



# METRO EXPRESSLANES

## Projects

**1 METRO EXPRESSLANES ON I-10**  
This project will convert existing HOV lanes on the I-10 from Alameda Street/Union Station to I-605 into ExpressLanes (44 lane miles). The budget will cover the toll technology, toll infrastructure and operational improvements required to complete the conversion. This project will also provide additional ExpressLanes capacity on the El Monte Busway between I-710 and I-605 through re-striping and buffer changes. No general purpose lanes are taken away to create the second ExpressLane between I-710 and I-605.

**2 METRO EXPRESSLANES ON I-110**  
This project will convert existing HOV lanes on the I-110 from 182nd Street/Artesia Transit Center to Adams Boulevard into ExpressLanes (38 lane miles). The budget will cover the toll technology, toll infrastructure and operational improvements required to complete the conversion.

Metro ExpressLanes is a one-year demonstration program. Buses, motorcycles, vanpools, and carpools that currently use HOV lanes will not be charged a toll. General purpose lanes will continue to remain toll-free. The following projects will provide additional access and capacity to the I-10 and I-110 Metro ExpressLanes, to encourage movement of more people rather than more vehicles.

### ADAMS BOULEVARD AND DOWNTOWN LOS ANGELES IMPROVEMENTS

**3 I-110 ADAMS/FIGUEROA FLYOVER STUDY**  
The Adams/Figueroa Flyover Study will investigate how the construction of a new structure – connecting the I-110 northbound HOV lane off-ramp directly to Figueroa Street – could improve traffic flow at the end of the I-110 HOV lane.

**4 ADAMS BOULEVARD STREET WIDENING**  
Adams Boulevard will be widened between the Harbor Freeway off-ramp and Flower Street – adding an additional westbound right-turn-only lane to the HOV bypass connecting to Figueroa Street. Re-striping will also add one extra lane to the HOV off-ramp approaching Adams Boulevard to increase capacity.

**5 TRANSIT SIGNAL PRIORITY IN LOS ANGELES**  
This project will install bus-signal priority technology on Figueroa Street between Wilshire Boulevard and Adams Boulevard (15 signals), and Flower Street between Wilshire Boulevard and Olympic Boulevard (5 signals) to enhance transit operations. It will also extend the existing AM peak-period northbound bus-only lane on Figueroa Street between 23rd Street and 4th Street to cover the PM peak-period.

### INCREASED SILVER LINE AND FEEDER SERVICE

**6 NEW BUSES FOR THE I-10 EL MONTE BUSWAY CORRIDOR**  
Before adding ExpressLanes to the corridor, Metro and its transit partner – Foothill Transit – will purchase 30 new buses and increase Silver Line and feeder service on the I-10 El Monte Busway, with a goal of providing service every three to seven minutes during rush hour.

**7 NEW BUSES FOR I-110 HARBOR TRANSITWAY CORRIDOR**  
Before adding ExpressLanes to the corridor, Metro and its transit partners – Torrance Transit and Gardena Transit – will purchase 29 new buses to improve Silver Line and feeder service on the I-110 Transitway, with a goal of providing service every three to seven minutes during rush hour.

### STATION EXPANSION/IMPROVEMENTS

**8 EL MONTE TRANSIT STATION EXPANSION**  
The El Monte Station is the eastern terminus of the El Monte Busway, and is currently the busiest bus terminal west of Chicago. Given that the El Monte Station will now also be the eastern terminus of the Metro ExpressLanes, expansion of the terminal will be required to accommodate additional high-capacity buses, passenger parking and bike station.

**9 PATSAOURAS PLAZA/UNION STATION CONNECTION**  
A new Union Station stop will be created for the El Monte Busway, allowing direct access to the station's Patsaouras Transit Plaza. This will eliminate the long walks, operational delays and insufficient lighting and information displays passengers currently have to contend with when transferring at Alameda Street to Metro's Red and Gold lines, Metrolink and Amtrak.

**10 IMPROVED ARTESIA TRANSIT CENTER SECURITY**  
Improvements at the largest transit center on the I-110 Harbor Transitway include bike lockers to promote non-motorized access and a law enforcement substation to assist with station security.

**11 I-110 HARBOR TRANSITWAY PARK & RIDE AND TRANSIT STATION IMPROVEMENTS**  
Improvements to these facilities will include enhanced signage, lighting and security. Other benefits to customers include new bus stops under Slauson and Manchester stations for Lines 108/115, noise reduction/sound barrier at 37th Street Station, and improved signage and security for existing Harbor Transitway Park and Ride lots at Slauson, Manchester, Harbor Green Line, Rosecrans, Artesia, Carson, PCH and Harbor/Beacon in San Pedro.

### METROLINK POMONA STATION IMPROVEMENTS

**12 ADDITIONAL COMMUTER RAIL CAPACITY**  
This station on Metrolink's San Bernardino Line will undergo several improvements, including the addition of 143 new parking spaces and the expansion of platforms to accommodate longer eight-car trains.

### LA EXPRESS PARK

**13 DOWNTOWN PARKING MANAGEMENT**  
This project will use new parking technology to provide motorists alternative payment options and real-time parking availability information for nearly 13,000 on-street and off-street parking spaces in Downtown Los Angeles. The information will aid motorists in understanding their parking options and will guide them to available parking spaces – eliminating the need to search for parking and reducing traffic congestion.

New parking meters will be installed at approximately 5,500 on-street metered parking spaces in the downtown area. These meters will be capable of charging motorists demand-based parking rates – which change depending on the time of day and traffic congestion levels. They will also provide alternative payments options, allowing motorists to pay for parking using their credit card or cell phone and to receive a text message when their paid parking time is about to expire.

### VANPOOLS

**14 I-10/I-110 COMMUNITY-BASED VANPOOL FORMATION**  
This program will provide vanpool formation services to any community where Metro ExpressLanes are implemented. This includes a dedicated vanpool representative that will actively train community groups to form vanpools and provide support to ensure that vanpools are created and retained.

In addition to receiving the incentive of the Carpool Loyalty Program by using the Metro ExpressLanes, vanpoolers along those corridors will also be eligible for vanpool start-up assistance, which may cover the cost of driver and back-up driver training and exams, as well as special training on how best to keep existing vanpools together.

