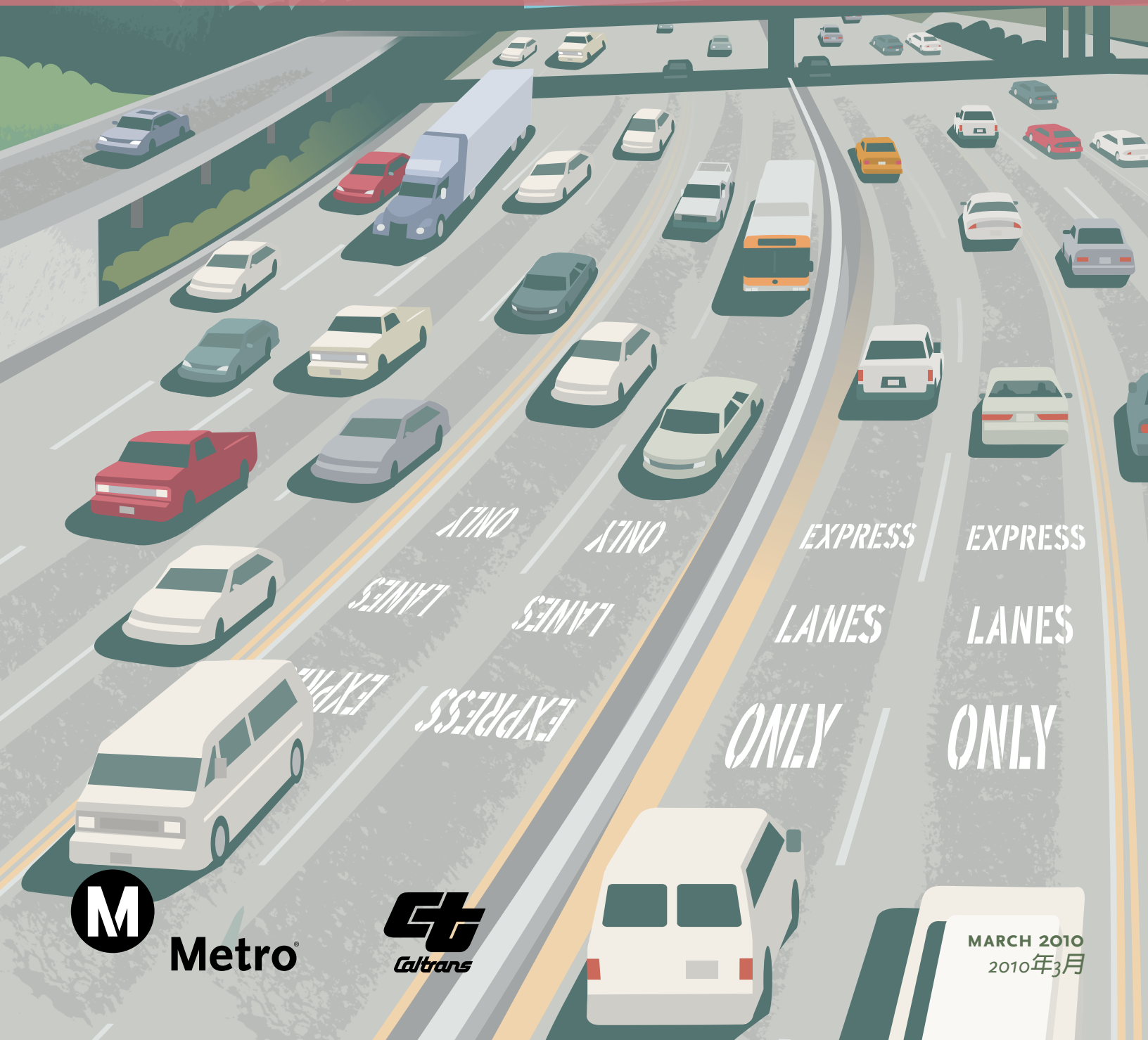


# ExpressLanes

## Frequently Asked Questions

常見問題解答



**Metro**



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## EXPRESSLANES FREQUENTLY ASKED QUESTIONS

### 1. What is the ExpressLanes Demonstration Project?

ExpressLanes is a one-year demonstration project/test during which existing carpool lanes (HOV) on the I-10 El Monte Busway (between Alameda St and I-605—approximately 14-miles) and I-110 Harbor Transitway (between Adams Bl and Artesia Transit Center— approximately 11-miles) will be converted to High-Occupancy Toll (HOT) lanes. 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.

ExpressLanes are scheduled to open in 2012. This demonstration project is intended to ease congestion by better managing the flow of traffic through the implementation of pricing to improve all of the travel choices in the corridors. Under current conditions, there is capacity in the carpool lanes at certain times of the day to permit single occupant vehicles to use these lanes for a toll. By incorporating this “congestion pricing” strategy, it is hoped that more people will be encouraged to use transit, join a vanpool or carpool, and that solo drivers will be encouraged to travel at off-peak hours.

### 2. How will ExpressLanes operate on the I-110 Harbor Transitway?

All vehicles that choose to enter the ExpressLanes will need to be equipped with a transponder. Vehicles with two or more occupants per vehicle will be able to continue using the ExpressLanes toll-free. Single occupant vehicles will now have the option to use ExpressLanes but will be charged a toll.

### 3. How will the ExpressLanes operate on the I-10 El Monte Busway?

All vehicles will need a transponder to enter the ExpressLanes. Vehicles with three or more occupants will be able to use ExpressLanes toll-free at all hours. Vehicles with two occupants will pay a toll during peak hours (5am-9am; 4pm-7pm), but will have toll-free use during off-peak hours. Single occupant vehicles will now have the option to use ExpressLanes but will be charged a toll.

### 4. How much will it cost to use the ExpressLanes?

The minimum toll per mile will be \$0.25 and the maximum toll per mile will be \$1.40. Tolls will be adjusted according to traffic conditions to maintain a free-flowing level of traffic on the ExpressLanes. The toll will vary depending on the level of congestion in the ExpressLanes—the higher the demand, the higher the toll to discourage too many people from using the lane and to keep traffic moving at least 45 mph; if speeds fall below 45 mph for more than 10 minutes, the tolling system will be shut down to single drivers until the travel speeds climb back above 45 mph. The average toll during the peak period for the I-10 ExpressLanes is anticipated to be \$6 (average trip is 9 miles); the average toll during the peak period for the I-110 ExpressLanes is anticipated to be \$4 (average trip is 5 miles).

## 「收費快車道」常見問題解答

### 1. 「收費快車道」示範性專案是甚麼？

「收費快車道」(ExpressLanes) 是一項為期一年的示範性專案/試驗方案，在此期間，I-10 El Monte Busway (位於 Alameda St 與 I-605 之間 — 約 14 英里長) 及 I-110 Harbor Transitway (位於 Adams Bl 與 Artesia 轉運中心之間 — 約 11 英里長) 上現有的小汽車共乘車道 (HOV) 將轉變為高乘載收費車道 (HOT)。目前使用 HOV 車道的公車、摩托車、中型車共乘車輛及小汽車共乘車輛將不實施收費。一般車道將保持不收費。

「收費快車道」預定於 2012 年開通。此示範性專案旨在透過實施收費來改進車輛對交通通道的選擇，從而更好地管理交通流量，緩解擁堵現象。在目前的情況下，單乘客車輛能夠透過繳費在一天中的某些時段使用共乘車道。此項「交通擁堵行車收費」策略的採用有望鼓勵更多人使用公共交通工具、加入中型車共乘及小汽車共乘的行列，並鼓勵單人駕駛者能在非高峰時段出行。

### 2. 如何在 I-110 Harbor Transitway 上實施「收費快車道」？

所有選擇進入「收費快車道」的車輛將需要配備收發器。有至少兩名乘客的車輛將可以繼續免費使用「收費快車道」。

單乘客車輛現在可以選擇使用「收費快車道」，但需要繳費。

### 3. 如何在 I-10 El Monte Busway 上實施「收費快車道」？

所有進入「收費快車道」的車輛將需要配備收發器。有至少三名乘客的車輛將可以全天候免費使用「收費快車道」。有兩名乘客的車輛若需要在高峰時段 (5 am – 9 am ; 4pm – 7 pm) 使用「收費快車道」則需要繳費，但在非高峰時段可免費使用。單乘客車輛現在可以選擇使用「收費快車道」，但需要繳費。

### 4. 使用「收費快車道」將要花費多少錢？

每英里最低收費為 \$0.25，最高收費為 \$1.40。將根據交通情況調整收費以保持「收費快車道」的交通順暢。收費將因「收費快車道」的堵塞程度而異 — 需求越大，收費就越高，以免太多人使用該車道，並將交通暢通度保持在至少 45 英里/每小時，如果車輛速度在超過 10 分鐘的時間低於 45 英里/每小時，收費系統將向單人駕駛者關閉，直至車輛行駛速度恢復至 45 英里/每小時。I-10「收費快車道」在高峰時段的平均收費預計為 \$6 (平均行程為 9 英里)；I-110「收費快車道」在高峰時段的平均收費預計為 \$4 (平均行程為 5 英里)。

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## 5. How will the tolls be collected – will there be toll booths on the freeway?

There will be no toll booths. All tolls will be collected electronically. All vehicles will need a transponder to access the ExpressLanes. A transponder is a small radio-frequency device about the size of a credit card that adheres to the inside of a vehicle's windshield near the rearview mirror and can be read by a sensor mounted over the roadway. As the vehicle enters the ExpressLanes, an antenna will read the transponder, and any toll will be automatically charged to the vehicle owner's account. Transponders will be portable and can be moved from one vehicle to another. As currently envisioned, the transponders will be cost-neutral, and any initial cost will be refunded or waived.

Users will establish a pre-paid transponder account and be able to pay for their accounts by way of cash, credit/debit card, or check either in person, by mail or online.

## 6. How will the system distinguish between carpools and solo drivers in charging tolls?

ExpressLanes users will have a "self-declaration" transponder that can account for the different minimum occupancy requirements on the I-10 and I-110. With a "self-declaration" transponder, users will be able to self-declare the number of passengers in their vehicle. That way, even users who only carpool occasionally can indicate occupancy using a manual switch/button on the transponder.

## 7. How much will the transponders cost?

It is proposed that transponders be cost-neutral. The amount of the deposit is proposed at \$25. The deposit can be waived if users establish their account with a credit/debit card. If users open their accounts with cash or check, the \$25 deposit is required. However, it is refundable when users close their accounts and return the transponder in good working condition. Qualifying low-income commuters can waive the deposit as well. A transponder distribution plan will be presented to the Metro Board for approval with the goal of ensuring accessible and affordable transponders.

## 8. Can I use the transponder I currently have?

Yes. If you already own a FasTrak transponder, you will not be required to get an ExpressLanes transponder. State law requires that FasTrak transponders be capable of being used on the ExpressLanes. Metro will offer a no-cost upgrade to FasTrak holders who want to travel on ExpressLanes.

## 9. Will all vehicles that use the ExpressLanes be required to have transponders?

Yes. This means that solo drivers, motorcycles, vanpools and carpools must be equipped with a transponder. Requiring transponders in all vehicles that opt to use the ExpressLanes provides for easier identification of violators.

## 10. Will there be CHP officers to monitor the lanes?

Yes. There will be dedicated enforcement officers and incident-response tow trucks. In addition, emergency vehicles may use the ExpressLanes when responding to incidents.

## 11. Where will the entrance/exits to the ExpressLanes be located?

The ExpressLanes' entrances/exits will remain the same as the current carpool lane entrance/exits.

## 12. We all paid for the HOV lanes with our gas taxes, and now you want us to pay again for the right to use them? Shouldn't freeways remain free?

These are optional tolls, and the choice is yours. While it's true that the converted HOV lanes would become toll lanes, you only pay if you choose to use them – and in most cases, they will continue to be toll-free for many commuters. Either way, all general purpose lanes will remain free.

What's different under the ExpressLanes program is that commuters will have more options. For example, whereas HOV lanes are currently restricted to cars with two or more passengers, ExpressLanes will be open to solo drivers willing to pay a fee. And those drivers who choose to use the ExpressLanes provide a benefit to drivers who do not choose to pay a toll by creating more capacity in the other lanes. As tolling experiments in other cities have shown, this extra capacity produces speedier trips for non-toll paying drivers as well.

## 13. Aren't low-income drivers being punished by being priced out of certain lanes?

No. The toll policy includes toll credits for low income commuters. Carpools, vanpools, transit and motorcycles will not be charged a toll. The ExpressLanes project provides increased transit service and net toll revenues will be reinvested in transit and HOT lane improvements. The current proposal is to credit the accounts of qualifying LA County low-income households \$25 for account set-up/establishment fees that can be applied to the transponder deposit or pre-paid toll balance.

## 14. Will hybrid vehicles with stickers still qualify to ride in the carpool lane free of charge?

No. The current state law that authorizes single occupant low-emission vehicles (gas electric hybrids–yellow sticker vehicles) to use HOV lanes will expire on January 1, 2011. So hybrids will be treated like all other vehicles.



## 5. 如何進行收費 — 將在高速公路上設立收費亭嗎？

不會設立收費亭。所有費用都將透過電子方式收取。所有車輛都要配備收發器才能進入「收費快車道」。收發器是一種小型射頻設備，約信用卡大小，可以粘在車輛擋風玻璃內側靠近後視鏡處，由路邊的感測器進行讀取。當車輛進入「收費快車道」時，天線將讀取收發器，然後自動從車主帳戶扣取費用。收發器方便攜帶，可從一輛車上轉移到另一輛車上使用。根據目前的設想，收發器不收取費用，任何初始費用都將退還或免除。

使用者將開設一個預付費的收發器帳戶，可以由本人親自或是透過郵件或線上方式使用現金、信用卡/借記卡或支票為帳戶付款。

## 6. 收費時，系統將如何辨別小汽車共乘與單人駕駛者？

「收費快車道」使用者將使用可自動分辨 I-10 與 I-110 上不同最低搭客人數要求的「自我申報」收發器。透過「自我申報」收發器，使用者將能夠自動申報其車輛內的乘客人數。透過這種方式，即便是偶爾採用小汽車共乘方式的使用者也能透過收發器上的手動開關/按鈕申報乘客人數。

## 7. 收發器的費用是多少？

預計收發器不收取費用。保證金金額預計為 \$25。若使用者透過信用卡/借記卡來開設帳戶，則可免除此項保證金。若使用者採用現金或支票來開設帳戶，則必須存入 \$25 保證金。但是，在使用者取消帳戶時，若能完好歸還收發器，此項金額可以退還。符合低收入資格的通勤者亦可豁免該保證金。收發器分配計劃將提呈 Metro 理事會審批，以便確保收發器的獲取便利性及價格合理性。

## 8. 我可以使用我目前擁有的收發器嗎？

可以。若您已擁有 FasTrak 收發器，您將不需要獲得「收費快車道」收發器。州法律要求 FasTrak 收發器能夠用於「收費快車道」。Metro 將為想使用「收費快車道」的 FasTrak 持有者提供免費的升級服務。

## 9. 所有使用「收費快車道」的車輛都必須配備收發器嗎？

是的。這表示單人駕駛車輛、摩托車、中型車共乘車輛及小汽車共乘車輛都必須配備收發器。所有選擇使用「收費快車道」的車輛都必須配備收發器這一規定有助於發現違規者。

## 10. 會有 CHP 巡警監視這些車道嗎？

是的。會有專門的巡警人員及事故應變拖吊車。另外，參與事故應變的緊急車輛也會使用「收費快車道」。

## 11. 「收費快車道」的出入口在哪裡？

「收費快車道」的出入口仍與目前小汽車共乘車道的出入口相同。

## 12. 我們在汽油稅中已繳納了使用 HOV 車道的費用，現在您讓我們再次繳納使用它們的費用。為甚麼高速公路不再免費？

繳費是可選擇的，這由您自己決定。確實，改變後的 HOV 車道成為了收費車道，但您只會在使用它們時才付費 — 在大多數情況下，對許多通勤者來說，它們仍是免費的。無論怎樣，一般車道仍保持免費。

「收費快車道」計劃帶來的不同之處是通勤者有了更多的選擇。比如，HOV 車道目前只限於有至少兩名乘客的車輛使用，「收費快車道」將向願意付費的單人駕駛車輛開放。選擇使用「收費快車道」的駕駛者騰出了其他車道空間，為沒有選擇付費的駕駛者帶來了好處。其他城市的收費試驗顯示，騰出的額外空間可以讓未付費的駕駛者行程更加順暢。

## 13. 低收入駕駛者不會因為某些車道收費過高而無法使用這些車道嗎？

不會，收費政策涵蓋了低收入通勤者的路費存款。小汽車共乘、中型車共乘、公車及摩托車將不會收費。「收費快車道」專案提供了更方便的公共交通服務，淨路費收入將重新投資到公共交通及高乘載收費車道的優化中。目前的提案是，向符合資格的洛杉磯縣低收入家庭的帳戶存入 \$25，作為帳戶設立/開設費，這筆費用可用作收發器保證金或預付路費。

## 14. 帶有標章的油電混合車是否仍具有免費使用小汽車共乘車道的資格？

否。目前授權單乘客低排放車輛（油電混合車 — 帶黃色標章的車輛）使用 HOV 車道的州法律將於 2011 年 1 月 1 日失效。因此油電混合車的待遇將與其他車輛一樣。