

**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952213.922.2000 Tel  
metro.net**PLANNING AND PROGRAMMING COMMITTEE  
NOVEMBER 15, 2006****SUBJECT: JOINT METRO/CALTRANS CORRIDOR MOBILITY IMPROVEMENT  
PROGRAM PROJECT NOMINATIONS****ACTION: NOMINATE PROJECTS JOINTLY WITH CALTRANS FOR  
CONSIDERATION BY CALIFORNIA TRANSPORTATION COMMISSION****RECOMMENDATION**

A. Nominate jointly with the California Department of Transportation (Caltrans) the following high-priority eligible Los Angeles County projects to be considered by the California Transportation Commission (CTC) for \$1.546 billion in Corridor Mobility Improvement Program funds:

- Interstate 5 from Interstate 605 to Orange County Line \$387 million
- Interstate 5 Carpool Lane from Route 170 to Rte 134 \$ 73 million
- I-405 Carpool Lane I-10 to US-101 (Northbound) \$730 million
- Interstate 10 Extend El Monte Busway to County Line \$356 million

B. Concur also with Caltrans' nomination of the following priority eligible Los Angeles County projects to be considered by the CTC for an additional \$222 million of Corridor Mobility Improvement Program funds, if available:

- Corridor Intelligent Transportation System Elements \$ 40 million
- Interstate 10/605 Transition (I-605 South to I-10 East) \$ 71 million
- Route 138 from Avenue "T" to Route 18 \$111 million

**ISSUE**

If on November 7, 2006, California voters approve Proposition 1B: "The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006" by a simple majority, then Metro and Caltrans District 7 must jointly nominate projects and submit supporting information by January 16, 2007 for the first funds from the bond. The \$4.5 billion Corridor Mobility Improvement Program is the first category to draw from this \$19.9 billion bond. The CTC is developing specific Corridor Mobility Program guidelines that recommend that Regional Transportation Planning Agencies (RTPAs) jointly nominate their counties' highest-priority, ready-to-go State Highway projects with their local Caltrans district.

**Technical Advisory Committee (TAC) Recommendation**

At its meeting of November 1, 2006, the Technical Advisory Committee approved the Corridor Mobility Improvement Program project nominations with the stipulation that any Metro funding that is indirectly made available by the CTC’s commitment of Corridor Mobility funds be re-allocated to the 2007 Call for Projects and Metrolink.

**POLICY IMPLICATIONS**

If Proposition 1B passes, it will provide \$19.9 billion for transportation capital improvements statewide. More than half of Proposition 1B, or \$11.8 billion, will be distributed competitively. The remaining \$8.1 billion will be distributed through existing formulas set in law. The \$4.5 billion Corridor Mobility Program is the largest discretionary program and is subject to the “40%/60% north-south split”. This means that approximately \$2.7 billion (60%) will be available competitively to the following thirteen Southern California counties:

Los Angeles	San Bernardino	San Diego	Riverside	Orange	Ventura	Kern
Santa Barbara	San Luis Obispo	Imperial	Tulare	Mono	Inyo	

The CTC is developing specific Corridor Mobility Program guidelines that would have Metro jointly nominate Los Angeles County’s highest-priority, ready-to-go projects with Caltrans District 7. The following schedule outlines the very short time frame that the CTC and the state’s RTPAs, such as Metro, have to develop guidelines, nominate projects, and adopt the initial Corridor Mobility Program for CTC approval:

TASK	DATE
CTC develops initial program guidelines with RTPAs (including Metro) and Caltrans	July - November 2006
Metro/Caltrans District 7 Develop Joint Staff Recommendation for Los Angeles County (including performance data)	August – Nov. 2006
Vote on Propositions	November 7, 2006
CTC adopts guidelines for CMIP	November 8, 2006
Board Action on Metro/Caltrans District 7 Joint Staff Recommendation	December 7, 2006
Metro/Caltrans District 7 Joint Nominations due to CTC (including performance data)	January 16, 2007
CTC adopts initial program	By March 1, 2007

It is in Los Angeles County's best interest to jointly provide Metro and Caltrans highest priority project nominations to the CTC by January 16, 2007. To be eligible for the program, the State Highway projects must be able to commence construction by January 2011. Metro's existing state highway priorities for Los Angeles County should be used for the Corridor Mobility Program. Metro and Caltrans staffs believe that the projects identified in the A and B actions of the recommendation are best suited to meet the Corridor Mobility Program eligibility requirements and competitive criteria.

The Metro-recommended projects in Action A have the highest priority in both the Long Range Transportation Plan and the "working priorities" list that the Board of Directors adopted in April 2003. Caltrans also recommends, the three projects in Action B for nomination. To insure competitiveness, an added \$40 million Intelligent Transportation Systems/Traffic Systems Management element is one of the projects recommended in Action B. The CTC's Guidelines for the Corridor Mobility Program require a corridor approach that includes Intelligent Transportation Systems/Traffic Systems Management efforts to relieve congestion. All of the projects meet the Corridor Mobility Program eligibility requirements and would be ranked competitively against the other RTPA project nominations based on the mobility and connectivity benefits of these projects.

It is important to note that the CTC will have the final decision on which projects will receive Corridor Mobility Program funds, regardless of their position in Metro Action A or Action B. Attachment A lists total cost and prior programming details for all of the projects in our recommendations. Attachment B is a map showing the location of the recommended projects and Attachment C describes the type of work that is contemplated for the Intelligent Transportation Systems/Traffic Systems Management element.

### **FINANCIAL IMPACT**

In addition to the obvious benefits to the projects themselves, CTC selection of the Action A projects would benefit Metro's Long Range Transportation Plan objectives by enabling other projects to be accomplished faster from a financial perspective than would otherwise be possible. CTC selection of Action B projects would not enable Metro's Long Range Plan projects to be accomplished faster, but would address State Highway system needs that Caltrans has identified as urgent.

Funds required for Interstate 10 and Interstate 405 are not included in Metro's FY 2007 Budget because no expenditures will occur during FY 2007. For the Interstate 5 projects, the necessary FY 2007 Metro expenditures have already been budgeted. If funds are required in future years, the Chief Planning Officer or the Chief Capital Management Officer will be responsible for budgeting these costs during the annual budget process.

### **DISCUSSION**

The Corridor Mobility Program is a highly competitive program where Metro has the unique opportunity to secure well over \$1 billion for Los Angeles County, and thereby achieve

enormous financial benefit if successful. Corridor mobility improvements will need to focus on eligible, competitive state highway projects. The Metro-nominated projects would leverage existing local, state and federal funds, and thereby accelerate delivery to their optimal project schedules and potentially increase the number of other projects that can be accelerated.

### **ALTERNATIVES CONSIDERED**

The Board of Directors could choose not to nominate one or more of the projects for the Corridor Mobility Program funds at this time. For Action A projects, staff does not recommend this option, as Metro would run the risk of delaying one or more Los Angeles County transportation projects identified in the Long Range Transportation Plan as key congestion-reducing and mobility improvement objectives. Furthermore, choosing such an option potentially would place the I-405 Northbound Carpool Lane project at great risk of forfeiting a \$130 million federal funding earmark and \$90 million in Traffic Congestion Relief Program funds. For Action B projects, elimination by Metro would jeopardize the joint Metro/Caltrans District 7 project nomination status that the CTC is seeking. Since this is a competitive program, a joint Metro/Caltrans recommendation could mean the difference between a successful program application and an unsuccessful one. For these reasons, staff recommends that the Board approve all of the Los Angeles County transportation projects for nomination to the CTC.

### **NEXT STEPS**

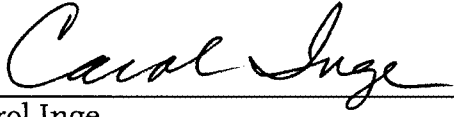
If Proposition 1B passes and with Board approval, we will submit the recommended joint Metro/Caltrans Corridor Mobility Program project nominations to the CTC by January 16, 2007. Also, we will continue to work with CTC staff and Caltrans to secure approved Corridor Mobility Program funding for Los Angeles County. The Corridor Mobility Program continues to evolve and the CTC will adopt it in its final form on March 1, 2007.

### **ATTACHMENTS**

- A. Proposition 1B: Proposed Los Angeles County Corridor Mobility Improvement Program Project Nominations
- B. Proposed Los Angeles County Corridor Mobility Improvement Program Map
- C. Traffic Systems Management/Intelligent Transportation Systems Element Description

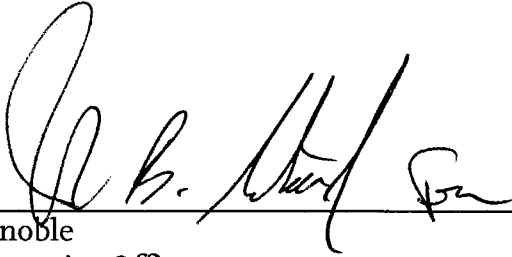
Prepared by: David Yale, Director of Regional Programming  
Programming and Policy Analysis

Timothy Papandreou, Transportation Planning Manager IV  
Programming and Policy Analysis



---

Carol Inge  
Chief Planning Officer



---

Roger Snoble  
Chief Executive Officer

## Proposition 1B: Los Angeles County Corridor Mobility Improvement Program Project Nominations

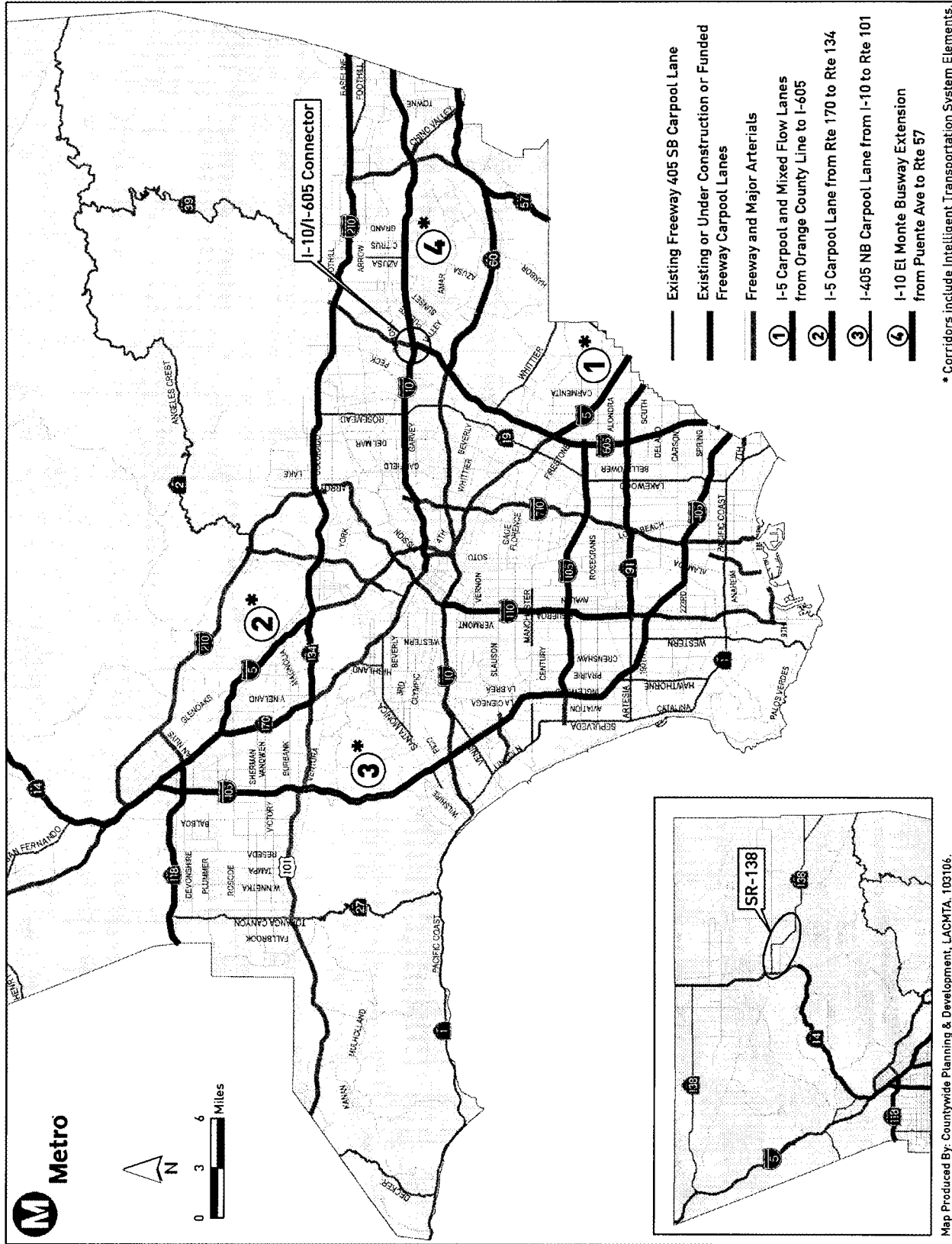
(\$'s in Millions)

Project Description	Estimated Total Project Cost (Escalated)	Funds Programmed to Date	Corridor Mobility Program Proposal	Additional Funding Required
Interstate 5 from Interstate 605 to Orange County Line *	\$ 1,413	\$ 1,026	\$ 387	\$ -
Interstate 5 Carpool Lane from Route 170 to Route 134 (1) *	606	417	73	116
I-405 Carpool Lane I-10 to US-101 (Northbound) (2) *	950	220	730	0
Interstate 10 Extend El Monte Busway to County Line *	365	9	356	0
<b>Sub Total</b>	<b>3,334</b>	<b>1,672</b>	<b>1,546</b>	<b>116</b>
Corridor Intelligent Transportation System Elements	40	-	40	0
Interstate 10/605 Transition (I-605 South to I-10 East)	71	-	71	0
Route 138 Avenue "T" to Route 18 Various Loc. Widening	145	34	111	0
<b>Sub Total</b>	<b>256</b>	<b>34</b>	<b>222</b>	<b>0</b>
<b>TOTAL</b>	<b>\$ 3,590</b>	<b>\$ 1,706</b>	<b>\$ 1,768</b>	<b>\$ 116</b>

**Note:**

- \* The cost estimate for Corridor Intelligent Transportation System (ITS) Elements is for these four projects.
- (1) Only \$73 million of the total \$189 million cost increase for this project is eligible for the Corridor Mobility Improvement Program. The remaining \$116 million required to build this project all the way to Route 134 will come from other sources to be determined by Metro in a subsequent action. Please see the companion Metro Board report for more information about the additional \$116 million in Metro project funding.
- (2) The I - 405 cost estimate is for the likely alternative pending the outcome of the environmental process.

# Proposed Los Angeles County Corridor Mobility Improvement Program



<b>Intelligent Transportation System/Traffic Systems Management Element</b> <i>(\$'s in Thousands)</i>		
Project Description	Operating System Integration (1)	Communication System Integration (2)
Interstate 5 from Interstate 605 to Orange County Line	6,000*	4,000*
Interstate 5 Carpool Lane from Magnolia Blvd to Route 134	6,000*	4,000*
I-405 Carpool Lane I-10 to US-101 (Northbound)	6,000*	4,000*
Interstate 10 Extend El Monte Busway to County Line	6,000*	4,000*
<b>Sub Total</b>	<b>24,000*</b>	<b>16,000*</b>
<b>TOTAL</b>		<b>\$40,000</b>

\* Estimate Only. Specific Amount Per Corridor is To Be Determined.

(1) Operating System Integration Includes the development and implementation of system interfaces among various operating systems of the corridor agencies, such as: Closed Circuit Television and Digital Video Surveillance; Integrated Corridor Management Plans between Metro, Caltrans, the City of Los Angeles, the County of Los Angeles, Metrolink and other local agencies; Metro Rapid and corridor express bus priority systems; synchronized traffic signal operations; and, Intelligent Transportation Systems infrastructure gap closures along corridors.

(2) Communication System Integration includes the development and implementation of the following: Integrated Automated Workzone Information; Digital Highway Advisory Radio Systems; Coordinated Emergency Highway and Transit Operation Response Plans; Real Time Arrival Systems; and Redundant Communication Systems; and, System infrastructure gap closures among Metro, Caltrans, City of Los Angeles, the County of Los Angeles, Metrolink, and local transportation and transit agencies along the corridors.