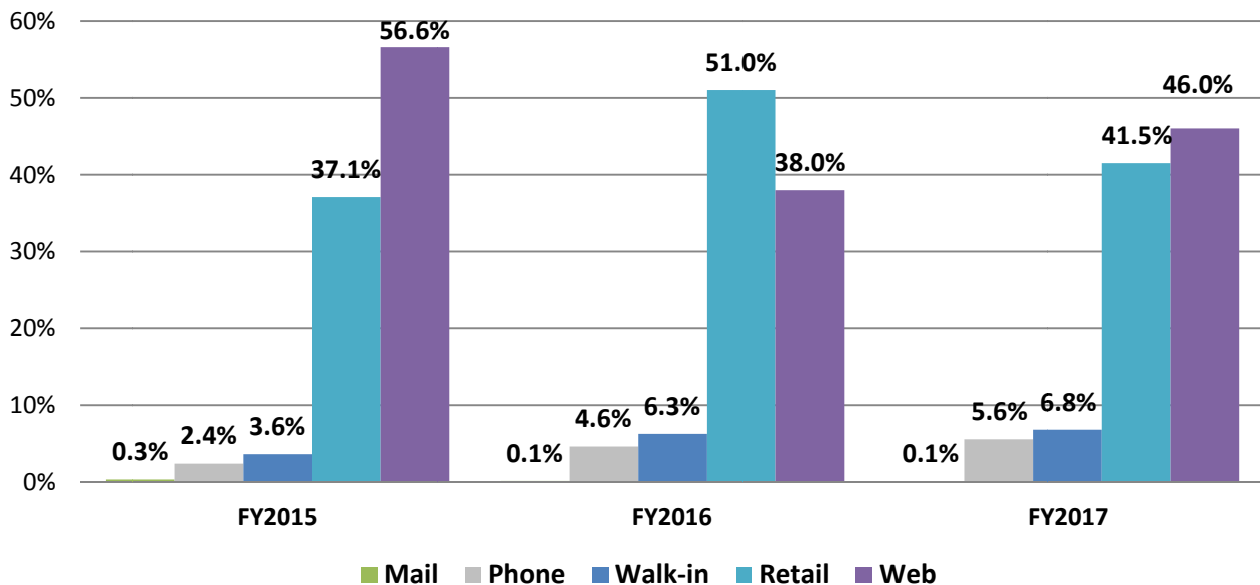
Newly Issued FasTrak® Transponders



Account Opening Channel

In FY17, our website metroexpreslanes.net, was the largest channel for transponder distribution, followed closely by our retail partners. Customers can purchase a FasTrak transponder at participating AAA, Costco, and Albertsons locations in Los Angeles County.

Percentage of Accounts Opened by Channel

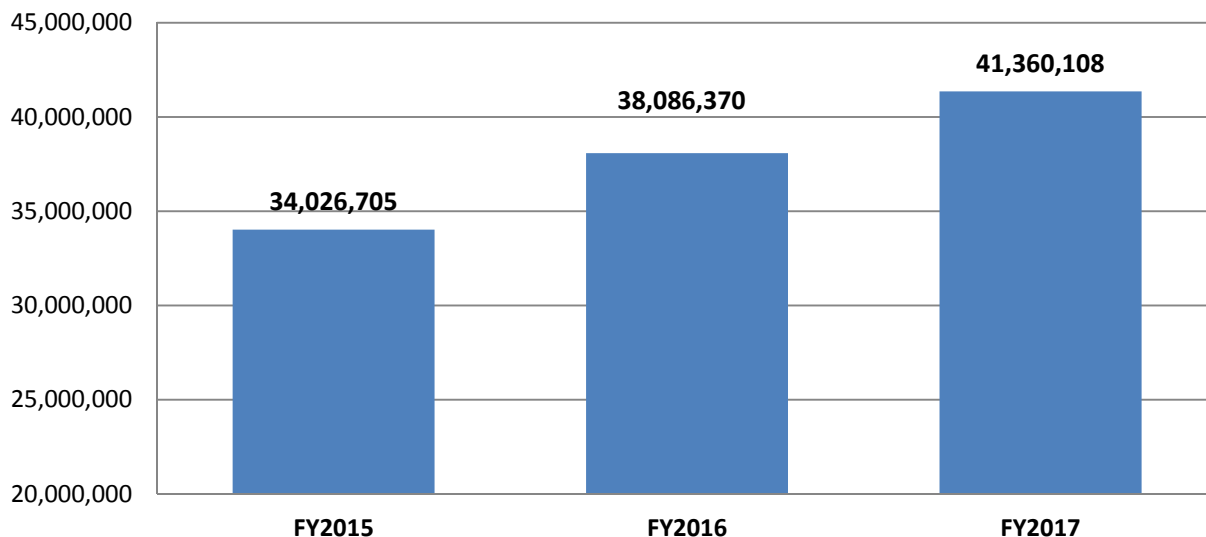




ExpressLanes Trips

ExpressLanes trips continue to increase. Total trips increased by 8.5% in FY17 compared to FY16.

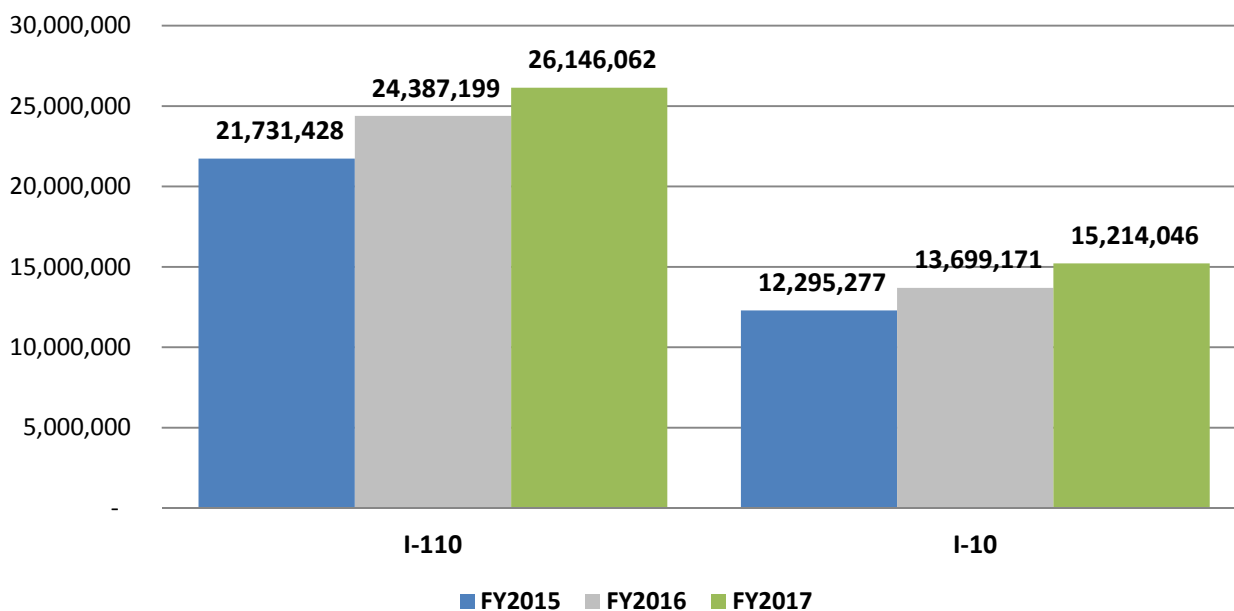
Total ExpressLanes Trips by Year



Trips by Corridor

The I-110 corridor continues to have higher trip volumes over the I-10 corridor. However, I-110 trips only increased by 7.2% in FY17 compared to an 11.1% increase on the I-10 corridor.

ExpressLanes Trips by Corridor

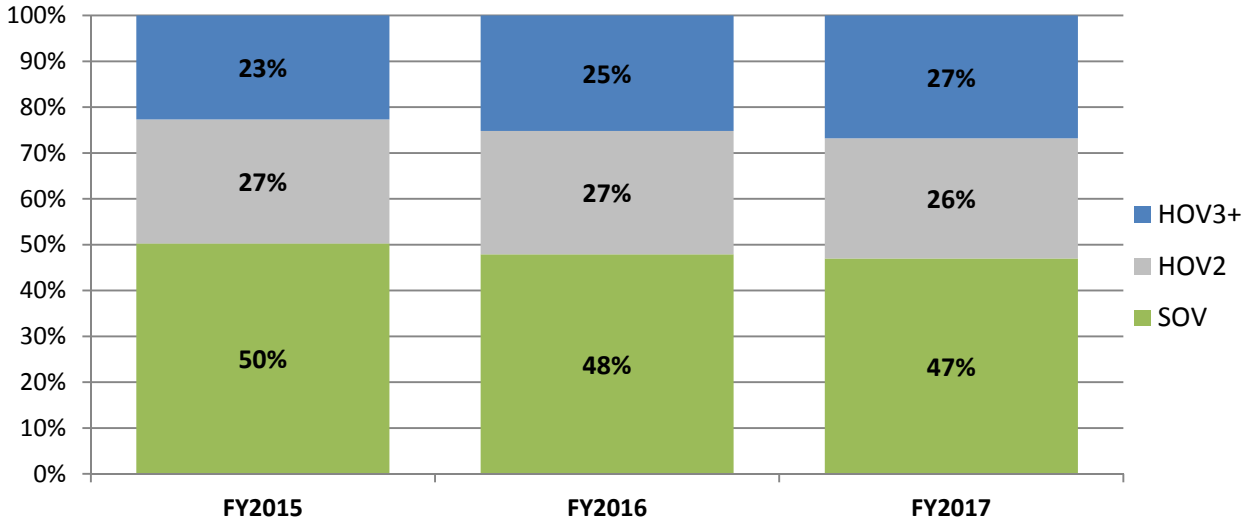




Mode Split

In FY17 HOV2 and HOV3+ trips continued to slightly increase over Single Occupant (SOV) trips.

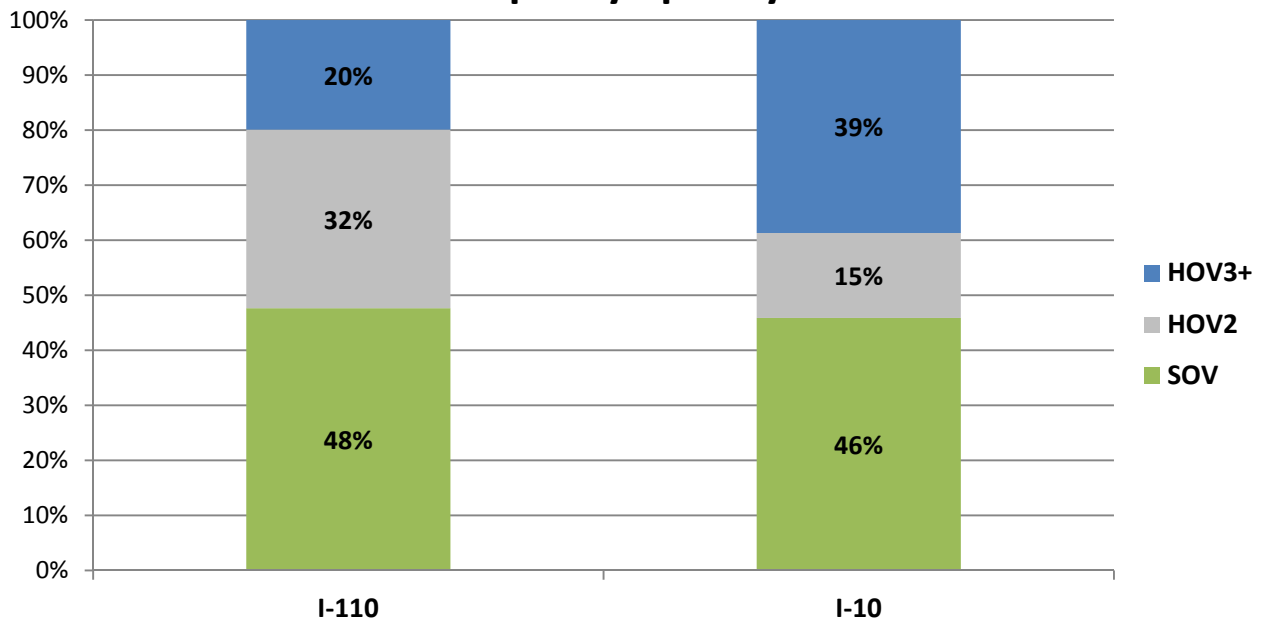
Occupancy Split by Year



Mode Split by Corridor

The I-110 corridor has a significantly lower percentage of HOV3+ trips than the I-10 corridor. This is most likely due the toll-free status of HOV2 customers on the I-110 at all times compared to HOV2 customers paying a toll during AM and PM peak times on the I-10.

FY17 Occupancy Split by Corridor

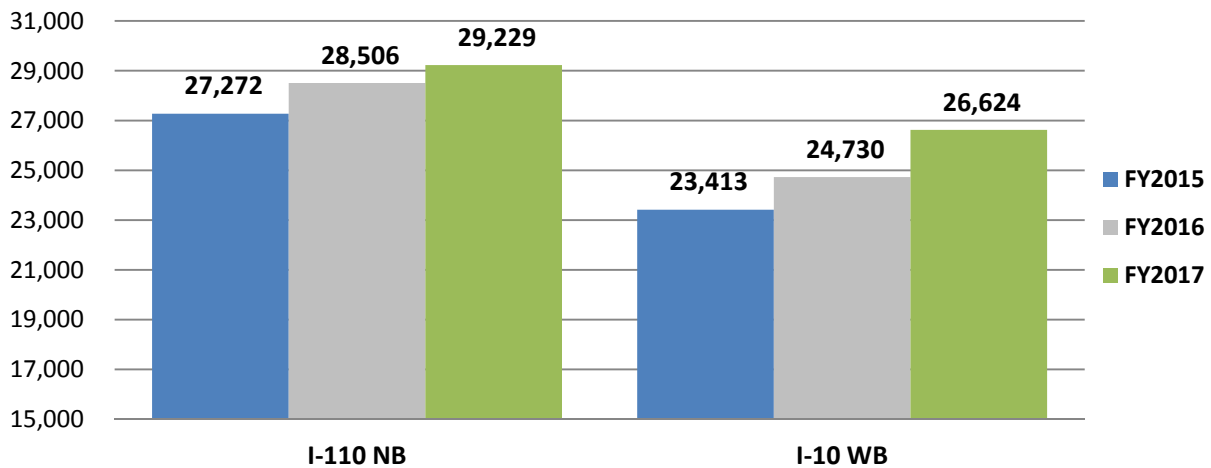




ExpressLanes Average Vehicle Volumes during Morning Peak

Average vehicle volumes during the morning peak have continued to increase year over year. Average vehicle volume in the I-110 ExpressLanes increased by 2.5% in FY17 compared to a 7.6% increase in volumes on the I-10 ExpressLanes.

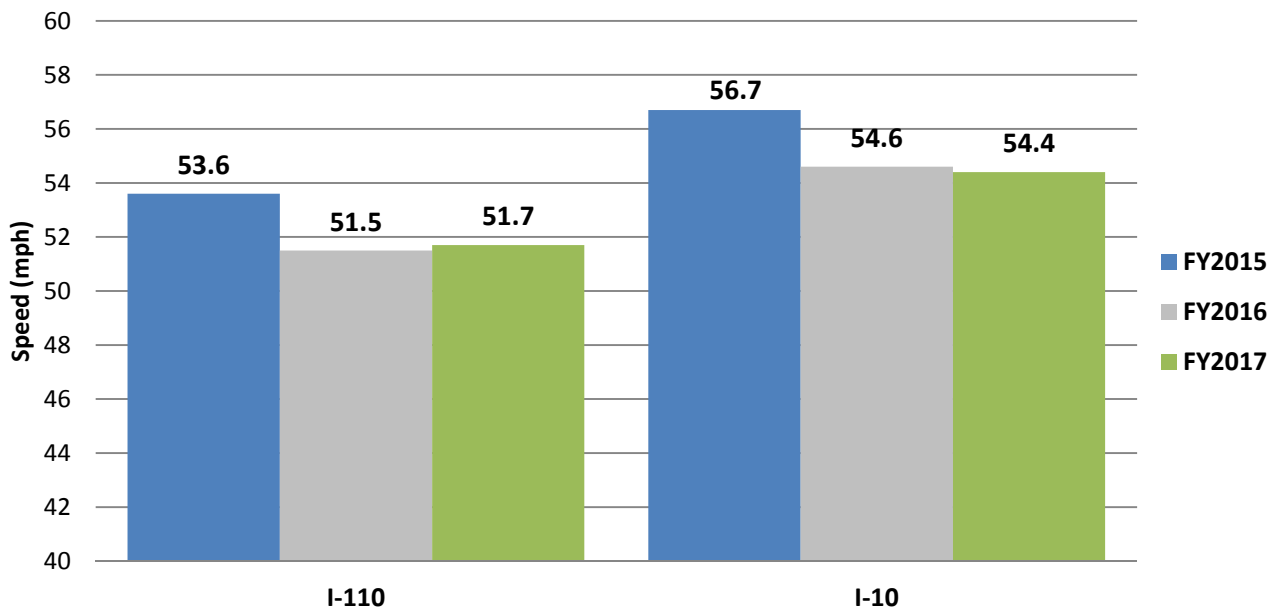
ExpressLanes Average Vehicle Volumes during AM Peak



ExpressLanes Average Travel Speeds during Morning Peak

Average travel speeds during the morning peak have remained above 45mph for full length trips. Average speeds along the I-110 ExpressLanes average slightly less than the I-10 ExpressLanes which can be attributed to the higher vehicle volumes that travel on the I-110 as compared to the I-10.

Average Travel Speeds - AM Peak

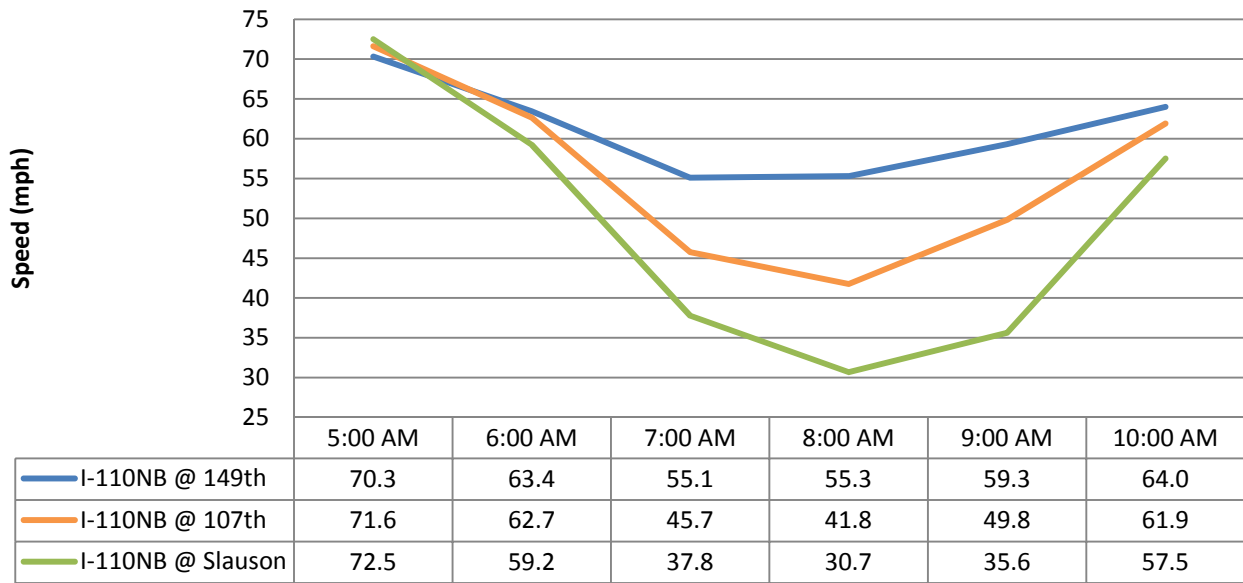




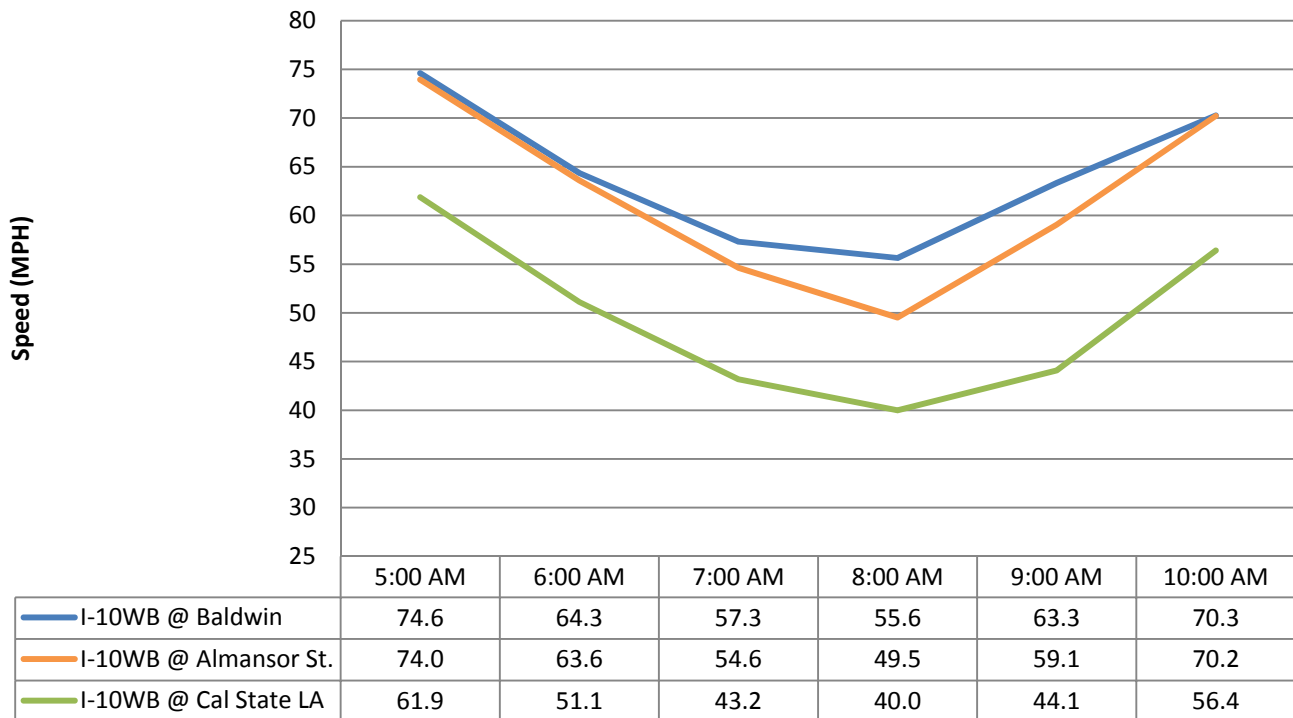
FY17 I-110NB and I-10WB Average Travel Speeds during Morning Peak

Average speeds fluctuate during the morning peak depending on the location and time on both corridors. The number of vehicles in the ExpressLanes increases closer to downtown Los Angeles and between the hours of 7:00AM and 9:00AM causing speeds to decrease.

FY17 Average I-110NB AM Peak Speeds by Location



FY17 Average I-10WB AM Peak Speeds by Location

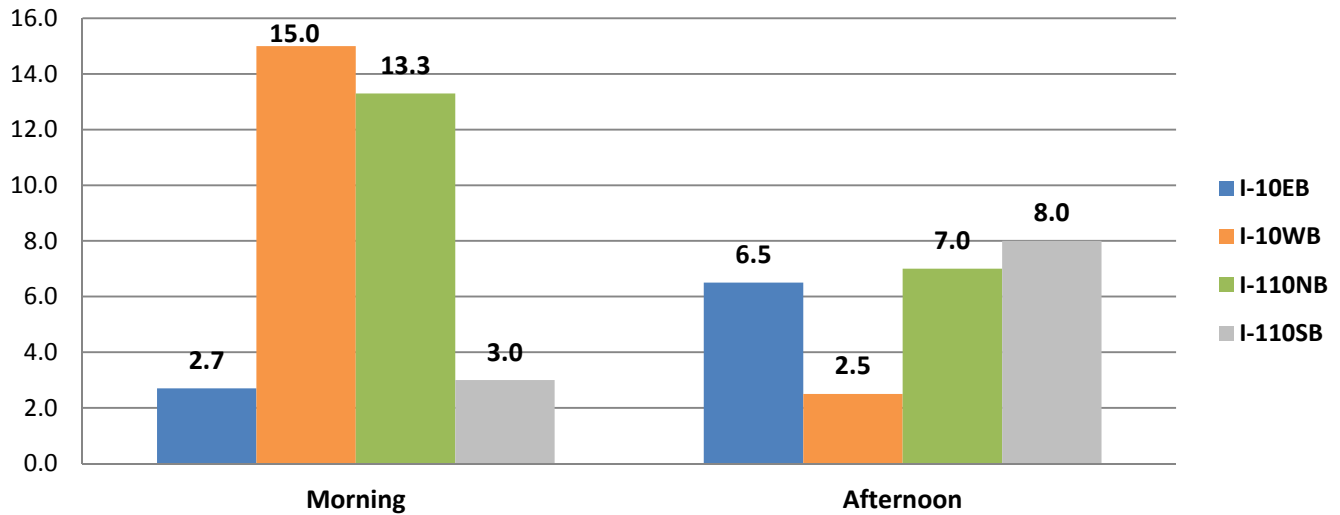




ExpressLanes Travel Times Savings over General Purpose Lanes

Average speeds in the ExpressLanes remain higher than the average speeds in the General Purpose (GP) Lanes. Travel time tests were performed on the ExpressLanes in the morning and afternoon peak times. Morning peak travel saved up to an average of 15 minutes when in the ExpressLanes compared to the GP lanes. Afternoon travel saved up to an average of 8 minutes in the ExpressLanes compared to the GP lanes.

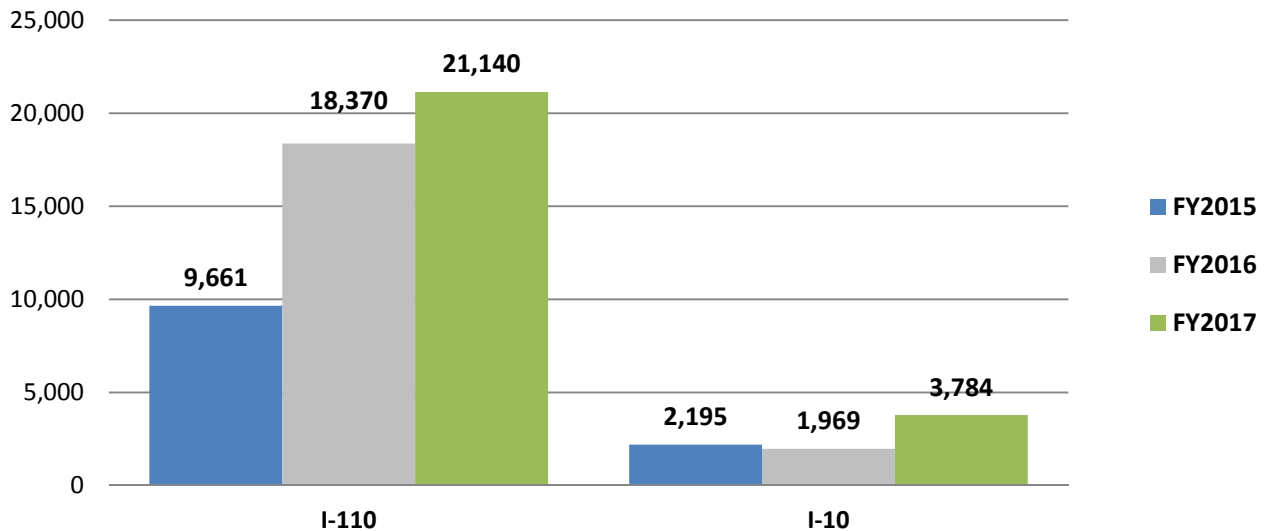
FY17 Average Travel Time Savings (Minutes)



HOV Only Status in the AM Peak

When the average vehicle speed begins to fall below 45mph on a segment of the lanes, the lanes go into HOV only status, not allowing SOV drivers into the lanes to help alleviate some congestion. Due to the higher vehicle volumes and lower HOV requirement, the I-110NB goes into HOV only status more frequently than the I-10WB.

HOV Only Minutes by Year





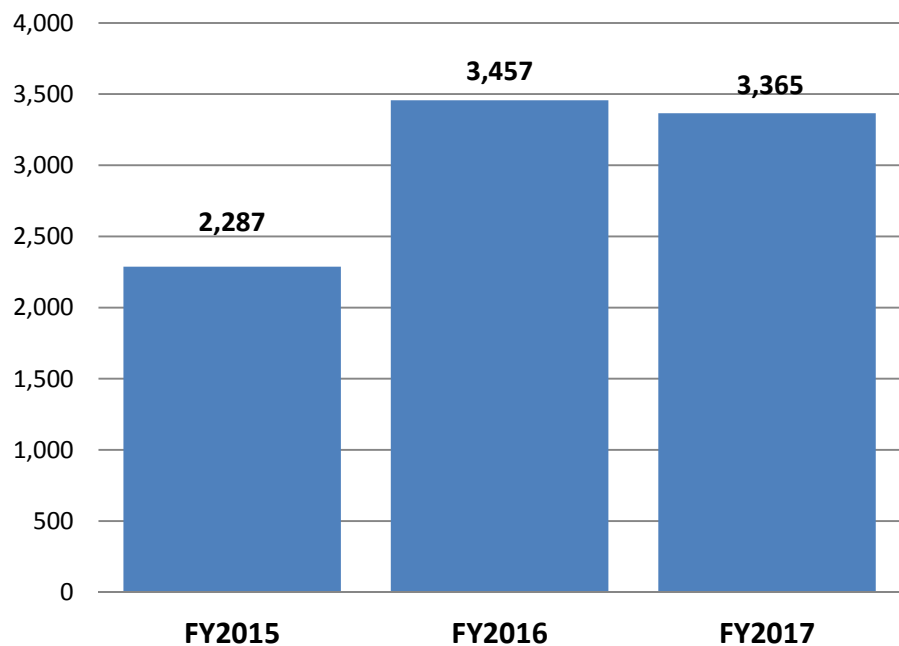
ExpressLanes Customer Incentives – Low Income Assistance Plan

Residents of Los Angeles County with an annual household income equal to or less than the double the federal poverty level qualify for a one-time credit of \$25 and an automatic waiver of the monthly account maintenance fee.

Metro ExpressLanes provides outreach at different community events, festivals, and transportation workshops throughout the year to promote the plan. Also, the program is advertised on bus cards, billboards, and online ads. In FY17 the number of new accounts increased by 31% over FY16 to a total of 14,200 accounts opened.



Newly Opened Low Income Assistance Plan Accounts



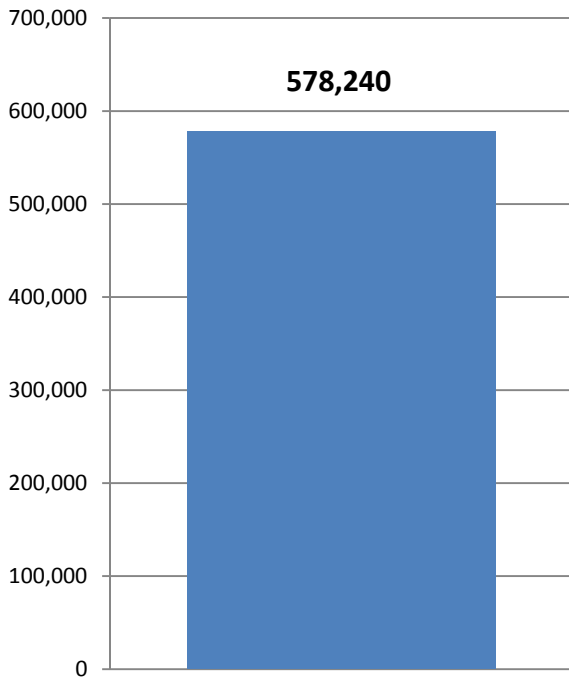


ExpressLanes Customer Incentives – Transit Rewards

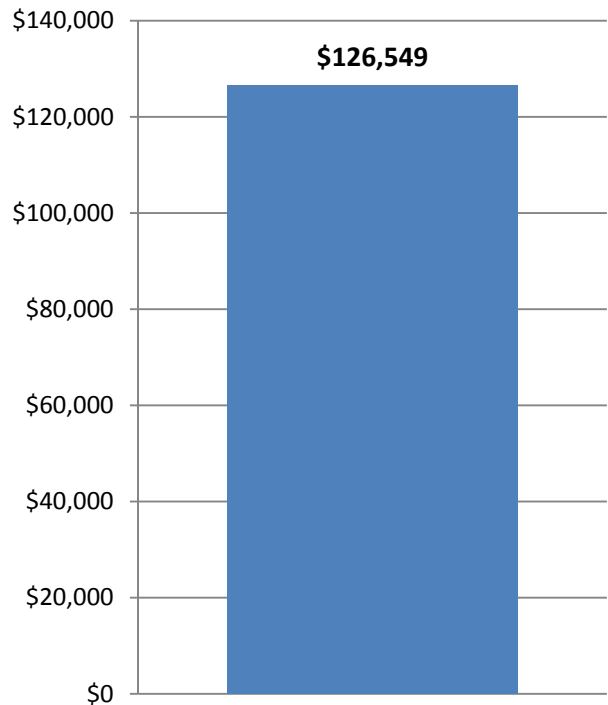
Transit riders that register a TAP card on their ExpressLanes account can earn a \$5 toll credit each time they take 16 one-way transit trips during peak hours on the I-110 Harbor Transitway or the I-10 El Monte Busway. Over 578,000 qualifying transit trips have been taken since opening of the ExpressLanes



Qualifying Transit Trips Taken Since Program Inception



Toll Credits Issued Since Program Inception





ExpressLanes Customer Incentives – Metrolink Rewards

To increase customer awareness of available transit alternatives, Metro ExpressLanes and Metrolink partnered in May 2017 to offer our ExpressLanes customers two free roundtrip tickets on Metrolink. 15,479 ExpressLanes Customers redeemed the offer as of June 30, 2017.



ExpressLanes Customer Incentives – Carpool Loyalty

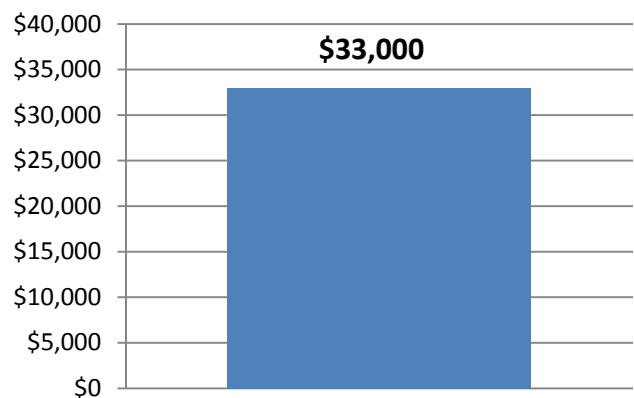
The Carpool Loyalty Program automatically enters Metro ExpressLanes customers into a monthly drawing for a chance to win gift cards when they use the ExpressLanes with a FasTrak® set to HOV2 or HOV3 status. Since the inception of the program \$33,000 in gift cards have been given to carpoolers.

**START A CARPOOL,
GET REWARDED.**

For more info on our Carpool Loyalty Program, visit metroexpresslanes.net.




**Carpool Rewards Given as of
June 30, 2017**

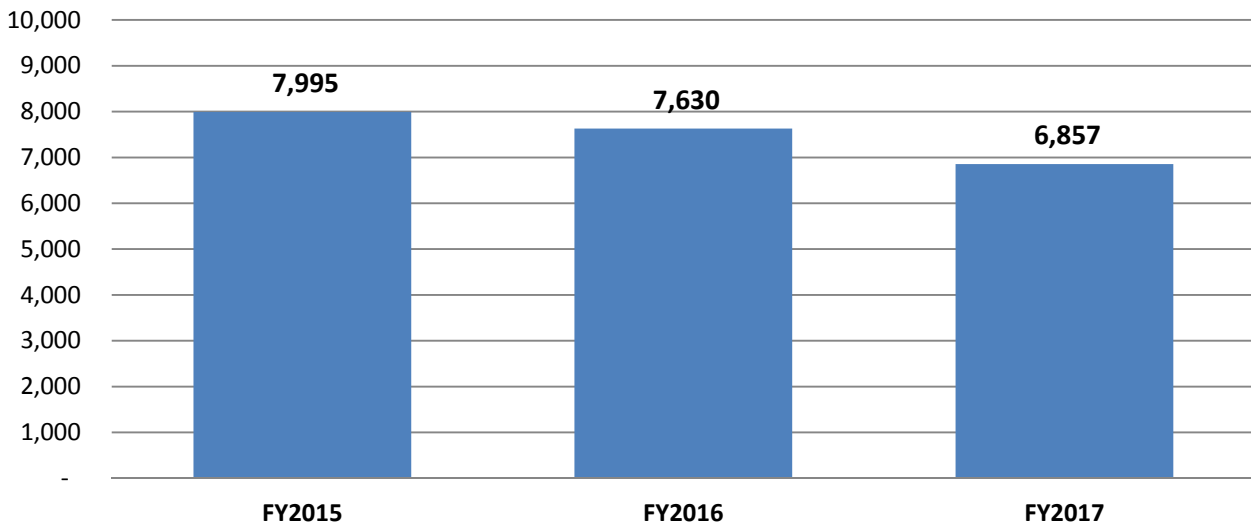




Silver Line Transit Ridership

The Metro Silver Line operates as a Bus Rapid Transit (BRT) system on the I-110 and I-10 ExpressLanes. Silver Line ridership on the ExpressLanes during the peak periods has decreased by 10%, which is similar to the overall ridership declines on other Metro bus lines. While ridership is down year-over-year, Silver Line ridership has increased by 6% from the inception of the Expresslanes.

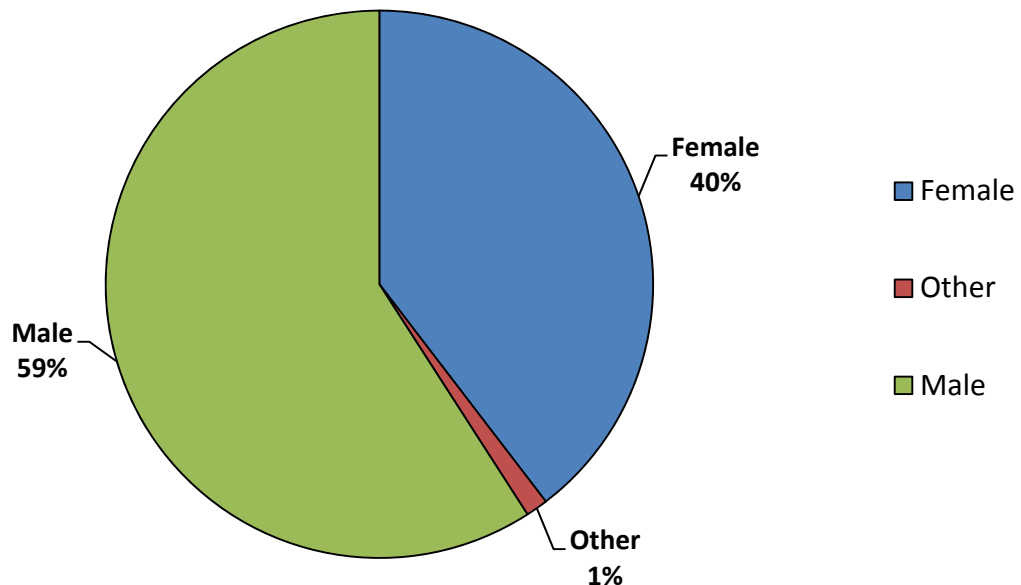
Silver Line Average Peak Daily ExpressLanes Ridership



Metro ExpressLanes User Profile

ExpressLanes customers were surveyed in FY17 to gain insight on our customers’ demographics, satisfaction, and usage preferences.

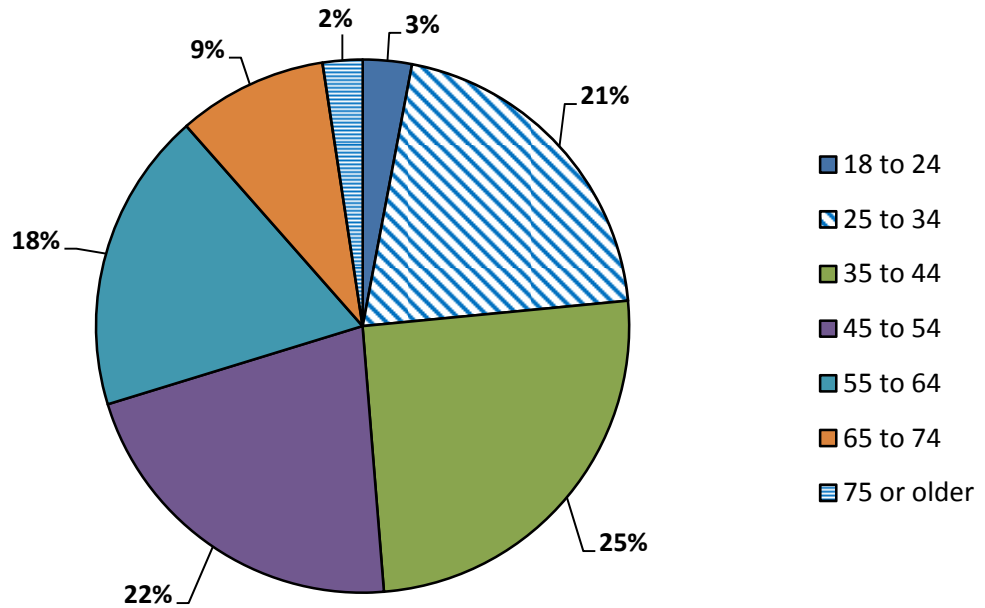
Primary ExpressLanes User Gender





Metro ExpressLanes User Profile...continued.

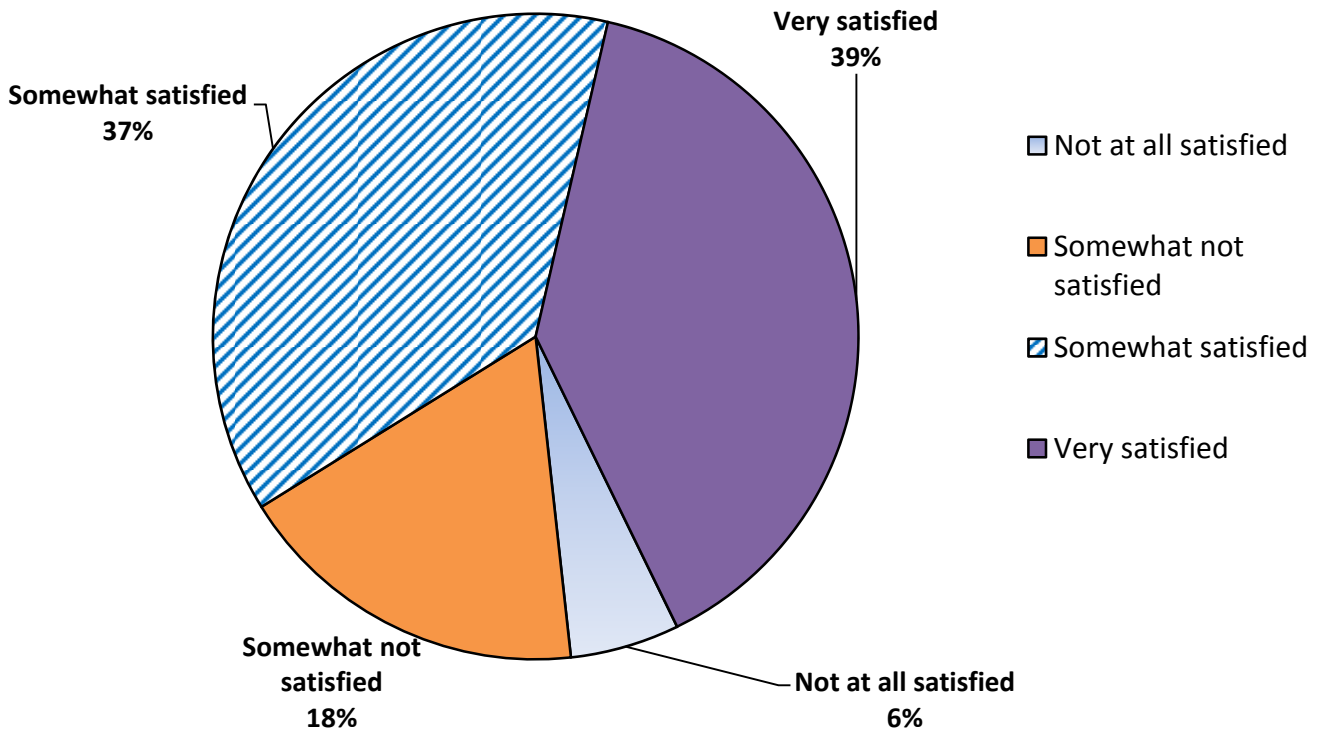
Primary ExpressLanes User Age



Metro ExpressLanes User Profile - Customer Satisfaction

Customers were asked: 'How satisfied are you with?'

The Amount of Time Saved Relative to the Toll Paid

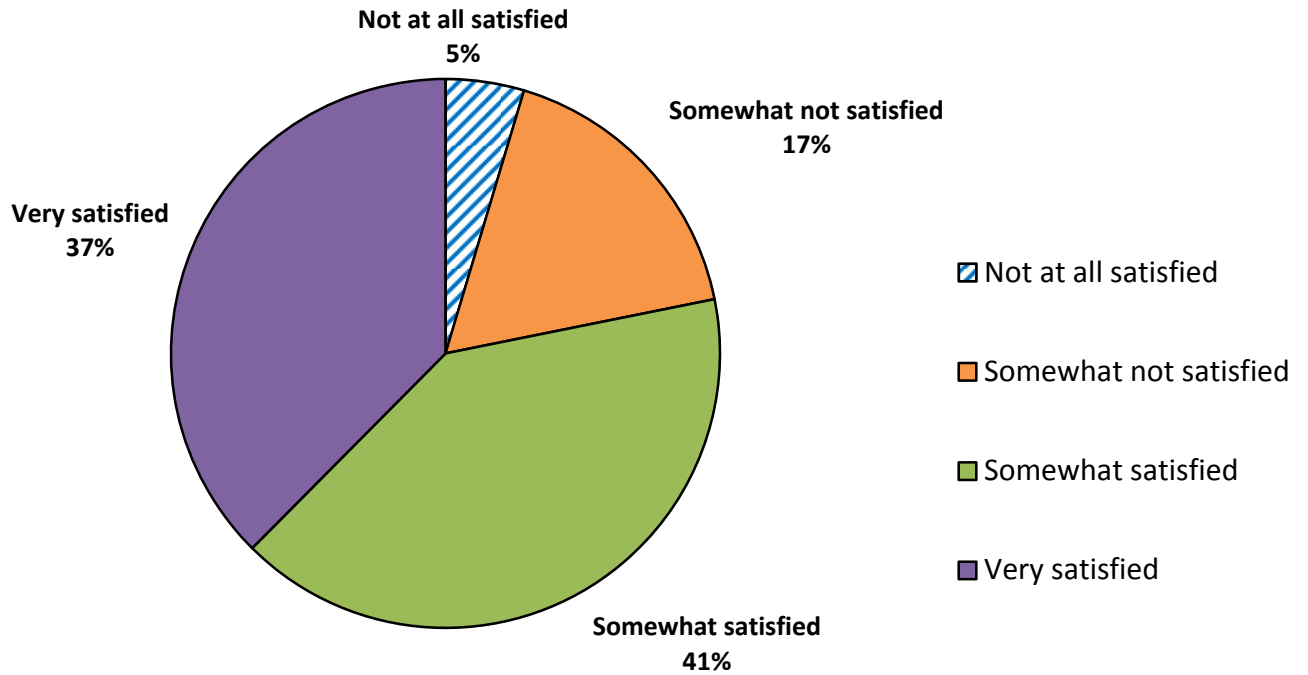




Metro ExpressLanes User Profile - Customer Satisfaction

Customers were asked: 'How satisfied are you with?'

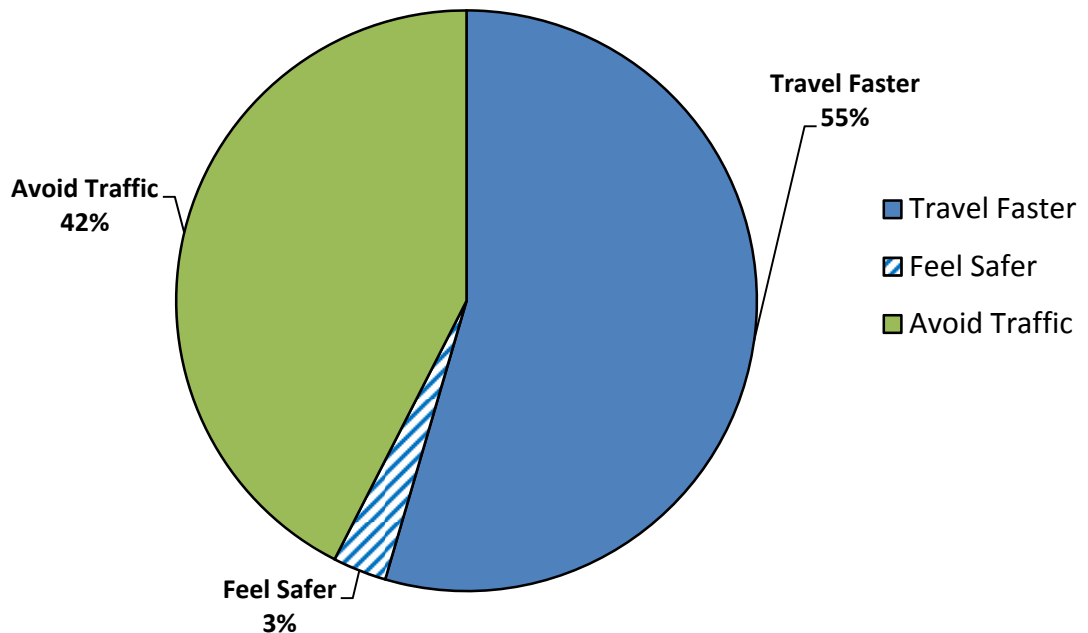
The Speed I can Maintain on the Expresslanes



Metro ExpressLanes User Profile – Customer Motivation

Customers were asked: 'What is the top reason you use ExpressLanes?'

The Top Reason for using the Expresslanes

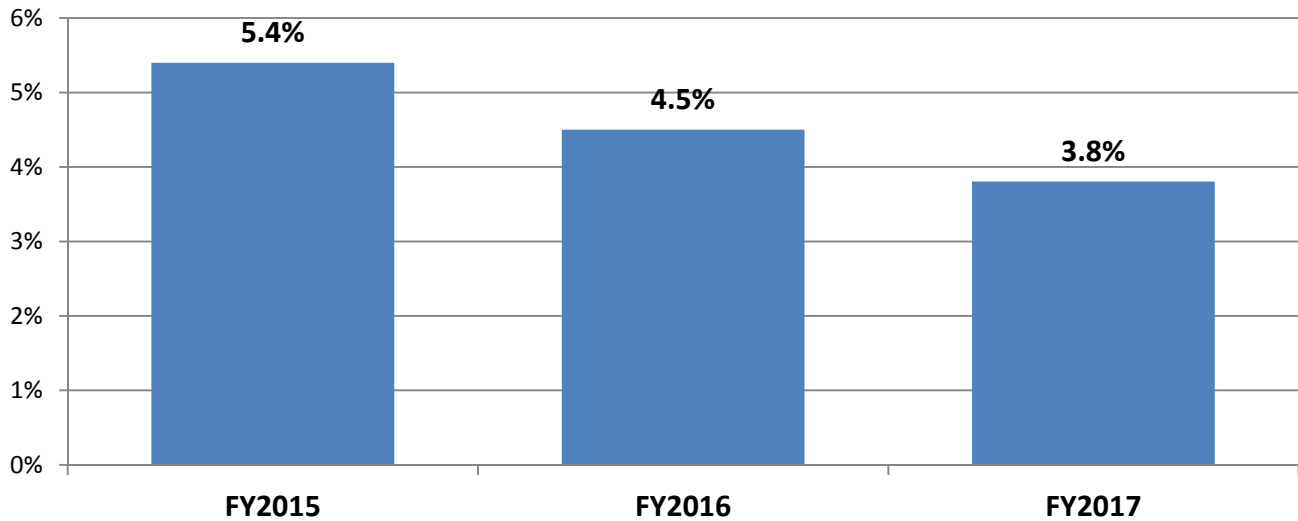




ExpressLanes Safety & Enforcement – Violations Issued

Metro ExpressLanes issues a notice of toll evasion violation when vehicles travel the ExpressLanes without a valid FasTrak® transponder. As public awareness of the ExpressLanes increases, the percentage of violations issued decreases.

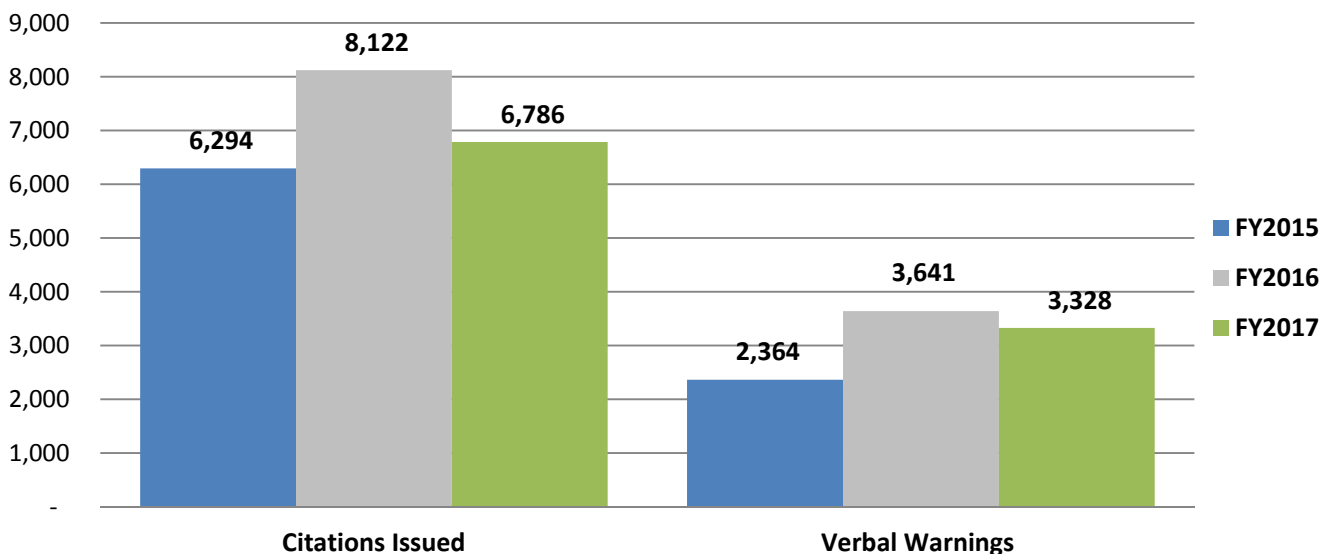
Violation Rate by Year



ExpressLanes Safety & Enforcement – CHP Activity

CHP officers are contracted to provide additional visual enforcement. CHP issues a toll/transponder related citation when a non-exempt vehicle is observed using the ExpressLanes without a transponder or the transponder switch setting does not match the observed vehicle occupancy.

CHP Issued Citations & Verbal Warnings





Metro will implement the following operational improvements to reduce congestion on the ExpressLanes during the remainder FY18 and into FY19:

- Occupancy Detection:** ExpressLanes is evaluating the feasibility of installing vehicle occupancy detection systems to reduce the occurrence of inaccurate occupancy declarations by customers (which are currently based on self-declared transponder switch settings). Implementation is expected by 4th quarter FY18.
- Mobile app:** ExpressLanes is developing a mobile app to address an issue with vehicles with Metal Oxide windshields. Drivers of these vehicles are currently unable to use their in-vehicle transponders to declare occupancy. The mobile app will give these affected customers an alternate method for declaring their vehicle occupancy for a given trip. Implementation is expected by March 2018.
- Occupancy Enforcement Beacon lights:** The overhead indicator lights used by CHP to check whether a given vehicle’s transponder setting accurately reflects the current occupancy level of the vehicle is being upgraded. The current indicator lights flash different color combinations to indicate a given vehicle’s transponder switch setting. The upgraded indicators will be digital panels that display numeric values corresponding to the vehicle’s transponder switch setting. Implementation is expected by April 2018.
- EarthCam:** Three new CCTV cameras will be installed to improve real time traffic and incident monitoring. Installation is expected by November 2017.
- New toll gantries:** ExpressLanes is evaluating the feasibility of installing four additional toll gantries to improve toll collection and violation enforcement. The toll gantries will strategically target current coverage gaps in the system and will better equip Metro to manage congestion and facilitate enforcement. Implementation is expected by the 2nd quarter of FY19.
- Improved Lane Access Management:** To reduce the occurrence of unsafe and illegal maneuvers into and out of the ExpressLanes between the designated entrances/exits, channelizers are being installed between the general purpose lanes and the ExpressLanes on segments that have a high occurrence of vehicles crossing the double-white solid line pavement markings. Implementation is expected in September 2017 for I-110, and in early 2018 for I-10.
- Metro ExpressLanes will be celebrating its 5 year Anniversary:** The I-110 anniversary will be Friday November 10, 2017. The I-10 anniversary will be Friday February 23, 2018. In recognition of this milestone staff has planned a social media campaign to gather testimonials highlighting customer experience and feedback. Rewards and marketing incentives will be given to existing customers for their loyalty.

Metro ExpressLanes FY17 Performance Report (July 1, 2016 to June 30, 2017)

**Agenda Item #7
September 20, 2017**



Metro

Performance Report Summary

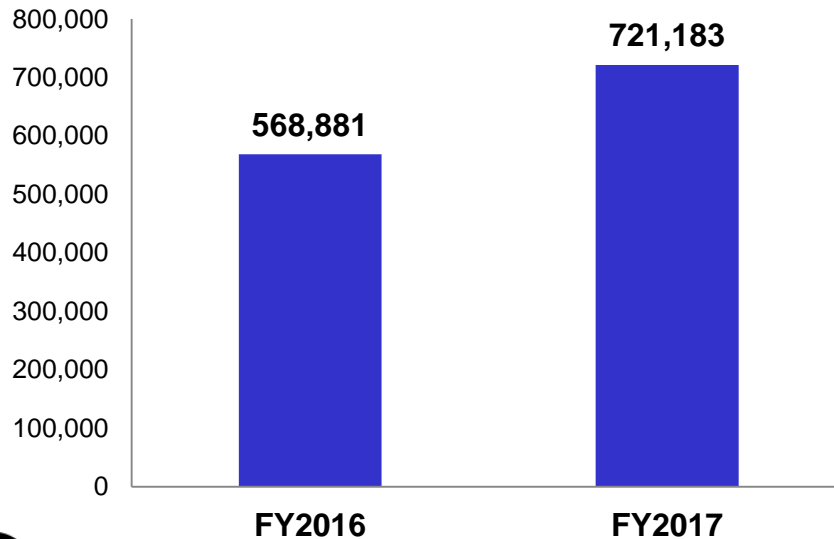
- The report summarizes ExpressLanes performance for Fiscal Year 2017 (FY17)
- Key Findings:
 - ExpressLanes trips are steadily increasing
 - Increased congestion on the 110 Northbound and 10 Westbound during the AM Peak
 - Average corridor travel speeds in the ExpressLanes remain above 45 mph and are 10% higher than the general purpose lane speeds
 - Average Silver Line ridership is down 10% during the AM & PM Peak periods in FY17; however ridership is up 6% since opening the ExpressLanes



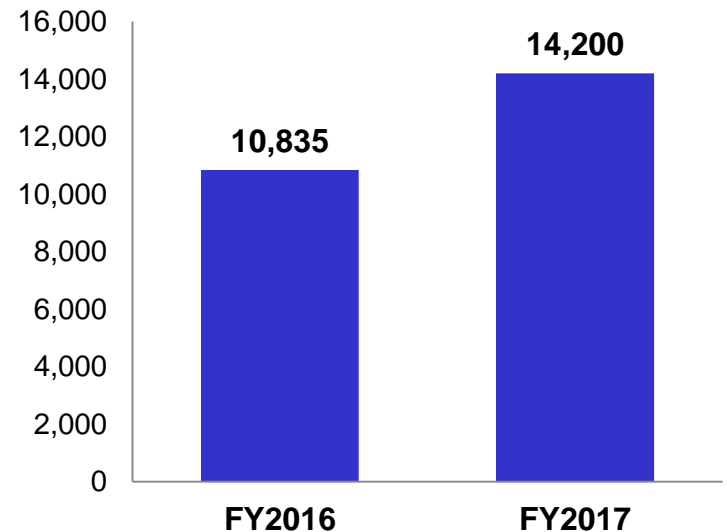
Transponders and New Accounts

- **721,183 transponders issued from inception through June 30, 2017**
 - 152,302 were issued in FY17, a 5% increase over FY16
- **608,784 total accounts opened since inception of the program**
- **14,200 total Low-Income Assistance Plan accounts opened, a 31% increase over FY16**

FasTrak Transponders Issued



Low Income Assistance Plan Accounts Opened

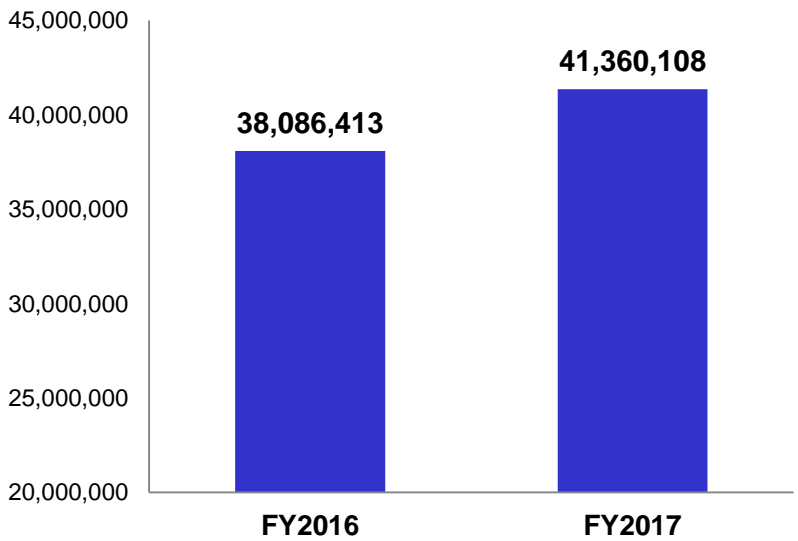


ExpressLanes Trips

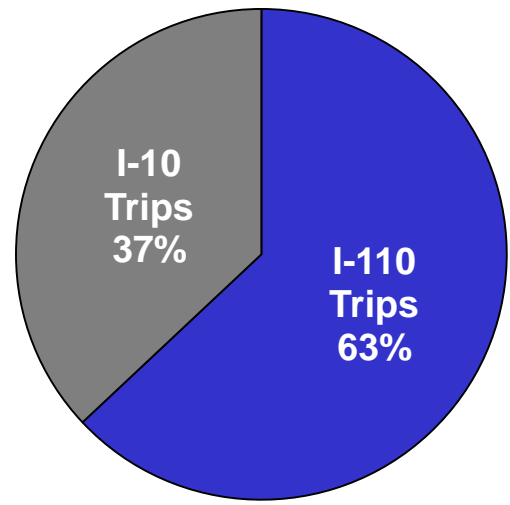
FY17 vehicle trips exceeded 41 million trips; a 9% increase over FY16

- A 7% increase on the I-110 corridor
- An 11% increase on the I-10 corridor

Total ExpressLanes Trips



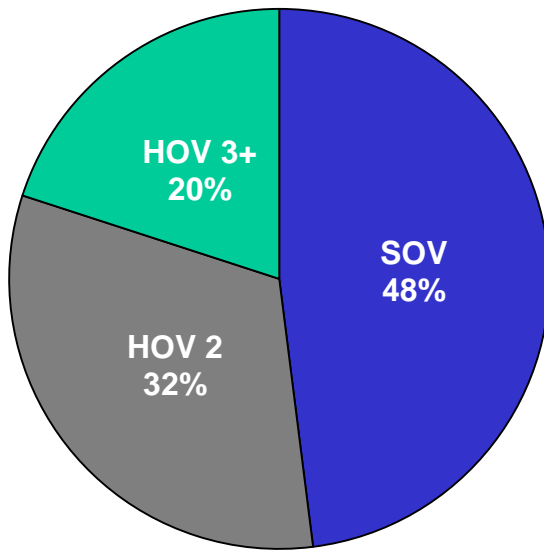
FY17 ExpressLanes Trips by Corridor



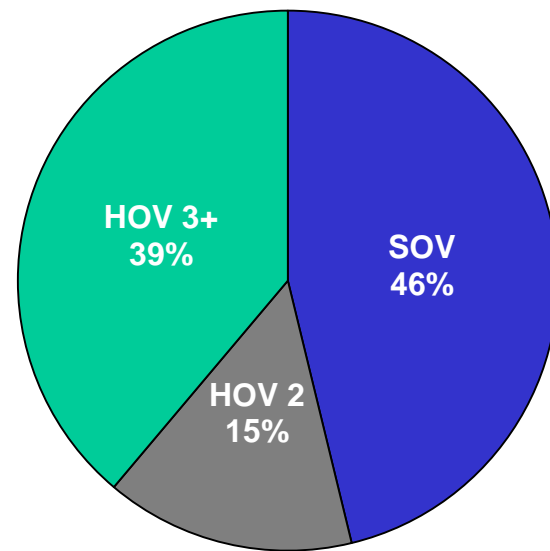
Mode Split

- Most trips in FY17 were carpool trips
- I-10 had a higher percentage of HOV3+ trips

I-110 ExpressLanes



I-10 ExpressLanes

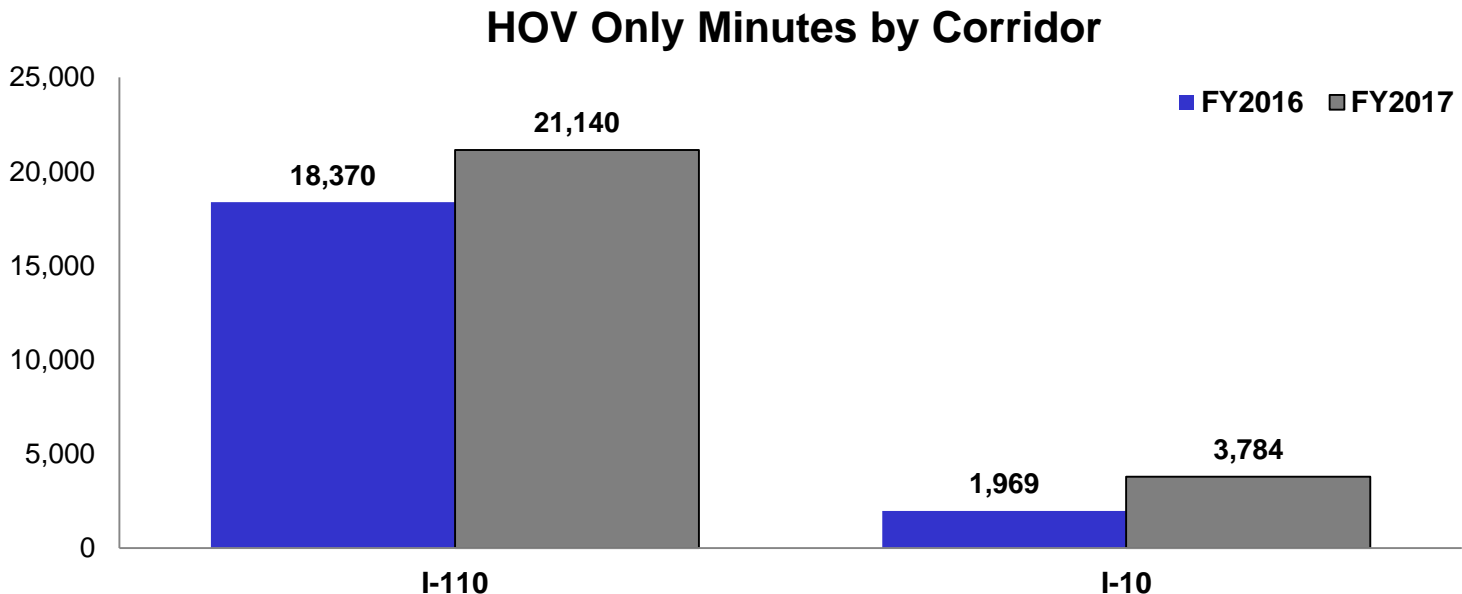


HOV Only Status

AM Peak Period (5AM – 9AM)

To alleviate congestion, the lanes go into ‘HOV Only’ status when vehicle volumes increase to the point where travel speeds fall below 45 mph

- In FY17, the I-110 went into HOV Only status a total of 21,140 minutes, which is a 15% increase over FY16
- In FY17, the HOV Only occurrences on I-10 increased by 92%



HOV Only Status: Improvement Strategies

- To improve the performance of the ExpressLanes during the AM peak, staff will be undertaking a number of projects to reduce the recurrence of HOV Only:
 - Charge a toll to Clean Air Vehicles starting in December 2017 or January 2018;
 - Offer a “Peak of the Peak Incentive Program”; to incentivize customers to change their travel behavior and NOT travel during the peak times;
 - Implement an automated occupancy detection system to ensure consistency between declared occupancy and actual occupancy , expected in FY18 4th quarter;
 - Continue to raise the toll rate, per the Board approved toll policy;
 - Work with Caltrans to determine if it is necessary to raise the carpool minimum occupancy requirement.

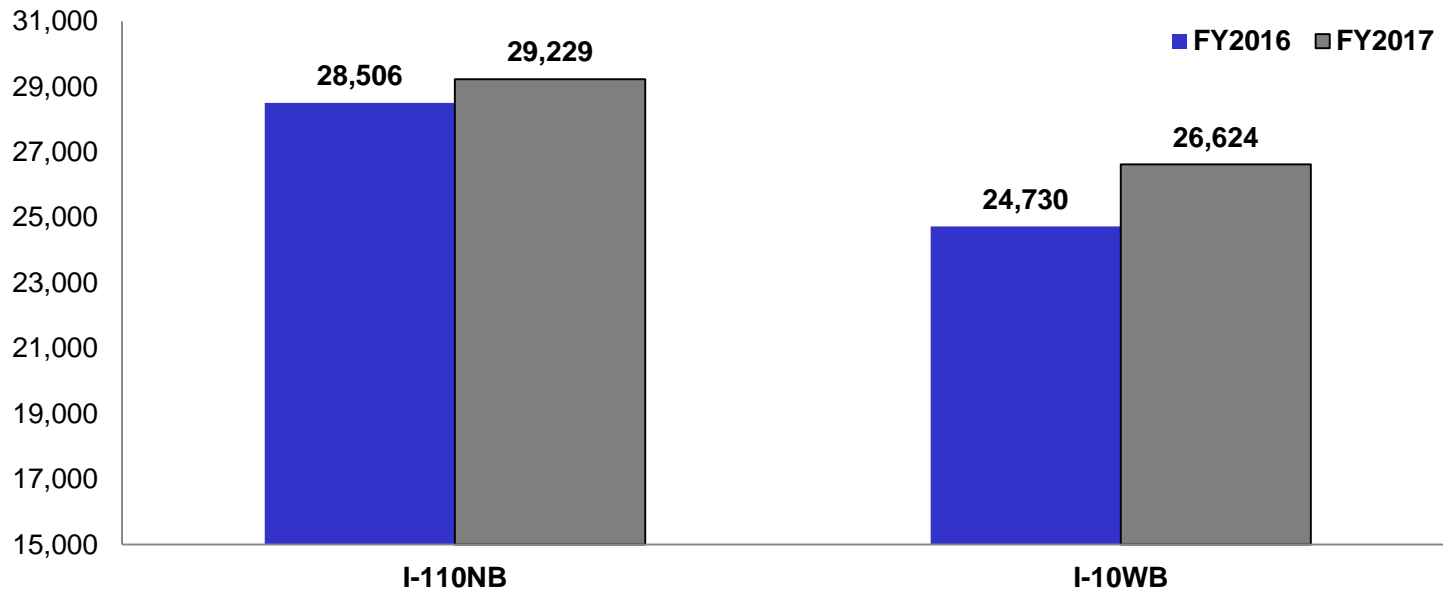
Average Daily Volumes

AM Peak Period (5AM – 9AM)

Average daily vehicle volumes increased by 5% during the AM Peak Period in the Peak Directions

- 3% increase on I-110NB
- 8% increase on I-10WB

ExpressLanes Average AM Peak Vehicle Volume - Peak Directions

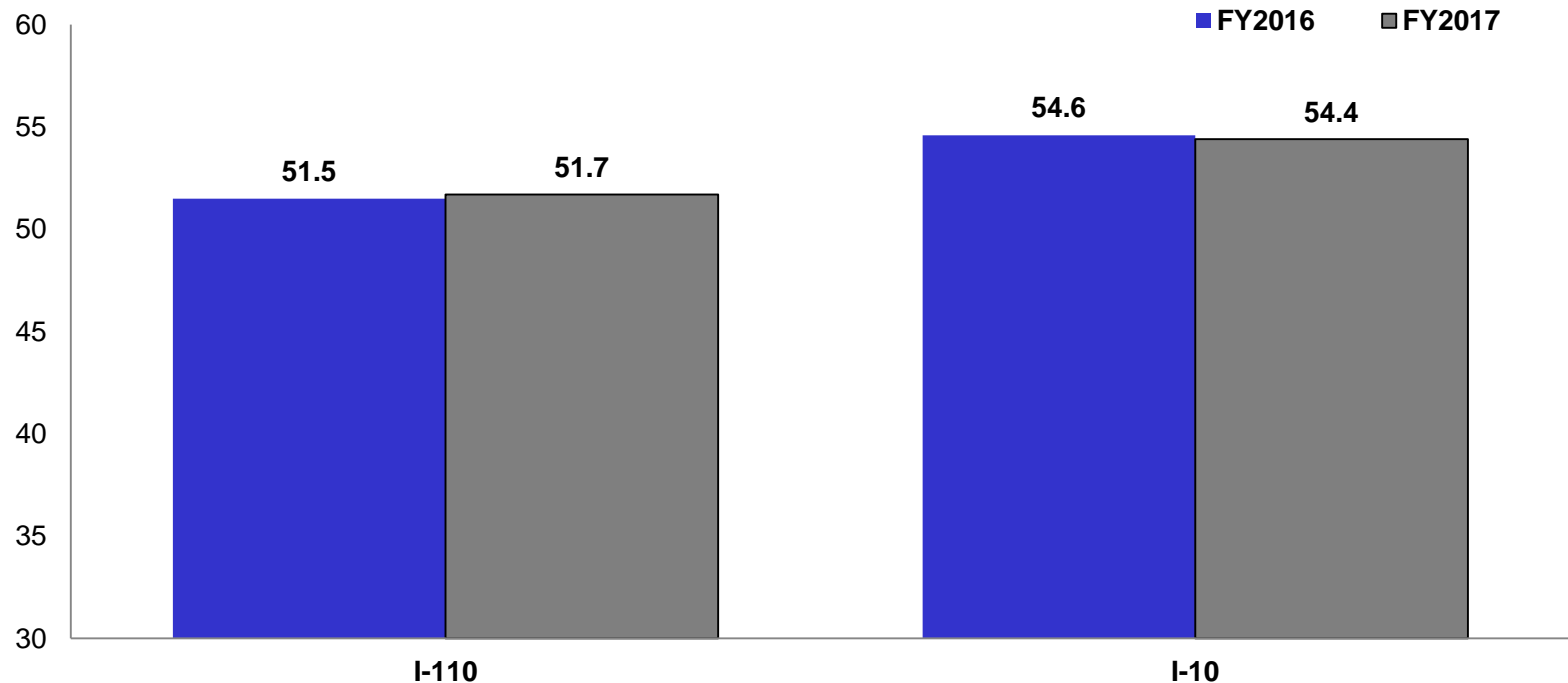


ExpressLanes Travel Speeds

AM Peak Period (5AM – 9AM)

Average weekday AM Peak Period travel speeds were maintained in FY17 despite increased vehicle volumes

Average ExpressLanes Speeds (mph) – AM Peak Period



Next Steps

- **Additional operational improvements Metro will implement to reduce congestion on the ExpressLanes:**
 - Mobile App development to allow customers with Metal Oxide windshields to declare occupancy (3rd quarter FY18)
 - Occupancy Enforcement Beacon lights will be upgraded to aid CHP in enforcement (4th quarter FY18)
 - New CCTV Cameras will be installed to improve real-time traffic monitoring (2nd quarter FY18)
 - New toll gantries to improve toll collection and violation enforcement (2nd quarter FY19)
 - Channelizers (tall pylons) to improve lane access management to reduce the occurrence of unsafe and illegal maneuvers into and out of the ExpressLanes (1st quarter FY18 for I-110; 3rd quarter FY18 for I-10)



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2017-0536, **File Type:** Oral Report / Presentation

Agenda Number: 8.

**AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
SEPTEMBER 20, 2017**

SUBJECT: ORAL REPORT ON THE STATUS OF THE SOUNDWALL PROGRAM

RECOMMENDATION

RECEIVE oral status update on the Soundwall Program

ATTACHMENT

Attachment A - Metro Soundwall PPT

Prepared by: Ben Jong, Sr Manager, Transportation Planning, (213) 922-3053
Abdollah Ansari, Senior Executive Officer, Highway Program, (213) 922-4781

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557

Metro Soundwall Program

Abdollah Ansari, SEO

Highway Program

September 20, 2017

Ad-Hoc Congestion,
Highway and Roads
Committee

Soundwall Program History



- Soundwalls are constructed:
 1. as part of the new freeway capacity enhancement projects where warranted per established criteria, or
 2. as retrofit for protection of residential neighborhoods constructed before an adjacent freeway where eligible per the established criteria
- Prior to 1998 Caltrans nominated soundwalls for funding through the California Transportation Commission (CTC)
- In 1998, State law transferred the programming role from Caltrans to regional agencies
- In Los Angeles County, Metro identifies and programs funds, and delivers soundwall projects

Soundwall Program History



- Metro has developed and established the Post May 1989 Phase I and II soundwall priority lists
 - **Phase I** – Soundwalls where HOV lanes were constructed without the required soundwalls
 - Priority 1: Soundwalls were constructed on one side of the freeway only
 - Priority 2: Soundwalls were not constructed
 - Priority 3: Soundwalls that met requirements to be in Phase I but were identified after establishment of the initial Phase I list
 - **Phase II** – Soundwalls for all other freeways

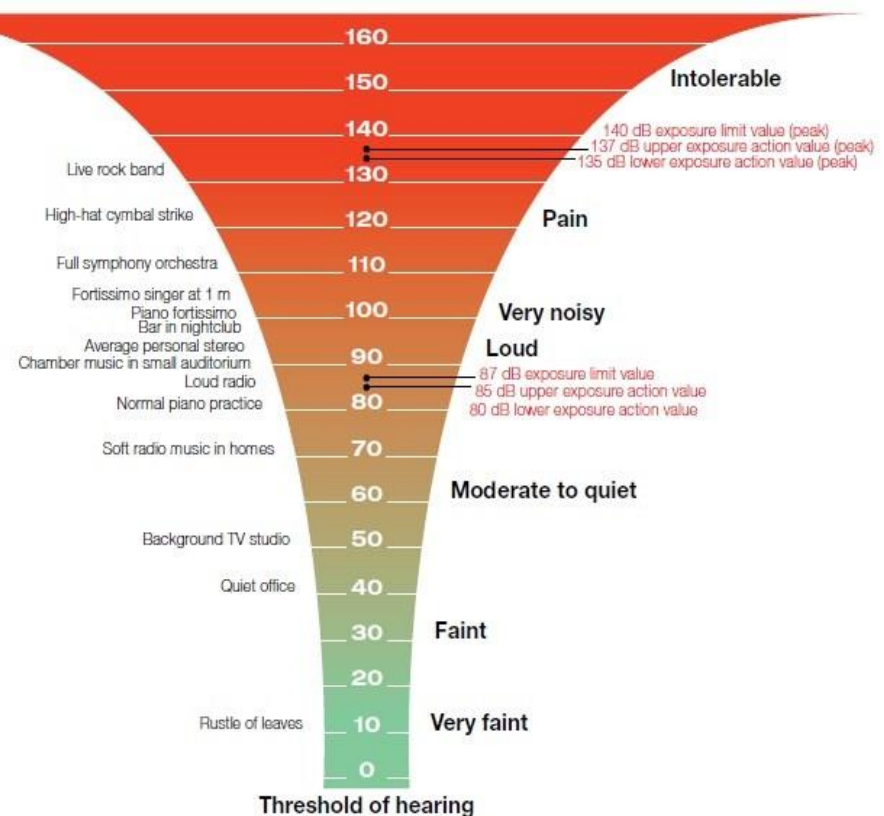
Soundwall Project Funding & Delivery Steps



1. Noise Investigation:
 - Pre 2016: Funding by Caltrans
 - Post 2016: Funding by Metro
2. Prepare Noise Barrier Scope Summary Report (NBSSR) to identify the proposed heights and locations of soundwalls; identify utilities and provide the cost estimate
3. Secure funding to proceed to design and construction phases

Understanding Noise Levels

| Sound sources (noise) Examples with distance | Sound pressure Level L_p dB SPL |
|---|--------------------------------------|
| Jet aircraft, 50 m away | 140 |
| Threshold of pain | 130 |
| Threshold of discomfort | 120 |
| Chainsaw, 1 m distance | 110 |
| Disco, 1 m from speaker | 100 |
| Diesel truck, 10 m away | 90 |
| Curbside of busy road, 5 m | 80 |
| Vacuum cleaner, distance 1 m | 70 |
| Conversational speech, 1 m | 60 |
| Average home | 50 |
| Quiet library | 40 |
| Quiet bedroom at night | 30 |
| Background in TV studio | 20 |
| Rustling leaves in the distance | 10 |
| Hearing threshold | 0 |



Understanding Highway Noise Barriers

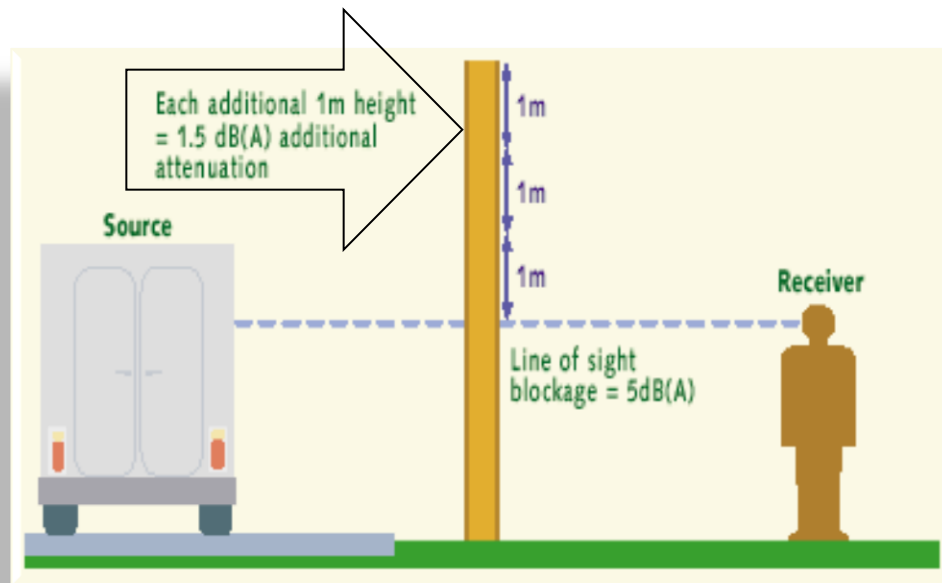
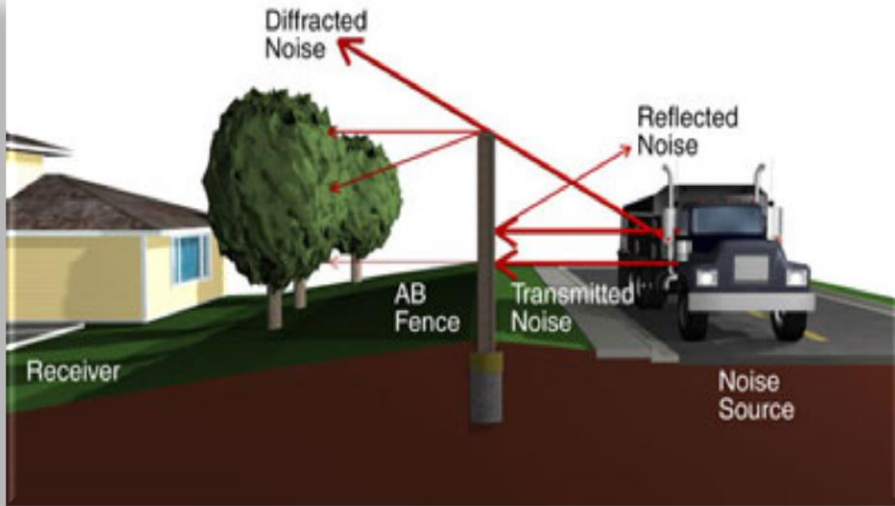


Freeway Soundwalls:

- Can reduce the loudness of traffic noise by as much as half;
- Can be effective, regardless of the material used;
- Do not completely block all traffic noise;
- Should not have openings;
- Should not increase noise levels perceptibly on the opposite side of a highway;
- Are most effective within 200 feet (usually the first row of homes);
- Are designed to preserve aesthetic values and scenic vistas;
- Must be tall enough and long enough to block the view of a highway from the area that is to be protected;
- Provide very little benefit for homes on a hillside overlooking a highway or for buildings which rise above the barrier;
- Must achieve a 5 dBA noise level reduction



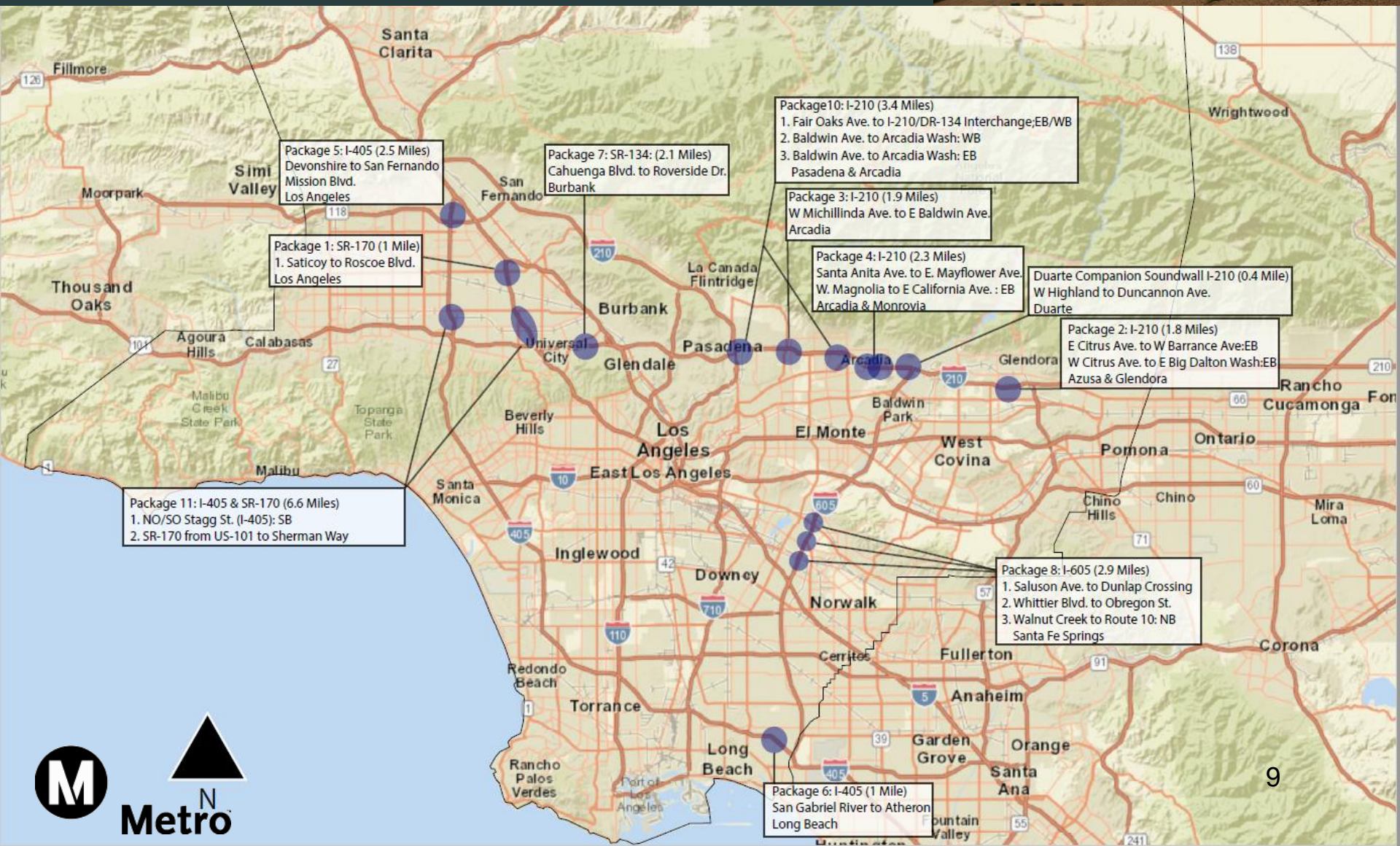
Understanding Highway Noise Barriers



Eligibility Criteria

- 1. Noise Level Threshold** - A minimum noise level of 67 dBA for one hour (the highest one hour noise reading) and min. 5 dBA reduction with a proposed wall.
- 2. Cost Feasibility** - Max. \$92,000 cost per dwelling unit.
- 3. Feasible Test** - A soundwall of a reasonable height constructed adjacent to a freeway must be able to attenuate noise

Phase I, Packages 1-11



Soundwall Program Status



| Phase/Package | Status |
|-------------------------------------|---|
| Phase I, Priority 1, Packages 1-8 | Completed |
| Phase I, Priority 2, Package 10 | In Design |
| Phase I, Priority 2, Package 11 | Advertised for Construction (Package 9 Scope included in Package 11) |
| Phase I, Priority 2, Packages 12-14 | NBSSR Completed Not Funded for Design or Construction |
| Phase I, Priority 3 | List not funded/not prioritized |
| Phase II | List not funded/not prioritized |

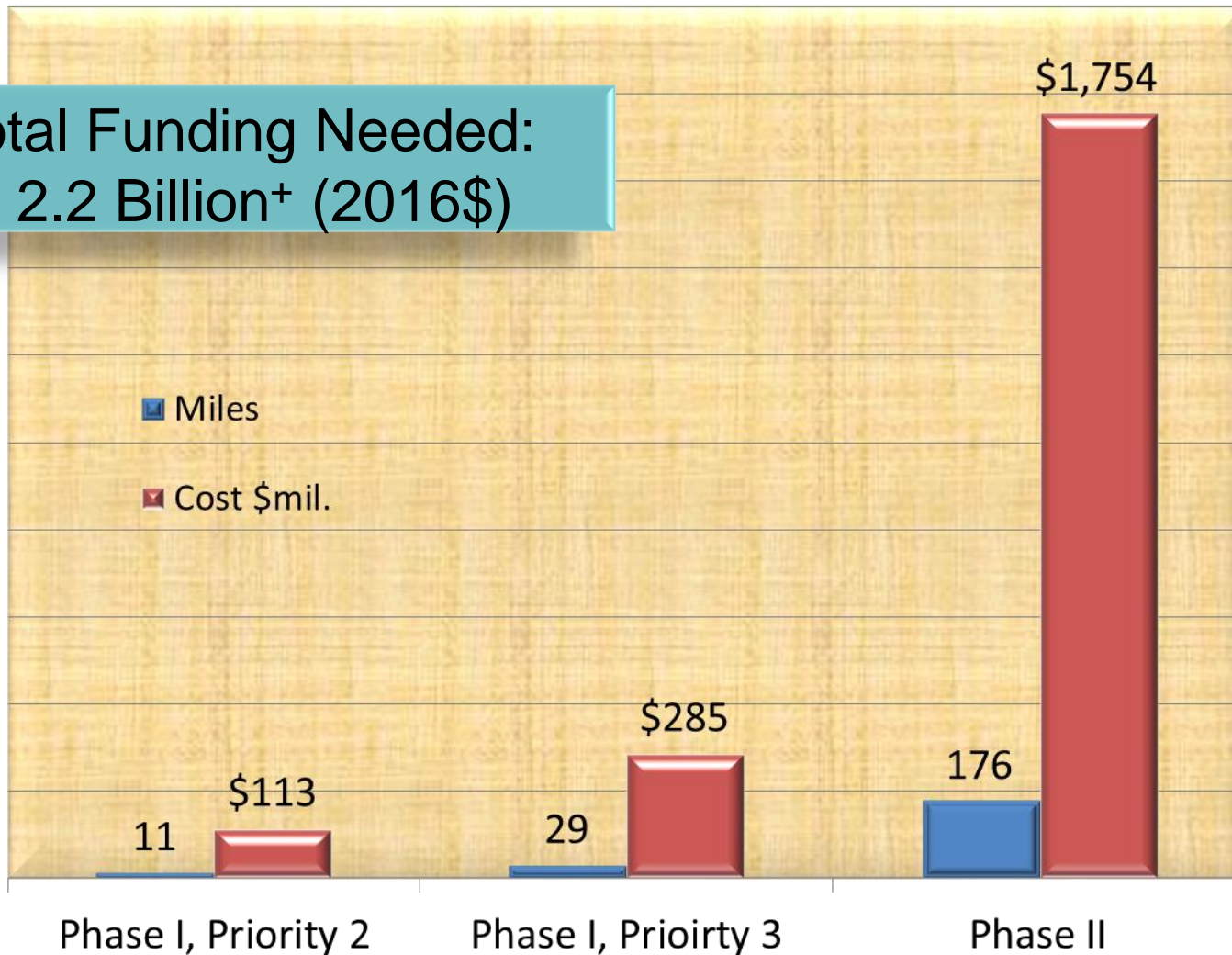
Soundwall Cost

- Current design and construction costs:
 - \$10 Million/mile if placed adjacent to the freeway shoulder
 - \$20 Million/mile if on bridge structures or retaining walls
- Total cost of the Phase I packages 1 through 11: \$300 Million

Remaining Unfunded Soundwalls



Total Funding Needed:
\$ 2.2 Billion+ (2016\$)



Soundwall Funding



| Eligible Fund Source | Eligible Phase | Comments |
|--|----------------|--|
| Proposition C 25% | I | Limited Funding Availability in Near-Term |
| Measure R | | |
| Metro Allocation | I & II | Nearly all funds are programmed to other projects and programs |
| Subregional Highway Funds & Local Return | I & II | Only Arroyo Verdugo and Gateway Cities have programmed part of their allocations to build soundwalls |
| Measure M | | |
| Subregional Highway Funds & Local Return | I & II | Guidelines Under Development |
| SB 1 Local Partnership Program | I & II | Guidelines Under Development (Anticipate \$100 Million Per Year Statewide) |

For More Information

Soundwall Program Webpage:
<https://www.metro.net/projects/soundwalls>





Board Report

File #: 2017-0577, **File Type:** Oral Report / Presentation

Agenda Number: 9.

**AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
SEPTEMBER 20, 2017**

SUBJECT: HIGH DESERT CORRIDOR (HDC) UPDATE

RECEIVE AND FILE an oral report by the HDC Joint Powers Authority on the HDC Project.

Rail Ridership and Revenue Forecast Results: Southern California to Las Vegas

Presentation to LA Metro Board of Directors
by the

High Desert Corridor Joint Powers Authority

Ad-Hoc Congestion, Highway and Roads Committee

September 20, 2017





Study Sponsor: High Desert Corridor Joint Powers Authority

- Formed in 2006 by San Bernardino and LA Counties
- Purpose: to develop multipurpose corridor from Palmdale to Victorville, Apple Valley and Adelanto
- Components - rail, highway, green energy
- Key Stakeholders: San Bernardino County, SBCTA, LA County, LA Metro, CHSRA, CalSTA, Caltrans, Metrolink, SCAG, XpressWest, Cities







The Scale of the Existing Market for Travel to Las Vegas

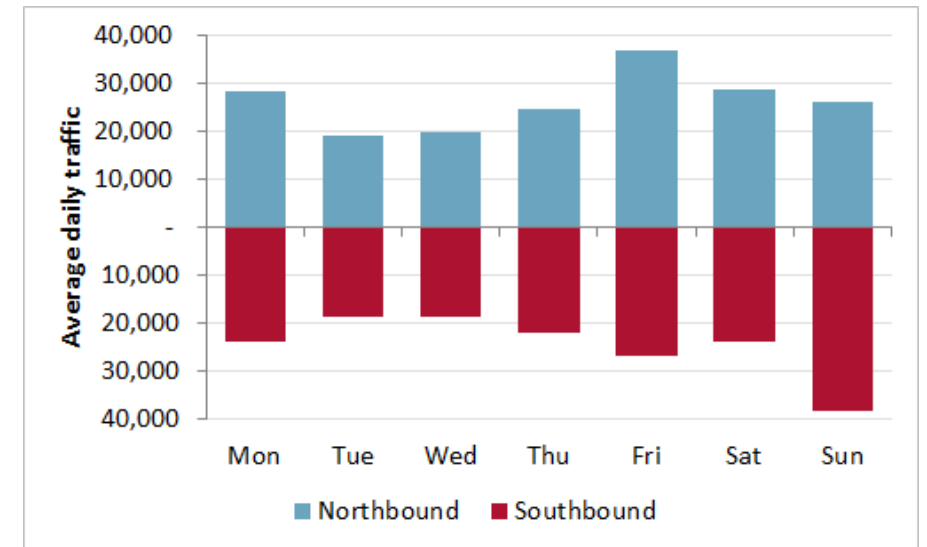
- Las Vegas attracted over 42.9 million visitors in 2016
 - Tourists
 - Convention and business visitors
 - Personal travel to visit friends and relatives
- California residents approximate 29% of all visitors
 - Of these, 80-85% reside in Southern California
- Many international visitors to Las Vegas also arrive via California
 - 75% of international visitors don't fly directly to Las Vegas





The Existing Travel Options

- 90% of visitors from Southern California travel to Las Vegas by road
 - Uncongested drive time from Southern California is 4-6 hours
 - Travel times at peak times (Friday northbound, Sunday southbound) are often significantly longer
- Main alternative is travel by plane
 - From six major airports in Southern California





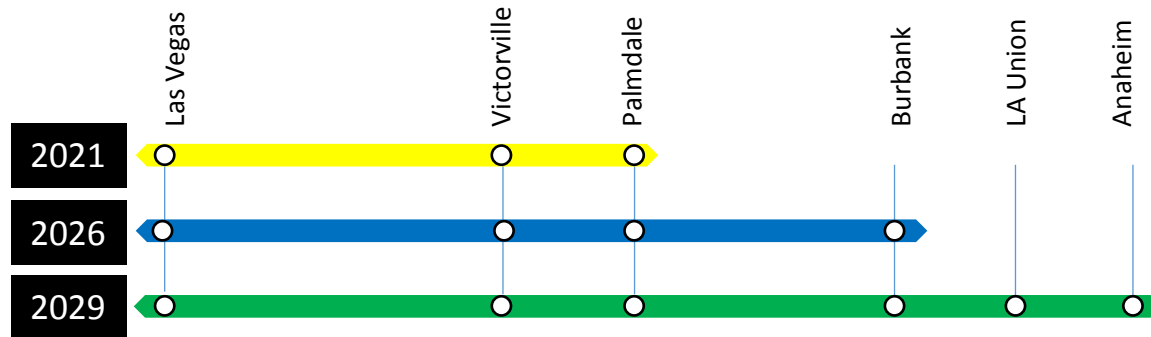
Summary of Study Results

- Proven large scale demand between California and Las Vegas
- Potential 27% market share for HSR
- Forecast annual ridership of 3 million round-trips in 2021, rising to 11 million by 2035 with full corridor open, and 14 million by 2050
- Forecast revenues based on competitive fares:
 - \$600 million in 2025 (Palmdale to Las Vegas)
 - \$800 million in 2029 (Burbank to Las Vegas)
 - \$1 billion per year in in 2035 (LA/Anaheim to Las Vegas)
 - \$1.6 billion per year in 2050





Phased Implementation



- 2021: Phase 1: Las Vegas-Palmdale
- 2026: Phase 2: Las Vegas-Burbank
- 2029: Phase 3: Las Vegas-Anaheim
- 2029: Phase 4: Connection with CaHSR services to Central Valley and Northern California





Primary Benefits of HSR on the Corridor

- Congestion relief (with high speed rail) for one of the nation's most congested corridors (Interstate-15)
- LA and LV metro areas connected by 2.5 hour HSR trip
- Two hour trip savings - with improvements in safety, reliability, and convenience
- Will stimulate economic development
- Potential for significant private investment (P3)
- Connectivity to state-wide and regional transportation networks





The Good News

- Critically important project
- Environmental work complete
- Public Sector interest at Federal, State, Regional and Local levels
- Ridership and Revenue Study completed
- Private Sector interest





Board Report

File #: 2017-0507, File Type: Contract

Agenda Number: 10.

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE SEPTEMBER 20, 2017

SUBJECT: INTERSTATE 5 HOV ENHANCEMENTS FUNDING AMENDMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ACKNOWLEDGING completion of construction of the segment of I-5 HOV Enhancements between SR 14 and SR 118 to close this segment of the overall project.
- B. AUTHORIZING the Chief Executive Officer to move the balance of programmed amount up to \$24.3 million from the segment between SR 14 and SR 118 to the remaining segments of I-5 HOV projects between SR 118 and SR 134.
- C. AUTHORIZING retention of the \$2.3 M revenues from the sale of excess land in the segment between SR 118 and SR 134 to remain in the remaining segments of the I-5 HOV Enhancements projects between SR 118 and SR 134 through the completion of the entire project.

ISSUE

In November 2011, construction of the segment of the I-5 HOV Enhancements projects between SR 14 and SR 118 was completed and this segment was opened to traffic. Caltrans ultimately completed all remaining activities of this segment in July 2017 and is ready to close this segment. Metro wishes to move the remaining balance of up to \$24.3 million from this segment to other segments of this project still in construction between SR 118 and SR 134.

Staff also recommends retainage of \$2.3 million revenue from the excess land sale in the segment between SR 118 and SR 170 (now completed) to remain in the project to support completion of all segments.

DISCUSSION

I-5 HOV Enhancements included five construction segments between SR 14 and SR 134 and six segments from Orange County Line to I-605. The I-5 HOV Enhancements were designed and are administrated by the State of California Department of Transportation (Caltrans) under various funding agreements with Metro.

Construction of the segment between SR 14 and SR 118 was completed in November 2011. The segment between 118 and 170 was completed on July 25, 2016 and the segment between SR 170 and Buena Vista was completed in December 2015. Segments between Buena Vista and Magnolia are still in construction.

In June 2016, Caltrans informed Metro of \$2.3 million from an excess land sale in the corridor. Staff recommends retainage of those revenues in the I-5 north project corridor until completion of all segments.

In July 2017, Metro and Caltrans agreed to close out the segment between SR-14 and SR 118. (see Attachment A) Upon closure of this segment, Metro will move the balance of the programmed amount of up to \$24.3 million to the remaining segments of the project. Completion of construction of the entire corridor is anticipated in 2021.

DETERMINATION OF SAFETY IMPACT

There are no impacts to safety of the users of the highways by approving this action.

FINANCIAL IMPACT

With approval of recommendation B, the balance of \$24.3 million in the I-5 HOV Enhancements between SR 14 and SR 118 will be reprogrammed to the I-5 HOV Enhancements between SR 118 and SR 134. These funds will be retained under Project 410001, Task 008355.

With approval of recommendation C, the programmed funds for the I-5 HOV Enhancement between SR 118 and SR 134 will be amended to include the \$2.3 million retained under Project 410001, Task 008355.

Impact to Budget

The recommendations identified in B and C will not increase the project budgets for the current Fiscal Year 2018. Adjustments to the FY 18 budget will transfer funds from Highway Subsidies Project 41001, Task 002198 to the same Project 41001, under Task 008355 using the Highway Subsidies Cost Center 0442 and Subsidies to Others Account 54001.

Since this is a multi-year project, the Project Manager, the Cost Center Manager and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting costs in future years for Metro's share within the updated project budget.

The source of funds for recommendation B is Prop C 25% (\$20.40M), CMAQ (\$3.75M) and RSTP (\$0.15M) Funds, which are not eligible for bus or rail operations. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff recommendations stated herein. This option is not recommended as the retainage of the funds described herein in the project will support completion of the remaining segments of the I-5 HOV Enhancements north of SR 134.

NEXT STEPS

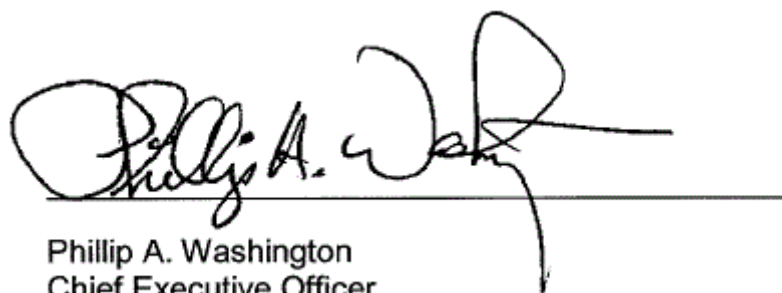
Upon Board approval of the staff recommendation, amendments to the funding agreements with Caltrans will be executed.

..Attachment
ATTACHMENT

Attachment A: Caltrans Supporting Letter

Prepared by: Maher Subeh, Director Engineering (213) 922-4744
Wil Ridder, Executive Officer, Strategic Financial Planning and Programming (213) 922-2887
Abdollah Ansari, Senior Executive Officer, Highway Program (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer, Program Management (213) 922-7449

Reviewed by: Richard F. Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

DEPARTMENT OF TRANSPORTATION

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*Serious Drought.
Making Conservation
a California Way of Life.*

August 22, 2017

Mr. Abdollah Ansari
Senior Executive Officer, Highway Program
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Ansari:

It has been a great partnership working together to improve mobility and the liveability for the residents of Los Angeles County with the widening of the Interstate 5 (I-5) North and South corridors, and many other projects. In the I-5 North corridor, from State Route 134 (SR-134) to State Route 14 (SR-14), there are five project segments. Three segments have completed construction and opened to traffic, two segments are still under construction.

Caltrans is ready to close out the project from State Route 118 (SR-118) to SR-14. The project has a balance of \$24,264,762. In addition, there is \$2.3 million from excess land sale in the segment from SR-170 to SR-118 that belongs to LACMTA. Caltrans agrees with Metro to transfer the balance of \$24,264,762 from the segment between SR-118 and SR-14 to the I-5 North Corridor (SR-118 to SR-134) that are still under construction, and retain the excess land sale revenue in the I-5 North corridor. These additional funds will be needed to complete and close out the I-5 North Corridor, between SR-134 and SR-118.

Thank you for working together to deliver the I-5 North and South corridors improvements to the communities and the traveling public. We look forward to continue our great partnership to deliver more transportation improvements for Los Angeles County.

If you have any questions regarding this matter, please contact Greg Farr, Principal Engineer of Project and Program Management, at (213) 897-0208.

Sincerely,

A handwritten signature in blue ink that reads "Robert So".

Robert So
Deputy District Director

Cc: William Ridder – Executive Officer, Metro
Greg Farr – Principal Engineer, Caltrans