I-5 South Construction Projects

Gateway Cities Transportation Summit
February 9, 2018
I-5 South Construction Projects

- Improve access, efficiency, and integration of multi-modal transportation system
- Improve safety and system performance
- Substantially increase capacity to handle forecasted traffic demands
- Expand the HOV system along Interstate 5 from SR-14 to SR-134 and from the Orange County line to I-605
- Enhance community sustainability and livability by improving air and noise quality
<table>
<thead>
<tr>
<th>Segment</th>
<th>Length (Miles)</th>
<th>Scope of Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carmenita Rd. Interchange</td>
<td>1.5</td>
<td>✗ Freeway widening to 10 lanes including an HOV lane in each direction</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ New 10-lane Carmenita bridge with a new railroad grade separation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Realignment of frontage roads: Firestone Boulevard, Freeway Drive,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Carmenita Road, Arctic Circle, Molette Street and Excelsior Drive.</td>
</tr>
<tr>
<td>Alondra Blvd (Segment 1)</td>
<td>1</td>
<td>✗ Freeway widening to 10 lanes including an HOV lane in each direction</td>
</tr>
<tr>
<td>North Fork Coyote Creek to</td>
<td></td>
<td>✗ Reconstruct Alondra Boulevard overcrossing bridge</td>
</tr>
<tr>
<td>Marquardt Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley View Ave (Segment 2)</td>
<td>1</td>
<td>✗ Freeway widening to 10 lanes including an HOV lane in each direction</td>
</tr>
<tr>
<td>Artesia Boulevard to North</td>
<td></td>
<td>✗ Reconstruct Valley View Avenue Interchange</td>
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<tr>
<td>Fork Coyote Creek</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rosecrans Ave (Segment 3)</td>
<td>1</td>
<td>✗ Freeway widening to 10 lanes including one HOV in each direction</td>
</tr>
<tr>
<td>Shoemaker Avenue to Silverbow</td>
<td></td>
<td>✗ Reconstruct Rosecrans and Bloomfield Avenue Bridges</td>
</tr>
<tr>
<td>Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imperial Hwy (Segment 4)</td>
<td>2</td>
<td>✗ Freeway widening to 10 lanes including one HOV in each direction</td>
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<tr>
<td>Silverbow Avenue to Orr and</td>
<td></td>
<td>✗ Widen Imperial Highway, Pioneer Boulevard, and Norwalk Blvd bridges</td>
</tr>
<tr>
<td>Day Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florence Ave (Segment 5)</td>
<td>1</td>
<td>✗ Freeway widening to 10 lanes including one HOV in each direction</td>
</tr>
<tr>
<td>Orr and Day Road overhead</td>
<td></td>
<td>✗ Widen structures at Florence Avenue and Orr and Day Road and reconfigure</td>
</tr>
<tr>
<td>crossing to the San Gabriel</td>
<td></td>
<td>Florence Avenue Interchange.</td>
</tr>
<tr>
<td>River Freeway (Interstate 605)</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>7.5</td>
<td></td>
</tr>
</tbody>
</table>
## I-5 South Construction Projects

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>Scheduled Completion</th>
<th>% Completed To Date</th>
<th>Risk</th>
<th>Current Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carmenita Rd. Interchange</td>
<td>Completed</td>
<td>100%</td>
<td>N/A</td>
<td>• R/W close out process</td>
</tr>
<tr>
<td>Alondra IC (Segment 1)</td>
<td>Completed</td>
<td>100%</td>
<td>N/A</td>
<td>• R/W Mitigation Work</td>
</tr>
<tr>
<td>Valley View Ave. IC (Segment 2)</td>
<td>Late 2022</td>
<td>24%</td>
<td>Yes</td>
<td>• Utilities relocations Delay (Water, Power, Gas and Gasoline)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Slab Bridge Redesign Delay</td>
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<tr>
<td>Rosecrans IC (Segment 3)</td>
<td>Early 2019</td>
<td>97%</td>
<td>Yes Low</td>
<td>• Claims</td>
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<tr>
<td>Imperial Hwy IC (Segment 4)</td>
<td>Late 2019</td>
<td>78%</td>
<td>Yes High</td>
<td>• Claims (R/W Delay, Utilities relocations)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Delayed by Florence Project – 9 months</td>
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<tr>
<td>Florence Ave. IC (Segment 5)</td>
<td>Late 2020</td>
<td>60%</td>
<td>Yes High</td>
<td>• Utilities Relocations</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Orr &amp; Day Bridge Demolition Delay</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Noise and vibration mitigation</td>
</tr>
</tbody>
</table>
I-5 South Construction Projects

Fund Sources

Total: $1.888 Billion

CMIA $635, 33%
Measure R $296, 16%
PROP C $315, 17%
TCRP $251, 13%
SHOPP $19, 1%
STIP $196, 10%
CMAQ $50, 3%
DEMO $126, 7%
I-5 South Construction Mitigation Projects

In late 2009, I-5 JPA developed a list of projects on local streets to mitigate the impacts of the I-5 South project construction. These projects were submitted in 2 separate lists.

- List 1: $6.645 million in mitigations. Approved by Metro Board. 100% Completed

- List 2: $14.1 million. Approved by Metro Board. 97% Invoiced

- Additional need TBD
I-710 Project Update

Gateway Cities Transportation Summit

February 9, 2018
I-710 Study Area

- 19 miles
- 16 Cities / Communities
- Multi-Agency Partnership
- Community-Driven Process
- Focus on Green Technology
- Context-Sensitive Design
- Funding Sources
  - Measure R - $590 Million
  - Measure M - $500 Million
- $65 Million spent to date on Environmental Phase

Metro
### I-710 Remaining Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternative 1:</strong> (No Build)</td>
<td>Future Travel Conditions without Further Transportation Improvements</td>
</tr>
<tr>
<td><strong>Alternative 5C:</strong></td>
<td>Improves capacity, enhances safe operation, and modernizes the freeway ($6 Billion)</td>
</tr>
<tr>
<td><strong>Alternative 7:</strong></td>
<td>All improvements under Alt. 5C + a “Clean Emission” Freight Corridor ($10 Billion)</td>
</tr>
</tbody>
</table>
Typical Sections

Between Firestone Blvd. and Florence Ave.

For illustrative purposes

Configuration varies throughout the corridor
Both Alternative 5C and Alternative 7 include:

- Assumption of maximum goods movement by rail
- TSM/TDM/ITS improvements
- Transit improvements
- Active transportation improvements (bike / ped. connections)
- Consideration of a Public-Private Partnership (PPP) for financing, delivery, and operation
- I-710 Zero-/Near Zero- Emissions truck deployment program
- I-710 Community health & benefit programs
Motion 22.1 – Considerations for Maximizing Benefits

Completed and Integrated

- Evaluated right-of-way avoidance designs (Alternative 7)
- Considered ZE Truck–Only option for freight corridor (Alternative 7)
- Evaluated high frequency express bus transit along I-710
- Evaluated separate bike path projects within the Study Area
- Integrated five new pedestrian/bike bridges
- Verified application of Complete Streets treatments
- Considered other elements to maximize mobility and minimize impacts within study area

To Be Done During Construction

- Transit Incentives
- Local Hire Provisions
- Bike/Ped Safety Plan
Public Circulation

- July 21, 2017: Recirculated Draft Environmental Document released to public

- October 23, 2017: 90-day comment period closed

- Public Hearings:
  - 8/23/17 Commerce
  - 8/26/17 Paramount
  - 8/31/17 Long Beach

- Community Briefings:
  - 10/18/17 East Los Angeles
  - 10/19/17 Long Beach
Summary of Public Comments

Key Issues & Concerns:
• Regardless of Alternative Selected, Preference for full Zero Emissions Technologies
• Right-of-Way Impacts (i.e. avoid residential relocations and impacts to Bell Shelter and Long Beach Multi-Service Center)
• Concerns about peak-hour parking restrictions on nearby streets
• Duration of construction and impacts including ramp and street closures
• Need for more bike and pedestrian connections to LA River trail
• Environmental justice and air quality concerns for communities near I-710
• Need to include local hire provisions (in construction)
• Need to fully utilize freight rail and the Alameda Corridor
How is the Preferred Alternative Determined?

- **Purpose & Need**: Congestion Relief, Mobility Benefits, Travel Time Savings, Safety, Air Quality

- **Public Concerns**: Air Quality & Health Risk, Displacements, Visual, Section 4f, & Environmental Justice

- **Technical Feasibility**: Benefits Now!

- **Affordability**: What can be built ASAP?

- **Pref. Alt.**: Intersection of Purpose & Need, Public Concerns, Technical Feasibility, Affordability
# Comparison of Benefits and Impacts

<table>
<thead>
<tr>
<th>Evaluation Factor</th>
<th>Measure</th>
<th>Alternative 5C</th>
<th>Alternative 7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mobility Benefits</strong></td>
<td>Reduction in Vehicle Hours of Delay</td>
<td></td>
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<tr>
<td><strong>Congestion Relief</strong></td>
<td>Improvement in I-710 Level of Service (LOS)</td>
<td>*</td>
<td></td>
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<tr>
<td><strong>Travel Time Improvements</strong></td>
<td>I-710 Auto / Trucks</td>
<td></td>
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<tr>
<td></td>
<td>Freight Corridor - Trucks</td>
<td></td>
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<tr>
<td><strong>Safety Benefits</strong></td>
<td>Removes Operational Conflicts</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Separates Cars &amp; Trucks</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Air Quality</strong></td>
<td>Diesel Particulate Matter and Nitrogen Oxides (NOx)</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Least Amount of PM 2.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Greenhouse Gases</td>
<td></td>
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</tbody>
</table>

* Assumes incentive funding for 18,350 ZE/NZE Trucks to use the Freight Corridor (compared to 4,000 ZE/NZE Trucks under Alt. 5C). Incentive funding would be pursued under either alternative, but it’s subject to availability.
## Comparison of Benefits and Impacts, cont.

<table>
<thead>
<tr>
<th>Evaluation Factor</th>
<th>Measures</th>
<th>Alternative 5C</th>
<th>Alternative 7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Impacts</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks, rec. areas, refuges, and historic sites</td>
<td>Partial Impacts</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Full Impacts</td>
<td></td>
<td></td>
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<tr>
<td>EJ Impacts</td>
<td>Least Adverse Effect to EJ Populations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visual Impacts</td>
<td>Fewest Visual Impacts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROW Impacts</td>
<td>Residential Displacements</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Business Displacements</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sensitive Facilities Displacements</td>
<td></td>
<td></td>
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<tr>
<td><strong>Cost</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Quality Cost Benefit</td>
<td>$ per lbs. Diesel Particulate Matter Reduced</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$ per lbs. NOx Reduced</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cost / Affordability</strong></td>
<td>Total Project Cost</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Affordability</td>
<td>*</td>
<td></td>
</tr>
<tr>
<td><strong>Constructability</strong></td>
<td>Possible phasing and implementation of Early Action Projects</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Based on implementation of Early Action Projects*
Comparison of Benefits and Impacts, cont.

Visual Impacts

View from LARIO Trail, Looking Southwest at the I-710/SR-91 Interchange, in the City of Long Beach

Right of Way Impacts

<table>
<thead>
<tr>
<th></th>
<th>Homes</th>
<th>Businesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alt. 5C</td>
<td>109</td>
<td>158</td>
</tr>
<tr>
<td>Alt. 7</td>
<td>121</td>
<td>206</td>
</tr>
</tbody>
</table>
## Compare NZE & ZE Truck Performance

<table>
<thead>
<tr>
<th></th>
<th>Conventional Diesel Truck</th>
<th>Near Zero Emission Truck</th>
<th>Zero Emission Truck</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Particulate Matter* (DPM) (lb/10,000 miles)</td>
<td>0.12</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Nitrogen Oxides* (NO\textsubscript{X}) (lb/10,000 miles)</td>
<td>38.7</td>
<td>3.9</td>
<td>0</td>
</tr>
<tr>
<td>Greenhouse Gases* (GHG) (MT CO\textsubscript{2}/10,000 miles)</td>
<td>15.1</td>
<td>15.1</td>
<td>0</td>
</tr>
<tr>
<td>Subsidy: per Truck**</td>
<td>$ 0</td>
<td>$25,000</td>
<td>$65,775</td>
</tr>
<tr>
<td>Number of Trucks per $100 million of Funding</td>
<td>N/A</td>
<td>4,000 Trucks</td>
<td>1,520 Trucks</td>
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</tbody>
</table>

* Running Exhaust emission factors are based on EMFAC2014 for heavy-heavy duty trucks in Los Angeles County for calendar year 2035.

** Unit costs represent incremental, average costs of zero emissions trucks (battery electric, fuel cell vehicles) from I-710 Zero Emissions Truck Commercialization Study, assuming pre-2035 deployment (Calstart, 2013).
Maximize Number of “Clean Emissions” Trucks and Air Quality Benefits

– Begin with mix of zero and near zero emission trucks in the near term

– Transition to zero emission trucks in the future years, as zero emission truck technologies become commercially available and as unit prices drop.

– Partner with SCAQMD, EPA, CARB to pursue grant funding outside of the project programmed funds to support health-benefit investments.
Project Schedule:
What’s Next?
Major Milestone: Select Alternative

- **Summer 2017**: Circulate RDEIR / SDEIS
- **Fall 2017**: Committee Recommendations
- **Winter 2018**: Board Recommendations
- **Spring 2018**: Initiate Preparation of Final EIR / EIS

**Local Advisory Committees**

- Corridor Advisory Committee
- Technical Advisory Committee

**Identify Preferred Alternative**

**Comment Review Process Extended to October 23, 2017**

**Public Comment Period on RDEIR / SDEIS**

**Decision Points**

- Recommendation from I-710 Project Committee
- Recommendation from Executive Committee
- Recommendation from METRO Board

**Caltrans District 7**

**Milestone Decision**

**Alternative to Carry into the Final EIR / EIS**
Next Steps

**Winter 2018**
- Metro Board to adopt the Preferred Alternative for FEIR/FEIS
- Initiate Work on FEIR/FEIS for Preferred Alternative
- Coordinate with Air Agencies to:
  - Refine and Enhance I-710 Zero and Near Zero Emissions Truck Program
  - Develop and Seek AQ Funding

**Spring 2018**
- Identify scopes and order of pursuit of Early Action highway improvement projects based on Independent Utility, Benefits, and availability of funds

**Summer 2018**
- Complete the Environmental Process
- Caltrans to approve the Final Environmental Document

**Winter 2019**
- Release RFPs for Final Design of Early Action Projects
“Hot Spots” Program

Gateway Cities Transportation Summit
February 9, 2018
Program Summary

• 2012 Feasibility Study
• Identified congestion “hot spots” along I-5, SR-91, I-405, and I-605
• Freeway widening/additional lanes, ramp reconfigurations, arterial intersection enhancements, signage, and safety features
• Planning studies and environmental documents are in progress for various projects
• Estimated total cost of projects in the corridor: $5+ billion
• Measure R Funding: $590 Million
• Measure M Funding: $1 Billion
“Hot Spots” Program

- Over 30 Arterial Intersection Improvements

- I-605/I-10
- I-605/SR-60
- I-605/I-5
- I-605/I-105
- I-605/Valley Blvd.
- SR-60/7th Ave.
- I-605/Beverly Blvd.
- SR-91/I-605
- SR-91/Central Ave.
- SR-91/Wilmington
- I-605/South St.

$5+ Billion
Early Action Projects

Freeways
- Seven Projects ranging from $12-$80 million
- Interchange improvements and auxiliary lanes
- Simple environmental clearance (e.g. CE)
- Timeline: 3-5 years

Arterials
- $136 Million allocated in Measure R– more funds in Measure M
- $84.5 Million programmed to date (30+ projects)
- Metro or local agencies will advance the projects
- All local project construction by local agencies
Project Goals

- Ease congestion and improve overall throughput
- Improve freeway/interchange operations, connectivity, mobility, and travel times
- Enhance safety

Timeline

- Fall 2015: I-605 Corridor EIR/EIR started
- December 2016: Scoping comments by the Environmental Protection Agency (EPA) requested consideration of ExpressLanes
- January 2017: Metro Board of Directors approved the Countywide ExpressLanes Strategic Plan
- October 2017: Inclusion of ExpressLanes in the I-605 EIR/EIS Build Alternatives
Proposed Alternatives: I-605

**ALTERNATIVE 1**
No Build
(Existing Condition)

**ALTERNATIVE 2**
1 converted ExpressLane
1 new General Purpose lane
*Auxiliary lanes added where needed

**ALTERNATIVE 3**
1 converted ExpressLane
1 new ExpressLane
*Auxiliary lanes added where needed

**ALTERNATIVE 4**
1 new HOV lane
*Auxiliary lanes added where needed

Existing Freeway Corridor
Proposed Improvements

I-605 Improvements:
- Add one NB and one SB lane either as a general purpose, HOV, or express lane
- Add auxiliary lanes as needed between on- and off-ramps
- Improvements to interchanges

SR-60 Improvements:
- WB SR-60: Add one GP lane from I-605/SR-60 Interchange to Hacienda Blvd.
- EB SR-60: Add one GP lane from I-605/SR-60 Interchange to 7th Ave.
- WB SR-60: Add auxiliary lanes ahead of the I-605/SR-60 interchange

I-5 Improvements:
- NB and SB: Add new HOV lanes from Florence Av to Rio Hondo Channel
- Add auxiliary lanes as needed between on- and off-ramps
- Improvements to interchanges
HOV/EL Direct Connectors Being Considered

I-605/I-10 Direct Connectors:
- Add HOV or Express Lane direct connector from north I-605 to west I-10 with reverse movement

I-605/I-105 Direct Connectors:
- Add HOV or Express Lane direct connectors from north I-605 to west I-105 with reverse movement
- Add HOV or Express Lane direct connector from south I-605 to west I-105 with reverse movement
Key Milestones: Environmental Process

- **PUBLIC SCOPING PERIOD COMPLETED**
  - FALL 2016

- **ENVIRONMENTAL ANALYSIS & TECHNICAL STUDIES**
  - 2017-2019

- **RELEASE OF DRAFT EIR/EIS & PUBLIC HEARING**
  - FALL 2019

- **RESPOND TO COMMENTS & SELECT PREFERRED ALTERNATIVE**
  - SPRING 2020

- **FINAL EIR/EIS & RECORD OF DECISION**
  - SPRING 2021
Community Outreach

- Conducted 6 public Scoping Meetings and 2 Agency Scoping Meetings in October and November 2016

- Provided project update briefings to:
  - Cities in the project area
  - State and Federal elected officials in the Gateway Cities region
  - Agencies

- Held Community Update Meetings on February 6, 7, and 8, in Pico Rivera, Norwalk, and Whittier
Project Limits

- Approximately 3 miles long
- From Shoemaker Ave. to the I-605/SR-91 Interchange and continuing up the I-605 to Alondra Blvd.
- Includes improvements on Pioneer Blvd., Norwalk Blvd., Bloomfield Ave., and Artesia Blvd.
Existing Conditions

⭐ Westbound SR-91 to the I-605 connector ramp is heavily congested
  - 2 lane connector from westbound SR-91 splits to 1 lane southbound I-605 and 1 lane northbound I-605

● Short weave (merge) distance between each on- and off-ramp

△ Deficient ramp configuration
Proposed Improvements

• Add 1 general purpose lane in the westbound direction
• Upgrade the 1-lane I-605 northbound connector to 2 lanes
• Maintain auxiliary lanes between all on- and off-ramps
• Enhance freeway on- and off-ramps
• Replace overcrossings at Gridley Rd and Bloomfield Av
• Improve arterial streets in the vicinity of the freeway ramp intersections for bikes and pedestrians
WB SR-91 Improvements

Environmental Update and Schedule

• Preparation of technical studies:
  – Land Use
  – Social & Economic
  – Traffic Circulation
  – Right-of-Way
  – Noise, Air Quality
  – Parks
• Environmental study will assess impacts

<table>
<thead>
<tr>
<th>PROJECT APPROVAL &amp; ENVIRONMENTAL DOCUMENT (PA/ED) PROCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC SCOPING PERIOD COMPLETED</td>
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<tr>
<td>FALL 2016</td>
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<tr>
<td>ENVIRONMENTAL ANALYSIS &amp; TECHNICAL STUDIES</td>
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<tr>
<td>2016-2018</td>
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<tr>
<td>COMMUNITY UPDATE MEETINGS</td>
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<td>EARLY 2018</td>
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<tr>
<td>RELEASE OF DRAFT IS/EA &amp; PUBLIC HEARING</td>
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<td>LATE SPRING 2018</td>
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<td>RESPOND TO COMMENTS &amp; SELECT PREFERRED ALTERNATIVE</td>
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<tr>
<td>SUMMER 2018</td>
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<tr>
<td>APPROVED PROJECT REPORT &amp; FINAL IS/EA</td>
</tr>
<tr>
<td>END 2018</td>
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</tbody>
</table>

PUBLIC INVOLVEMENT
Gateway Cities Highway Program Manager

Ernesto Chaves
Sr. Director
213.418.3142
chavese@metro.net

I-605 Capital Improvements

Isidro Pánuco
Project Manager
213.922.4091
i605corridor@metro.net
metro.net/605hotspots

SR 91 & Arterial Programs

Carlos Montez
Project Manager
213.922.4782
wbsr91@metro.net
metro.net/605hotspots
Thank You!
Gateway Cities Council of Governments Transportation Summit
ExpressLanes Background

• Initiated as a one-year demonstration project
  • I-110 opened in November 2012
  • I-10 opened in February 2013
• Metro Board approved continuation of the operation of the ExpressLanes in 2014 and the Legislature allowed tolling in perpetuity in 2015
Business Rules

• All vehicles (except buses, motorcycles, & emergency response) required to have a FasTrak® transponder

• Dynamically priced

• Single Occupant Vehicles (SOV) Pay Toll at all times

• I-10 - HOV 3+ Toll-free peak hours; HOV 2 off-peak

• I-110 - HOV 2+ Toll-free at all times

• $40 to open account, $1 per month account maintenance fee
Operational Performance through December 31, 2017

• Total accounts opened: 664,329
• Total transponders issued: 801,757
• Total vehicle trips on I-110: 113,840,290
• Total vehicle trips on I-10: 61,721,674

• Average Travel Speeds – AM Peak (FY17)
  - I-110 NB: 51.7
  - I-10 WB: 54.4

• Average travel time savings – AM Peak (FY17)
  - I-110 NB: 13.3 minutes
  - I-10 WB: 15 minutes
Approved January 2017, the Metro Board directed the development of an ExpressLanes Strategic Plan

The Strategic Plan analyzed the mobility benefits and financial feasibility of converting existing, in construction, and planned HOV lanes to ExpressLanes

Projects were placed into three tiers:

- Tier 1 – near-term (within 5-10 years)
- Tier 2 - mid-term (within 15 years)
- Tier 3 - longer-term (within 25 years)
Recommended Strategic Plan
Projects
ExpressLanes Planning Studies - Underway

I-105
- Project Study Report (PSR) approved by Caltrans in September 2015
- I-105 is included as a Tier 1 project (5-10 years)
- Metro is partnering with Caltrans to prepare Project Approval/Environmental Document (PAED), Traffic and Revenue Study and Concept of Operations
- Scoping meetings scheduled for late March 2018

I-605
- Project Approval/Environmental Document (PA/ED), Traffic and Revenue Study, Concept of Operations in progress
I-405

- Project Study Report (PSR) to analyze ExpressLanes alternatives in the 405 corridor
- Study limits are the US-101 to the LA/Orange County line
- Expect to begin study in mid 2018
Department Contacts

Philbert Wong
I-105 Project Manager
WongP@metro.net
213.418.3137

Stephanie Blanco
I-605 Project Manager
BlancoS@metro.net
213.418.3252

Ayda Safaei
Community Relations Manager
SafaeiA@metro.net
213.418.3128