

**MOTION BY:**

**MAYOR ERIC GARCETTI, SUPERVISOR MARK RIDLEY-THOMAS,  
DIRECTOR JACQUELYN DUPONT-WALKER, & DIRECTOR JOHN FASANA**

**Executive Management Committee Meeting**

November 6, 2014

**Item 59 – ExpressLanes Strategic Plan**

Congestion Pricing is a strategy to reduce traffic congestion, improve the reliability of highway system performance, and generate new revenue which can be used to fund transportation improvements in the corridors where the revenues are generated.

In June 2007, the Los Angeles County Metropolitan Transportation Authority (MTA) Board unanimously passed a motion directing the CEO to work with Caltrans and other agencies to develop a detailed operating plan for implementing congesting pricing in Los Angeles County.

In April 2008, MTA, in partnership the Caltrans, entered into an agreement with the U.S. Department of Transportation (USDOT).

The agreement identified an award of a \$210.6 million federal grant to convert existing High Occupancy Vehicle (HOV) lanes into dynamically-priced high-occupancy toll (HOT) lanes as an initial congestion pricing pilot project, known as ExpressLanes.

MTA converted the high-occupancy vehicle lanes on portions of I-10 and I-110 in Los Angeles County to HOT lanes.

February 23, 2014 marked the successful completion of the federal grant requirement of 12 months concurrent toll operations of the MTA ExpressLanes.

Legislation was enacted in September 2014 that granted MTA the authority to conduct, administer, and operate the program indefinitely, under the same terms and conditions that governed the demonstration program.

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MTA ExpressLanes have proven to be effective in increasing travel speeds, reducing travel times without creating adverse impacts on the general purpose lanes.

The public has accepted tolling as a means of improving mobility. During the first year alone, drivers acquired 259,000 transponders, greatly exceeding the ExpressLanes program's goal of 100,000.

ExpressLanes on I-10 and I-110 garnered significant recognition and acceptance as well as generating toll revenues that are being reinvested in mobility improvements in the surrounding communities and are providing improvements to the regional transportation network.

It is now time to expand upon the success of the Congestion Reduction Demonstration program.

WE THEREFORE MOVE that the MTA Board direct the CEO to develop an "ExpressLanes Strategic Plan" as part of the FY15 ExpressLanes Work Plan which shall include the following:

- A. Identification and recommendations of potential corridors that can benefit from ExpressLanes conversion.
- B. Development and execution of a master cooperative agreement with Caltrans to jointly execute Project Study Report/Project Development Support (PSR/PDS), Project Approval/Environmental Document (PA/ED) and/or other technical studies for future ExpressLanes corridors.
- C. Development of a 10-year and 30-year resource plan for existing and future ExpressLanes corridors.

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

- D. Report back to the MTA Board with the first update of the "ExpressLanes Strategic Plan" no later than June 2015.

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