



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

DONALD L. WOLFE, Director

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE  
REFER TO FILE: PD-1  
A2304F

March 22, 2007

TO: Each Supervisor

FROM: Donald L. Wolfe *DLW*  
Director of Public Works

### UNITED STATES DEPARTMENT OF TRANSPORTATION URBAN PARTNERSHIP AGREEMENT BOARD MOTION—JANUARY 16, 2007 FINAL REPORT

On January 16, 2007, your Board directed the Chief Administrative Officer and the Director of Public Works to provide information regarding the United States Department of Transportation Urban Partnership Agreement and to identify potential projects that might be considered for funding in conjunction with this Agreement.

In my preliminary report of January 30, 2007 (copy attached), general information was provided regarding this program. The report indicated that Public Works would be working with Metro, Caltrans, and the Southern California Association of Governments (SCAG) to determine how best to proceed. Several meetings have been held, and it was agreed that it would be advantageous for Metro to take the lead on this important effort since Metro is formally designated as the Regional Transportation Planning Agency for the Los Angeles metropolitan region.

Under the Urban Partnership Agreement proposal, successful applicants must agree to pursue the following four strategies with a combined record of effectiveness in reducing traffic congestion: **Tolling, Transit, Telecommuting, and Technology.** Applicants

Each Supervisor  
March 22, 2007  
Page 2

must also provide information regarding why traffic congestion is severe in the region, the local public's acknowledgement of the problem, and readiness of the area's political leadership to solve the problem. Projects must be included in each of the four categories and should:

- Affect the most daily surface transportation travelers
- Produce the greatest potential reduction in overall traffic congestion
- Provide the greatest congestion-reduction benefits per dollar of Federal support
- Provide the most cost-effective means of reducing traffic congestion
- Demonstrate innovative and potentially far-reaching technology applications
- Be deliverable in a relatively short timeframe (2-3 years)

The attached list of projects, both future and currently underway, are being considered for inclusion in the Urban Partnership Agreement Application. Additional meetings with Metro, Caltrans, SCAG, the Ports of Long Beach and Los Angeles, and the City of Los Angeles are planned over the next few days to further refine the project list. Project cost estimates will need to be added and priorities established within each of the four categories. Metro will provide a full report on the Urban Partnership Agreement effort to the Metro Board of Directors later this month, well in advance of the application deadline.

PHM:abc  
C070802  
P:\pdpub\Federal\LEGISLATION\ITS-UPA(F)doc

Attach.

cc: Chief Administrative Office  
Executive Office



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DONALD L. WOLFE, Director

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE  
REFER TO FILE: PD-1  
A2304i

January 30, 2007

TO: Each Supervisor

FROM: Donald L. Wolfe  
Director of Public Works

**UNITED STATES DEPARTMENT OF TRANSPORTATION  
URBAN PARTNERSHIP AGREEMENT  
BOARD MOTION—JANUARY 16, 2007  
INTERIM REPORT**

On January 16, 2007, your Board directed the Chief Administrative Officer and the Director of Public Works to provide information regarding the United States Department of Transportation (USDOT) Urban Partnership Agreement and to identify potential projects that might be considered for funding in conjunction with this Agreement.

In May 2006, the USDOT announced its National Strategy to Reduce Congestion on America's Transportation Network (Congestion Initiative), a bold and comprehensive national program to reduce congestion on the Nation's roads, rails, runways, and waterways. One major component of the Congestion Initiative is the Urban Partnership Agreement. The USDOT is soliciting proposals from metropolitan areas to enter into Urban Partnership Agreements in order to demonstrate strategies with a combined track record of effectiveness in reducing traffic congestion.

To support congestion-reducing strategies adopted by the USDOT's Urban Partners, the USDOT proposes to utilize discretionary funding available under its Intelligent Transportation Systems Operational Testing to Mitigate Congestion (ITS-OTMC) Program, its Value Pricing Pilot Program, and other discretionary grant, lending, and credit support programs. In addition, to the maximum extent possible, the USDOT will support its Urban Partners with regulatory flexibility and dedicated expertise and personnel.

Each Supervisor  
January 30, 2007  
Page 2

The ITS-OTMC Program may provide successful applicants up to \$100 million over three years in support of innovative technology-based strategies to reduce congestion. Urban Partners wishing to receive funding under the ITS-OTMC Program must submit applications by April 30, 2007. Types of eligible projects include:

- Advanced traffic signal control
- Innovative incident detection and management strategies
- Integrated corridor management
- Parking management tied to transit service
- Managed lanes
- Lane-keeping devices or longitudinal control designed to enhance spatial efficiency on existing highways
- Signal priority systems for buses
- Advance traveler information systems
- Projects that contain technologies which support pricing strategies
- Projects that use technology to support and combine congestion mitigation strategies such as congestion pricing, expansion of transit capacity, and telecommuting

Based on this eligibility criteria, we are working with our transportation partners in the County:

- California Department of Transportation (Caltrans)
- Los Angeles County Metropolitan Transportation Authority (MTA)
- Southern California Association of Governments (SCAG)

to determine which agency might best serve as the Urban Partner for the Los Angeles County region to sponsor qualifying projects of regional significance and to submit the applications. We will provide a follow-up report by March 20, 2007, with our recommendations resulting from our work with these agencies.

JGG:abc  
C070632  
P:\pdpub\Federal\LEGISLATION\ITS-UPA.2doc

cc: Chief Administrative Officer  
Executive Office

**COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS  
CANDIDATE PROJECTS FOR THE  
URBAN PARTNERSHIP AGREEMENT**

***Tolling***

Port of Long Beach's PierPASS Program – This project has been implemented and consists of a Traffic Mitigation Fee during peak hours on the trucks using the port's facilities. The program has reduced peak period truck traffic at the Port and the adjacent major highways by 30 percent, and congestion for all traffic on the area's highway system has been reduced by 25 percent.

High Desert Corridor – This project consists of constructing a limited-access new freeway/expressway between I-5 and I-15. This new east-west route will accommodate an expected three- to sixfold increase in traffic between the Antelope and Victor Valleys. It will also provide a new level of intravalley accessibility and carry truck and other through traffic safely around existing communities. Since this project is still several years away, Public Works has been advocating that a study could be undertaken to identify the feasibility of High Occupancy/Toll (HOT) lanes on this route.

***Transit***

Rapid Bus Services – The successful Rapid Bus operation on the Wilshire Corridor, which complements and expands the existing regular bus service, is carrying a total of 90,000 passengers daily. There are an additional 18 Rapid Bus routes in existence or planned for near-term implementation. The expansion of the Rapid Bus operation in the I-710 corridor approaching the Port of Long Beach includes plans to increase the speed and frequency of service, thus increasing the passenger carrying capacity of the system. This service will help provide relief to the adjacent arterial system and will also help accommodate the drivers of single occupant vehicles who are seeking an alternative to the truck-congested I-710 during peak periods. The project will also help improve the air quality in the neighborhoods near the ports, which is a critical consideration.

***Telecommuting***

Los Angeles County Commute Services – Metro proposes to update existing training and information materials regarding tele-work and other alternative work schedules (compressed work weeks, staggered work hours, etc.), that employers could implement to reduce vehicle travel to their worksite. Once these new materials have been updated, Metro staff will meet with employer clients and help them implement such programs. While this is not a new concept, the main barrier to implementing these alternative work arrangements has been the education of management. The program will provide the tools to employers to effectively establish these nontraditional work

schedules at their worksites, which will decrease congestion around the worksite and reduce the need for employer provided parking.

### ***Technology***

I-10 Intelligent Corridor Demonstration – This project, which extends from State Route 57 through central Los Angeles to Santa Monica, will expand and integrate the individual management of transportation operations by the many jurisdictions and agencies along this Corridor into a coordinated effort across all modes, jurisdictions, and functions. Existing and improved ITS systems will be used for continual monitoring, measuring, and communicating information about the networks. Interagency operating agreements will result in delivering greater efficiency by generating multimodal synergy in the operation of the entire I-10 Corridor.

The technical scope of work of the I-10 Intelligent Corridor Demonstration would involve implementing dynamic freeway ramp metering, adjusting arterial signal timing and incident management plans, displaying route deviations on changeable message signs, adding wireless detection stations, dispatching and adding transit service, and adjusting transit routes and priorities. All information would be made available in real time to the public via digitized highway advisory radios, websites, 511 or equivalent traveler information systems, internet service providers, and the media. In addition, the I-10 Corridor would implement a real time incident reporting system among all key stakeholders that brings congestion and incident reports to the dispatching centers and mobile units of police, sheriff, and fire personnel. The same information would also be made available to the key contact personnel in each stakeholder agency via PDA devices to mobilize the operation response in the most effective and efficient manner.

Advanced Traveler Information System/511 – Public Works has been working on a project to establish a unique public/private partnership of public agencies and a consultant to implement a state-of-the-art, Advanced Traveler Information System (ATIS), for Los Angeles County. The project will provide real-time management of traffic information and dissemination of personalized traveler information to the traveling public. Metro has proposed a similar system called 511, which provides similar information to motorists that would be maintained by Metro staff. We are working with Metro, Caltrans, and the City of Los Angeles to ensure a coordinated approach to this important effort.

Next Trip Information – Metro is developing a system that will allow customers to obtain information on when the next bus or train will arrive at a particular bus stop or rail station. The first phase will be to provide this information on the Metro website. In the future, Metro would like to provide this information via cell phones or other personal information devices such as blackberries. The key to providing this information will be to update approximately 18,000 bus stop signs across the County by placing identification information on the signs that would allow customers to type in a particular location and then receive the real-time information in response. A recent study conducted found that passengers new to the transit system look for additional

information at the bus stops to help them navigate their trip. This information will make the transit system more accessible.

System Wide Adaptive Ramp Metering (SWARM) – This project consists of a ramp metering algorithm that looks at the complete freeway corridor and forecasts traffic conditions at predetermined bottlenecks. Based on real-time traffic data, the system generates and implements metering rates at on ramps, upstream of the bottlenecks, to avoid predicted future traffic congestion at these locations. SWARM has the following advantages over the currently used locally traffic responsive metering system:

- It maximizes traffic flow by continuously and globally adjusting metering rates based on bottleneck conditions and corridor traffic density.
- It is responsive to actual traffic conditions, by proactively forecasting congestion or free traffic condition, throughout the whole corridor.
- It is responsive to recurring and nonrecurring congestion, and could be implemented on a 24 hour basis, as needed to ease congestion.

Freeway Transportation Management System (TMS) Projects – Caltrans proposes seven projects to enhance congestion and incident management by installing new closed circuit television (CCTV) and communications systems on segments of Route 5, Route 14, Route 210, and Route 605; improving existing traffic management reliability by upgrading the communications system for the TMS on Route 405; upgrading the existing CCTV and camera control systems throughout the region; and upgrading 20 existing Highway Advisory Radio transmission locations.

Adaptive Signal Control Systems – This includes the development and deployment of adaptive signal control systems on various highway corridors targeting local street intersections to enable arterial management through signal timing optimization based on real-time traffic conditions. Adaptive Signal Control Systems require installation of CCTV camera systems at key intersections or bottlenecks to enhance the detection and monitoring capabilities, system software integration, system integration and deployment, field hardware upgrades, and modification/augmentation of the necessary communication links.