

Congestion, Highway, and Roads Committee

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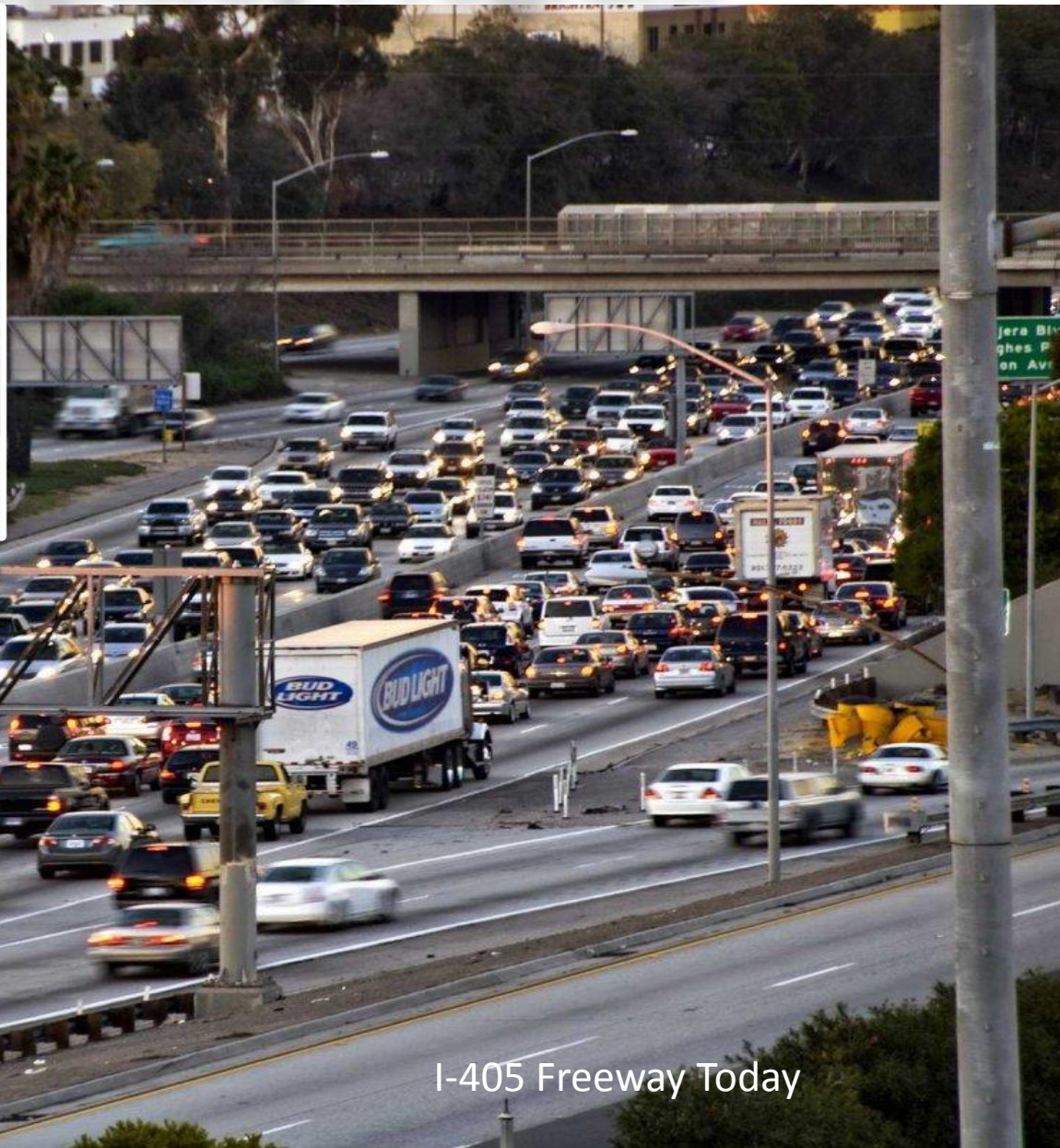
Michael Cano,
Deputy Executive Officer, Goods Movement



Metro Highway Program



I-405 Freeway 1958



I-405 Freeway Today

America's Top Bottlenecks in 2015

11 of Top
30 are in
LA County



Los Angeles County Highway Facts

527 miles of freeways

382 miles of conventional highways

7.6 million vehicles registered in the County in 2015

92 million miles per day traveled in the County

76% of daily work-home trips are drive-alone

81 avg. hours/year/person stuck in traffic

45% of all Statewide delay

\$13.3 billion annual cost of congestion/delay

2.4 million more people in the next 40 years



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Why is Metro in Highway Business?

- Legislative Authority
 - SB 45
 - Chaptered in 1997
 - STIP funds split

- Need for additional funds

SB 45

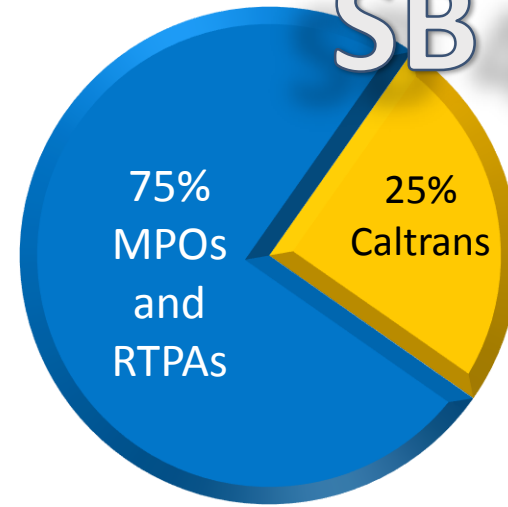
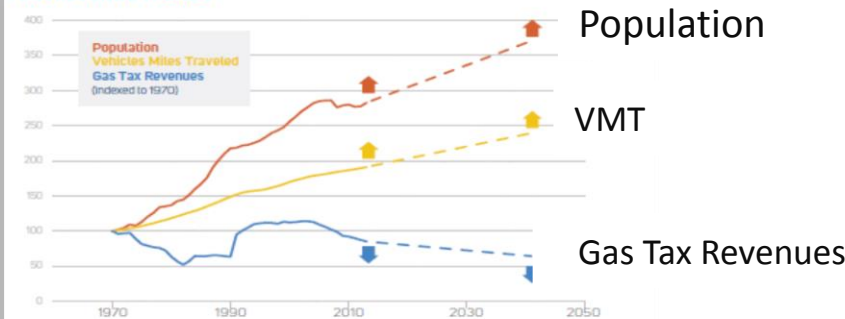
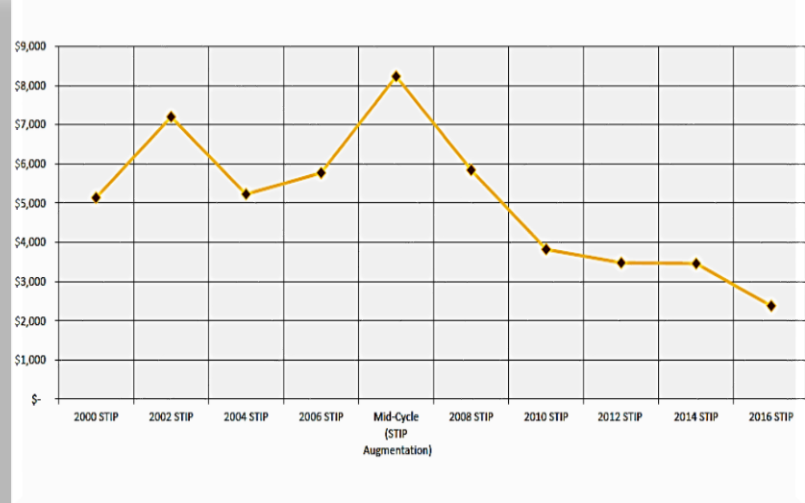


FIGURE 3.1 CALIFORNIA POPULATION, TRAVEL AND GAS TAX REVENUE TRENDS



Source: Caltrans, California Department of Finance, California State Board of Equalization, White House Office of Management and Budget

HISTORIC STIP PROGRAMMING LEVELS



Why is Metro in Highway Business?

- Countywide Need Assessment
- Multi-agency program coordination/management
- Accelerated and cost effective project delivery

Metro's Financial Contributions to Highway Projects

Source	Commitment	Programmed to Date
Measure R	Approx. \$8 bil. (20%), \$267 mil./Yr.	
Measure M	Approx. \$20.4 bil. (17%), \$500 mil+ /Yr.	~ \$ 2 bil.
Proposition C:	Since 1990; 25% of revenue	
State	RIP, SHOPP, CMIA, TCRP, GARVEE, RIP, SLPP, Other	~ \$3.4 bil.
Federal	CMAQ, SAFETEA-LU, RSTP, ARRA, Grants, Demo. , Other	~ \$1.8 bil.
TOTAL (Since 1992)		\$7.2 bil.



Metro's Role in Highway Project Delivery

- Fair and equitable representation of all jurisdictions in the county
- Project need assessment
- Establishing guidelines for determination of project prioritization and funding eligibility under var. sales tax measures
- Programming State and Federal funds to support projects
- Funding highway capacity and operational improvements projects
- Direct management or oversight of highway operational improvement and capacity enhancement projects
- Risk assessment/management to control project cost and schedule
- Ensure timely and cost-effective project delivery by Metro, Caltrans, COGs, Consultants.



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Project Delivery and Control Plans

❑ On-Going Project Management/Controls

❑ Operation Shovel Ready

- Get projects positioned for construction

❑ Annual Program Evaluation (APE)

- Evaluate and recalibrate project scopes, schedules, and budgets

❑ Program Management Plan (PMP)

- Effectively manage delivery of a massive infrastructure program

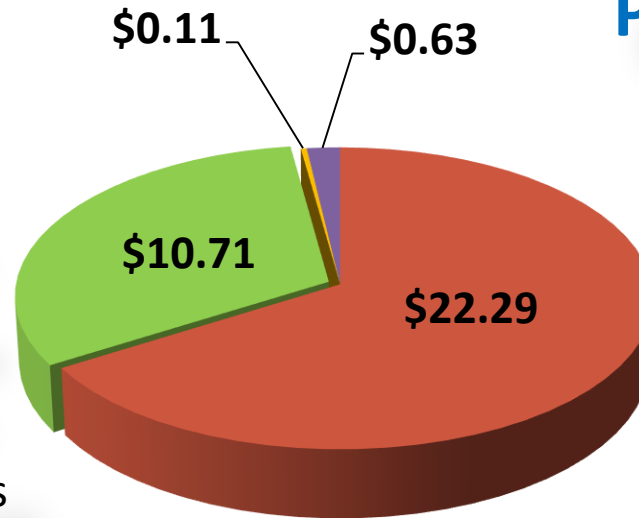


Metro[™]

Delivering Highway and Local Arterial Capacity and Operational Improvement Projects

340 Projects

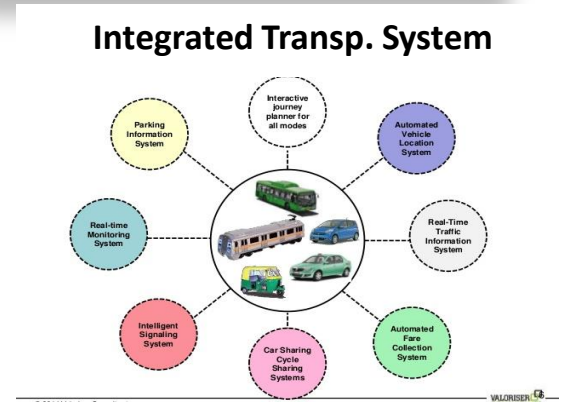
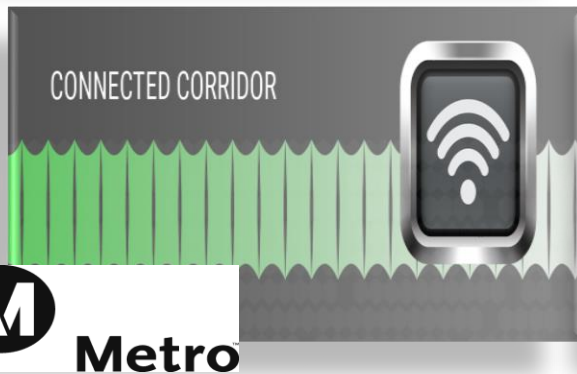
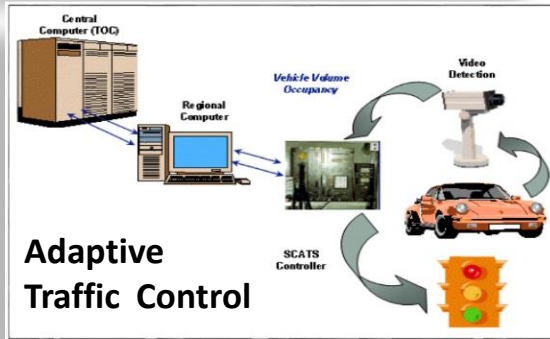
- 19 Metro-led Major Highway Projects
- 21 Caltrans-led Major Highway Projects
- 180 Subregional Projects
- 120 ITS/Signal Synch. Projects



**Program Value:
\$33.7 Billion**

- Metro-Led Major Highway Projects
- Caltrans-Led Major Highway Projects
- ITS/Signal Sync Projects
- Subregional

Smarter Highway Projects



Congestion Reduction

ExpressLanes

Motorist Services

Key Concepts/Objectives:

Innovation

Collaboration

Public Facing Programs

**Responsible for All Facets of Projects
(Development, Implementation, & Ongoing
Operations)**



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Metro ExpressLanes Background



- One-year demo of the 1st HOT lanes in LA County
- Converted 65 lane miles of HOV Lanes to HOT
- Program budget: \$210 CRD grant/\$80 Million match
- I-110 ExpressLanes opened 11/10/12
- I-10 ExpressLanes opened 2/23/13



Program Requirements



- All vehicles (except buses, motorcycles, & emergency response) required to have a FasTrak® transponder
- 24/7 tolling operation
- Dynamically priced - \$0.10 to \$1.70 per mile
- I-10 - HOV 3+ Toll-free peak hours; HOV 2 off-peak
- I-110 - HOV 2+ Toll-free at all times
- SOV pay toll at all times
- \$40 to open account
- \$1 per month account maintenance fee
- Transponder can be used in multiple vehicles
- CAVs currently travel toll-free regardless of occupancy



ExpressLanes Performance



- 652,906 transponders issued (Dec. 2016)
- 551,833 accounts opened (Dec. 2016)
- 12,612 low income assistance program accounts (Dec. 2016)
- 38.1 million trips (June 2016)
- ExpressLanes vs GP lane speeds during AM Peak (5am to 9am)
 - I-110 NB: 5.9 miles per hour faster than GP
 - I-10 WB: 6.3 miles per hour faster than GP
- Total Reinvestment of Net Toll Revenues: \$80,003,153
- FY17:
 - Strategic Plan
 - Automated Enforcement (VPDS)
 - Planning Studies



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Los Angeles County Service Authority for Freeway Emergencies (LA SAFE)



- Separate legal authority from Metro
 - Created in 1988
 - Pursuant to California Streets and Highways Code Section 2550 – 2559
 - \$7.5 million annually from \$1.00 DMV vehicle registration surcharge
- Funds motorist aid programs, including:
 - Kenneth Hahn Call Box System
 - Southern California 511 Traveler Information System
- Financially supports
 - Metro Freeway Service Patrol
 - Regional Integration of Intelligent Transportation Systems



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Metro Freeway Service Patrol

- Roving tow trucks
- Peak commuting hours, 475 freeway miles
- Service is provided free to motorists
- 300,000 assists performed each year
- 13:1 benefit to cost ratio
 - 16,253,000 gallons of fuel savings annually
 - 150,000 kg of emissions savings annually
- FY17:
 - Comprehensive vehicle monitoring /data collection system



Regional Integration of Intelligent Transportation Systems (RIITS)

- Interagency multimodal mobility program
 - Data exchange
 - Collaboration & Coordination
- Metro administrator of federally required Regional ITS Architecture
- FY17:
 - RIITS Modernization



Southern California 511

- Multi-modal, multi-regional and multi-platform traveler information system
- Provides traffic, transit, and commuter services information through the following platforms:
 - Automated phone service
 - Adaptive web-site
 - Mobile application
 - USG Video wall
- Over 180,000 monthly users
- FY17:
 - Next generation system
 - Integrate VetsGo511 service providing information tailored to the veteran and military community



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Metro and Goods Movement

Part of Metro's mission from the start...

“... 130051.12. (a) The Los Angeles County Metropolitan Transportation Authority shall, at a minimum, reserve to itself exclusively, all of the following powers and responsibilities:

(1) Establishment of overall goals and objectives to **achieve optimal transport service for the movement of goods** and people on a countywide basis. ...”

*Metro's Enabling Legislation
AB 152 (1992)*

...despite no direct role in operating a ship, port, freight train, truck, warehouse, container railyard, or cargo plane.



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Prior Metro Involvement in Goods Movement

- Funding partner and implementation lead for various highway projects throughout Los Angeles County
- Funding partner for Alameda Corridor-East Construction Authority (ACE)
- Regional rail overlap with freight rail corridors
- Advocate for and participate in federal/state funding opportunities
 - TCIF, FAST Act funding
- Outreach to / coordination with freight stakeholders
 - Communities, Ports, Freight Railroads, Caltrans, etc.



Creation of Metro's Goods Movement Division

Previously various departments and divisions handled different pieces of the goods movement work at Metro

CEO Phil Washington created division within Countywide Planning to centralize and elevate goods movement efforts within Metro

- Creation of Metro Freight Working Group via board action (August 2016)

Major Initiatives Taking Place with Freight:

- **Federal:** FAST Act
 - FASTLANE grant program: \$4.5 Billion / 5 years
 - Allocation of formula funds to California: \$584 Million / 5 years
 - National Freight Strategic Plan
- **State:** California Sustainable Freight Action Plan, California Freight Mobility Plan, Formula funding guidelines, freight corridor designations
- **Regional:** Implementation of Measure M, Metro LRTP update, SCAG RTP



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FASTLANE Grant Program

- \$4.5 Billion available over 5 years
- Nationally competitive application process evaluated by USDOT
- Awards made to freight and highway projects, including port and grade separation projects.
- Metro and SCAG region as a whole did not receive an award in FY 16
- Modified strategy for FY 17 to seek more partnerships with Caltrans and freight stakeholders to create joint applications for connected projects:
 - Ports of LA & Long Beach / ACE: **America's Global Freight Gateway – Southern California Rail Project**
 - Caltrans / SANBAG / RCTC / SCAG: **America's Global Freight Gateway – Southern California Highway Project**
 - Partnered with Caltrans and North County: **I-5 Truck and HOV Lanes project** in Santa Clarita



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AMERICA'S GLOBAL FREIGHT GATEWAY

SOUTHERN CALIFORNIA
HIGHWAY STRATEGY

December 15, 2016

FY-2017 FASTLANE GRANT APPLICATION



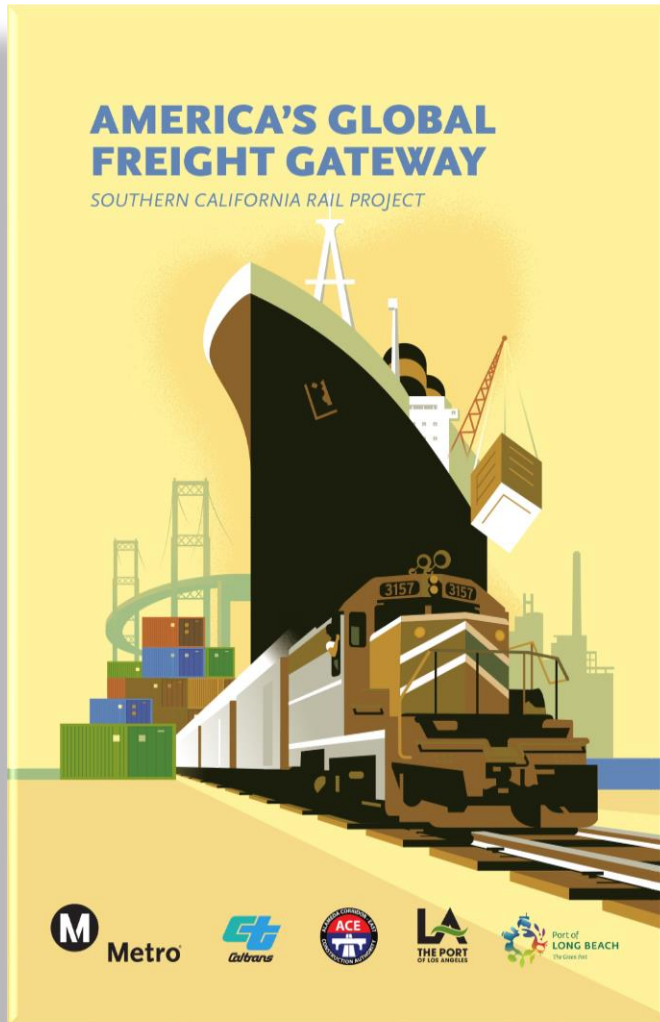
Submitted by:



partnered with:



Metro's FY 17 FASTLANE Submissions



FY 17 FASTLANE funding available: \$850 million

America's Global Freight Gateway: Southern California Rail Project

- Lead Applicant: Metro
- Partners: POLA / POLB / ACE / Caltrans
- Location: Gateway Cities/San Gabriel Valley
- **Request: \$97 million**
- Total Project Cost: \$277 million

America's Global Freight Gateway: Southern California Highway Strategy

- Lead Applicant: Caltrans (Metro request)
- Partners: Metro / SANBAG / RCTC / SCAG
- Location: San Gabriel Valley / San Bernardino County / Riverside County
- **Request: \$160 million**
- Total Project Cost: \$1.5 billion

I-5 Truck and HOV Lanes Project

- Lead Applicant: Metro
- Partners: Caltrans / Santa Clarita / LA County
- Location: North L.A. County
- **Request: \$50 million**
- Total Project Cost: \$440 million



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Looking Forward – 2017

- Develop multi-agency advocacy efforts with new Administration in support of our FASTLANE applications
- Develop guidelines for Measure M funding categories featuring goods movement elements
- Create Goods Movement Strategic Plan and new Goods Movement element for upcoming Long Range Transportation Plan update
- Develop guidelines through CTC for State controlled federal formula freight funds and work with State agencies on Freight Plans and policy
- Continue outreach to stakeholders and augment Metro Freight Working Group to include more regional partners



END