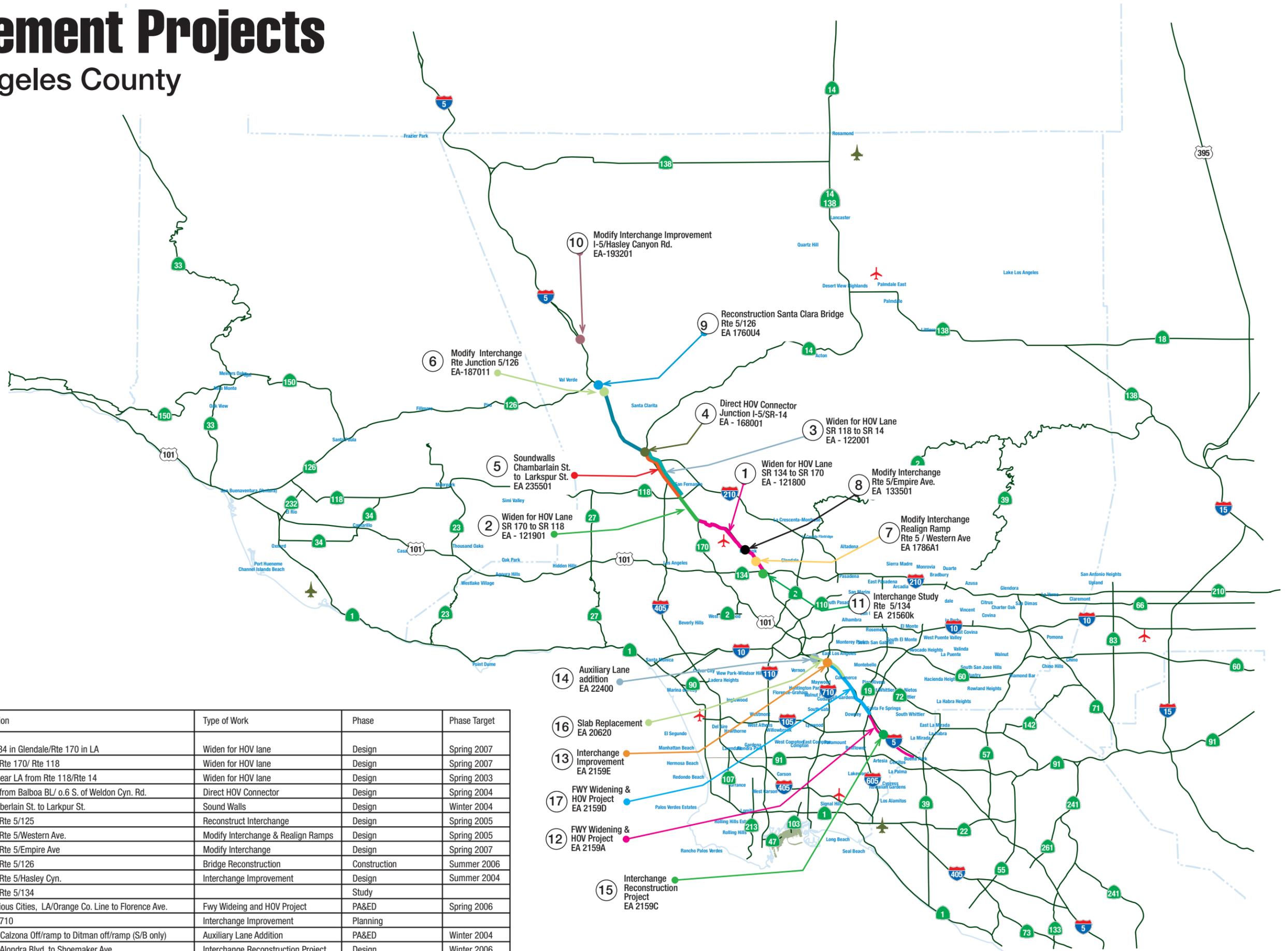


# I-5 Improvement Projects

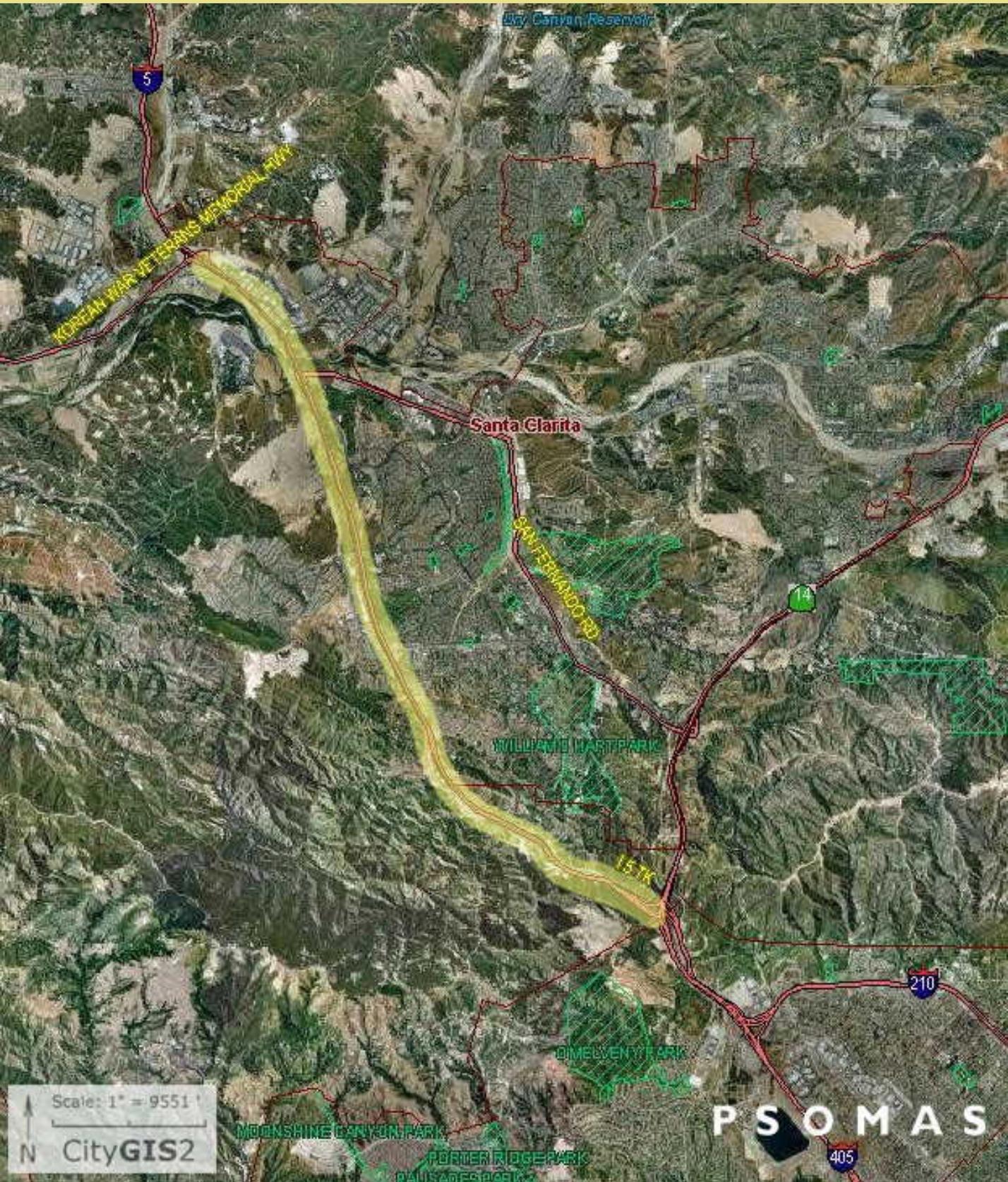
## Los Angeles County



Ref. No.	EA	Co.	Rte.	Total Cost	Location	Type of Work	Phase	Phase Target
1	121800	LA	5	182,000,000	Rte 134 in Glendale/Rte 170 in LA	Widen for HOV lane	Design	Spring 2007
2	121901	LA	5	151,000,000	In LA Rte 170/ Rte 118	Widen for HOV lane	Design	Spring 2007
3	122001	LA	5	41,000,000	In & near LA from Rte 118/Rte 14	Widen for HOV lane	Design	Spring 2003
4	168001	LA	5/14	81,000,000	In LA from Balboa BL/ o.6 S. of Weldon Cyn. Rd.	Direct HOV Connector	Design	Spring 2004
5	235501	LA	5	25,000,000	Chamberlain St. to Larkspur St.	Sound Walls	Design	Winter 2004
6	187011	LA	5	23,000,000	In LA Rte 5/125	Reconstruct Interchange	Design	Spring 2005
7	1786A1	LA	5	13,000,000	In LA Rte 5/Western Ave.	Modify Interchange & Realign Ramps	Design	Spring 2005
8	133501	LA	5	160,000,000	In LA Rte 5/Empire Ave	Modify Interchange	Design	Spring 2007
9	1760U4	LA	5	20,000,000	In LA Rte 5/126	Bridge Reconstruction	Construction	Summer 2006
10	193201	LA	5	35,000,000	In LA Rte 5/Hasley Cyn.	Interchange Improvement	Design	Summer 2004
11	21560k	LA	5		In LA Rte 5/134		Study	
12	2159A	LA	5	610,000,000	In Various Cities, LA/Orange Co. Line to Florence Ave.	Fwy Widening and HOV Project	PA&ED	Spring 2006
13	2159E	LA	5	380,000,000	I-5/ I-710	Interchange Improvement	Planning	
14	22400	LA	5	6,000,000	Rte 5 Calzona Off/ramp to Ditman off/ramp (S/B only)	Auxiliary Lane Addition	PA&ED	Winter 2004
15	2159C	LA	5	170,000,000	Rte 5 Alondra Blvd. to Shoemaker Ave.	Interchange Reconstruction Project	Design	Winter 2006
16	20620	LA	5	7,000,000	Rte 5 Washington Blvd to Calzona St.	Slab Replacement	Design	Summer 2004
17	2159D	LA	5	1,100,000,000	Rte. 5 Widening from county line to I-710	Widening	Planning	

# Golden State Gateway





City Canyon Reservoir

5

KOREAN WAR VETERANS MEMORIAL PARK

Santa Clarita

SAN FERNANDO RD

WILLIAM HART PARK

14

DIMEUVENY PARK

210

PSOMAS

405

Scale: 1" = 9551'

CityGIS2





# **I-5 Corridor Improvement Project**

Briefing for  
California Transportation  
Commission

June 17, 2004

# Presentation

- I-5 JPA
- I-5 Corridor Setting
- Major Investment Study
- I-5 Corridor Improvement Project Status
- Economic Impacts of Project Delay
- Next Steps



# **I-5 Consortium Cities Joint Powers Authority**



*I-5 Consortium Cities Joint Powers Authority*

# **I-5 Consortium Cities Joint Powers Authority Mission**

Protect cities while increasing capacity and improving safety and efficiency of the I-5 by working with transportation authorities to design I-5 corridor improvements that will not cause economic and social disruption of communities



*I-5 Consortium Cities Joint Powers Authority*

# I-5 Corridor Setting



*I-5 Consortium Cities Joint Powers Authority*



# I-5 Corridor

## Orange and Los Angeles

*Not just another freeway ...*

- Primary California Trade Corridor
- I-5 Extends from Mexico to Canada
- 357,000 vehicles per day now
- 22,000 trucks per day now
- 518,000 vehicles per day by 2015
- 36,000 trucks per day by 2015

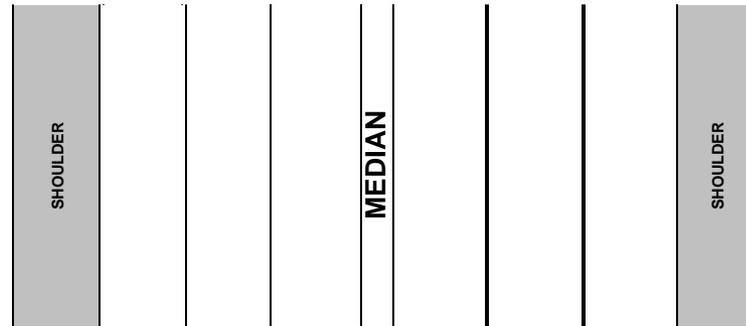


*I-5 Consortium Cities Joint Powers Authority*

## EXISTING I-5 FREEWAY CROSS-SECTION IN BUENA PARK AND LOS ANGELES COUNTY

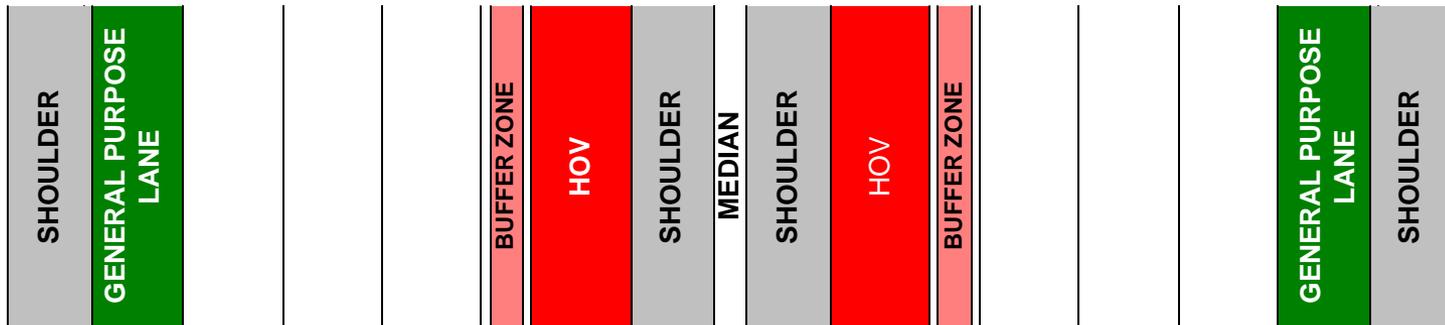
SOUTH/BOUND

NORTH/BOUND



SOUTH/BOUND

NORTH/BOUND

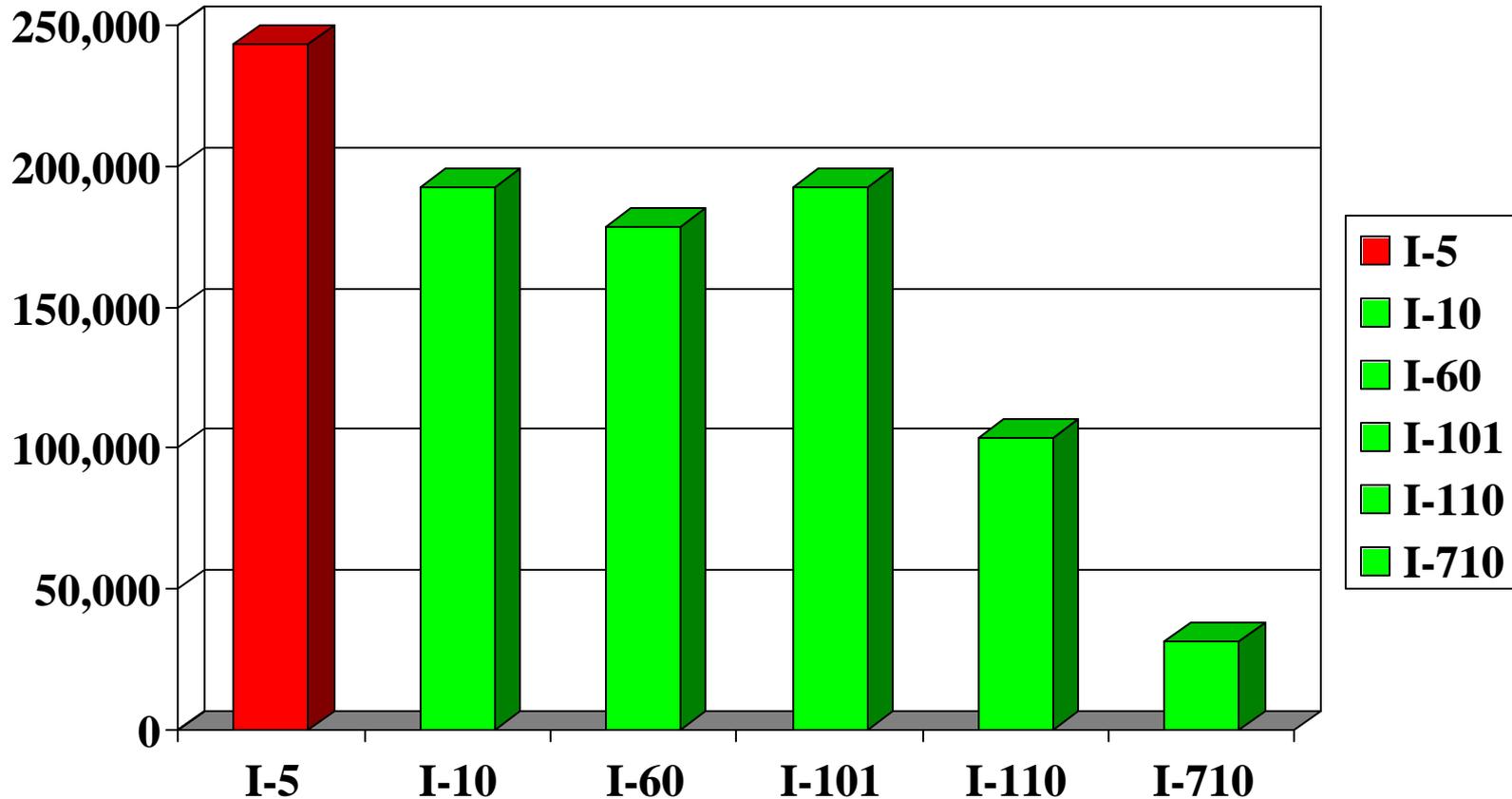


## EXISTING I-5 FREEWAY CROSS-SECTION UNDER CONSTRUCTION IN ORANGE COUNTY



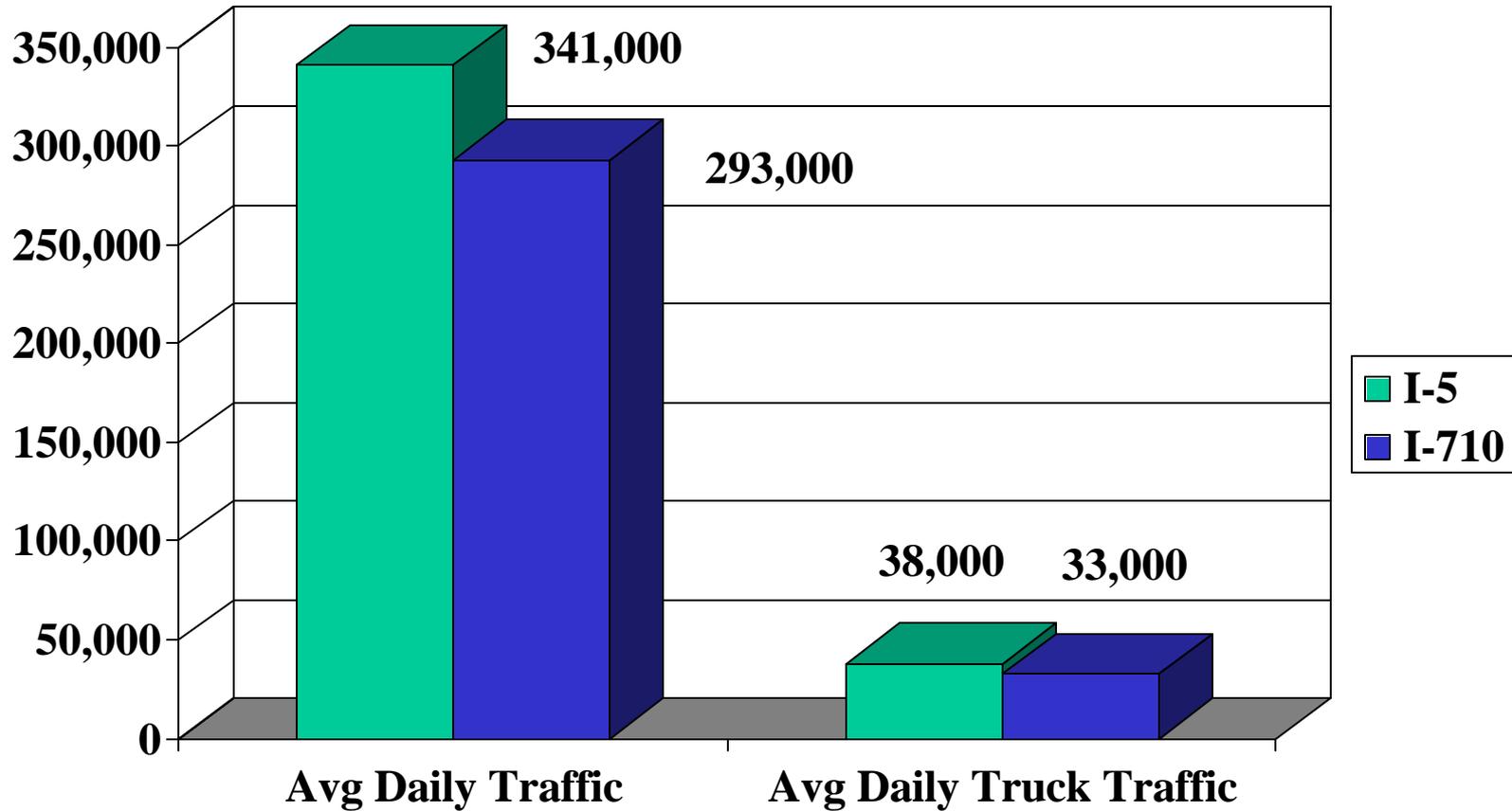
# LA County Freeway Congestion

Hours of Delay SCAG 2002



*I-5 Consortium Cities Joint Powers Authority*

# Year 2025 Freeway Traffic Northern I-5 and I-710



# **I-5 Major Investment Study**



*I-5 Consortium Cities Joint Powers Authority*

# **I-5 Locally Preferred Alternative**

- 10-Lane at-grade freeway ultimate phase
- Transit improvements
- Arterial improvements for parallel corridor
- Intelligent Transportation Systems
- Carmenita Interchange highest priority
- Consensus achieved among all stakeholders



# **I-5 Corridor Improvement Project Status**



*I-5 Consortium Cities Joint Powers Authority*

# I-5 CIP Funding Status

	<b>12/02</b>	<b>Reduction</b>	<b>4/03</b>
Federal	\$27,090		\$27,090
RIP	\$245,225	(\$181,527)	\$63,698
ITIP	\$17,000		\$17,000
TCRP	\$196,000	(\$189,714)	\$6,286
Prop C	\$1,978		\$1,978
Total	\$487,293	(\$371,241)	\$116,052



# Impacts of Project Delay



*I-5 Consortium Cities Joint Powers Authority*

# Impacts of I-5 Delay

- Cloud of uncertainty for more than 15 years
- Businesses cannot make long-range plans
- New comers fear buying homes
- Business output has suffered
- Income and tax revenues have suffered
- Jobs continue to be lost
- Consensus is threatened



# Economic Impact of I-5 Delay

Economic Impact	Value
Business Output	\$1.7 Billion
Personal Income	\$1.0 Billion
State Tax Lost	\$13 Million
Jobs Lost	16,000



# I-5 Goods Movement

*“There are two major interstate highway corridors in the (Los Angeles) county: I-5, providing linkages to the rest of the U.S., Canada, and Mexico, and I-10 with links to the I-15 and I-40. Each interstate ranks among the highest truck volume corridors in the Western U.S.”*

Balancing Mobility of Freight and People, MTA



*I-5 Consortium Cities Joint Powers Authority*

# **I-5 Goods Movement (Continued)**

- More trucks on I-5 each day than total from Ports of Los Angeles and Long Beach
- I-5 carries \$100 Billion in freight each day
- Goods movement risk cost of accidents and delays on the I-5 exceeds \$2.5 Billion each year



# **I-5 Goods Movement (Continued)**

*If I-5 were a country, it would rank 55<sup>th</sup> in the world in GDP, between Singapore and New Zealand*



*I-5 Consortium Cities Joint Powers Authority*

# Conclusion

*Not Fixing the I-5 in Los Angeles costs twice as much each year as the total cost to fix it.*



*I-5 Consortium Cities Joint Powers Authority*

# Next Steps

- GARVEE bond for Carmenita Interchange
- Complete Segment A EIS/EIR
- Start Segment B EIS/EIR





# **I-5 Corridor Improvement Project**

June 17, 2004

# **I-5 Consortium Cities Joint Powers Authority**

- Established 1991 in response to plans plans for freeway widening
- Avoid adverse social & economic impact
- Recognized I-5 and local transportation problems
- Developed intermodal & multimodal strategy



# **I-5 Freeway**

## **Orange and Los Angeles**

*Not just another freeway ...*

- Built in 1956
- Non standard lanes, narrow or no shoulders
- Abrupt hook ramps or other short ramps
- Average speed under 30 MPH
- No good alternate routes



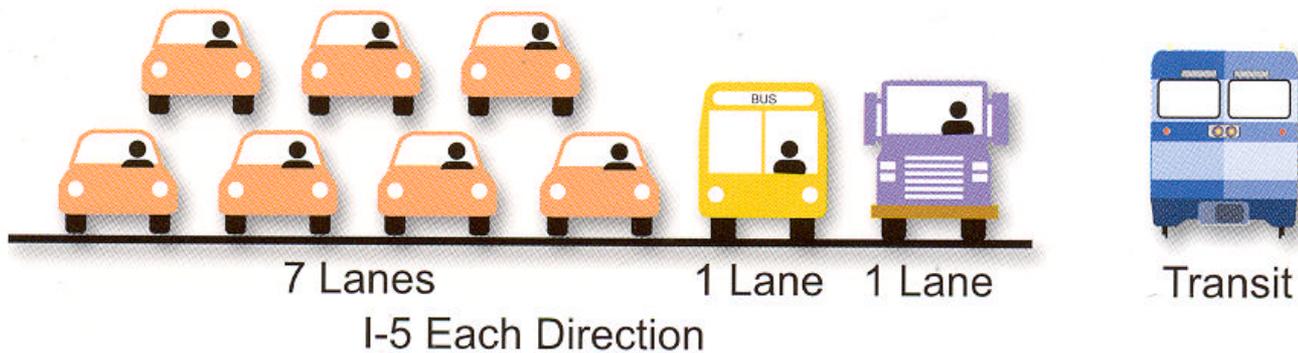
# I-5 Major Investment Study Goals

- Use a corridor approach
- Pursue multimodal solutions
- Remove bottleneck at county boundary
- Extend HOV continuity
- Employ context sensitive design and community based planning

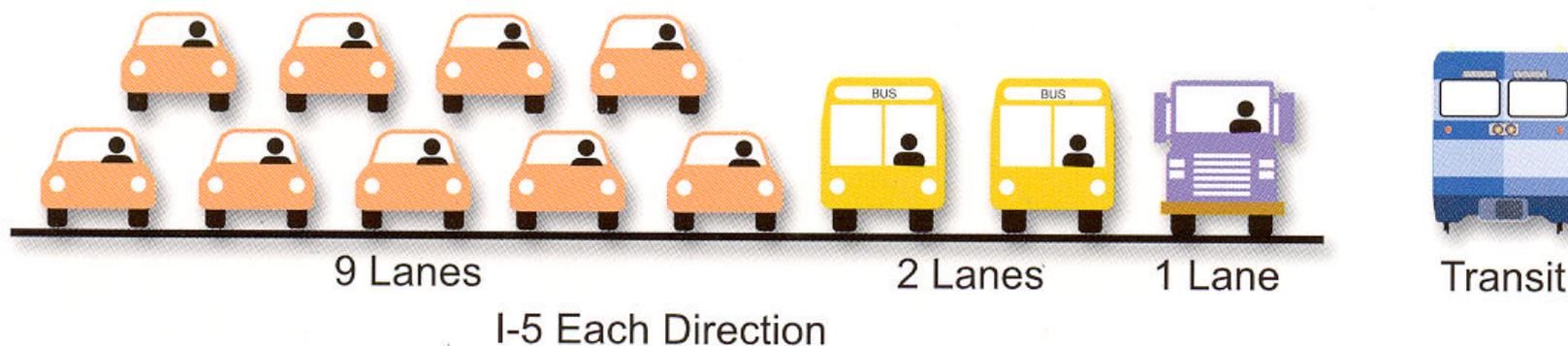


## Putting Things in Perspective

To Maintain Current Operating Conditions:



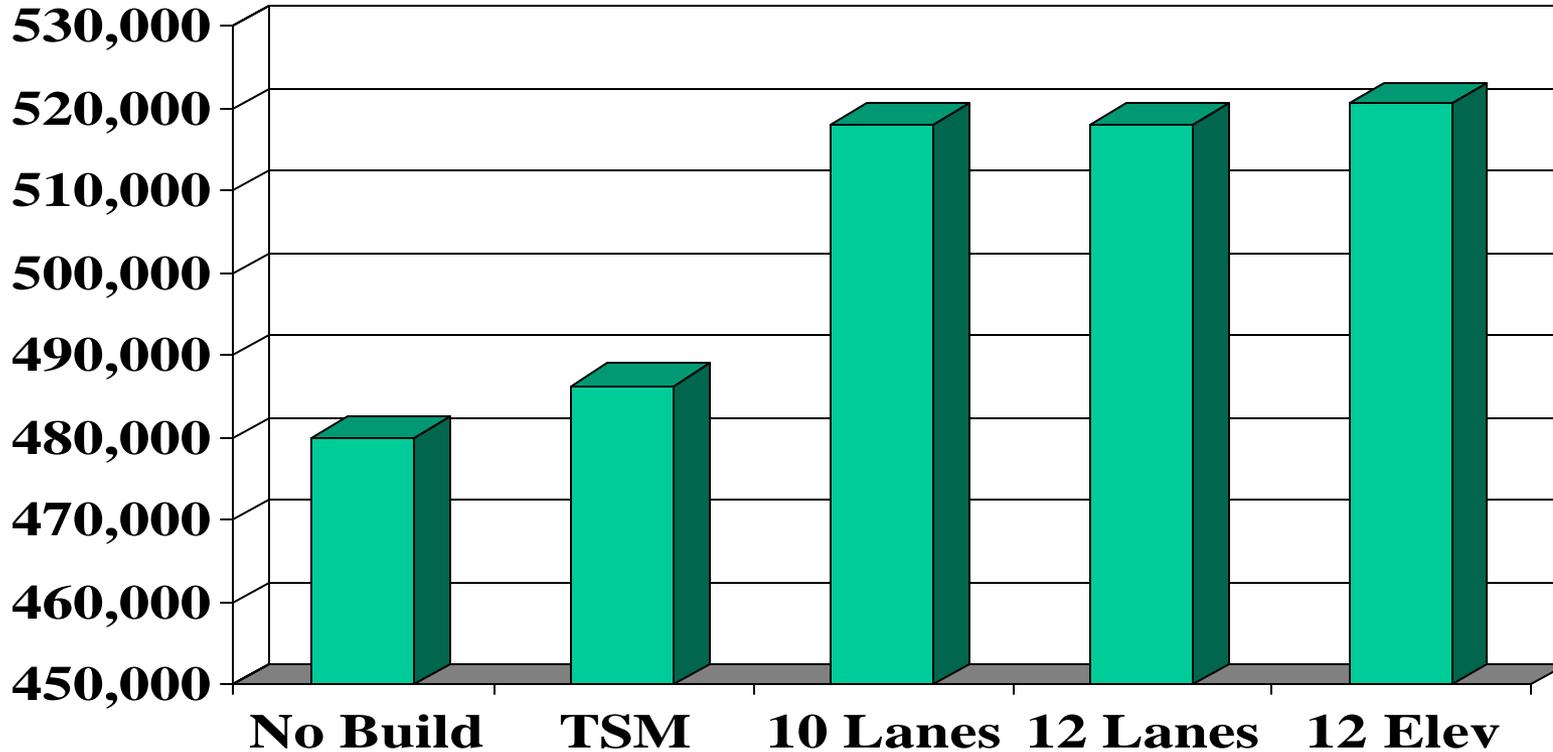
To Achieve Free Flow Operating Conditions:



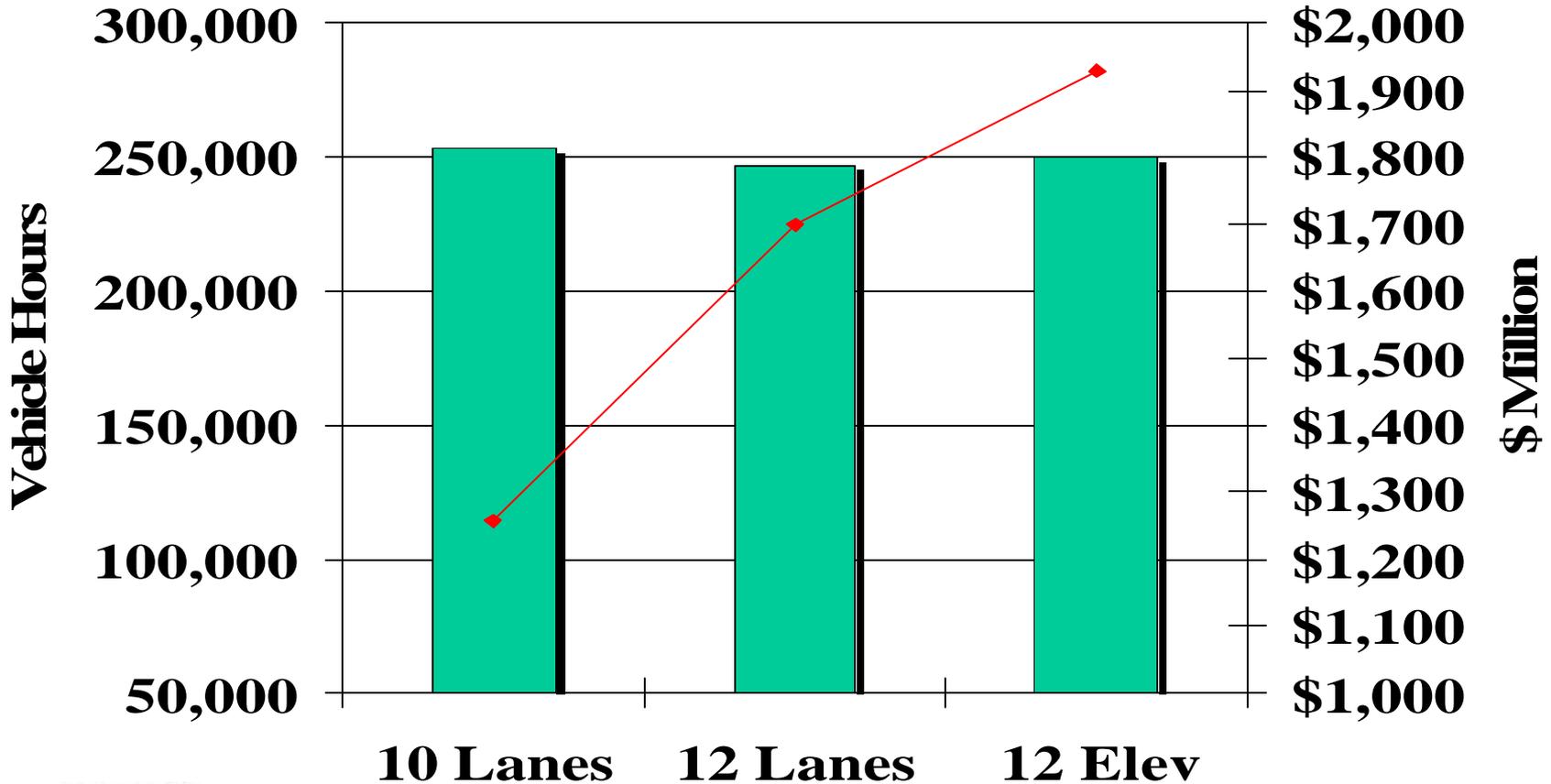
Either of these are unrealistic in terms of community and financial impacts.

# I-5 Corridor Daily Traffic Volumes 2015

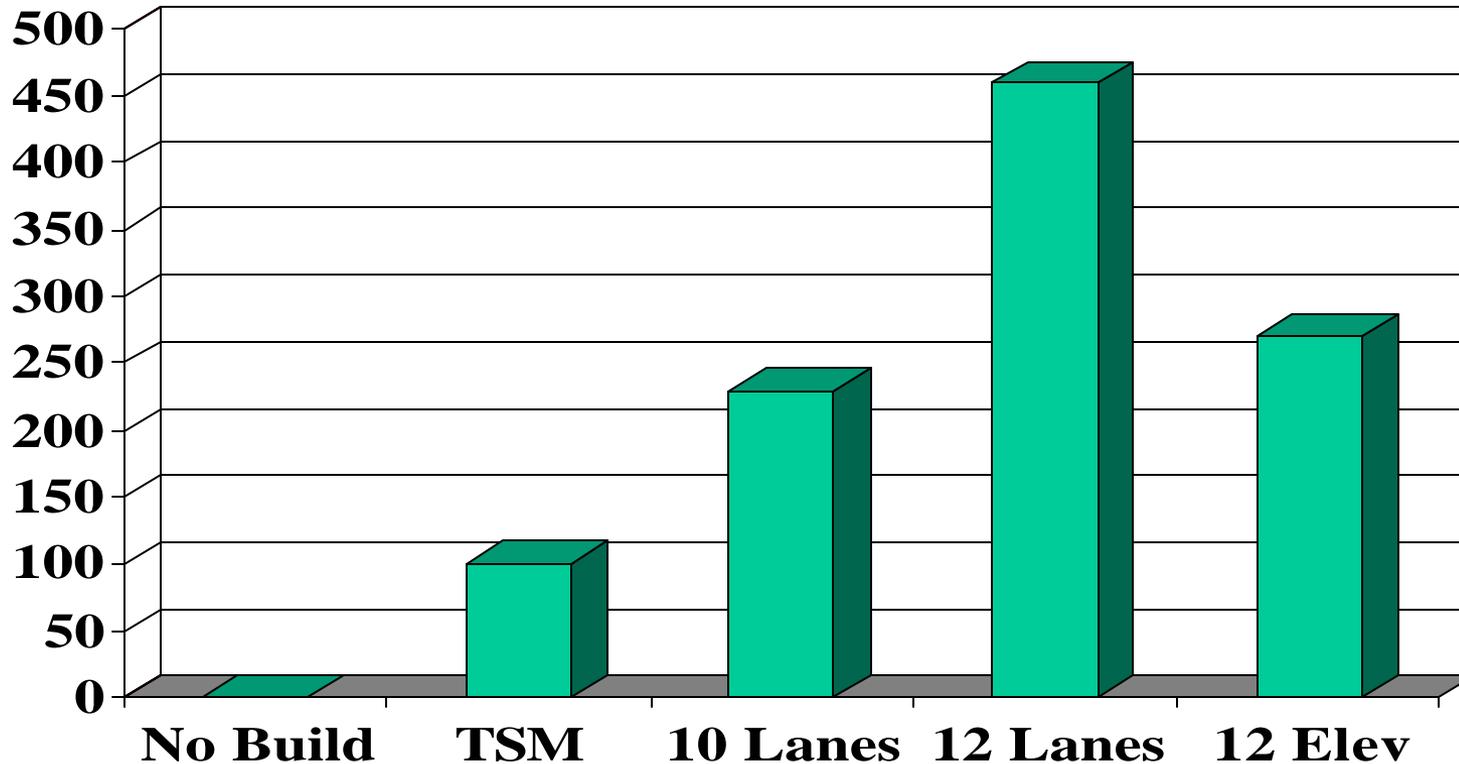
*Volumes include I-5 corridor arterials*



# Cost Effectiveness of I-5 Build Alternatives



# I-5 Property Impacts Homes and Businesses Taken



Number of full takes based upon MIS data. Data for 10 Lane Alternative based upon estimate of takes using nonstandard section.



# I-5 CIP Status Delivery

- Orange County “Far North” - 95% Design
- Carmenita Interchange - 95% Design
- LA Segment A to I-605 - EIS/EIR
- LA Segment B to I-710 - Hold
- I-5/I-710 Interchange - I-710 MCS



# I-5 CIP Status

## Funding Events (Bad News)

- Dec 2002 – Project Fully Funded to I-605
- Jan 2003 – TCRP Suspended
- Apr 2003 – STIP cuts \$181 million
- June 2003 – MTA Short Range  
Transportation Plan



# **I-5 CIP Status**

## **Funding Events (Good News)**

- OCTA Measure M to fully fund OC segment
- I-5 designated highest MTA highway priority
- Supported by Mobility 21 Coalition
- MTA supports \$162.9 million GARVEE bond



Los Angeles County Metropolitan  
Transportation Authority

# Capacity Improvements to the Interstate 5 Corridor

Presentation to the  
California Transportation Commission  
June 17, 2004



Interstate 5 / State Route 14 Carpool Direct Connector

Santa Clarita

Sierra Highway

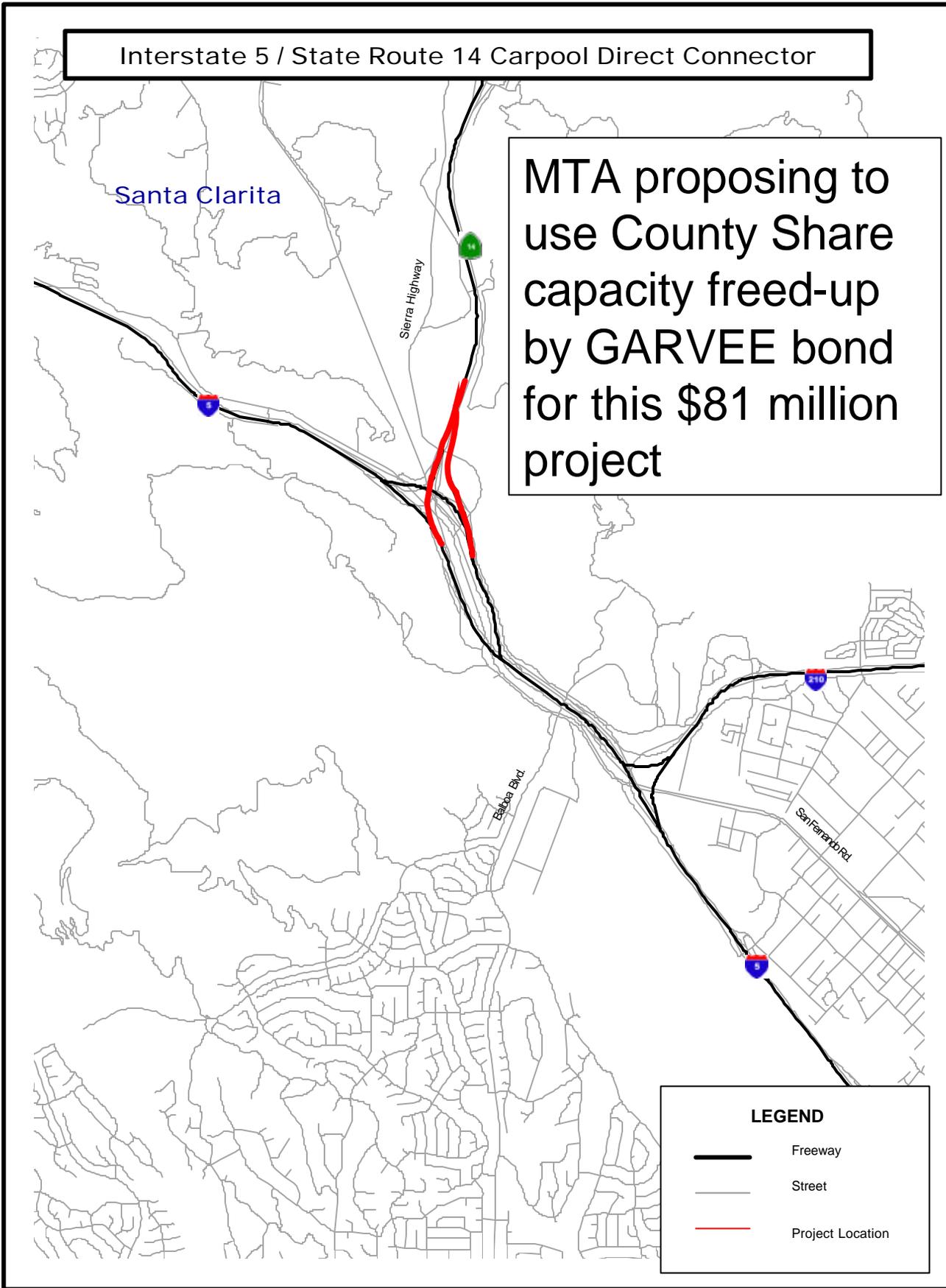
MTA proposing to use County Share capacity freed-up by GARVEE bond for this \$81 million project

Barba Blvd

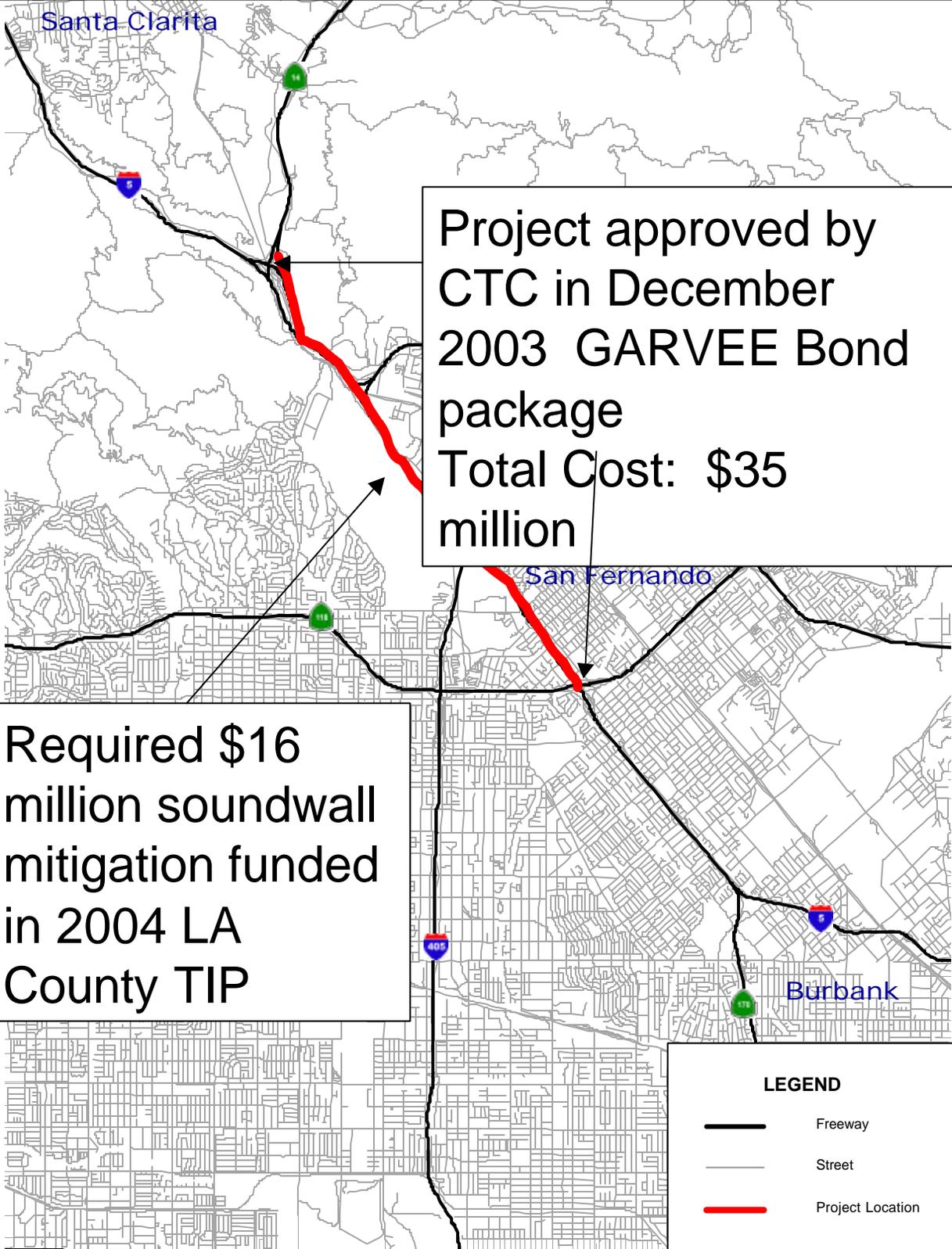
San Fernando Rd

**LEGEND**

- Freeway
- Street
- Project Location



Interstate 5 Carpool Lanes & Soundwall from State Route 118 - 14



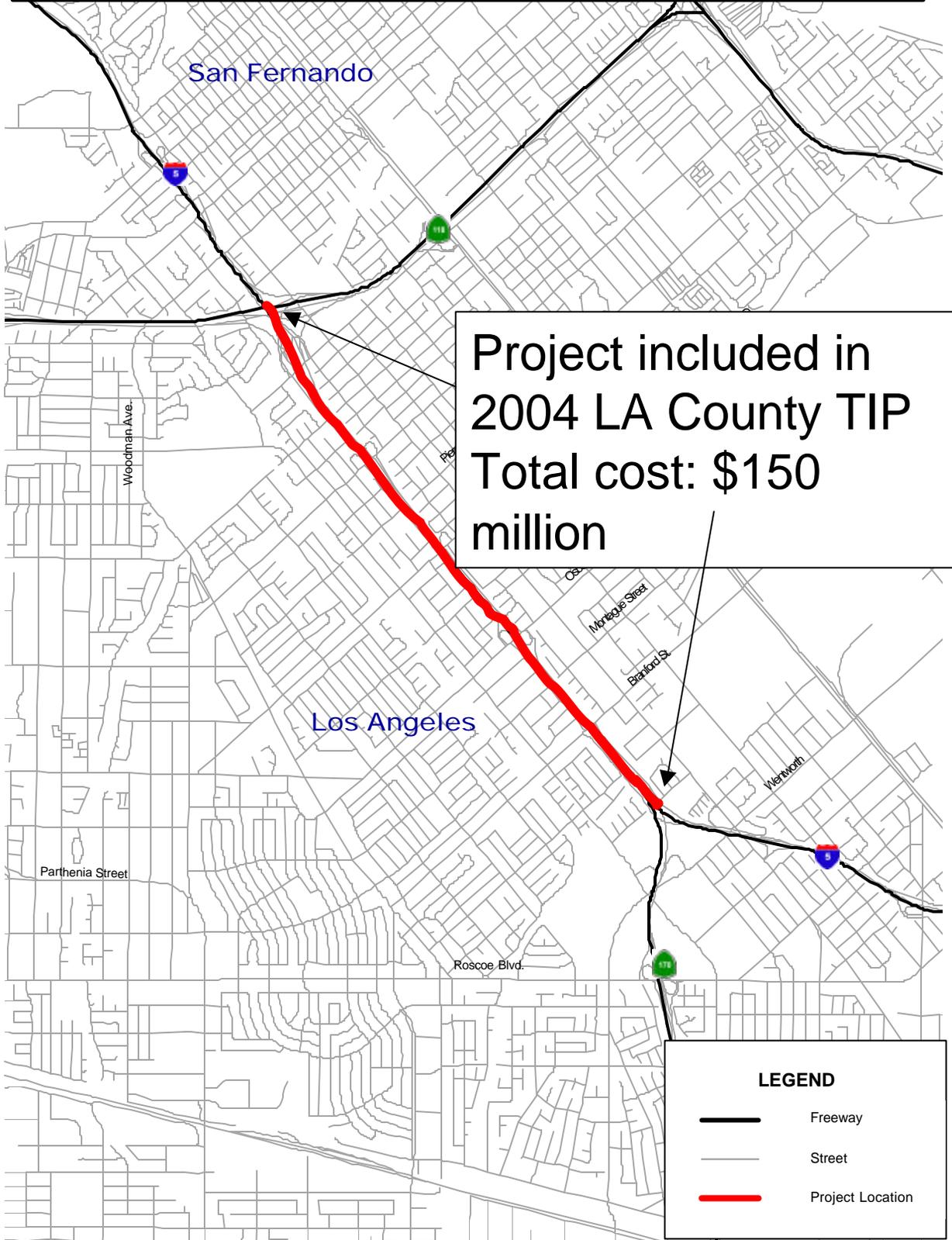
Project approved by  
CTC in December  
2003 GARVEE Bond  
package  
Total Cost: \$35  
million

Required \$16  
million soundwall  
mitigation funded  
in 2004 LA  
County TIP

**LEGEND**

- Freeway
- Street
- Project Location

Interstate 5 Carpool Lanes, State Route 170 to State Route 118



Project included in  
2004 LA County TIP  
Total cost: \$150  
million

# I-5 CIP Funding Status

	<b>12/02</b>	<b>Reduction</b>	<b>4/03</b>
Federal	\$27,090		\$27,090
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ITIP	\$17,000		\$17,000
TCRP	\$196,000	(\$189,714)	\$6,286
Prop C	\$1,978		\$1,978
Total	\$487,293	(\$371,241)	\$116,052



*I-5 Consortium Cities Joint Powers Authority*

Traffic Congestion Relief Program suspended

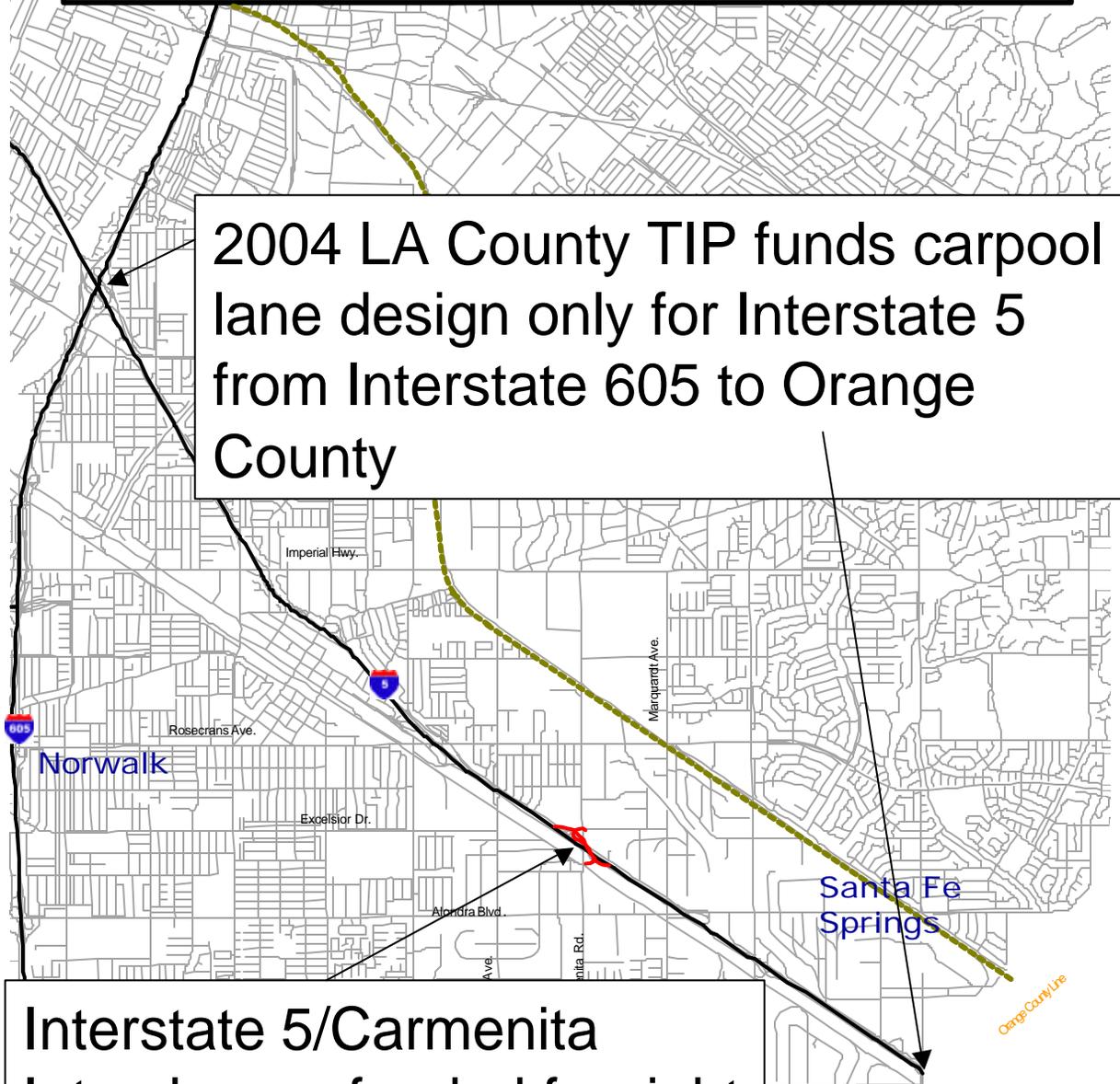
State General Fund deficit unresolved

Regional Improvement Program (RIP) funds moved to save \$490 million Federal Full Grant Agreement for Gold Line Eastside Extension

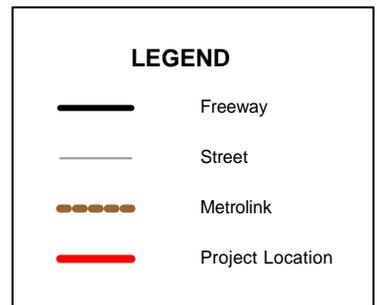
Funding needed for Interstate 5 Carpool Lanes

# Interstate 5 Carmenita Interchange Improvement

2004 LA County TIP funds carpool lane design only for Interstate 5 from Interstate 605 to Orange County



Interstate 5/Carmenita Interchange funded for right of way and construction at \$186 million (on critical path)



# I-5 CIP Funding Status

	<b>12/02</b>	<b>Reduction</b>	<b>4/03</b>
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*I-5 Consortium Cities Joint Powers Authority*

I-5/Carmenita funding restores \$108 million of former funding level, leaving \$263 million shortfall

Eastside TCRP Letter of No Prejudice approval would enable restoration of \$183 million more

Remaining shortfall of \$80 million can be met by MTA