Program Overview

- Converted 25 miles of Existing High Occupancy Vehicle (HOV) lanes into High Occupancy Toll (HOT) ExpressLanes on I-10 (14 miles) and I-110 (11 miles)

- Single Occupant Vehicles allowed to use ExpressLanes lanes by paying a toll. Carpools, vanpools, transit, motorcycles, and hybrid/alternative fuel/zero emission vehicles travel at no charge.

- I-110 ExpressLanes opened in November 2012; I-10 opened in February 2013
Tolling

- Toll rates range from $0.25-$1.40/mile
- Actual rates based on congestion levels; goal is to maintain 45 MPH in the ExpressLanes
- Electronic toll collection; all vehicles must have a transponder.
- $1/month maintenance fee
TOTAL VEHICLE TRIPS 74,719,874
FASTRAK® ACCOUNTS 425,996
TRANSPONDERS ISSUED 461,121
EQUITY PLAN ACCOUNTS 7,991

Mode Split

<table>
<thead>
<tr>
<th></th>
<th>HOV 2+</th>
<th>SOV</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>44%</td>
<td>54%</td>
</tr>
</tbody>
</table>

AVERAGE TOLL (AM PEAK 5-9AM)

I-110 (11 MILE TRIP) $5.72
I-10 (14 MILE TRIP) $5.07

AVERAGE TRAVEL SPEEDS (AM PEAK 5-9AM)

I-110 ExpressLanes: 54.5 mph
General Purpose Lanes: 46.5 mph

I-10 ExpressLanes: 53.7 mph
General Purpose Lanes: 47.2 mph
Benefits of Express Lanes

- Greater vehicle throughput
- Travel time reliability
- Maximize use of existing infrastructure
- Increased transit service and ridership within the corridors
- Revenue generation enabling reinvestment in the corridors

Metro
Toll Revenue Overview

- As specified in State law, ExpressLanes revenue is to be used for:
  - Maintenance
  - Administration
  - Operations
  - Toll Collection
  - Enforcement

- Remaining revenue is to be used in the corridor that the revenue was generated in; an expenditure plan must be developed for these revenues and approved by the Metro Board.
Metro Board approved reinvestment plan:

- Reinvestments in the corridor must provide a direct benefit to reducing congestion on the I-110 or I-10
  - Metro defines the corridor as 3 miles on either side of the I-10 and I-110

- Set Aside funds for Transit Operating Subsidy (Metro Silver Line, Foothill, Gardena, and Torrance Transit)

- 3-5% of funds set aside as reserve funds

- Remaining funds granted on competitive basis (Net Toll Grant Program)
  - 40% Transit System Improvements
  - 40% System Connectivity/Active Transportation
  - 20% Highway System Improvements
### Expenditure Plan

#### Corridor

<table>
<thead>
<tr>
<th></th>
<th>I-110</th>
<th>I-10</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remaining Funds</td>
<td>$19,945,561</td>
<td>$6,777,592</td>
<td>$26,723,153</td>
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<tr>
<td>Reserve Funds (3%)</td>
<td>$598,367</td>
<td>$203,328</td>
<td>$801,695</td>
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<tr>
<td>Transit Operating Subsidy</td>
<td>$3,402,000</td>
<td>$1,790,000</td>
<td>$5,192,000</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>$15,945,194</td>
<td>$4,784,264</td>
<td>$20,729,458</td>
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<tr>
<td><strong>Net Toll Grant Program</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit System Improvements (40%)</td>
<td>$6,378,077</td>
<td>$1,913,706</td>
<td>$8,291,783</td>
</tr>
<tr>
<td>Active Transportation/System Connectivity (40%)</td>
<td>$6,378,077</td>
<td>$1,913,706</td>
<td>$8,291,783</td>
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<tr>
<td>Highway System Improvements (20%)</td>
<td>$3,189,039</td>
<td>$956,853</td>
<td>$4,145,892</td>
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</tbody>
</table>
Net Toll Grant Program

- Grant funding awarded on a competitive basis
- Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County (cities, transit operators, Los Angeles County, Caltrans, Metro)
- Projects or programs must be within 3 miles on either side of the I-110 or I-10 Corridor
- Funding can be used on all project development phases (planning, design, right-of-way, construction), transit operations, operational improvements, and transit vehicle purchases
- Metro received 35 applications totaling $123,405,007
- Funding granted to 22 projects totaling $20,729,458 in July 2014
Evaluation Criteria

- Project applications scored on a point basis from 0-100
  - Sustainable Transportation (up to 20 points)
  - Innovative Transportation Technology and System Management (up to 10 points)
  - Implementation of Regional and Local Sustainability Plans and Policies (up to 20 points)
  - Local Match (up to 10 points)
  - Cost Effectiveness (up to 10 points)
  - Safety (up to 15 points)
  - Project/Program Readiness (up to 15 points)
Transit System Improvements

Eligible projects include:

- Transit operations to increase level of service
- Fare subsidies
- Bus purchases
- Station enhancements

Projects funded include:

- Dodger Stadium Express Harbor Gateway
- Gardena, Torrance, Commuter Express, Baldwin Park transit service expansion
- Transit vehicle purchases
Active Transportation/System Connectivity

Eligible projects include:

- First mile/last mile connections to transit facilities
- Complete Streets projects
- Bicycle infrastructure
- Pedestrian enhancements
- Rideshare/vanpool
- Electric vehicle infrastructure
- Bus station improvements

Projects funded include:

- Union Station Metro Bike Hub
- Monterey Park Bike Corridor
Highway Improvements Category

Eligible projects include:
- Intelligent Transportation System improvements
- Deck rehab and maintenance
- On/off ramp improvements
- Expanded freeway service patrol
- Graffiti removal and landscaping

Projects funded:
- South Bay Arterial Performance Measurement
- City of LA ATSAC Communications System Enhancement
- Caltrans Incident Management Improvements
Next Steps

- Staff will seek approval at the October 2015 Ad Hoc Congestion Reduction Committee and Metro Board to initiate the Round 2 Net Toll Grant Program

- For more information:
  2014 Net Toll Grant Application:  
  http://www.metro.net/projects/expresslanes-tollgrant/

  Metro ExpressLanes:  
  http://www.metroexpresslanes.net
Thank You!

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