



Metro

Board Report

File #: 2021-0341, **File Type:** Motion / Motion Response

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REVISED
PLANNING AND PROGRAMMING COMMITTEE
MAY 19, 2021

Motion by:

DIRECTORS HAHN, GARCETTI, MITCHELL, BUTTS, AND DUTRA

Related to Item 18: Metro ExpressLanes Program Management Support Contract Modification

The I-105 is the last major freeway constructed in LA County, and the Metro Green Line was included in this project to mitigate its impacts to communities of color in South LA. Any changes to the capacity on this 30-year-old freeway need to also improve the operations of the Metro Green Line, nearby transit services, and first/last-mile connections.

The I-105 freeway is now next in line for ExpressLanes which will add vehicle travel lanes and provide enhanced mobility for those who can pay a toll to avoid traffic congestion.

When Metro first created ExpressLanes on the I-10 and I-110, a key goal was that toll revenues would go to improve mobility for people walking, biking, and taking transit along these corridors. The ExpressLanes Strategic Plan identifies numerous potential funding sources for the program's expansion, of which future net toll revenues is just one.

The Metro Green Line needs major capital improvements to its existing infrastructure, including platform extensions, to be brought up to a state of good repair and to ensure seamless interoperability with the Crenshaw/LAX Line. Additionally, the Green Line needs to address long-standing issues with station platform ambient noise, transit transfer connectivity, and first/last-mile connections.

SUBJECT: I-105 EXPRESSLANES PROJECT

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Mitchell, Butts, and Dutra that the Board direct the Chief Executive Officer to report back in September 2021 with recommendations to fully fund the I-105 ExpressLanes with funding sources that minimize the use of the corridor's future net toll revenues, in order to maximize available resources from the project for future capital improvements to the Metro Green Line.