

METRO EXPRESSLANES

Metro / ACEC Professional Liaison Committee Meeting
April 19, 2018

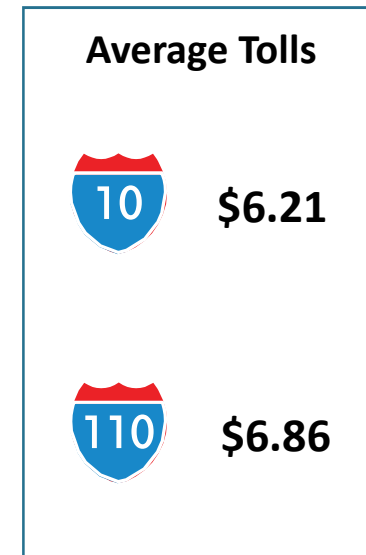
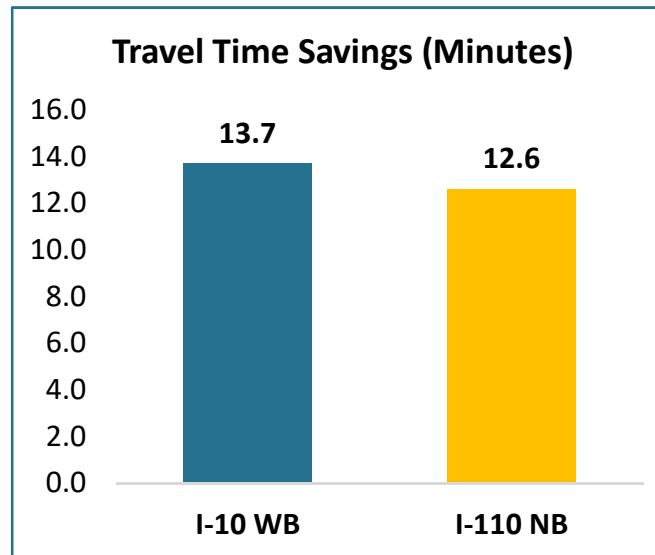
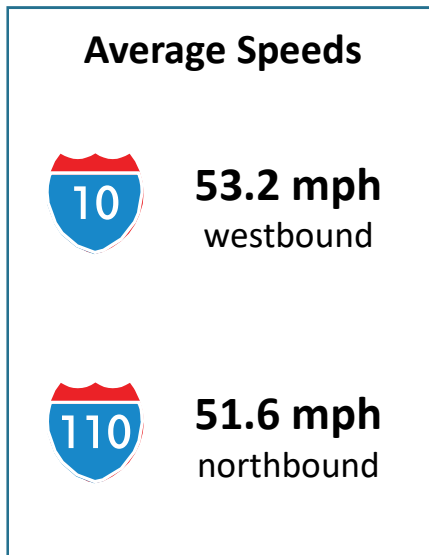
Philbert Wong
Senior Manager



I-10/I-110 ExpressLanes Performance



- Users go faster & get there quicker
 - > During FY18 AM peak...



ExpressLanes Operations and Planning



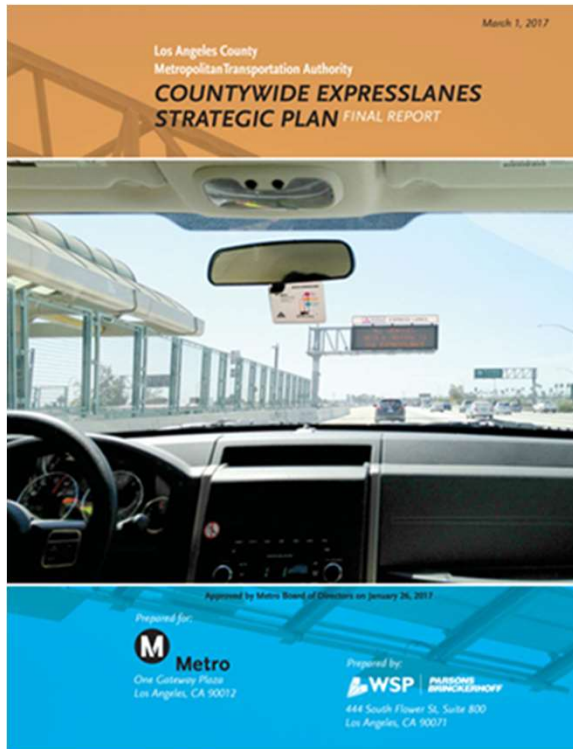
Operations

- Operation and maintenance of I-10 and I-110 ExpressLanes
 - Channelizer installation
- Customer service
- “Pay by Plate” pilot project
- Occupancy Detection proof of concept
- I-10 ExpressLanes 5+ pilot
- Virtual Gantries pilot

Planning

- Prepared ExpressLanes Strategic Plan
- Preparation of Project Study Reports (PSR)
- Preparation of Project Approval/Environmental documents (PA/ED) in coordination with Caltrans
- Concept of Operations
- Traffic and Revenue Studies
- Applications to request tolling authority from California Transportation Commission

ExpressLanes Strategic Plan Network Expansion



Measure M funding/28x28 Project List



Freeway	Segment	Measure M funding (Year of funding availability)	28x28 (opening year)
10	I-605 to LA/SB County Line	None	Yes (2028)
105	I-405 to I-605	\$175M (2027)	Yes (2027)
405	US-101 to I-10	\$260M (2024)	Yes (2026)
405	I-10 to LA/OC Line	None	No
605	I-10 to I-105	None	No
605	I-105 to LA/OC Line	None	No

I-105 ExpressLanes Project



- I-105 is currently in the Project Approval/Environmental Document (PA/ED) Phase from I-405 to I-605. Three Alternatives are being studied:
 - No build
 - Conversion of existing HOV to ExpressLanes
 - Addition of a second ExpressLane in each direction
- Release of Draft Environmental Document expected Fall 2019
- Preparing Concept of Operations and Investment Grade Traffic and Revenue Study
- Anticipate utilizing Design/Build procurement
- Project website – www.metro.net/105ExpressLanes



I-605 Corridor Improvement Project



- I-605 is currently in the Project Approval/Environmental Document (PA/ED) Phase from I-10 to I-105. Project Alternatives include:
 - No build
 - Conversion of existing HOV to ExpressLanes and addition of a General Purpose lane
 - Addition of a second ExpressLane in each direction
 - Addition of a second HOV lane in each direction
 - HOV direct connectors at 10/605 and 105/605
- Release of Draft Environmental Document (Environmental Impact Report/Environmental Impact Statement) expected Summer/Fall 2019
- Preparing Concept of Operations and Level 2 Traffic and Revenue Study
- Project website - www.metro.net/projects/i-605/corridor-project



I-405 Sepulveda Pass ExpressLanes



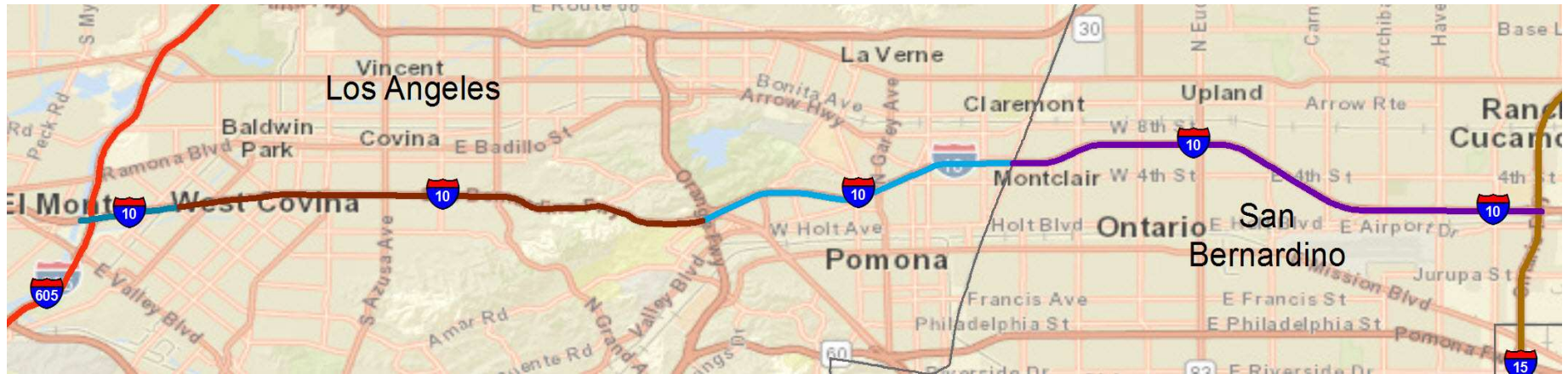
- I-405 between US-101 and I-10 (Sepulveda Pass) ExpressLanes Project is included in the 28x28 Project List and has \$260M in Measure M funding
- Current completion date – 2026/2027
- Coordination ongoing with Sepulveda Pass Transit Corridor study
- RFP released for PA/ED

I-10 ExpressLanes Extension



- An extension of the I-10 ExpressLanes from I-605 to the Los Angeles/San Bernardino County Line is included in Tier 1 (highest priority) of the ExpressLanes Strategic Plan
- The I-10 ExpressLanes project is included in the 28x'28 project list and is scheduled for completion in 2028
- Project is currently unfunded
- Will prepare a Project Approval/Environmental Document, Concept of Operations, and Traffic and Revenue Study

I-10 HOV Lanes



Caltrans is currently constructing High Occupancy Vehicle (HOV) lanes on I-10 between I-605 and SR-57 to create a continuous ExpressLane/HOV lane between Alameda Street and Haven Avenue (I-15)

Completed segments:

- LA/San Bernardino County Line to Haven Avenue – Completed 2000
- SR-57 to LA/San Bernardino County line – Completed 2003
- I-605 to Puente Avenue - Completed 2013

In construction segments:

- Puente Avenue to Citrus Street - Expected completion December 2019
- Citrus Street to SR-57 - Expected completion Summer 2021



I-10 ExpressLanes – San Bernardino County



- San Bernardino County Transportation Authority is planning to implement ExpressLanes on I-10 between the Los Angeles/San Bernardino County line and Redlands
- Two ExpressLanes in each direction with one lane in a short segment approaching Los Angeles County
- Projected opening date Summer 2023 (Segment 1 – County line to I-15)



Remaining Tier 1 Projects



- A Network Project Study Report (PSR) is under development for the following corridors:
 - I-10 from I-605 to LA/San Bernardino County Line
 - I-405 from US-101 to LA/Orange County Line
- I-605 from I-105 to LA/Orange County Line – Caltrans completed PSR in early 2018

Concept of Operations



- A ConOps plan is required for ExpressLanes facilities
- According to Caltrans, “The ConOps shall describe the design and operational characteristics of the managed lanes, enforcement, incident management, and agency and stakeholder coordination.”
- Currently being prepared for I-105 and I-605 corridors



Operational Characteristics



For consistency, Metro expects that the operational characteristics for the I-105 and I-605 ExpressLanes will be similar to the existing I-10/I-110 ExpressLanes:

- Operate 24/7
- Have dynamic pricing (tolls would vary based on congestion)
- Offer qualifying Clean Air Vehicles a 15% discount
- Enhance transit in the corridor
- Implement the Low Income Assistance Plan, Carpool Loyalty, and Transit Rewards programs
- Have dedicated California Highway Patrol (CHP) enforcement and Freeway Service Patrol (FSP) incident management



Facility Design



Will look at how the I-105 and I-605 ExpressLanes infrastructure should be designed for optimal driving experience and performance:

- ExpressLanes will be separated from General Purpose lanes by a double white striped buffer
- How and where will drivers enter and exit the ExpressLanes? (Ingress/Egress)
- Signage
- Gantry locations to read transactions
- Channelizers



Traffic and Revenue Study



- Will consider congestion reduction, capacity enhancements, and time savings to estimate toll rates and potential toll revenue
- Being conducted for both I-105 and I-605 projects
- Work completed to date:
 - Stated Preference Survey
 - Conducted to understand driver travel characteristics and willingness to pay tolls
 - Data will be used to help estimate toll rates and revenue
 - Socioeconomic review
 - Changes in socioeconomic growth (population, housing, employment) can have a significant impact on travel in the corridor, and in turn usage of the ExpressLanes
 - Review of population, employment, housing, development projects

Next Steps

- Complete Planning and Environmental Studies
- Develop Funding Plan
- Obtain Tolling Authority from CTC
- Design/Construction

