

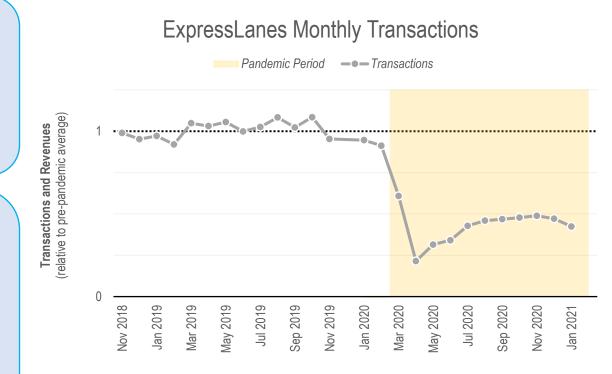
Background

Metro ExpressLanes is a program designed to improve traffic flow and provide enhanced travel options. ExpressLanes provide mobility and offers a safe and reliable trip for users.

➡ More transit service in the corridor. More choices for solo drivers. More rewards for carpoolers. <</p>

The Metro ExpressLanes converted:

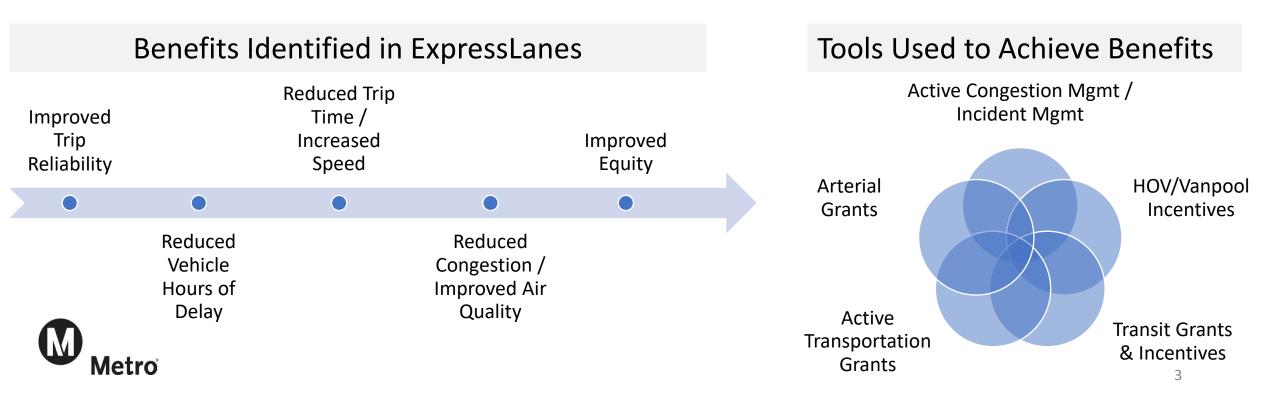
- 11 miles of HOV (High Occupancy Vehicle or carpool) lanes on the I-110 Harbor Freeway (2012); and
- 14 miles of HOV lanes on the I-10 San Bernardino Freeway (2013)
- High Occupancy Toll (HOT) lanes allow solo drivers to use HOV lanes by paying a toll.
- Tolls vary depending on traffic.
- Sensors are used to measure congestion
- Rates vary from 10 cents a mile to a maximum of \$2.10 a mile depending on time of day, and conditions as more vehicles enter the ExpressLanes.



ExpressLanes -- Benefits

All remaining revenue generated by the program shall be used in the corridor from which the revenue was *generated <u>exclusively for preconstruction, construction, and other related costs of high-occupancy vehicle</u> <i>facilities and the improvement of transit service in the corridor*, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by LACMTA.

AB 1422 (2008); S.H.C. §149.9 (emphasis added)



Moving Forward



I-105 CMGC Project Delivery request to Metro Board in spring



I-405 (Sepulveda Pass) PAED effort underway



I-10 Extension (605 to SBCL) will kick-off this month



Pay as you go system underway



will assist and expand enforcement

Occupancy Detection System



Revenue and volume uncertainty as a result of COVID-19



Metro is continuing to move forward with an HOV5+ Pilot on the I-10



New legislation and issues surrounding PII are pervasive



Questions



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