ExpressLanes Background

• Initiated as a one-year congestion reduction demonstration project.
  - I-110 opened in November 2012
  - I-10 opened in February 2013
• The ExpressLanes were developed in partnership with FHWA, Caltrans and CHP.
• The Metro Board and California Legislature approved tolling in perpetuity.
I-105 Project Background

- Project is included in the Los Angeles County ExpressLanes Strategic Plan as a Tier 1 (near-term) project.
- Project is included in the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); will be included in the 2020 RTP/SCS.
- The Measure M local transportation sales tax passed in November 2016 provides $175M for this project.
- This project is also included in Metro’s Twenty-Eight by ’28 initiative to complete 28 transportation projects by the 2028 Olympics.
Project Overview

• The project limits for the proposed ExpressLanes on the I-105 are between the I-405 and I-605, a distance of 15.7 miles.
Project Need

• HOV lane is degraded per Federal guidelines (speeds are less than 45 miles per hour during peak periods).
  o It takes 36 minutes to drive the HOV lane eastbound during the PM peak compared to 15 minutes with no congestion.

• Peak period speeds average 25 miles per hour or less in the General Purpose lanes.
  o It takes 43 minutes to drive the corridor eastbound during the PM peak period compared to 15 minutes with no congestion.

• Enhances freight movement at both the western end for air cargo shipments, and at the eastern end managing trucks going to and from the San Pedro Bay ports.
Alternative 1

Existing Conditions (No Build)

- Graphic illustrates current conditions with no changes
- No additional travel lanes or ramp improvements would be installed

*Note: Auxiliary Lane is only in certain locations on I-105.
Alternative 2

Convert HOV to One (1) ExpressLane (Standard Lane Width)

- Convert existing HOV to one (1) ExpressLane in each direction with standard (12 ft) lane width
- Add ExpressLanes toll equipment, signage, pavement markings

*Note: Auxiliary Lane is only in certain locations on I-105.
Alternative 3

Two (2) ExpressLanes (Non-standard Lane Widths)

- Convert existing HOV lane to one (1) ExpressLane and add a second ExpressLane in each direction
- Non-standard lane and shoulder widths
  - Lane could be reduced from 12 ft to 11 ft
- Add ExpressLanes toll equipment, signage, pavement markings
- Potential Limited Right of Way Additions

*Note: Auxiliary Lane is only in certain locations on I-105.
Facility Design

- ExpressLanes will be separated from General Purpose lanes by a double white striped buffer; channelizers possible

- Limited access; will maintain existing ingress/egress locations and add weave lanes at most ingress/egress locations
For consistency, Metro expects that the operational characteristics for the I-105 ExpressLanes will be similar to the existing I-10/I-110 ExpressLanes:

- Operate 24/7
- Utilize dynamic pricing - tolls would vary based on congestion and can refresh as often as every five minutes
- 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
- Occupancy Policy is To Be Determined
State and Federal Roles and Responsibilities

- **Caltrans**
  - Preparing and Approving the Environmental Document
  - Reviewing and approving all design and operation plans, including construction and maintenance activities within state right-of-way.
  - General maintenance, maintenance of physical infrastructure (pavement, median barriers, structures)

- **CHP will provide enforcement**

- **Federal Highway Administration (FHWA)**
  - Attending regular PDT & ConOps meetings
  - Reviewing and providing input on Draft documents
  - 105 ExpressLanes is a “Project of Division Interest” (PODI)
Vehicle Hours of Delay

<table>
<thead>
<tr>
<th>Year</th>
<th>Scenario</th>
<th>General Purpose Lane</th>
<th>HOV Lane</th>
<th>Express Lane (EL)</th>
</tr>
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<tbody>
<tr>
<td>2040</td>
<td>No Build</td>
<td>8,579</td>
<td>1,841</td>
<td>575</td>
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<tr>
<td></td>
<td>Single HOV</td>
<td></td>
<td>2,194</td>
<td>575</td>
</tr>
<tr>
<td></td>
<td>HOV 2+</td>
<td></td>
<td></td>
<td>575</td>
</tr>
<tr>
<td>2040</td>
<td>Alt 1</td>
<td>13,052</td>
<td>810</td>
<td>575</td>
</tr>
<tr>
<td></td>
<td>Single EL</td>
<td></td>
<td>13,862</td>
<td>690</td>
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<tr>
<td></td>
<td>HOV 3+ Free</td>
<td></td>
<td>984</td>
<td>691</td>
</tr>
<tr>
<td>2040</td>
<td>Alt 2</td>
<td>13,696</td>
<td>14,680</td>
<td>8,885</td>
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<td></td>
<td>Alt 3</td>
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<td>8,947</td>
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<td></td>
<td>Dual EL</td>
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</tr>
<tr>
<td></td>
<td>HOV 2+ Free</td>
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The current estimated project cost for Alternative 3 (dual ExpressLanes) is $520,904,000. The Measure M local sales tax provides $175M for the project. Some of these funds will be used for project development and the remainder will be used to repay the toll revenue-backed obligations. “Other Federal or State Funding” may include SB1 grants or other federal grants.
Implementation & Outreach

- As part of the PA/ED, Metro and Caltrans have initiated an extensive and ongoing outreach program to inform and engage stakeholders in the I-105 corridor.
- To date, 75 meetings, presentations, and outreach events have taken place for this project since February 2018

<table>
<thead>
<tr>
<th>Project Activity</th>
<th>Completion Date</th>
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<tbody>
<tr>
<td>Project Initiation Document</td>
<td>September 2015</td>
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<tr>
<td>Project Scoping</td>
<td>April 2018</td>
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<tr>
<td>Submit application for tolling authority to CTC</td>
<td>Summer 2019</td>
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<tr>
<td>Draft Environmental Document Circulation</td>
<td>Fall 2019</td>
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<td>T&amp;R Investment Grade Study</td>
<td>Fall 2019</td>
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<tr>
<td>Draft Concept of Operations</td>
<td>Fall 2019</td>
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<tr>
<td>Final Environmental Document (EIR/FONSI) Approval</td>
<td>Summer 2020</td>
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<tr>
<td>Project PS&amp;E</td>
<td>Summer 2021</td>
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<tr>
<td>Right of Way Certification</td>
<td>Fall 2021</td>
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<tr>
<td>Release RFP (Ready to List)</td>
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<td>Construction NTP</td>
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<td>Substantial Completion</td>
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<tr>
<td>Project Complete</td>
<td>March 2025</td>
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Thank You!