

FASANA and RIDLEY-THOMAS MOTION

March 19, 2015

The 1-10 and 1-110 ExpressLanes have proven to be a success by improving the management of traffic within the corridors resulting in legislation that granted the MTA the authority to indefinitely operate, maintain and administer the program.

Through adoption of several motions, the Metro Board has communicated its desire to utilize congestion pricing through conversion of High Occupancy Vehicle lanes to High Occupancy Toll (HOT) lanes/ExpressLanes as a means of improving the reliability of the highway network while generating revenue to operate and maintain the ExpressLanes as well as enhance transit services and implement transportation projects within the corridors where funding is generated.

In July 2014, the Metro Board approved a motion directing staff to begin the development of planning studies for conversion of 1-105 High Occupancy Vehicle (HOV) lanes between 1-605 and 1-405/LAX/Sepulveda to High Occupancy Toll lanes/ExpressLanes as well as to study extending the 1-110 ExpressLanes southerly to the 1-405/1-110 interchange.

In November 2014, the Metro Board directed the CEO to develop the Los Angeles County ExpressLanes Strategic Plan, currently under development and slated to return to the Board in June 2015.

The 2015 legislative agenda contains several proposed bills that have the potential to impact the agency's ability to continue to operate the current ExpressLanes as well as finance and implement additional High Occupancy Vehicle (HOV) to High Occupancy Toll (HOT) lane conversions. While the authors of these bills are well-intentioned, a piecemeal approach that proposes changes to specific freeway corridors without assessing the impact of the proposed changes on a more comprehensive basis (including, safety, congestion relief, efficiency and revenues) could negatively impact the efficiency of the highway network as well as Metro's ability to continue to operate existing ExpressLanes and implement additional ExpressLanes.

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

1. Develop a comprehensive list of proposed bills with the potential impact of limiting Metro's ability to pursue implementation of future ExpressLanes identified as part of the LA County ExpressLanes Strategic Plan for distribution at the April 2015 Executive Management Committee.
2. Expeditiously develop an overarching policy on HOV/HOT/ExpressLanes based on analysis that can guide the agency's position on proposed legislation.
3. Oppose any legislation that could negatively impact Metro's ability to operate its current program or proceed with future ExpressLanes related efforts until Board adoption of the ExpressLanes policy.