


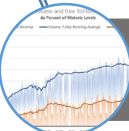



METRO EXPRESSLANES

COVID-19 Toll Revenue Impacts



COVID-19 Impacts

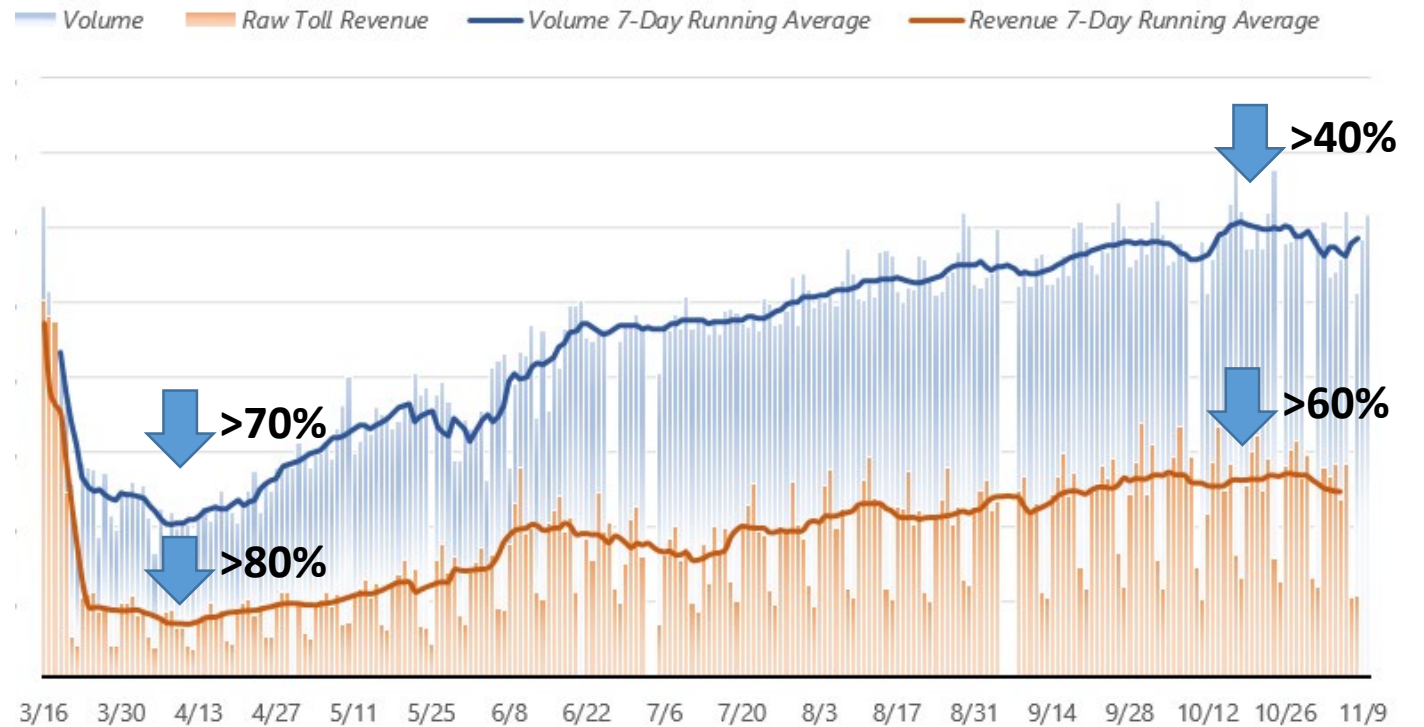


-  Revenue Has Been Impacted
-  Volumes Down but Returning
-  Revenues Down but Stable
-  Operations Respond to New Level
-  Economy and Traffic Returning 2021



- Impacts vary across CTOC agencies; ExpressLanes have derivative-type effect.
- Lots of variation as dynamic pricing was suspended and LA Metro moved to minimum tolls.

COVID-19 Volume and Raw Toll Revenue Impacts
As Percent of Historic Levels



ExpressLanes Projects



- Through COVID-19 Operations Remain Open
- Tolls Reduced to Minimum
- Escalation Paused
- Projects Continue to Move Forward



- Public Hearing
- Draft PA/ED Complete
- T&R and ConOps Finalized
- Final Environmental Forthcoming



- PA/ED Process Kick-off
- Project Deferred but Re-started
- Opening Target Remains LA Olympics



- Procurement Finalized
- Contractor selected for PA/ED
- T&R and ConOps Underway



- Funding identified (110/Adams)
- Working with Caltrans to Finalize Environmental

Network PSR



- Documents Submitted
- Caltrans Reviewing
- Should be Finalized in early 2021

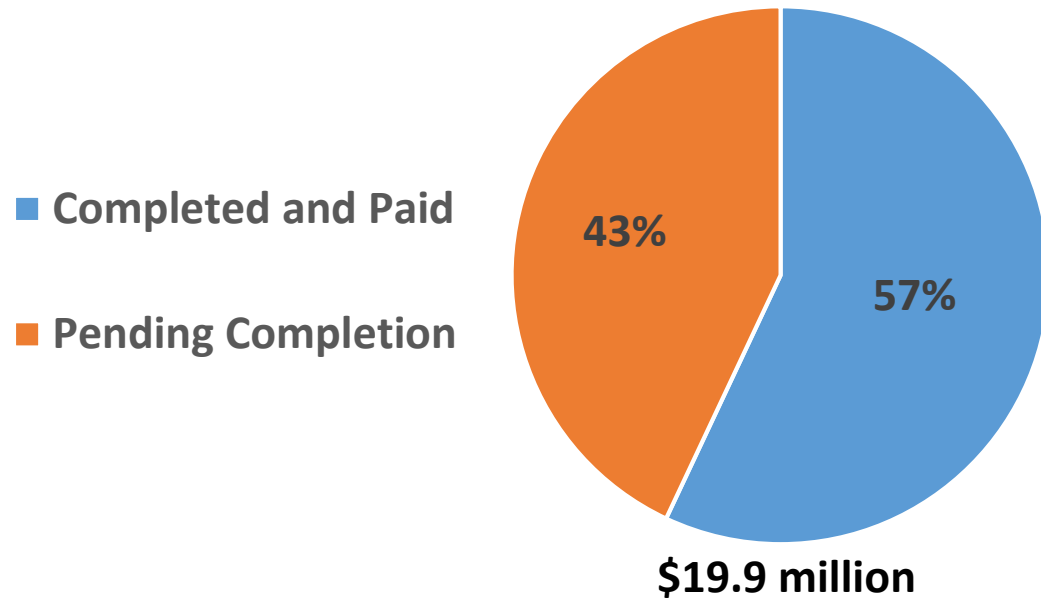


Transit Reinvestment



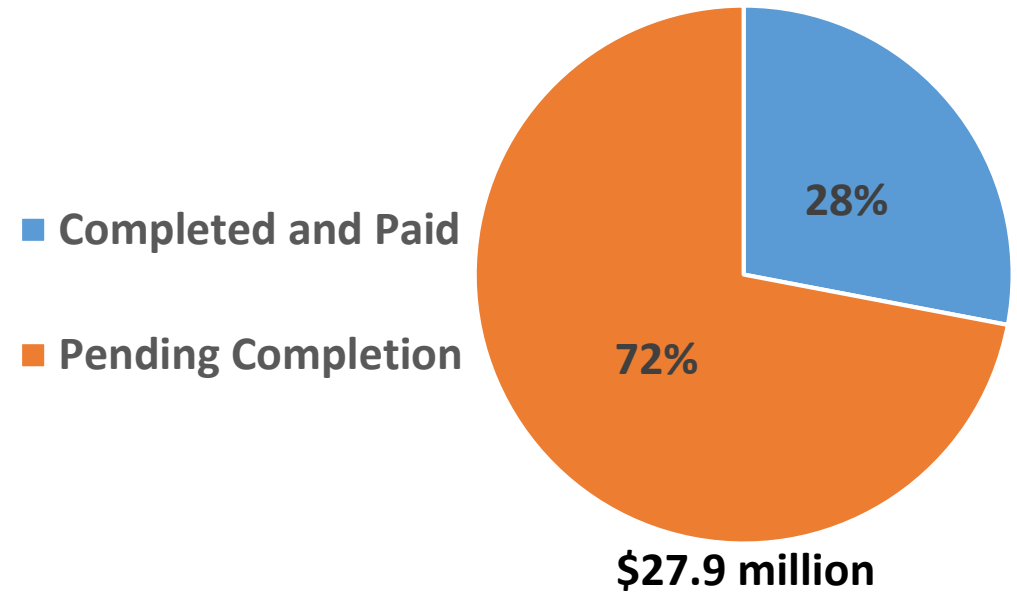
2014 Net Toll Revenue Grants

(millions)



2016 Net Toll Revenue Grants

(millions)



Net Toll Revenue Grant Program Paid in 2020: \$4.3 million (January to October 2020)

Local projects may be slowing down but Metro's program has proceeded without undue delay or interruption



Net Toll Revenue Reinvestment Targets



Transit



Target: 40% of funds

Examples:

- Purchase of new vehicles
- Fare subsidy programs
- Station enhancements

System Connectivity and Active Transportation

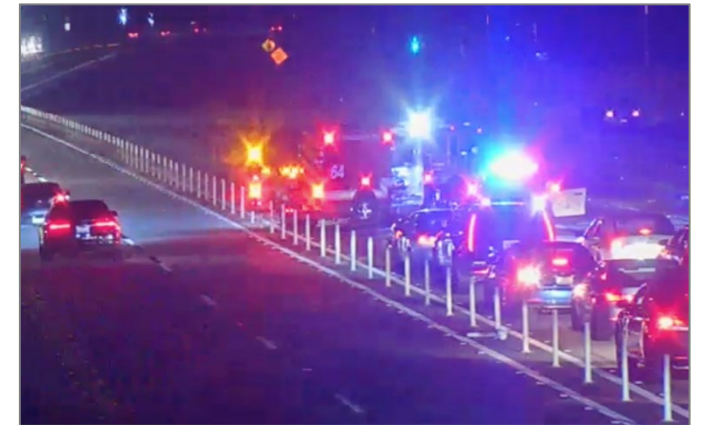


Target: 40% of funds

Examples:

- Complete Streets projects
- Bicycle infrastructure
- First/Last Mile Connections

Roadway Improvements



Target: 20% of funds

Examples:

- Incident Management
- Signal Synchronization
- Intelligent Transportation Systems



Metro

Thank You



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