

STATE OF CALIFORNIA
Budget Change Proposal - Cover Sheet
 DF-46 (REV 02/15)

Fiscal Year 2016-17	Business Unit 2660	Department Transportation	Priority No.
Budget Request Name 2660-402-BCP-BR-2016-MR		Program 1835056 - MAINTENANCE	Subprogram

Budget Request Description
 District 7 Express Lane Maintenance

Budget Request Summary

The California Department of Transportation (Caltrans) requests resources to support the maintenance of Interstate 10 and Interstate 110 Express Lanes.

Requires Legislation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Code Section(s) to be Added/Amended/Repealed	
Does this BCP contain information technology (IT) components? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, departmental Chief Information Officer must sign.</i>	Department CIO	Date

For IT requests, specify the date a Special Project Report (SPR) or Feasibility Study Report (FSR) was approved by the Department of Technology, or previously by the Department of Finance.

FSR SPR Project No. Date:

If proposal affects another department, does other department concur with proposal? Yes No
Attach comments of affected department, signed and dated by the department director or designee.

Prepared By TONY TAVARES <i>Tony Tavares</i>	Date 04/15/2016	Reviewed By STEVEN KECK <i>Steven Keck</i>	Date 04/15/2016
Department Director MALCOLM DOUGHERTY <i>Malcolm Dougherty</i>	Date 04/15/2016	Agency Secretary BRIAN P. KELLY <i>Brian P. Kelly</i>	Date 04/15/2016

Department of Finance Use Only

Additional Review: Capital Outlay ITCU FSCU OSAE CALSTARS Dept. of Technology

BCP Type: Policy Workload Budget per Government Code 13308.05

PPBA <i>[Signature]</i>	Date submitted to the Legislature
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MAY 13 2016

Analysis of Problem

A. Budget Request Summary

The California Department of Transportation (Caltrans) requests a permanent increase of \$2,377,000 (\$1,145,000 in Personal Services and \$1,232,000 in Operating Expenses) in Reimbursement funding to support the maintenance of Interstate 10 and Interstate 110 Express Lanes. This request includes operating expenses to rent specialized equipment to support the maintenance of Interstate 10 and the Interstate 110 Express Lanes. The increased level of service for these express lanes will be managed with existing staff.

The express lanes were implemented in accordance with Caltrans' goal of developing and expanding the High Occupancy Vehicle and Bus Rapid Transit networks as an integral part of its congestion relief strategies, to reduce daily vehicle hours of delay, and implement comprehensive corridor management planning.

B. Background/History

The 11.05-mile Interstate 110 Express Lanes were opened to traffic along the Harbor Freeway in November 2012 between Adams Boulevard and State Route 91 Freeway. The 13.56-mile Interstate 10 Express Lanes were opened to traffic in February 2013 between Alameda Street in downtown Los Angeles and the 605 Freeway. The express lanes were implemented in accordance with Caltrans' goals of developing and expanding High Occupancy Vehicle lanes and Bus Rapid Transit networks in Los Angeles County as an integral part of its congestion relief strategies. In accordance with the 2013 Traffic Volumes on the California State Highway System, the High Occupancy Vehicle and Bus Rapid Transit lanes serve and benefit an estimated 500,000 drivers, passengers, and commercial vehicles during the heavy peak-hours on Interstate 10 and Interstate 110 congested corridors. They provide additional High Occupancy Vehicle capacity to increase person throughput, operational and auxiliary efficiencies to improve mobility, increase system reliability, provide accessible transit facilities, and enhance goods movement.

The High Occupancy Toll features are operated by Los Angeles County Metropolitan Transportation Authority. Tolls on the express lanes are calculated using congestion pricing. They are designed to keep traffic on the express lanes flowing smoothly, resulting in a more reliable travel time. Tolls on the express lanes are based on real-time traffic conditions and the cost varies according to the level of freeway congestion.

The Los Angeles County Metropolitan Transportation Authority will fully reimburse Caltrans for the safety and maintenance of the express lanes with toll revenue. Los Angeles County Metropolitan Transportation Authority does not have the required expertise to safely perform the maintenance of the Interstate 10 and Interstate 110 Express Lanes. In accordance with Street and Highway Code (sections 27 and 149.1-149.9) and various sections in Government Code, Public Utility Code, Vehicle Code, the toll revenues shall be used to pay for the costs of maintaining the managed lanes, as well as debt service related to development of the managed lanes project. Caltrans is requesting a permanent increase in Reimbursement funding in order to develop and implement this comprehensive corridor management.

The Maintenance Program lacks the necessary Reimbursement authority to access the revenues generated by the Interstate 10 and Interstate 110 Express Lanes to pay for costs related to the maintenance.

Resource History
(Dollars in thousands)

Program Budget	PY - 4 (2010-11)	PY - 3 (2011-12)*	PY - 2 (2012-13)*	PY - 1 (2013-14)*	PY (2014-15)	CY (2015-16)
Authorized Expenditures	1,374,317	1,550,027	1,894,399	2,002,037	1,541,242	1,566,986
Actual Expenditures	1,361,973	1,545,570	1,880,129	1,912,012	1,426,265	TBD
Revenues	NA	NA	NA	NA	NA	NA
Authorized Positions	5,821	5,825	5,662	5,681	5,707	5,704
Filled Positions	5,241	5,755	5,592	5,525	5,566	TBD
Vacancies	580	70	70	156	141	TBD

*Authorized as of Jan 10 includes cash adjustments from past year actuals

Analysis of Problem

Workload History

Workload Measure – Based on Production Units	PY – 2 (2012-13)	PY – 1 (2013-14)	PY (2014-15)
Sweeping		71 Lane Miles	272 Lane Miles
Spall Repair		NA	4 Spalls
Median Repair		75 Square Feet	10 Square Feet
Weed Control		1 Lineal Mile	1 Lineal Mile
Tunnel Washing		NA	2 Locations
Electrical		NA	1 Each Asset
Restriping	26 Lane Miles	NA	96 Lane Miles
Spill Clean up		1 Occurrence	NA
Litter Debris Removal		NA	5 Cubic Yards
Attenuator Repair		NA	4 Each
Glare Screen Repair		NA	1 Each Occurrence

C. State Level Considerations

The proposal is consistent with the Governor's Strategic Growth Plan. The express lanes were implemented in accordance with Caltrans' goals of developing and expanding the High Occupancy Vehicle and Bus Rapid Transit networks as an integral part of its congestion relief strategies. The requested resources to maintain Interstate 10 and Interstate 110 Express Lanes support strategic goals and objectives as follows:

- The express lanes were planned and implemented to support system performance and reliability, which align with Caltrans' mobility goals.
- The express lanes were planned and implemented with the objective to reduce delay of daily vehicle hours; a mobility strategy to fully develop and implement comprehensive corridor management.
- The planning and implementation of the express lanes was a partnership with Los Angeles County Metropolitan Transportation Authority to improve demand management strategies.
- The express lanes provide multi-modal support for transit with variable toll pricing, modal choices, and reduced congestion. This is a service strategy to develop and implement an organizational approach to community involvement, where Caltrans mission has a nexus with partners' mission.

D. Justification

In accordance with Street and Highway Code (sections 27 and 149.1-149.9) and various sections in Government Code, Public Utility Code, Vehicle Code, directing toll revenues shall be used to pay for debt service related to the managed lanes project and the costs of lane maintenance.

Essential to the success of these transportation facilities is the ability to maintain and preserve the infrastructure which will slow system deterioration.

E. Outcomes and Accountability

Proper preventative and routine maintenance will reduce the need for extensive rehabilitation in future years when traffic demand is projected to have an average daily traffic volume of approximately 635,000 vehicles on these segments by 2020.

All resources requested are programmed and monitored in partnership with Los Angeles County Metropolitan Transportation Authority. Maintenance activities are recorded and tracked in the Caltrans Integrated Maintenance Management System for reporting purposes.

Analysis of Problem

F. Analysis of All Feasible Alternatives

Alternative 1: Approve \$2,377,000 in Reimbursement funds (\$1,145,000 in Personal Services and \$1,232,000 in Operating Expenses) to support the maintenance of Interstate 10 and Interstate 110 Express Lanes. Existing staff will work overtime to perform the increase in current workload.

Pros: The requested increase in Reimbursement funds facilitates a new Caltrans and Los Angeles County Metropolitan Transportation Authority agreement wherein Caltrans will be reimbursed for the maintenance of the express lanes. Los Angeles County Metropolitan Transportation Authority will fund Caltrans with toll revenue from the express lanes, which is in accordance with Street and Highway Code (sections 27 and 149.1-149.9) and various sections in Government Code, Public Utility Code, Vehicle Code, and the Department's Deputy Directive 43-R1.

Cons: There is minimal risk to the State with increased staff overtime that will be paid with reimbursement funding.

Alternative 2: Increase staffing by 14 positions.

Pros: This alternative will provide the resources needed to support the maintenance of Interstate 10 and Interstate 110 Express Lanes.

Cons: This alternative will result in an increase in resources to Caltrans.

Alternative 3: Contract Out

Pros: The responsibility and shared liability of the contract will rest solely with the Los Angeles County Metropolitan Transportation Authority.

Cons: Caltrans will incur unreimbursed oversight review cost to reduce Caltrans' exposure to tort liability.

G. Implementation Plan

July 1, 2016

H. Supplemental Information

Renting specialized equipment to facilitate the support of the maintenance of Interstate 10 and Interstate 110 Express Lanes is necessary. A compressed natural gas thermoplastic striping vehicle to refresh roadway striping and a compressed natural gas sweeper to provide monthly sweeping are examples of some, but not limited to, the equipment needed.

Materials & Equipment	Price Per Unit	Quantity Annual	Annual Cost
Thermoplastic Yellow	38.00 Bag	2,790	106,020
Thermoplastic White	22.00 Bag	8,090	177,980
Highway Sweeper	24,000 Month	12	288,000
Striper	55,000 Month	12	660,000
Total			1,232,000

I. Recommendation

Caltrans recommends approval of Alternative 1: A permanent increase of \$2,377,000 (\$1,145,000 in Personal Services and \$1,232,000 in Operating Expenses) in Reimbursement funds to support the maintenance of Interstate 10 and Interstate 110 Express Lanes.