

Highway Projects

Including Measure R Improvements



Metro

JANUARY 2012

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*Metro Post 1989 Retrofit Soundwall Program see pg. 23.

The Metro Highway Program encompasses a wide range of High-Occupancy Vehicle (HOV) lanes, interchange reconstruction, and capacity enhancement projects throughout Los Angeles County. With the passage of SB-45, Metro also assumed the responsibility of implementing the Post 1989 Soundwall Retrofit Program (pg. 23). Additionally, Metro provides a variety of motorist services (pg. 24).

A number of the highway projects are funded in part by Measure R, a half-cent sales tax for Los Angeles County passed by voters in November 2008 to finance and accelerate transportation projects and programs.

SR-2 Freeway Terminus Improvement



The Glendale Freeway (SR-2) was originally planned and constructed in 1959 to connect with the Hollywood Freeway (US-101) through the neighborhoods of Silver Lake and Echo Park. In 1962, as a result of local community opposition, the full build-out plan was rescinded and construction was terminated at the present SR-2 terminus near Glendale Bl and Duane St. Since then, commuter traffic coming off of and on to SR-2 has passed through the community, primarily along Glendale Bl and Alvarado St and has contributed to congestion. A Federal Transportation Equity Act for the 21st Century (TEA-21), High Priority Highway Project Authorization grant was provided to upgrade the southern terminus of SR-2 and address the transportation issues affecting the surrounding communities along Glendale Bl.

Project Description

The purpose of this project is to develop a balanced transportation system that better serves local and regional transportation needs through improved management of traffic flow; enhanced pedestrian and non-motorized accessibility and safety at the SR-2 terminus; and creation of a context sensitive designed community open space in the immediate vicinity.

Project Status

On December 10, 2009, the Metro Board of Directors authorized completing the required environmental analysis and preliminary engineering of a Hybrid Alternative for inclusion in the Final Environmental Document. The proposed Hybrid Alternative addresses issues and concerns raised during the public comment period and includes several new elements such as retaining the existing flyover connector for/through southbound Glendale Bl traffic, installing connector meter on existing flyover connector operating during peak hours, enhancing end-of-freeway traffic control devices to slow down off-peak traffic flow, etc. The Final Environmental Document was approved in December 2010 with a Mitigated Negative Declaration (MND) and Finding of No Significant Impact (FONSI). The Hybrid Alternative is recommended to Caltrans as the Locally Preferred Alternative (LPA), inclusive of the proposed improvements that enhance vehicular and pedestrian safety and create community open space in the SR-2 terminus project area.

The next phase of the project includes preparing the Phase I Plans, Specifications and Engineering (PS&E). Metro expects to contract with Caltrans for the PS&E by February 2012. The development of the construction contract is anticipated in early 2013 with construction beginning mid-2013.

Project Schedule

PHASE	COMPLETION
Complete Environmental Analysis Phase	December 2010
Complete Final Engineering	December 2012
Start Construction	July 2013
Complete Construction	June 2014

Project Funding

Current Funding: \$12 million in TEA-21 High Priority Highway Project Authorization grant.

Required Additional Funding: \$13-16 million.

I-5 Widening and HOV



Project Description

The project involves widening from three general purpose lanes to four general purpose lanes and one HOV lane in each direction and upgrading to current highway design standards between the Los Angeles/Orange County Lines and I-605. Eighteen structures (twelve bridges and overcrossings and six under crossings) along the 6.8-mile facility will be upgraded with major reconstruction of the Valley View Av Interchange and Carmenita Rd Interchange (funded separately).

Project Status

The Environmental Analysis Phase is complete. The project is being designed and constructed in six segments:

- > Alondra Av Overcrossing (Coyote Creek O.C. to Marquardt Av)
- > Valley View Interchange (Artesia Bl to Coyote Creek)
- > Shoemaker, Rosecrans, Bloomfield Bridges (Shoemaker to Silverbow)
- > San Antonio, Imperial Hwy and Orr and Day Rd (Silverbow to Orr and Day Rd)
- > Florence Av Interchange (Orr and Day Rd to I-605 Interchange)
- > Carmenita Rd Interchange (Alondra Bl Overcrossing to Shoemaker Av Overcrossing)

Project Funding

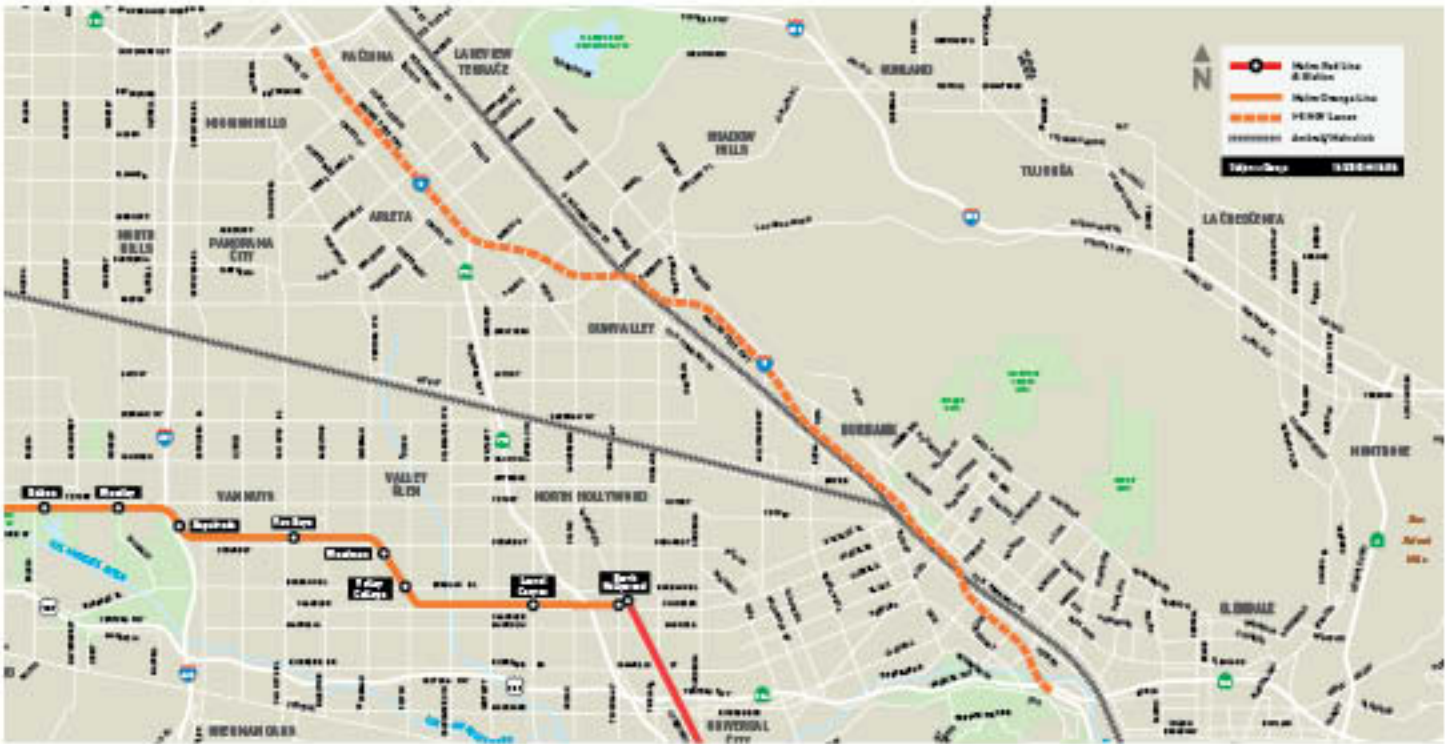
Funding for the I-5 Widening and HOV Lane Project is \$1,620 billion with local sources providing 22%, state sources providing 69% and federal sources providing 9%.

The I-5 is one of the most congested freeways in the Los Angeles basin, providing 178,000 daily motorists direct connection between Southern California's two largest counties, Los Angeles and Orange. The facility, opened in 1956, is no longer adequate for the area's large and growing population and needs to be widened and upgraded to current design and safety standards.

Project Schedule

	ALONDRA	VALLEY VIEW	SHOEMAKER	SAN ANTONIO	FLORENCE	CARMENITA
Start Construction	Nov. 2011	June 2013	Aug. 2012	Aug. 2012	June 2013	Sept. 2011
Complete Construction	July 2014	Dec. 2016	Apr. 2016	Apr. 2016	Dec. 2016	Dec. 2014

I-5 HOV from SR-134 to SR-118



Project Description

PROJECT	DESCRIPTION
1. I-5 HOV from SR-118 to SR-170	This project consists of HOV lanes in both directions as well as a direct HOV to HOV connector between the existing SR-170 HOV lanes and the I-5 HOV lanes.
2. I-5 HOV from SR-170 to Buena Vista St	The project proposes to construct one HOV in each direction from SR-170 to just north of Buena Vista St in the City of Burbank. It consists of widening the freeway mostly in the median to construct one HOV lane in each direction.
3. I-5 HOV/Empire Av Interchange Modification & Burbank Bl Reconstruction and Interchange Modification	<p>This project proposes to construct one HOV lane in each direction from south of Empire Av to just north of Buena Vista St in the City of Burbank. It also proposes the realignment and elevation of the adjacent railroad tracks to make way for the freeway widening and to provide a grade separation at Buena Vista St (underpass).</p> <p>The project also consists of the reconstruction of Burbank Bl over a short widened and realigned segment of I-5 to include one HOV lane in each direction from south of Burbank Bl to just south of Empire Av in the City of Burbank and the modification of the Burbank on and off ramp into a tight diamond interchange.</p>
4. I-5 HOV from Magnolia Bl to SR-134	This project consists of constructing one HOV lane in each direction along I-5 from Magnolia Bl to SR-134.

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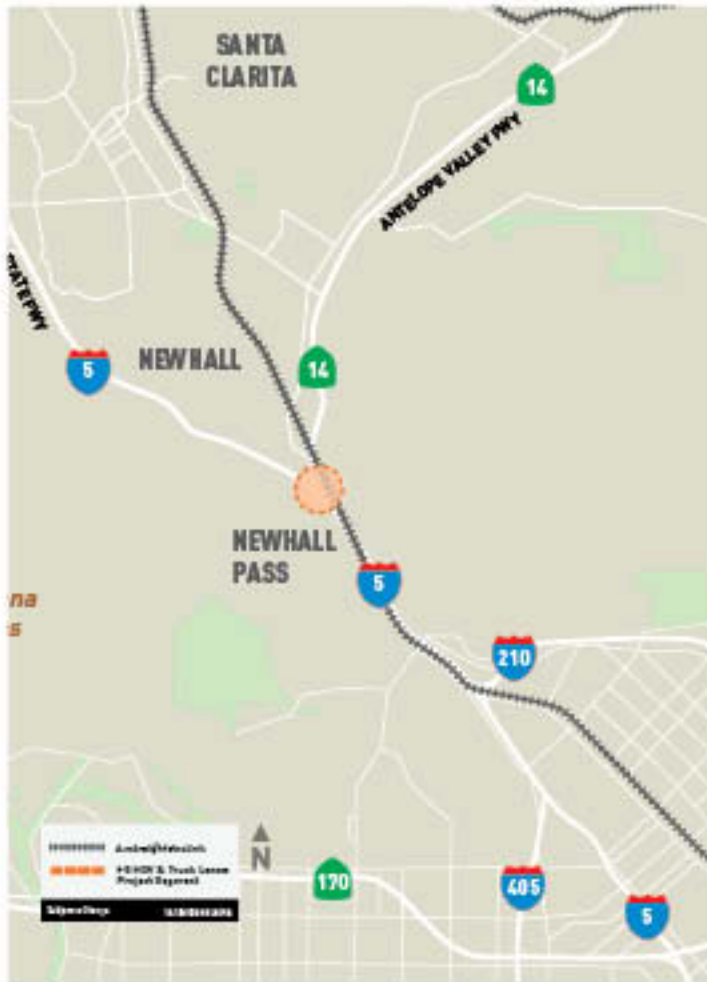
This project is comprised of four separate segments which will widen the I-5 for the construction of one HOV lane in each direction from SR-134 to SR-118, a total of approximately 12 miles. The I-5/SR-170 mixed flow connector will be reconstructed and a new route I-5/SR-170 HOV to HOV connector will be constructed.

Project Funding

Total project cost is estimated at \$950,595 million with federal sources providing 8%, state sources providing 43% and local sources providing 49%. Measure R provides \$271.5 million for I-5 from SR-134 to SR-170.

Construction Schedule		Status	Funding
TO BEGIN	TO END	DATE AWARD EXPECTED	PER PROJECT
1. August 2010	June 2015	Awarded May 2010	\$250,926 million
2. January 2011	December 2014	Awarded October 2010	\$107,780 million
3. March 2013	July 2016	November 2012	\$439,265 million
4. March 2011	December 2014	Awarded December 2010	\$152,624 million

I-5/SR-14 HOV Direct Connector - Interstate 5 and State Route 14 Interchange



Construction has begun on the I-5/SR-14 interchange to help provide a seamless transportation system and will allow carpoolers a freeway-to-freeway transfer without leaving the carpool lane.

Project Description

The project involves the construction of a two-lane elevated HOV connector within the median area of the I-5 and SR-14 to join the southbound and northbound HOV lanes on the I-5, SR-14 and Soundwalls at the I-5 and SR-14 interchange. When completed, this project will provide continuous HOV lanes from Antelope Valley to major metropolitan regions in Los Angeles County.

Project Status

The project is currently in the construction phase and is 80% complete. It is scheduled to open to traffic in summer of 2012.

Project Funding

The total project cost is \$175,800,000. It will utilize a combination of Regional Improvement Program, Proposition C and Congestion Mitigation Air Quality funds. Measure R also provides \$90,800,000 for the project.

Project Schedule

PHASE	ESTIMATED CONSTRUCTION
Complete Environmental Phase	May 2001
Complete Final Engineering	December 2006
Start Construction	July 2008
Complete Construction	Summer 2012

I-5 HOV Lanes from SR-14 to Parker Road and Truck Lanes from SR-14 to Kern County Line



The I-5 is a high priority corridor on the National Highway System (NHS) serving inter-regional communities and vehicular travel from California's southern border with Mexico to its northern border with Oregon. Programmed capacity improvements for the North County would be overwhelmed well before 2030. This project will ease traffic delays and absorb the growth of traffic due to increases in population and bigger surrounding residential and commercial communities.

Project Description

The I-5 North Capacity enhancement is a new north-south HOV/Truck lane project in the North County from SR-14 to the Kern County Line. It includes approximately 43 miles of truck lanes and approximately 12 miles of HOV lanes. The project is being implemented in phases: 1) Truck lanes from SR-14 to Pico Canyon Rd; 2) Truck lane and HOV lanes from SR-14 to Parker Rd; and 3) Truck lane and possible HOV lane from Parker Rd to the Kern County Line.

Project Status

The truck lanes from SR-14 to Pico Canyon Rd have completed design. Construction using State Highway Operation Protection Program (SHOPP) and Measure R funds expected to be completed in FY 2014. Caltrans also initiated design of Segment 2 in FY 2011, so that the HOV and truck lanes can be constructed with minimal disruption.

Project Schedule

PHASE	ESTIMATED CONSTRUCTION COMPLETION
Phase 1	FY 2014
Phase 2	FY 2025
Phase 3	FY 2036

Project Funding

The total project cost is estimated at \$5.3 billion. The design and construction of Phase 1 will be funded by \$75 million of SHOPP funds and \$750,000 of Federal FY 2011 Appropriation Funds. Measure R provides \$410 million for the entire project.

Burlington Northern Santa Fe (BNSF) Grade Separations in Gateway Cities



Background/Description

The BNSF Grade Separation Program consists of up to six projects that improve mobility and safety by eliminating at-grade crossings and constructing bridges or underpasses along the railway through the Gateway Cities.

Project Status/Schedule

In Pico Rivera, Passons Boulevard Grade Separation project is under construction and is expected to be completed in August 2012.

In Santa Fe Springs, Valley View Avenue Grade Separation is scheduled to begin construction in May 2012.

The remaining projects are in various planning stages and are subject to funding availability.

Project Funding

The total estimate for the BNSF Grade Separation Program is \$195 million (2008 dollars). Current funding sources include federal, state, local and the railroads.



Project Description

The Project widens the freeway to construct High Occupancy Vehicle (Carpool) Lanes from I-605 to SR-57 along this 11 mile stretch of freeway. When completed, this project will close the gap in the HOV lanes and provide continuous HOV lanes from Downtown Los Angeles thru urban areas of San Bernardino County.

Project Status

The project has been segmented into 3 sections:

- > I-605 to Puente Av – 2.2 centerline miles.
The project is in construction.
- > Puente Av to Citrus Av – 4.1 centerline miles.
The project is in design.
- > Citrus Av to SR-57 – 4.9 centerline miles.
The project is in design.

Project Funding

I-605 to Puente Av – The total project budget programmed is currently \$193.3 million.

Puente Av to Citrus Av – The total project budget programmed is currently \$184.5 million (Construction Capital estimated at \$150 million).

Citrus Av to SR-57 – The total project cost programmed for the Project is currently \$192.1 million (Construction Capital estimated at \$125 million).

Project Schedule

I-605 to Puente Av – Scheduled to open to traffic in the fourth quarter of 2012.

Puente Av to Citrus Av – Construction is scheduled to begin December 2012 and continue for approximately three years.

Citrus Av to SR-57 – Construction is scheduled to begin June 2014 and continue for approximately three years.

SR-138 Capacity Enhancements



State Route (SR) 138 carries heavy vehicle traffic including a significant percentage of trucks. This route is being used as a by-pass for recreation vehicles and heavy trucks coming from the north and going to Las Vegas, Barstow, Victorville, San Bernardino County and Riverside County to avoid congestion in the Los Angeles metropolitan area.

Project Description

The SR-138 corridor will be widened from Avenue T in the City of Palmdale to the junction of SR-18 in Llano just east of 146th St, a distance of 18 miles. When this stretch is completed, SR-138 will be a four-lane conventional highway

between Avenue T and SR-18. The corridor has been divided into segments, each of which is a separate widening project (see chart below).

Project Status

Environmental clearance has been completed.

Project Funding

This project is being funded through Regional Surface Transportation Program, Regional Improvement Program and Interregional Improvement Program.

Corridor Segments and Project Schedule *(Based on Funding Availability)*

SEGMENT	DESCRIPTION	CONSTRUCTION COMPLETION
Segment 3	T-8 to 77th St East	Fall 2020
Segment 5	In Littlerock, 77th St to 87th St	Summer 2013
Segment 6	In Littlerock, 89th St East to 96th St East	Fall 2020
Segment 9	In Pearblossom, 126th St to Longview	Fall 2018
Segment 12	In Llano, 175th St East to Largo Vista Rd	Fall 2013
Segment 13	In Llano, 185th St to Junction 18	Fall 2018

I-405 Sepulveda Pass Improvements Project



The I-405 Sepulveda Pass Improvements Project will add a 10-mile northbound HOV lane, improve supporting infrastructure such as ramps, bridges, and soundwalls on the San Diego Freeway (I-405), while widening lanes connecting with the Santa Monica Freeway (I-10) and the Ventura Freeway (US-101).

Background/Description

As a design-build highway project, the project will add capacity to one of the busiest freeways in the region and make it safer. Specifically, the I-405 Sepulveda Pass Improvements Project will:

- > Add a 10-mile HOV lane on the northbound I-405 between the I-10 and US-101 Freeways
- > Remove and replace the Skirball Center Dr, Sunset Bl and Mulholland Dr bridges
- > Realign 27 on and off-ramps
- > Widen 13 existing underpasses and structures
- > Construct approximately 18 miles of retaining wall and soundwall

Project Schedule

This project commenced on August 31, 2009. Completion of the project is projected for spring 2013. Major construction work is currently ongoing.

Project Funding

Project cost is \$1.03 billion. It will utilize a combination of federal, state and local funds. The project will be built in phases based on funding availability.

I-605 Corridor “Hot Spot” Interchanges



Several traffic congestion “Hot Spots” have been identified in the I-605 Corridor through a Needs Assessment and an Initial Corridor Study. These “Hot Spots” are chronic traffic congestion areas which are attributed to increasing passenger car and truck traffic, and localized design, capacity and operational deficiencies of the freeway. The following interchanges have been identified as “Hot Spots”:

- > I-605/SR-60
- > I-605/SR-91
- > I-605/I-5
- > I-605/I-405

In order to provide policy guidance, the Gateway Cities Council of Governments (GCCOG) Board of Directors adopted the SR-91/I-605/I-405 Guiding Principals.

The guiding principals include confining improvements within state right-of-way, excluding double-decking as an option for expanding freeway capacity and examining options for a non-freeway, regional freight corridor.

Project Description

Metro is now conducting a Feasibility Study to further analyze improvement alternatives for the “Hot Spots” already identified in previous studies, in addition to others that may be identified through the analysis. Conceptual geometric plans, costs estimates and a preliminary environmental review will be prepared for each of the “Hot Spots.” Examples of improvements include ramp reconfigurations, additional general purpose lanes, arterial intersection enhancements and added signage. The results of this Feasibility Study will also be used to develop a transportation strategic and funding plan for all the existing and proposed transportation projects in Gateway Cities. Upon completion of the Feasibility Study, Metro will advance the design of the highest priority projects selected from the identified “Hot Spot” locations.

Project Status

Feasibility Study initiated in March 2011.

Project Schedule

Feasibility Study will be completed in fall 2012.

Project Funding

Measure R provided \$590 million for I-605 “Hot Spots” congestion relief. The total project costs will be estimated in the Feasibility Study.

Related Efforts

Early Action Projects

Through the community participation process, Metro has begun examining proposed improvements for possible early action. Candidate "Early Action" projects need to be able to demonstrate independent utility and be able to proceed on a separate project approval and development path in advance of the overall I-710 Corridor Project EIR/EIS project as needed. Possible projects could include soundwalls or local interchange reconfigurations.

Utilities Master Plan

Any improvements to the I-710 Corridor will involve developing strategies to address hundreds of utility lines that travel along and/or cross the Corridor. These lines include high-power electrical transmission, electrical distribution, oil, gas, sewer, and others. In order to address the Corridor utilities in a comprehensive manner, Metro is preparing a Utilities Master Plan consisting of three segments. Work on the first segment began in early 2011.

Project Status

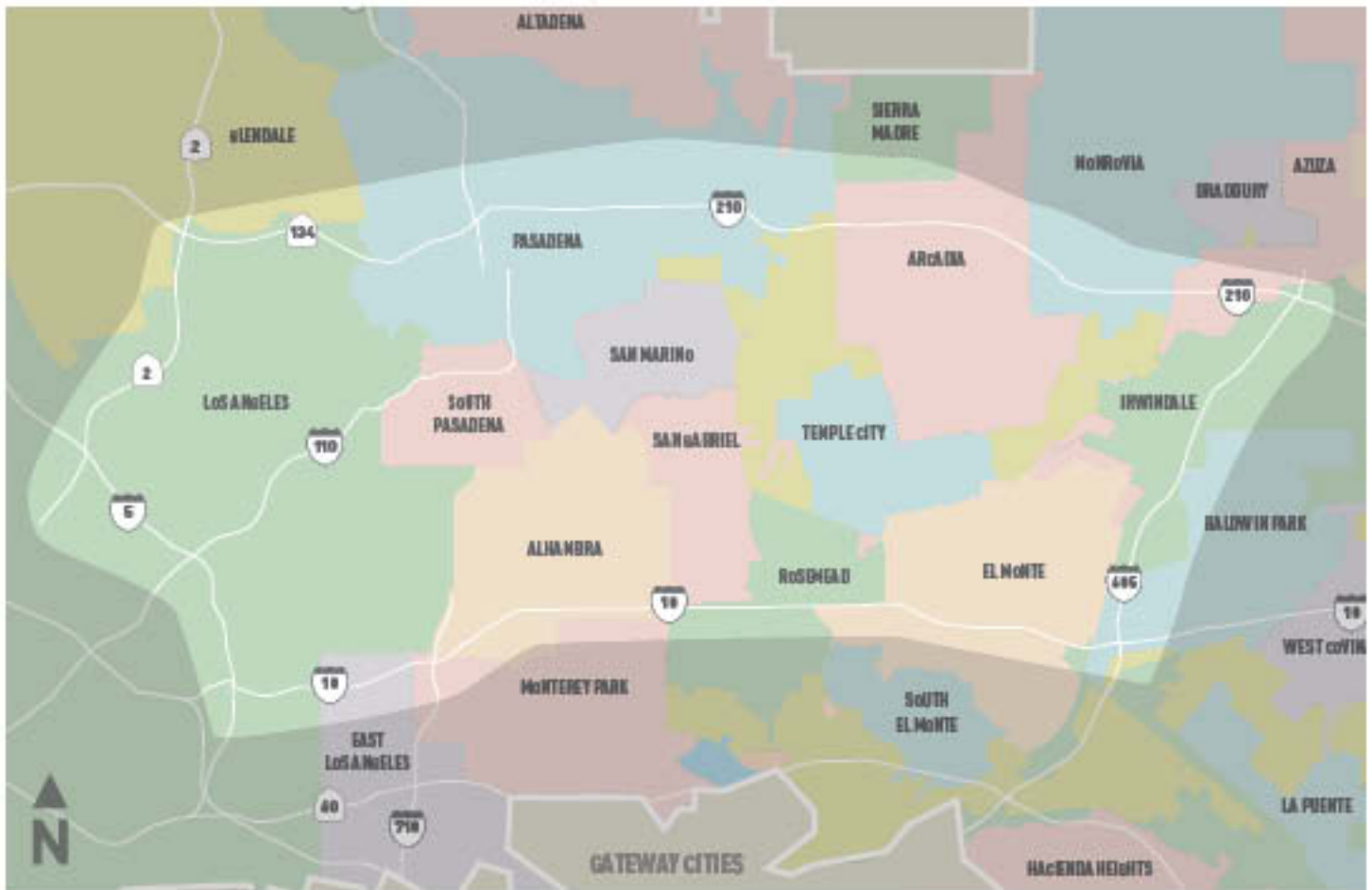
Work is underway on the technical studies of the Draft EIR/EIS and the Draft Project Report.

Project Schedule

PHASE	COMPLETION
Complete Environmental Phase	Spring 2012
Complete Preliminary Engineering	Spring 2013
Complete Final Engineering	2015 (estimated)
Utility Relocation	2016 (estimated)
Construction	2020 (estimated)

Project Funding

Measure R identified \$590 million for the I-710 South and/or Early Action Projects. In addition to Measure R funding, Metro is working to secure federal funds in the next Authorization of the Surface Transportation Bill. Moreover, the I-710 South is being considered as a prime candidate for a Public-Private Partnership and may include tolling. The total cost of the project will be estimated as part of the Project Report, to be completed in the fall of 2012.



Background/Description

SR-710 currently has a gap between the cities of Alhambra and Pasadena that contributes to growing congestion on nearby freeways and arterials. The most recent studies that have been conducted focused on the feasibility of constructing a tunnel to address the problem. The findings indicate tunneling would be a viable solution subject to the appropriate mitigation measures and funding availability.

At the June 2010 meeting, the Metro Board adopted motions to move forward with the environmental review of the SR-710 Gap. An area bordered by SR-2, I-10, I-210 and I-605 was defined as the initial Study Area.

A robust public education and outreach program leading to a formal Scoping was initiated as the first step in the process. Scoping to identify the range of multi-modal project alternatives, mitigation measures and other significant effects to be analyzed in depth was completed in April 2011.

Project Status

At the October 2011 meeting, the Metro Board awarded the State Route 710 Gap environmental contract to CH2M Hill. Staff will recommend award of a separate public involvement and community outreach contract in January 2012 to support the environmental contract.

Project Schedule (Preliminary)

- > Draft EIR/EIS – 2013
- > Public Hearing – 2013
- > Final EIR/EIS – 2014
- > Record of Decision – 2014

Project Funding

In 2008, two-thirds of the Los Angeles County voters approved allocating Measure R Funds to develop a solution for the SR-710 Gap.

Measure R Funds in the amount of \$780 million is available in the near future and extends through 2040. In addition, potential Public Private Partnership funding opportunities for project alternatives will be explored.

Alameda Corridor East (ACE) Program



Background/Description

The ACE Program consists of safety improvements, traffic control measures and a two phase grade separation program that eliminates 22 at-grade railroad crossings by constructing bridges, underpasses or other grade separations along 70 miles of railway through the San Gabriel Valley.

Both Phases I and II of the ACE grade separation program consists of eight projects that eliminate eleven at-grade railroad crossings each.

Project Status/Schedule (Phase I)

Seven of eight grade separations have been completed under Phase I. Construction on the remaining project, Baldwin Av street grade separation, is scheduled to begin in the Spring of 2012.

Project Status/Schedule (Phase 2)

Construction on a 2.2 mile trench in the City of San Gabriel is scheduled to begin in the Spring of 2012. The San Gabriel Trench is a Measure R funded project. The Nogales St (LA Subdivision) grade separation project is scheduled to begin construction in mid-2012.

The remaining projects under Phase 2 are in the design phase (*i.e.*, Puente Av and Fairway Dr (LA Subdivision) grade separations) or in various planning stages (*i.e.*, Fairway Dr (Alhambra Subdivision), Montebello Bl, Rose Hills and Turnbull Canyon Rd grade separations).

Project Funding

The ACE Program estimate is \$1.614 billion (2007 dollars). Metro's match contribution to the ACE Program is capped at \$274.3 million. Other funding partners include federal, state and other local sources such as Measure R which allocates \$400 million for ACE Phase II grade separations.

High Desert Corridor Project



The High Desert Corridor (HDC) will accommodate an expected three to six fold increase in traffic between the Antelope and Victor Valleys. It will provide a new level of intra-valley accessibility and carry truck and other through traffic safely around existing communities.

Project Description

The HDC will construct a new east-west freeway/expressway and possible toll facility between Los Angeles and San Bernardino counties. The study area extends from SR-14 (in Los Angeles County) to SR-18 (in San Bernardino County).

Caltrans will serve as the lead agency for the environmental clearance. Additionally, in October 2009, the Board approved the HDC as one of the six high potential projects for Public Private Partnership (PPP) delivery method.

Project Status

Metro is working on a Memorandum of Understanding (MOU) with the High Desert Corridor Joint Powers Authority (HDCJPA), the Southern California Association of Governments (SCAG), the San Bernardino Associated Governments (SANBAG), the State of California represented by the Department of Transportation (Caltrans), the County of Los Angeles and the County of San Bernardino represented by their respective Departments of Public Works, and the Cities of Lancaster, Palmdale, Victorville, Adelanto and the town of Apple Valley for the environmental clearance of the HDC.

An Alternatives Analysis (AA) was completed and the results are available via the Caltrans and Metro websites. The most notable results of this analysis involve the elimination of the southern variation through the center of Apple Valley and the Palmdale Bypass (SR-138) Alternative. In addition, there are alignment variations that have been added to attempt to reduce environmental impacts to the maximum number of neighborhoods.

Project Schedule

PHASE	COMPLETION
Complete Environmental Analysis Phase	2013
Complete Construction	2020

Project Funding

On July 2009, Metro Board approved \$500,000 for the HDCJPA to support the agency's efforts. Measure R provided \$33 million for environmental clearance. The City of Victorville and the JPA received federal earmark which will be transferred to HDC Project. These funds will be used for the environmental clearance.

Arroyo Verdugo Operational Improvements



A variety of Arroyo Verdugo projects will provide operational improvements in the cities of Glendale, Burbank, and La Cañada Flintridge. In numerous locations throughout the Arroyo Verdugo subregion, these coordinated operational improvements will improve traffic flow and mobility, and enhance pedestrian safety and quality of life.

Project Description

Examples of projects include intersection, bridge and ramp widenings, signal synchronization, park-and-ride construction, the construction of a soundwall in the City of La Cañada Flintridge, as well as other operational improvements that would benefit the subregion.

Project Status

The initial project list was approved by the Metro Board at its March 2010 meeting. Some projects have completed design and are in construction. Caltrans and Metro are working with the subregion to develop additional projects.

Project Schedule

Varied

Project Funding

Measure R provides \$170 million for the projects, which will be used to leverage additional funds.

Las Virgenes/Malibu Operational Improvements



A variety of Las Virgenes/Malibu projects will provide operational improvements in the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village. In numerous locations throughout the Las Virgenes/Malibu subregion, these coordinated operational improvements will improve traffic flow and mobility and enhance pedestrian and bicycle safety and quality of life.

Project Description

Examples of projects include intersection, ramp and bridge widenings, signal synchronization, park-and-ride lot construction, bike paths, as well as other operational improvements that would benefit the subregion.

Project Status

The initial project list was approved by the Metro Board at its March 2010 meeting. Some projects have completed design and are in construction. Caltrans and Metro are working with the subregion to develop additional projects.

Project Schedule

Varied

Project Funding

Measure R provides \$175 million for the projects, which will be used to leverage additional funds.

South Bay (I-405, I-110, I-105 and SR-91) Ramp and Interchange Operational Improvements



A variety of South Bay projects will provide direct freeway and arterial-related operational improvements in the Cities of Carson, Hawthorne, Inglewood, Lawndale, Redondo Beach and Torrance as well as portions of the City and County of Los Angeles (other local jurisdictions' projects may be added when appropriate). In numerous locations throughout the South Bay, these coordinated operational improvements will enhance traffic flow and mobility, reduce travel time and increase air quality.

Project Description

Examples of projects include adding auxiliary lanes, widening on and off-ramps, constructing new on and off-ramps, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways. All projects will either be a freeway improvement project or an arterial improvement with a direct relationship to the specific freeway where an improvement would likely benefit both the freeway and the arterial.

Project Status

Metro is working with the SBCCOG and individual South Bay jurisdictions in developing Memorandum of Understanding (MOUs) for the design or construction of the projects. Some projects have begun design or are in construction. Caltrans and Metro are working with the subregion to develop additional projects. Metro is working with the SBCCOG in developing a South Bay transportation system operations strategic plan and a South Bay ITS Master Plan.

Project Schedule

Varied

Project Funding

Measure R provided \$906 million for the projects, which will be used to leverage additional funds.

Motorist Services

Motorist Services provides a variety of programs and services to Los Angeles County motorists with the goal of reducing congestion and improving mobility.

Services/Programs Description

Metro Freeway Service Patrol (FSP)

The FSP program helps reduce freeway congestion caused by disabled vehicles by efficiently assisting motorists and removing disabled vehicles from the freeway system. The program consists of 152 vehicles patrolling over 450 center lane freeway miles in Los Angeles County seven days a week during daylight hours. Since its inception, more than 4.5 million vehicles have been helped by FSP and the FSP assists on average over 300,000 motorists a year.

Metro Big Rig Service Patrol

The Big Rig Service Patrol is a sister program to the FSP; however it focuses its services to assisting disabled heavy-duty vehicles. The program operates on two freeway segments: 1) I-710 between PCH and I-5 and SR-2) SR-91 between I-710 and the Orange County line. The SR-91 segment started service on September 2010 and is co-funded by a grant from the MSRC. Both segments are patrolled by one heavy-duty tow vehicle and a specially equipped heavy-duty service vehicle. It was projected that the program will average 450 assists per month.

Call Box Services – Kenneth Hahn Call Box System and Mobile Call Box Service

There are two distinct call box services available to Los Angeles County motorists – the traditional yellow roadside call boxes and the mobile call box service.

- > The roadside call box system has been in existence in Los Angeles County since the 1960's and has provided a valuable communication service to motorists. With the expansion of personal cell phones, the use of the roadside call boxes has decreased. Recently, the system has been transitioned to a lifeline service and generates approximately 2,500 calls per month. The system is under a continual evaluation process to determine if there is a need to make future adjustments.
- > The Mobile Call Box Service was pioneered in Los Angeles County to provide cell phone users with the ability to use their wireless phones to request roadside assistance. The service connects the user with the same services accessible through the roadside call boxes. The service averages 2,500 calls per month and is projected to grow as the awareness of the program expands.

Southern California 511 – Traveler Information System

Southern California 511 is a comprehensive traveler information system providing traffic, transit and commuter services information for Los Angeles, Orange, Ventura, Riverside and San Bernardino counties. The service is free to the user and is accessed by calling 511 or visiting Go511.com. The program was launched in June 2010, and average call volume is approximately 5,000 calls per day.

Status

Work is underway on the technical studies of the Draft EIR/EIS and the Draft Project Report.

- > Metro FSP – In operation since 1991 with 152 trucks covering 450 center line freeway miles.
- > Metro Big Rig Service Patrol – In operation since 2005 on I-710. Expansion of the service onto SR-91 is scheduled to begin in September 2010.
- > Roadside Call Box System – In operation since 1960's. System has been restructured to provide a lifeline service and is monitored for future adjustments.
- > Mobile Call Box Service – In operation since 2005.
- > Southern California 511 – Launched to the public in June 2010. System will continue to be an evolving service with new enhancements already under development.

Schedule

N/A

Funding


- > Metro FSP – Combination of state and local funds (Prop C; HOV Violation Revenue and SAFE)
- > Metro Big Rig Service Patrol – Locally funded (Prop C)
- > Roadside Call Box System – Locally funded (SAFE)
- > Mobile Call Box Service – Locally funded (SAFE)
- > Southern California 511 – Locally funded (SAFE)



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