

MOTION BY:

**Mayor Eric Garcetti, Councilman Mike Bonin,
Supervisor Mark Ridley-Thomas, Director Diane DuBois,
Director John Fasana and Director Jacquelyn Dupont-Walker**

Ad-Hoc Congestion Pricing Committee

July 16, 2014

Item 37 – I-105 & I-110 ExpressLanes Study

MTA's ExpressLanes program provides daily commuters with travel options when using the I-10 and I-110 freeways.

Since the start of full operations, drivers acquired 259,000 transponders, greatly exceeding the Expresslanes program's goal of 100,000.

And during the first year, revenue originally forecasted at \$8 to \$10 million has surpassed by actual revenue of \$19 million.

The popularity of this program and the revenue generation provides revenues to reinvest in bus service and within the surrounding communities.

Considering its overall success, the expansion of MTA ExpressLanes program could create seamless integration with nearby corridors and provide more local transportation revenue for the region.

One natural expansion of the ExpressLanes that should be further studied is along the I-105 Freeway (between the I-605 to I-405/LAX).

Starting with this segment first is consistent with the MTA's consultant report that recommends phasing of Alternative 3.

Caltrans also states that the conversion of the ExpressLanes along the I-105 freeway would likely increase capacity.

Further studies should also include the extension of the existing I-110 ExpressLanes facility to the I-405 Freeway.

According to MTA staff, the ExpressLanes from the I-110 to the I-105 is supported by public feedback received during the public comment period in March/April of this year.

This includes Business Associations, goods movement and delivery companies, tourist associations, etc.

WE THEREFORE MOVE that the MTA Board direct the CEO to:

- A. begin the development of a Project Approval/Environmental Document (PA/ED) study for conversion of 105 High Occupancy Vehicle Lanes to High Occupancy Toll (HOT) lanes between the I-605 to the I-405/LAX segment;
- B. begin the development of a PA/ED study to expand the I-110 ExpressLanes south to the I-405/I-110 interchange;
- C. coordinate all efforts with the Gateway Council of Governments, City of Los Angeles, South Bay Council of Governments, Caltrans and other key coordinator stakeholders; and
- D. provide an interim progress report during the January 2015 Board cycle.