

Los Angeles County Metropolitan Transportation
Authority

2007 Los Angeles County Corridor Mobility Improvement Program Proposal



Project Applications



Prepared By:

Countywide Planning and Development

In collaboration with:

- **California Department of Transportation – District 7**
- **HNTB Corporation**

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January 16, 2007



Metro

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January 12, 2007

Mr. John Barna, Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, California 95814

Dear Mr. Barna:

LOS ANGELES CORRIDOR MOBILITY IMPROVEMENT PROGRAM

The Los Angeles County Metropolitan Transportation Authority (Metro) has developed a \$1.768 billion Corridor Mobility Improvement Program proposal to provide congestion relief to over 1.3 million¹ people who now travel every workday on highly congested portions of Interstate 5, Interstate 405, and Interstate 10 in Los Angeles County. In addition, Metro is requesting an important safety and interregional connectivity project on Route 138 in the Antelope Valley. Twenty years after the proposed projects are complete, more than 1.7 million people¹ will be using these same facilities every workday. The time to act is now.

Metro has worked with its funding partners to assemble half of the \$3.6 billion that will be needed for these complex, urban freeway improvements from non-Proposition 1B sources. On behalf of Los Angeles County, Metro is requesting that the California Transportation Commission (CTC) secure the other half of the \$3.6 billion in needed funding from the \$2.7 billion South County portion of the Corridor Mobility program for the following projects:

• I-5 Carpool and Mixed Flow Lanes, Orange County Line to I-605	\$ 387 million
• I-5 Carpool Lanes from Rte 134 to Route 170	\$ 73 million
• I-405 Carpool Lane from I-10 to US-101 (Northbound)	\$ 730 million
• I-10 Extend El Monte Busway/Carpool lanes to Route 57	\$ 356 million
• I-10/I-605 Transition (I-605 South to I-10 East)	\$ 71 million
• Route 138 from Avenue "T" to Route 18	\$ 111 million
• Intelligent Transportation Systems on four corridors	\$ 40 million
Total	\$1,768 million

According to the California Benefit Cost Model, the Mobility and Safety Benefits that these projects will leverage with our partners include:

- More than 28.3 million in Vehicle Hours of Delay Saved annually;
- At least \$171 million in county-wide vehicle delay savings to commuters annually; and
- Safety Benefits (accident & collision reductions) exceeding \$10.7 million annually.

¹ Average Daily Traffic multiplied by Average Vehicle Occupancy in Los Angeles County (approximately 1.1)

Los Angeles County is the nation's interface to the burgeoning Pacific Rim economies. Construction of the projects nominated for Corridor Mobility program funding by Metro and Caltrans District 7 will bring substantial economic benefits to Los Angeles County, the state and the nation. The substantial reduction in congestion-related costs associated with the proposed projects will make the region more competitive relative to the rest of the country and the world. In fact, economic projections made using the Regional Economic Models Incorporated (REMI) model indicate that these projects will provide the following regional benefits in the year 2030 (approximate in 2007 dollars):

- 26,600 additional jobs created;
- \$5.4 billion increase in Gross Regional Product;
- \$2.5 billion increase in real, disposable personal income;
- \$1.0 billion boost in regional exports.

These projects do not stand alone. As shown in enclosed maps for each application, these projects are part of a highly complex, urban multi-modal transportation system. Metro is committed to continue working with our partners to further develop traffic systems management (TSM) infrastructure and services already in place. We are excited to see that the California Transportation Commission is making complementary efforts by requiring the Caltrans Corridor Management Plans, and we have signed the Charter for these plans as part of your application process. The Southern California Association of Governments also has adopted a 2% Compass strategy, which aims to channel the region's growth along mixed-use transit-oriented corridors. These TSM (including the \$40 million in requested ITS infrastructure) and land use strategies are both shown in the enclosed maps. The strategies collectively seek to ensure that these investments will work together with the future growth of the region, provide immediate congestion relief and integrate transportation and land-use coordination to maintain that congestion relief.

Thank you for your time and effort in evaluating our Los Angeles County proposal for the Corridor Mobility Improvement Program. I want to personally assure you that any follow-up information or resources that you may require from Metro will be promptly made available. Please do not hesitate to call me at (213) 922-6888 with any requests you may have. Any questions of a more technical nature from you or your staff can be addressed to David Yale at (213) 922-2469.

Sincerely,

Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Cc:

Will Kempton
Douglas Failing
Mark A. Pisano
Los Angeles County Legislative Delegation (Executive Summary)
California Transportation Commissioners (Executive Summary)
Metro Board of Directors (Executive Summary)

2007 Los Angeles County Corridor Mobility Improvement Program Proposal



Executive Summary



Metro

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Third Supervisorial District

Doug Failing

Director, California Department of Transportation- District 7
Non-voting Member appointed by the Governor

Roger Snoble

Metro Chief Executive Officer

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Los Angeles County Metropolitan Transportation Authority Corridor Mobility Improvement Program Proposal

Los Angeles County has an ambitious \$1.768 billion Corridor Mobility Improvement Program proposal to provide congestion relief on highly congested portions of Interstate 5, Interstate 405, and Interstate 10. In addition, we are requesting an important safety and interregional connectivity project on Route 138 in the Antelope Valley. Twenty years after the proposed projects are complete, more than 1.7 million people¹ will be using these facilities every workday. Metro has worked with its funding partners to assemble half of the \$3.6 billion that will be needed for these complex, urban freeway improvements from non-Proposition 1B sources.

Mobility and Safety benefits (Cal B/C Model results) include:

• Annual Vehicle Hours of Delay Saved	28,300,000
• Annual Vehicle Delay Savings	\$160.9 M
• Current Daily Vehicle Occupants	1,300,000
• Daily Vehicle Occupants forecast w/o Projects	1,500,000
• Daily Vehicle Occupants forecast w/ Projects	1,700,000
• Annual Safety Benefits (Collision Reductions)	\$10.4 M

Los Angeles County is the nation's economic interface to the burgeoning Pacific Rim economies. Construction of the projects nominated for Corridor Mobility program funding by Metro and Caltrans District 7 will bring substantial economic benefits to Los Angeles County, the state and the nation. The substantial reduction in congestion-related costs associated with the proposed projects will make the region more competitive relative to the rest of the country and the world. In fact, economic projections made using the Regional Economic Models Incorporated (REMI) model indicate these projects will provide the following regional benefits in the year 2030:

• The creation of an additional	26,600 jobs
• Gross Regional Product increase of	\$5.4 B
• Real, disposable personal income increase of	\$2.5 B
• Regional exports increase of	\$1.0 B

¹ Average Daily Traffic multiplied by Average Vehicle Occupancy in Los Angeles County (approximately 1.1).

Proposed Los Angeles County Corridor Mobility Improvement Program

