

I-105 ExpressLanes Project



Tab 21



ExpressLanes Background



- Initiated as a one-year congestion reduction demonstration project.
 - I-110 opened in November 2012
 - I-10 opened in February 2013
- The ExpressLanes were developed in partnership with FHWA, Caltrans and CHP.
- The Metro Board and California Legislature approved tolling in perpetuity.



I-105 Project Background

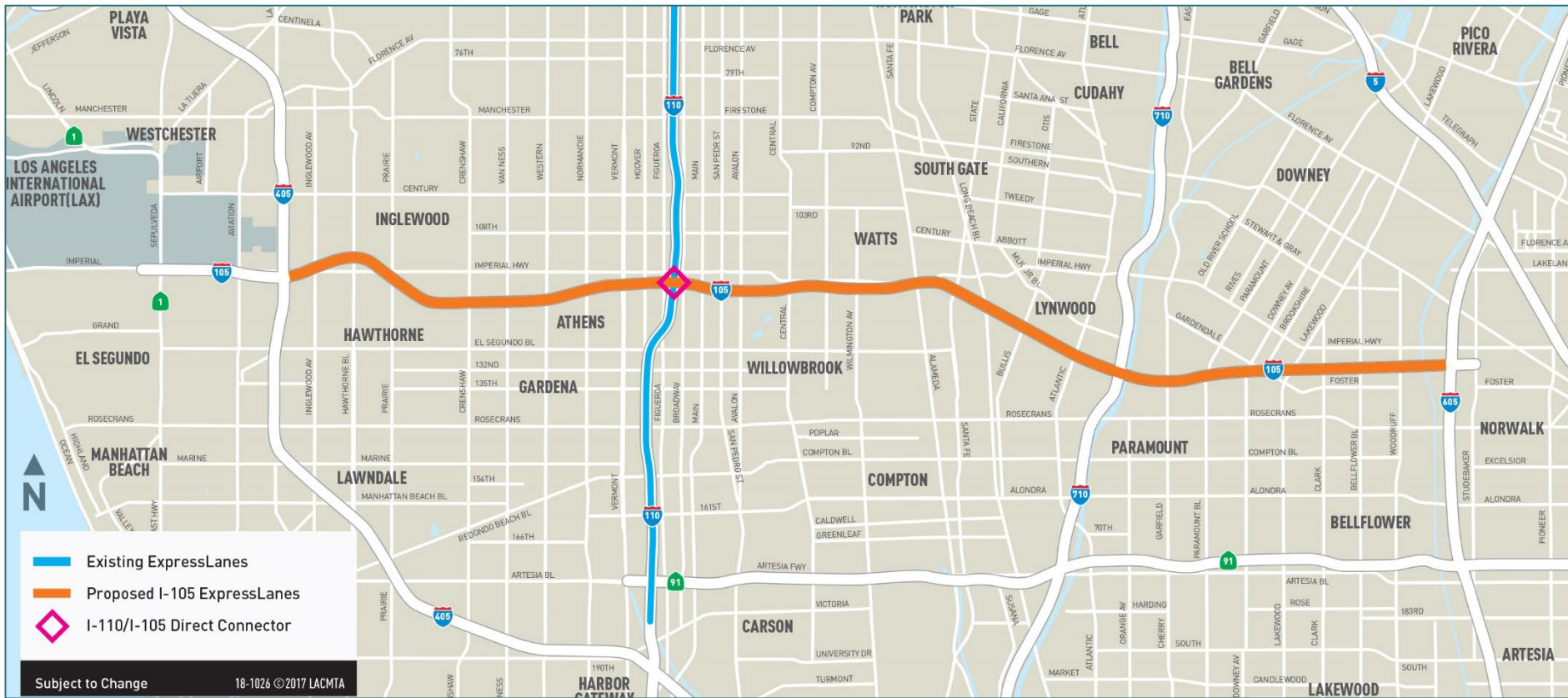


- Project is included in the Los Angeles County ExpressLanes Strategic Plan as a Tier 1 (near-term) project
- Project is included in the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); will be included in the 2020 RTP/SCS
- Caltrans completed the I-105 Project Initiation Document (PID) (Project Study Report-Project Development Support) in September 2015
- The Measure M local transportation sales tax passed in November 2016 provides \$175M for this project
- This project is also included in Metro's Twenty-Eight by '28 initiative to complete 28 transportation projects by the 2028 Olympics

Project Overview



- The project limits for the proposed ExpressLanes on the I-105 are between the I-405 and I-605, a distance of 15.7 miles



Project Need

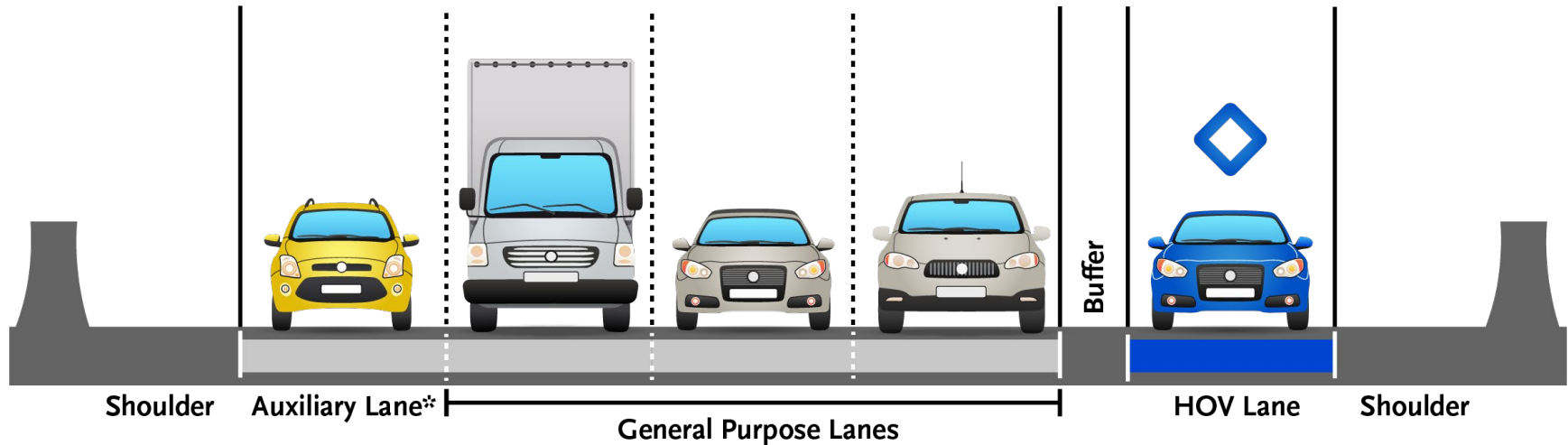


- HOV lane is degraded per Federal guidelines (speeds are less than 45 miles per hour during peak periods).
 - It takes 36 minutes to drive the HOV lane eastbound during the PM peak compared to 15 minutes with no congestion.
- Peak period speeds average 25 miles per hour or less in the General Purpose lanes.
 - It takes 43 minutes to drive the corridor eastbound during the PM peak period compared to 15 minutes with no congestion.
- Enhances freight movement at both the western end for air cargo shipments, and at the eastern end managing trucks going to and from the San Pedro Bay ports

Alternative 1



Existing Conditions (No Build)



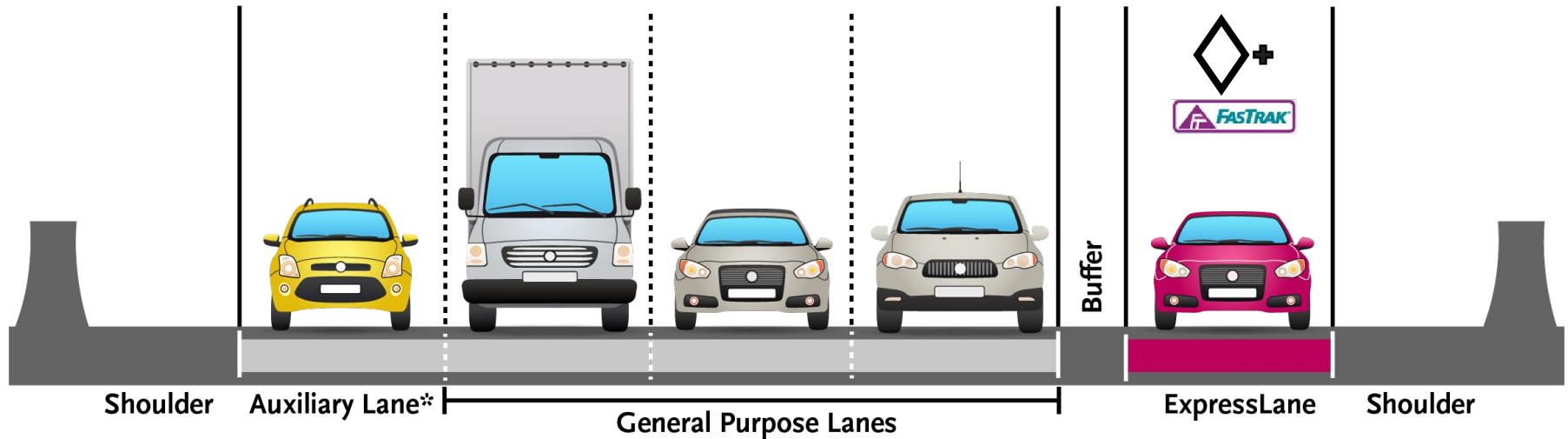
- Graphic illustrates current conditions with no changes
- No additional travel lanes or ramp improvements would be installed

*Note: Auxiliary Lane is only in certain locations on I-105.

Alternative 2



Convert HOV to One (1) ExpressLane (Standard Lane Width)



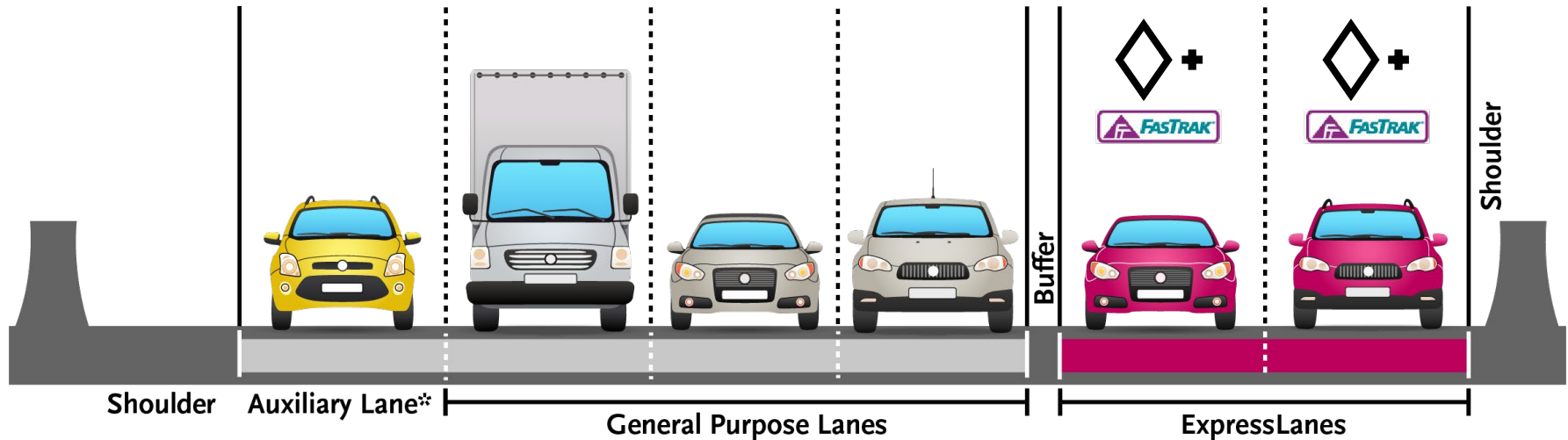
- Convert existing HOV to one (1) ExpressLane in each direction with standard (12 ft) lane width
- Add ExpressLanes toll equipment, signage, pavement markings

*Note: Auxiliary Lane is only in certain locations on I-105.

Alternative 3



Two (2) ExpressLanes (Non-standard Lane Widths)



- Convert existing HOV lane to one (1) ExpressLane and add a second ExpressLane in each direction
- Non-standard lane and shoulder widths
 - Lane could be reduced from 12 ft to 11 ft
- Add ExpressLanes toll equipment, signage, pavement markings
- Potential Limited Right of Way Additions



Metro

*Note: Auxiliary Lane is only in certain locations on I-105.



Facility Design



- ExpressLanes will be separated from General Purpose lanes by a double white striped buffer; channelizers possible
- Limited access; will maintain existing ingress/egress locations and add weave lanes at most ingress/egress locations



Operational Characteristics



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

ExpressLanes:

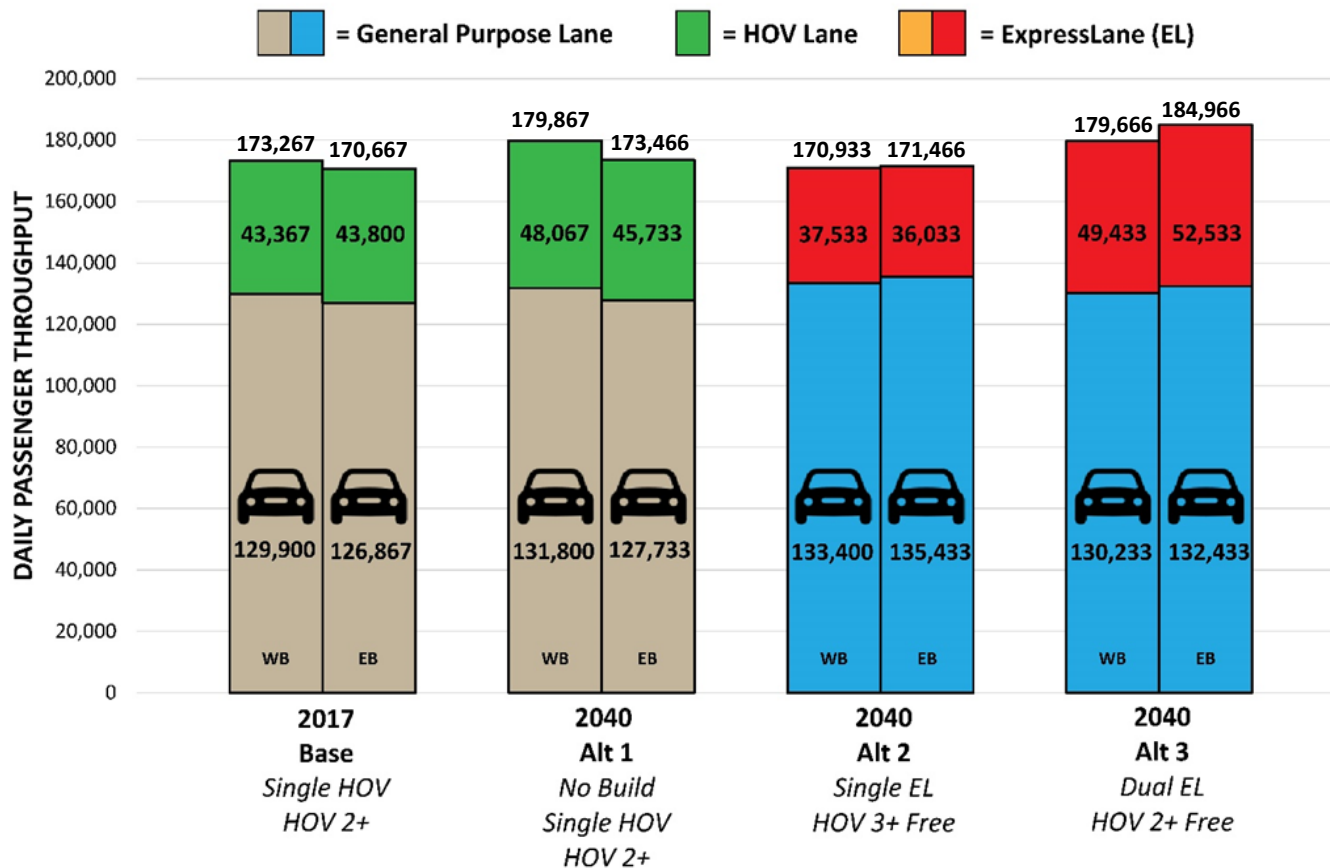
- Operate 24/7
- Utilize dynamic pricing - tolls would vary based on congestion and can refresh as often as every five minutes
- Offer qualifying Clean Air Vehicles a 15% discount
- Enhance transit in the corridor
- Implement the Low Income Assistance Plan, Carpool Loyalty, and Transit Rewards programs
- Occupancy Policy is To Be Determined

State and Federal Roles and Responsibilities

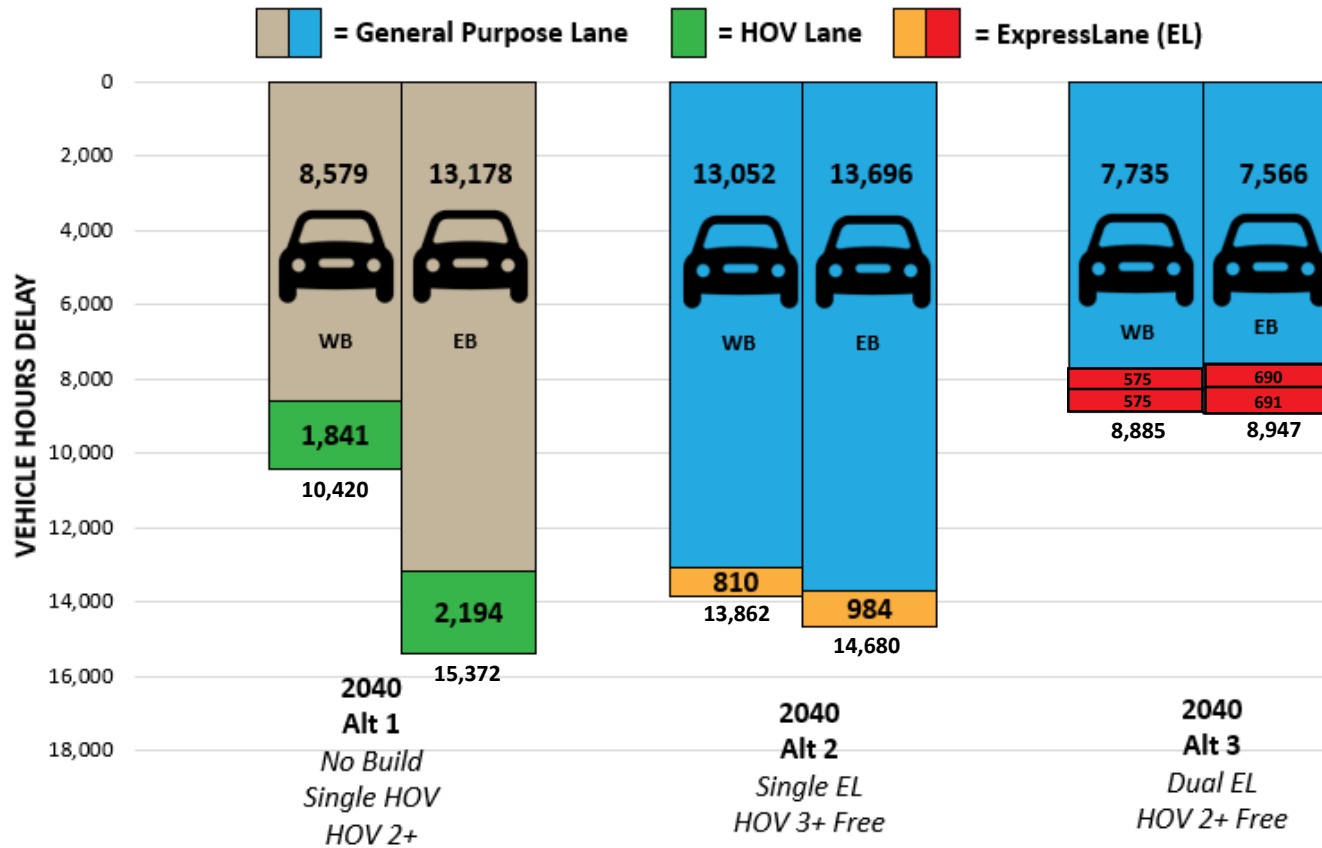


- Caltrans
 - > Preparing and Approving the Environmental Document
 - > Reviewing and approving all design and operation plans, including construction and maintenance activities within state right-of-way.
 - > General maintenance, maintenance of physical infrastructure (pavement, median barriers, structures)
- CHP will provide enforcement
- Federal Highway Administration (FHWA)
 - > Attending regular PDT & ConOps meetings
 - > Reviewing and providing input on Draft documents
 - > 105 ExpressLanes is a “Project of Division Interest” (PODI)

Daily Person Throughput



Vehicle Hours of Delay



Funding Plan



Source	Project Development	Construction	Total
CMAQ	\$2,607	\$0	\$2,607
Metro Sales Tax Funds	\$62,907	\$0	\$62,907
Other Federal or State Funding	\$0	\$125,000	\$125,000
Other Local/Toll Revenue-Backed Obligations	\$0	\$330,390	\$330,390
Total Programmed	\$65,514	\$455,390	\$520,904

- The current estimated project cost for Alternative 3 (dual ExpressLanes) is \$520,904,000
- The Measure M local sales tax provides \$175M for the project. Some of these funds will be used for project development and the remainder will be used to repay the toll revenue-backed obligations
- “Other Federal or State Funding” may include SB1 grants or other federal grants.

Implementation & Outreach



- As part of the PA/ED, Metro and Caltrans have initiated an extensive and ongoing outreach program to inform and engage stakeholders in the I-105 corridor.
- To date, 75 meetings, presentations, and outreach events have taken place for this project since February 2018

Project Initiation Document	September 2015
Project Scoping	April 2018
Submit application for tolling authority to CTC	Summer 2019
Draft Environmental Document Circulation	Fall 2019
T&R Investment Grade Study	Fall 2019
Draft Concept of Operations	Fall 2019
Final Environmental Document (EIR/FONSI) Approval	Summer 2020
Project PS&E	Summer 2021
Right of Way Certification	Fall 2021
Release RFP (Ready to List)	Spring 2022
Construction NTP	Fall 2022
Substantial Completion	December 2024
Project Complete	March 2025



Thank You!

