Users go faster & get there quicker

- During FY18 AM peak...

**Average Speeds**

- 53.2 mph westbound (I-10)
- 51.6 mph northbound (I-110)

**Travel Time Savings (Minutes)**

- I-10 WB: 13.7 minutes
- I-110 NB: 12.6 minutes

**Average Tolls**

- $6.21 (I-10)
- $6.86 (I-110)
ExpressLanes Operations and Planning

**Operations**
- Operation and maintenance of I-10 and I-110 ExpressLanes
  - Channelizer installation
- Customer service
- “Pay by Plate” pilot project
- Occupancy Detection proof of concept
- I-10 ExpressLanes 5+ pilot
- Virtual Gantries pilot

**Planning**
- Prepared ExpressLanes Strategic Plan
- Preparation of Project Study Reports (PSR)
- Preparation of Project Approval/Environmental documents (PA/ED) in coordination with Caltrans
- Concept of Operations
- Traffic and Revenue Studies
- Applications to request tolling authority from California Transportation Commission
ExpressLanes Strategic Plan
Network Expansion
<table>
<thead>
<tr>
<th>Freeway</th>
<th>Segment</th>
<th>Measure M funding (Year of funding availability)</th>
<th>28x28 (opening year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>I-605 to LA/SB County Line</td>
<td>None</td>
<td>Yes (2028)</td>
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<tr>
<td>105</td>
<td>I-405 to I-605</td>
<td>$175M (2027)</td>
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<tr>
<td>405</td>
<td>US-101 to I-10</td>
<td>$260M (2024)</td>
<td>Yes (2026)</td>
</tr>
<tr>
<td>405</td>
<td>I-10 to LA/OC Line</td>
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<tr>
<td>605</td>
<td>I-10 to I-105</td>
<td>None</td>
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<tr>
<td>605</td>
<td>I-105 to LA/OC Line</td>
<td>None</td>
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</tr>
</tbody>
</table>
I-105 ExpressLanes Project

- I-105 is currently in the Project Approval/Environmental Document (PA/ED) Phase from I-405 to I-605. Three Alternatives are being studied:
  - No build
  - Conversion of existing HOV to ExpressLanes
  - Addition of a second ExpressLane in each direction
- Release of Draft Environmental Document expected Fall 2019
- Preparing Concept of Operations and Investment Grade Traffic and Revenue Study
- Anticipate utilizing Design/Build procurement
- Project website – www.metro.net/105ExpressLanes
I-605 Corridor Improvement Project

- I-605 is currently in the Project Approval/Environmental Document (PA/ED) Phase from I-10 to I-105. Project Alternatives include:
  - No build
  - Conversion of existing HOV to ExpressLanes and addition of a General Purpose lane
  - Addition of a second ExpressLane in each direction
  - Addition of a second HOV lane in each direction
  - HOV direct connectors at 10/605 and 105/605

- Release of Draft Environmental Document (Environmental Impact Report/Environmental Impact Statement) expected Summer/Fall 2019

- Preparing Concept of Operations and Level 2 Traffic and Revenue Study

- Project website - www.metro.net/projects/i-605/corridor-project
I-405 Sepulveda Pass ExpressLanes

- I-405 between US-101 and I-10 (Sepulveda Pass) ExpressLanes Project is included in the 28x28 Project List and has $260M in Measure M funding

- Current completion date – 2026/2027

- Coordination ongoing with Sepulveda Pass Transit Corridor study

- RFP released for PA/ED
I-10 ExpressLanes Extension

• An extension of the I-10 ExpressLanes from I-605 to the Los Angeles/San Bernardino County Line is included in Tier 1 (highest priority) of the ExpressLanes Strategic Plan

• The I-10 ExpressLanes project is included in the 28x’28 project list and is scheduled for completion in 2028

• Project is currently unfunded

• Will prepare a Project Approval/Environmental Document, Concept of Operations, and Traffic and Revenue Study
Caltrans is currently constructing High Occupancy Vehicle (HOV) lanes on I-10 between I-605 and SR-57 to create a continuous ExpressLane/HOV lane between Alameda Street and Haven Avenue (I-15)

**Completed segments:**
- LA/San Bernardino County Line to Haven Avenue – Completed 2000
- SR-57 to LA/San Bernardino County line – Completed 2003
- I-605 to Puente Avenue - Completed 2013

**In construction segments:**
- Puente Avenue to Citrus Street - Expected completion December 2019
- Citrus Street to SR-57 - Expected completion Summer 2021
San Bernardino County Transportation Authority is planning to implement ExpressLanes on I-10 between the Los Angeles/San Bernardino County line and Redlands

- Two ExpressLanes in each direction with one lane in a short segment approaching Los Angeles County
- Projected opening date Summer 2023 (Segment 1 – County line to I-15)
• A Network Project Study Report (PSR) is under development for the following corridors:
  o I-10 from I-605 to LA/San Bernardino County Line
  o I-405 from US-101 to LA/Orange County Line

• I-605 from I-105 to LA/Orange County Line – Caltrans completed PSR in early 2018
Concept of Operations

• A ConOps plan is required for ExpressLanes facilities

• According to Caltrans, “The ConOps shall describe the design and operational characteristics of the managed lanes, enforcement, incident management, and agency and stakeholder coordination.”

• Currently being prepared for I-105 and I-605 corridors
Operational Characteristics

For consistency, Metro expects that the operational characteristics for the I-105 and I-605 ExpressLanes will be similar to the existing I-10/I-110 ExpressLanes:

- Operate 24/7
- Have dynamic pricing (tolls would vary based on congestion)
- 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
- Have dedicated California Highway Patrol (CHP) enforcement and Freeway Service Patrol (FSP) incident management
Facility Design

Will look at how the I-105 and I-605 ExpressLanes infrastructure should be designed for optimal driving experience and performance:

- ExpressLanes will be separated from General Purpose lanes by a double white striped buffer
- How and where will drivers enter and exit the ExpressLanes? (Ingress/Egress)
- Signage
- Gantry locations to read transactions
- Channelizers
Traffic and Revenue Study

- Will consider congestion reduction, capacity enhancements, and time savings to estimate toll rates and potential toll revenue
- Being conducted for both I-105 and I-605 projects
- Work completed to date:
  - Stated Preference Survey
    - Conducted to understand driver travel characteristics and willingness to pay tolls
    - Data will be used to help estimate toll rates and revenue
  - Socioeconomic review
    - Changes in socioeconomic growth (population, housing, employment) can have a significant impact on travel in the corridor, and in turn usage of the ExpressLanes
    - Review of population, employment, housing, development projects
Next Steps

- Complete Planning and Environmental Studies
- Develop Funding Plan
- Obtain Tolling Authority from CTC
- Design/Construction