

# Countywide ExpressLanes Strategic Plan

Metro Streets and Freeways Meeting  
February 16, 2017



**Metro**

# Background and Study Assumptions

- In November 2014, the Metro Board directed staff to prepare an ExpressLanes Strategic Plan
- Key Features:
  - Consistent with SCAG Regional ExpressLanes Study
  - Developed in conjunction with Caltrans District 7
  - Freeways with existing, in construction, or planned HOV (High Occupancy Vehicle) lanes were considered for conversion into ExpressLanes

# Methodology

- Corridor Screening
- Financial Screening
- Refinement

# Corridor Screening

- Two step process –
  - SCAG regional travel demand model used to forecast traffic volume in 2020 and 2035
  - RapidTOM (Toll Optimization Model) takes SCAG model output and calculates the number of vehicles and amount they are willing to pay to use the ExpressLanes
  - Evaluation Metrics :
    - 1) Value of travel time savings
    - 2) HOT lane person throughput
    - 3) Average peak period vehicle speeds in the general purpose lanes

# Financial Screening

Two step process:

1) Estimate gross revenue generation for each corridor

2) Estimate Net revenue, calculated by subtracting projected gross revenue from construction and operations costs based on actual costs incurred on the I-10 and I-110 ExpressLanes

# Composite Score

- Each corridor was ranked into quintiles (top 20%, second 20%, third 20%, fourth 20%, and fifth 20%) for the three corridor screening metrics and financial screening
- The ranks were averaged to get a composite score. For example, if a project scored in the top 20% in each criteria then the composite ranking would be in the first quintile.

# Refinement

Four qualitative criteria were used to refine the results of the corridor and financial screening:

- Connectivity with other existing and potential express lane corridors;
- Transit benefits;
- Funding availability;
- Ability to provide two ExpressLanes in each direction.

# Project Tiers

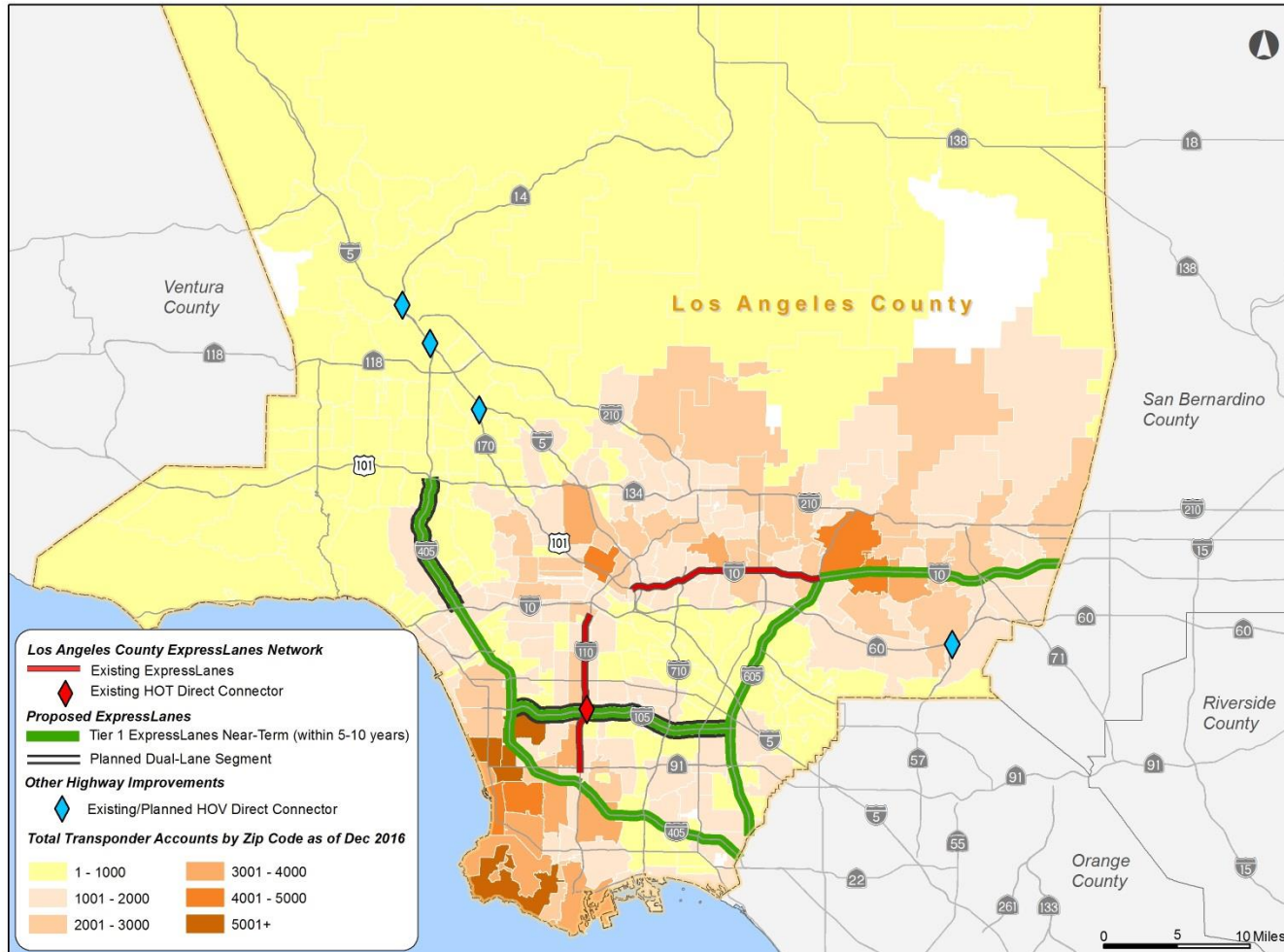
- Based on the corridor financial screening metrics and the refinement criteria, projects were placed into three tiers:
  - Tier 1 – near-term (within 5-10 years)
  - Tier 2 – mid-term (within 15 years)
  - Tier 3 – longer-term (within 25 years)



# Recommended Tier 1 Projects (5 to 10 Years)

| Project                                                         | Measure M Funding | Funding Availability |
|-----------------------------------------------------------------|-------------------|----------------------|
| I-405 from I-10 to US-101                                       | \$260,000,000     | 2024                 |
| I-105 from I-405 to I-605                                       | \$175,000,000     | 2027                 |
| I-405/I-110 Int. HOV Connect Ramps and Interchange Improvements | \$250,000,000     | 2042                 |
| I-605/SR-60 Interchange HOV Direct Connectors                   | \$130,000,000     | 2043                 |
| I-110 ExpressLane extension south to I-405/I-110 interchange    | \$51,500,000      | 2044                 |
| I-605 from I-10 to I-405                                        | None              | N/A                  |
| I-405 from I-10 to LA/Orange County line                        | None              | N/A                  |
| I-10 from I-605 to LA/San Bernardino County line                | None              | N/A                  |

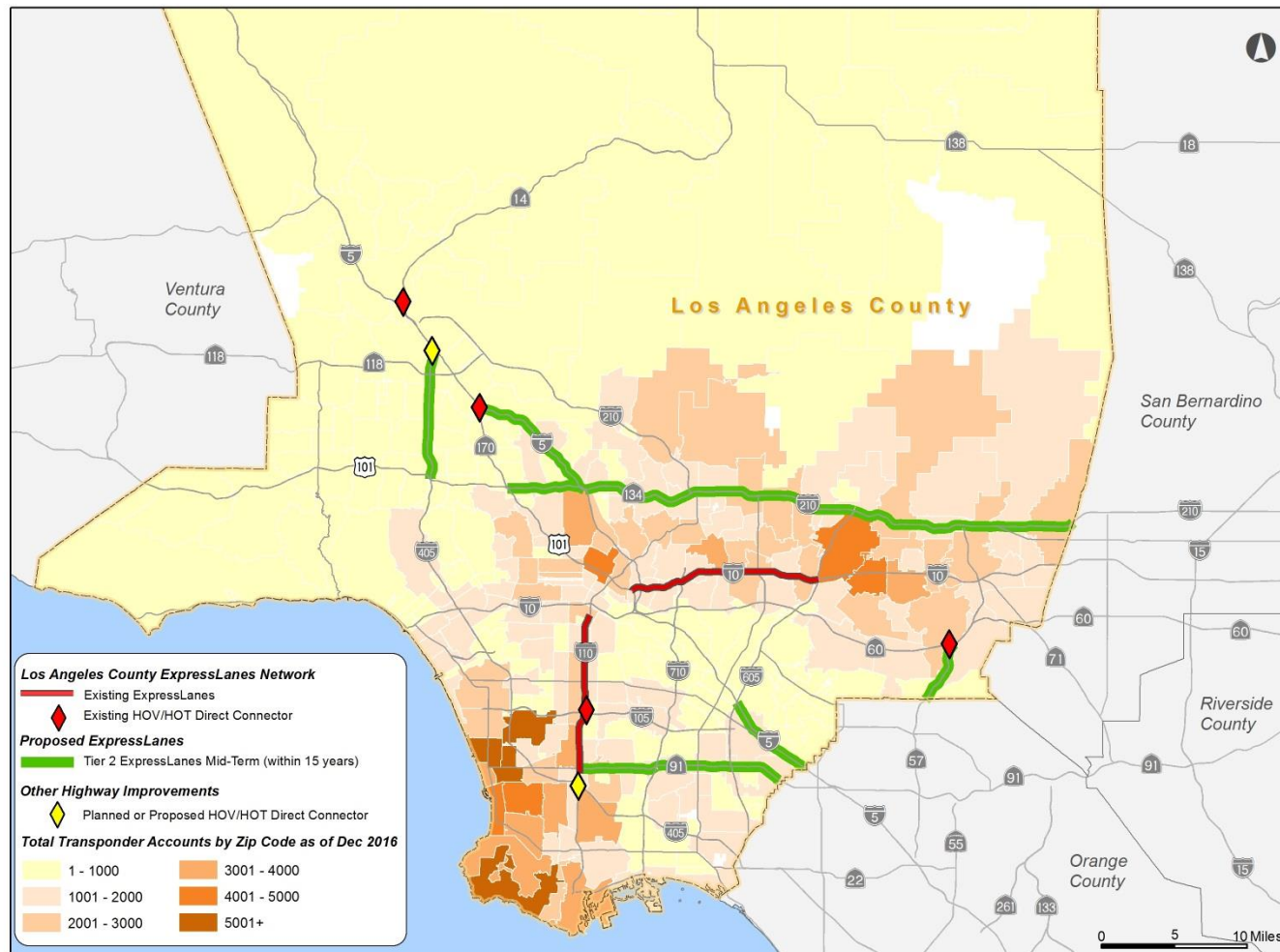
# Recommended Tier 1 Projects (5 to 10 Years)



# Recommended Tier 2 Projects (15 Years)

| Project                                            | Measure M Funding | Funding Availability |
|----------------------------------------------------|-------------------|----------------------|
| I-5 from I-605 to LA/Orange County line            | None              | N/A                  |
| I-5 from SR-134 to SR-170                          | None              | N/A                  |
| SR-57 from SR-60 to LA/Orange County line          | None              | N/A                  |
| SR-91 from I-110 to LA/Orange County line          | None              | N/A                  |
| SR-134 from SR-170 to I-210                        | None              | N/A                  |
| I-210 from SR-134 to LA/San Bernardino County line | None              | N/A                  |
| I-405 from I-101 to I-5                            | None              | N/A                  |

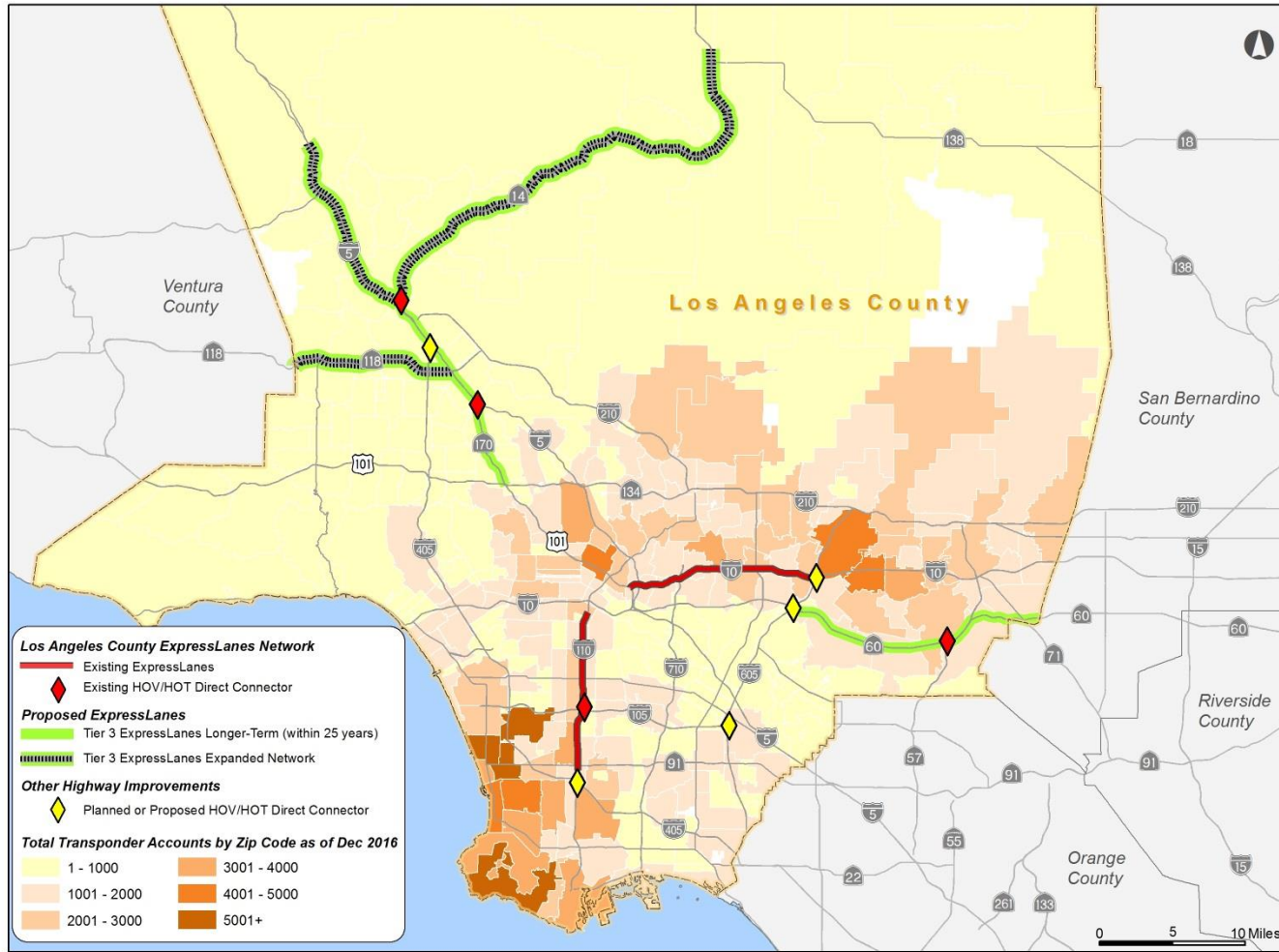
# Recommended Tier 2 Projects (15 Years)



# Recommended Tier 3 Projects (25+ Years)

| Project                                           | Measure M Funding | Funding Availability |
|---------------------------------------------------|-------------------|----------------------|
| I-5 from SR-170 to SR-14                          | None              | N/A                  |
| SR-60 from I-605 to LA/San Bernardino County line | None              | N/A                  |
| SR-170 from I-5 to SR-134                         | None              | N/A                  |
| I-5 from SR-14 to Parker Road                     | None              | N/A                  |
| SR-14 from I-5 to Avenue P8                       | None              | N/A                  |
| SR-118 from I-5 to LA/Ventura County line         | None              | N/A                  |

# Recommended Tier 3 Projects (25+ Years)



# Funding Options

- Measure M
- Bonding
- TIFIA loans
- Grants
- Net toll revenue loans from other ExpressLanes

# Recommendations/Board Actions

Request the Board to:

- Receive and file the report; and,
- Authorize the CEO to:
  - Initiate planning studies including a comprehensive financial plan for Tier 1 projects and submit those projects as a network to the California Transportation Commission to request tolling authority