

Appendix

Los Angeles County 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:

Project Description	Estimated Total Project Cost (Escalated)	Non-Corridor Mobility Funds Programmed to Date	Corridor Mobility Program Proposal
Interstate 5 from Interstate 605 to Orange County Line	\$1,413	\$1,026	\$387
Interstate 5 Carpool Lane from Route 170 to Route 134	606	533	73
I-405 Carpool Lane I-10 to US-101 (Northbound)	950	220	730
Interstate 10 Extend El Monte Busway to County Line	365	9	356
Sub Total	3,334	1,788	1,546
Interstate 10/605 Transition (I-605 South to I-10 East)	71	–	71
Route 138 Avenue "T" to Route 18 Widenings	145	34	111
Sub Total	216	34	182
TOTAL	\$3,550	\$1,822	\$1,728

Listed below is a breakdown of specific project economic benefits:

<i>Project(s) Constructed</i>	<i>Annual Net Economic Benefits in 2030⁽¹⁾ (Dollar Figures in 2007 \$Mil)</i>		
	<i>Additional Jobs⁽²⁾ (Thousands)</i>	<i>Gross Reg'l Product⁽³⁾ Inc/(Dec)</i>	<i>Real, Disp. Personal Income⁽⁴⁾ Inc/(Dec)</i>
Nominated Los Angeles County CMIA Projects	26.6	5,352	2,467
I-5 Mixed Flow & 1 HOV each direction from OC Line to I-605	11.9	2,373	1,094
I-405 Northbound HOV Lane from I-10 to US-101	5.8	1,174	540
I-5 HOV Lane each direction from SR-134 to SR-170	4.0	800	373
I-10 One HOV Lane each direction from Puente Ave to SR-57	2.1	419	191
SR-138 Widen from 1 to 2 Lanes each direction from Ave T to SR-18	1.4	291	134

- 1) Economic benefits are based on construction cost figures provided by Caltrans District 7, Los Angeles County vehicle miles traveled (VMT) and vehicle hours traveled (VHT) forecasts provided by District 7 from the Southern California Association of Governments' (SCAG) regional travel demand model, and were calculated using the Regional Economic Models Inc. (REMI) TranSight software and economic model for Los Angeles County.
- 2) Additional Jobs are thousands of jobs gained in Los Angeles County in 2030 as a result of decreased congestion and increased mobility provided by construction of the projects listed.
- 3) Gross Regional Product (GRP) is the net economic output change in 2030 resulting from construction of the projects listed. Although the year of measurement is 2030, the figures given are in millions of current year (2007) dollars.
- 4) Real, Disposable Personal Income is the net disposable income change for Los Angeles County in 2030 resulting from construction of the projects listed. Again, the figures given are in millions of current year (2007) dollars.

The REMI Economic Model

Regional Economic Models, Inc. (REMI), based in Amherst, Mass., constructs models that reveal the economic and demographic effects that policy initiatives may cause on a local economy. REMI model users include national, regional, state and city governments, as well as universities, nonprofit organizations, public utilities and private consulting firms. The REMI model is a structural model, meaning that it clearly includes cause-and-effect relationships. The model-building system uses hundreds of programs developed over the last two decades to build highly-detailed, customized models for each area using data from the Bureau of Economic Analysis, the Bureau of Labor Statistics, The Department of Energy, the Census Bureau and other public sources.

Metro licenses a single region, 70-sector model covering Los Angeles County packaged in a program called Policy Insight. REMI TranSight is the front-end interface used to access the model, as it is geared for inputs related to transportation projects. For each project modeled, the program requires the following inputs:

- Construction costs by year (provided by Caltrans District 7 and spread using an estimated construction curve);
- Costs of ongoing maintenance (estimated to be 0.1% per year of the construction costs);
- Regional travel demand data in the form of vehicle hours traveled and vehicle miles traveled both with the projects and without them (also provided by District 7 from the SCAG regional model); and
- An estimate of the finance costs to the region for each project.

Once the required information is entered, TranSight passes the inputs to the proper locations in Policy Insight to generate tables and charts projecting economic impacts in a wide variety of categories and levels of detail. For these projects, we have chosen to focus on summary data in the following four categories:

- **Jobs** - Additional Jobs are thousands of jobs gained in Los Angeles County in 2030 as a result of decreased congestion and increased mobility provided by construction of the project or projects listed.
- **Gross Regional Product** - Gross Regional Product is the net economic output change. Although the benefits are measured in 2030, the figures given are in millions of current year (2007) dollars to simplify comparisons.
- **Personal Income** - Real, disposable personal income is the net disposable income change for Los Angeles County in 2030. Again, the figures given are in millions of current year (2007) dollars.
- **Regional Exports** – The economic benefits of increased mobility will make the region more competitive relative to the rest of the nation and world. This category provides a monetary measure of those benefits in 2030, again expressed in current year (2007) dollars.

Proposed Los Angeles County Corridor Mobility Improvement Program Assembly Districts

