

ExpressLanes CAG Summit

March 2, 2010



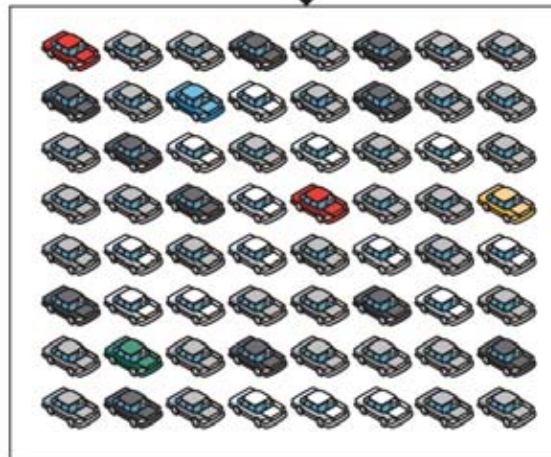
Project Goals

Move More People, Not More Vehicles

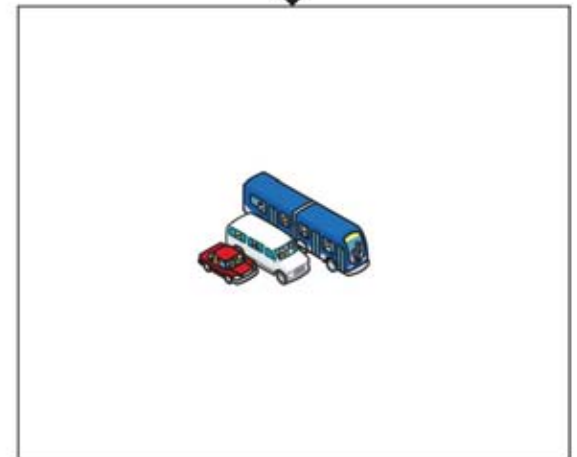
- > Increase Throughput of HOT lanes
- > Effectiveness (Mode Shift)
- > Efficiency (Cost of Project Relative to Benefits)
- > Equity (Address Impact on Low Income Commuters)
- > Educate Community (Extensive Community Outreach)
- > Execute as a Demonstration Project (One Year)

64 people who need to get to work,
appointments do errands, etc...

Options



64 separate cars



1 carpool, 1 vanpool, 1 coach

Project Budget (\$291 Million)

Transit Facility

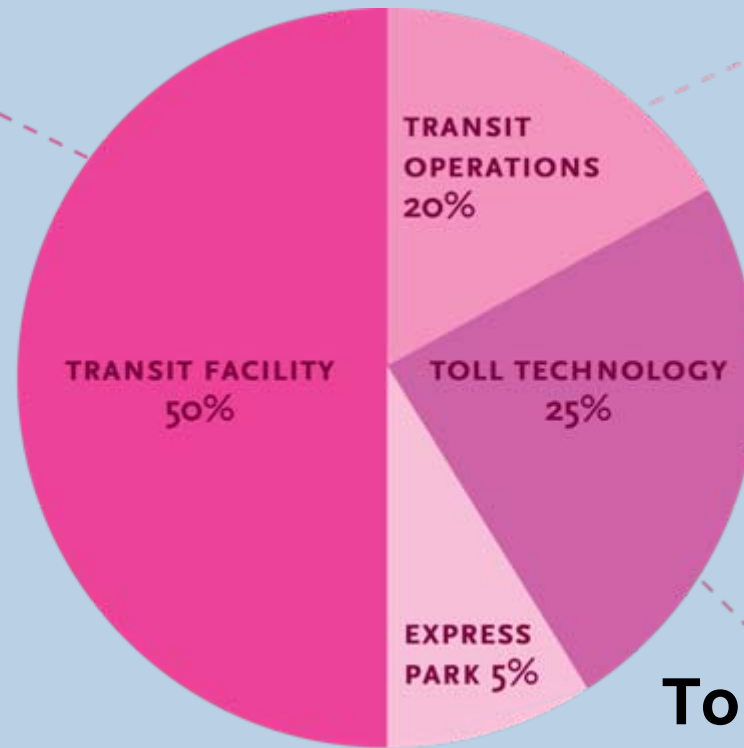
Park & Ride Lot Improvements, Station Expansion, Maintenance Facility

Express Park

Parking Management



Metro



Transit Operations

New Buses, Dual Hub BRT, Vanpools

Toll Technology & Infrastructure

Bottleneck Improvements, Additional HOT Lane

New Bicycle Lockers



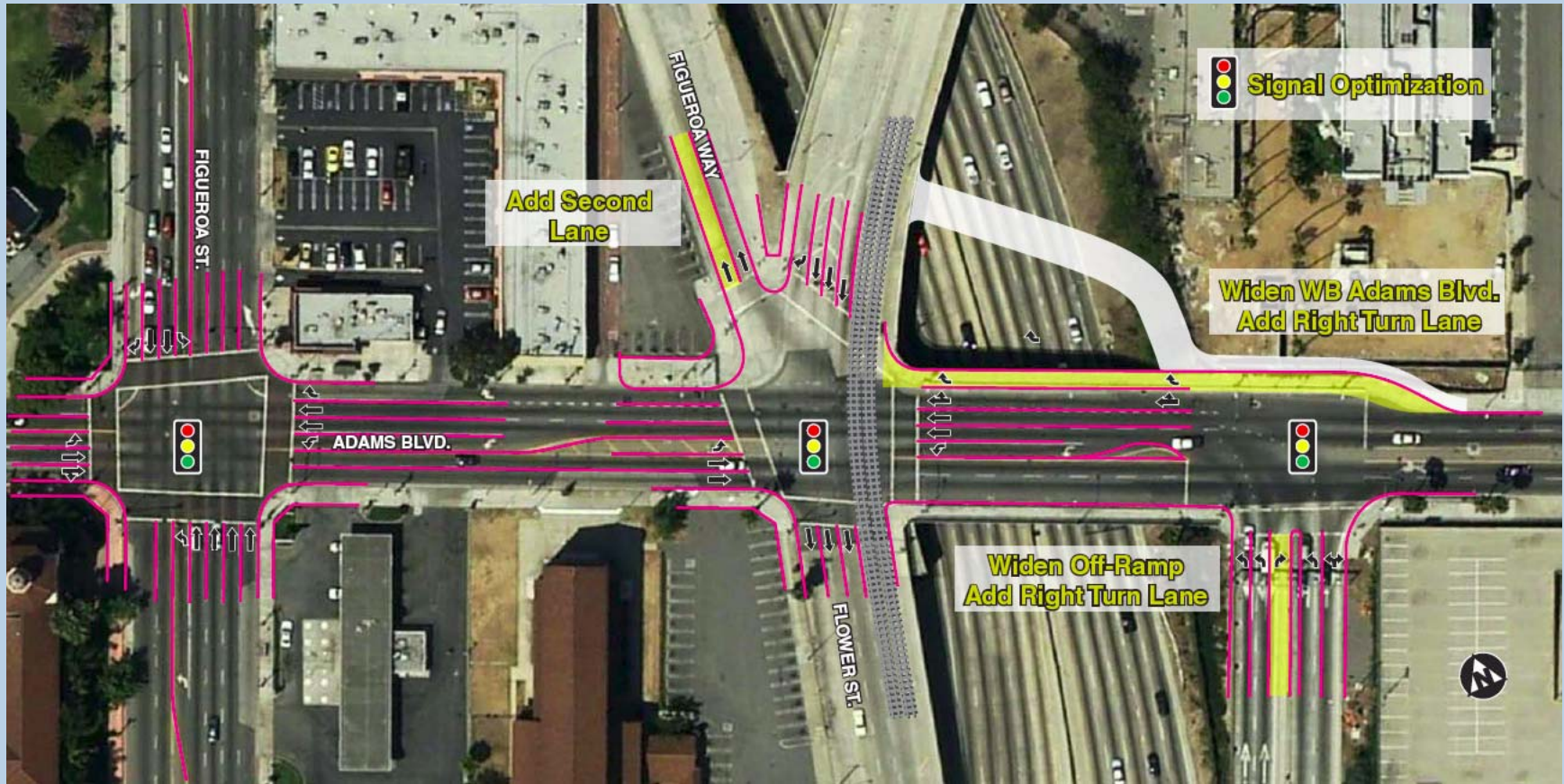
ARTESIA TRANSIT CENTER



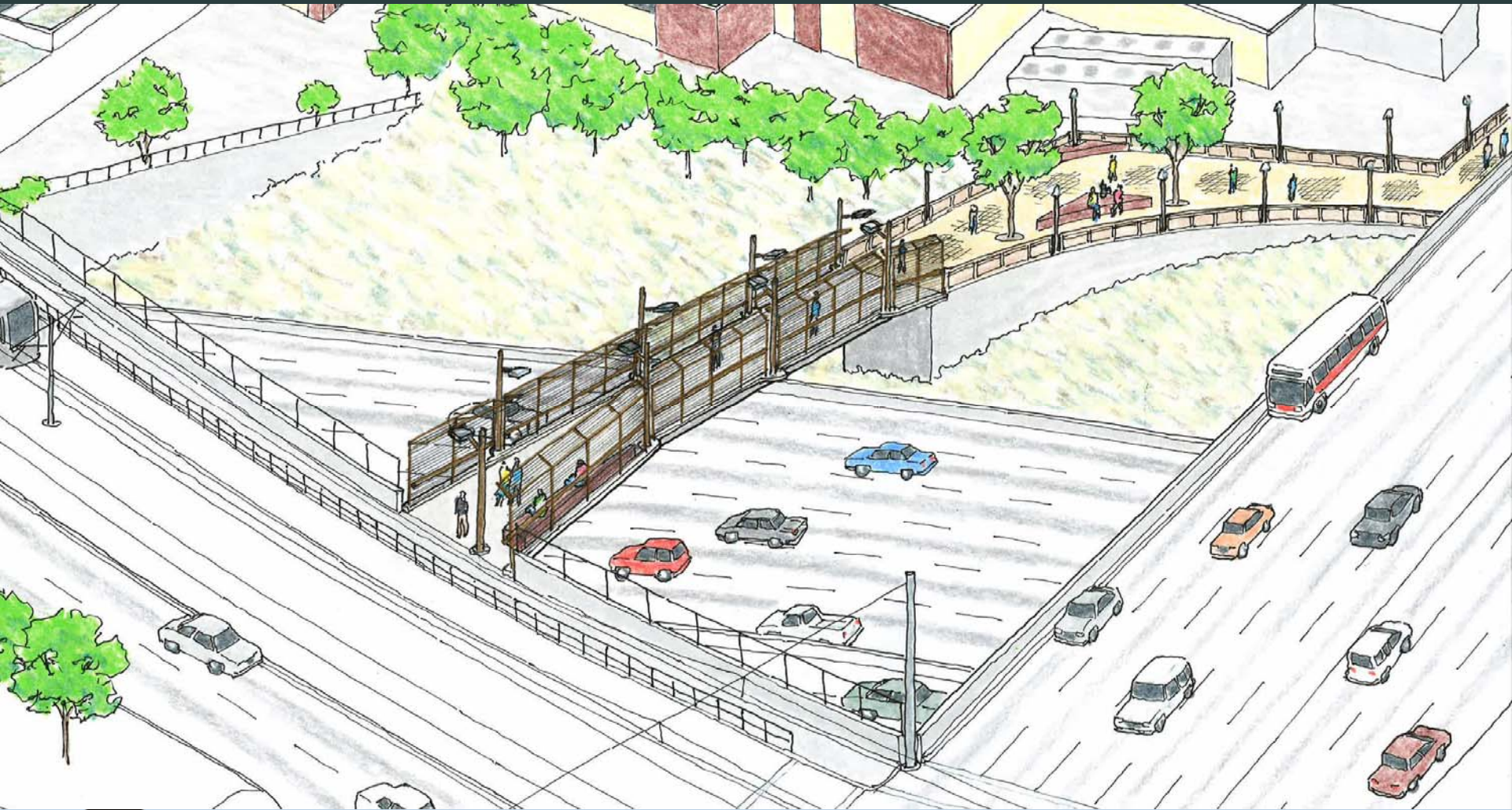
EL MONTE TRANSIT CENTER



I-110 at Adams Blvd (North Terminus)

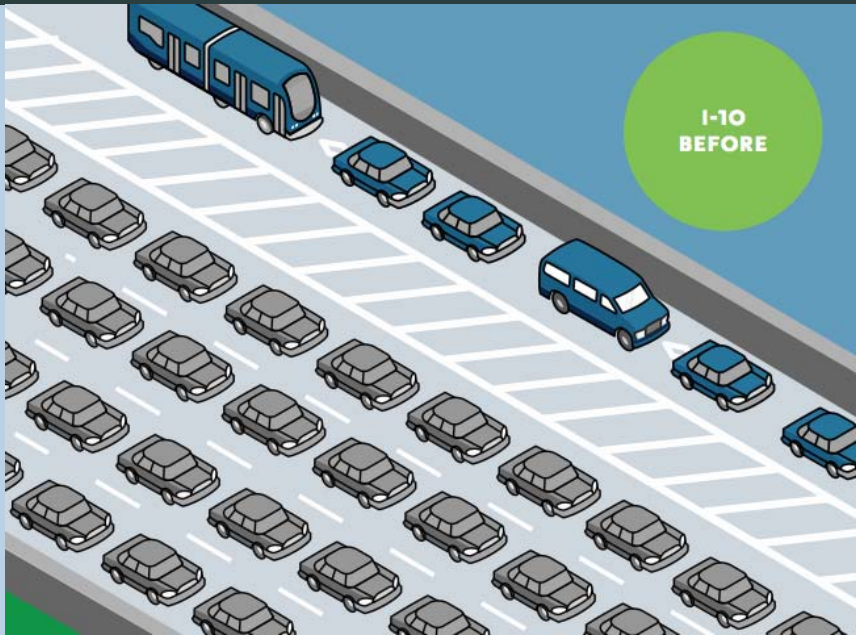


Adams Blvd Pedestrian Plaza (Concept)

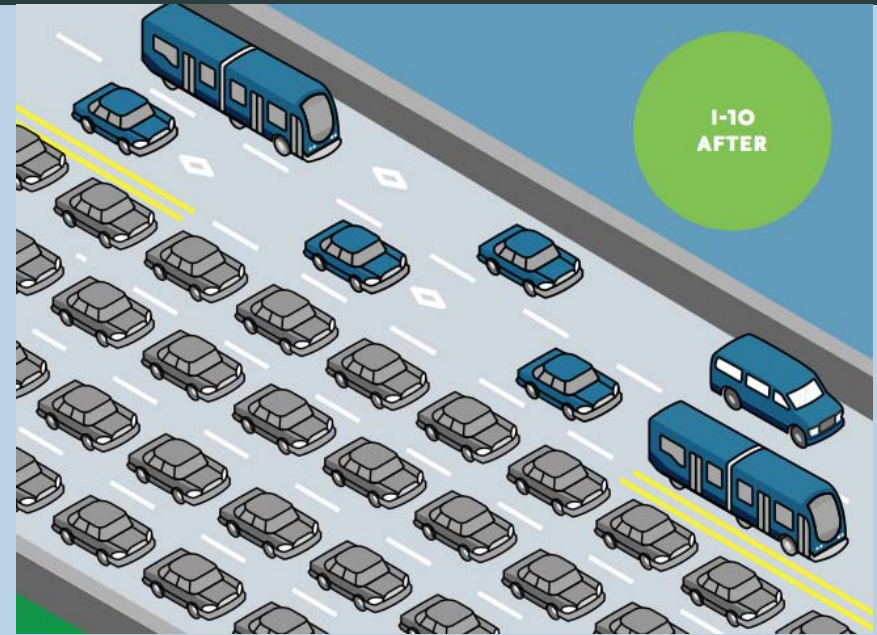


Metro

I-10 El Monte Busway Bottleneck



Majority of westbound HOV traffic exits at I-710



Add one additional HOT lane in each direction between I-710 and I-605

Minor widening

Design exceptions are required

New Project Schedule

Description	2010	2011	2012
Pomona (North) Metrolink Station	●		
Acquire 59 Clean Fuel Buses	●		
Transit Signal Priority – Downtown LA	●		
Harbor Transitway Improvements – Phase 1	●		
Harbor Transitway Improvements – Phase 2		●	
ExpressPark		●	
El Monte Transit Center		●	
Patsaouras Plaza Connector			●
Promote Vanpools			●
Increase BusService			●
ExpressLanes Open			●
I-10 2 nd HOT Lane & I-110 Adams Blvd Improvements			●

Concept of Operations

ExpressLanes Demonstration	Business Rule
I-110 Harbor Transitway Lanes Only	SOV Pay HOV 2+ Free
I-10 El Monte Busway Lanes Only	SOV Pay HOV-2 Pay: Peak Hours (5am–9am; 4pm–7pm) HOV-2 Free: Off-Peak Hours HOV 3+ Free All Hours

All electronic “open road” tolling

- Dynamic, segmented pricing assembled by trip
- Dedicated Enforcement CHP Officers
- Dedicated Incident Response Tow Trucks
- **Ingress/Egress Same as Current HOV access**
- **Transponders for all vehicles in ExpressLanes**



Metro

Toll Rates

- > Minimum Toll per Mile: \$0.25
- > Maximum Toll per Mile: \$1.40
- > Toll Rates will vary within the range based upon demand.
- > **The Toll Rate is based on traffic levels in the ExpressLanes to ensure 45 mph.**
 - > **Maximum toll represents a Price to Discourage More Entry rather than generate additional revenue.**
- > Avg Peak Toll (End to End) – I-10 is \$6; I-110 is \$4

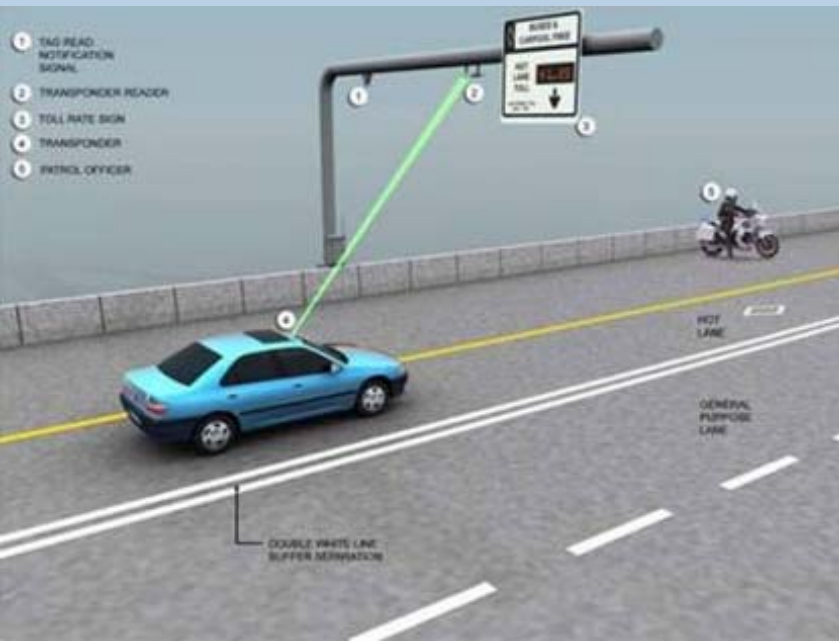


EXPRESS LANES	
W 39th	\$ 3.00
W Adams	\$ 4.00
HOV 2+ NO TOLL	

Electronic Toll Collection



- Used to effectively manage lanes (less labor intensive than toll booths) & prevents back-up queuing on roadway
- Works with all existing toll facilities in California
- All users pay toll via pre-paid account
- No automatic ability to identify carpoolers/vanpoolers (only visual)



Transponder Upgrade

- Can Self -declare Vehicle Occupancy
 - SOV
 - HOV 2
 - HOV 3+



- Allows carpoolers/vanpoolers to be automatically identified so don't get charged toll
- Used to reduce cheaters thereby protecting carpoolers and vanpoolers
- Requires a pre-paid balance to off-set charges when not carpooling


Administrative Account Fees

Purpose: Address Costs Incurred by MTA associated with Issuing a Transponder for each Vehicle & there is a Cost Associated for Maintaining a Toll Account.

3 Types of Fees

- > Account Set-Up/Establishment - One Time Only**
- > Account Replenishment - User Generated**
- > Account Administrative Service - Per Occurrence**

Methodology

- Fiscal Responsibility**
- Tailor to LA County**
-  Comparison to other HOT lanes in California**

Metro

Account Establishment – One Time

	Proposed Metro - Standard	Proposed Metro - Low Income Commuters
Account Establishment – Credit/Debit Card		
Prepaid Toll Balance – Credit/Debit Card	\$ 40.00	\$ 40.00
Transponder Deposit – Credit/Debit Card	Waived	Waived
Low Income Toll Credit Discount	Not Available	\$ (25.00)
Total Cost for Account Establishment	\$ 40.00	\$ 15.00
Account Establishment - Cash/Check		
Prepaid Toll Balance - Cash/Check	\$ 50.00	\$ 50.00
Transponder Deposit - Cash/Check	\$ 25.00	\$ 25.00
Low Income Toll Credit Discount	Not Available	\$ (25.00)
Total Cost for Account Establishment	\$ 75.00	\$ 50.00

Account Replenishment

User Generated	Proposed Metro - Standard	Proposed Metro - Low Income Commuters
Account Replenishment – Credit/Debit Card		
Minimum Balance - Threshold	\$ 10.00	\$ 10.00
Replenishment Amount	\$ 40.00	\$ 40.00
Account Replenishment - Cash/Check		
Minimum Balance – Threshold	\$ 25.00	\$ 25.00
Replenishment Amount	\$ 50.00	\$ 50.00

Account Administrative Services

	Proposed Metro - Standard	Proposed Metro - Low Income Commuters
Non-User Fee per Transponder (monthly)*	\$ 3.00	Waived
Per Occurrence		
Transponder Replacement Fee	\$ 35.00	\$ 35.00
Defective/Malfunctioning Transponder	No Charge	No Charge
Credit/Debit Card Declined Fee	\$ 25.00	\$ 25.00
Returned Check Fee	\$ 25.00	\$ 25.00
Negative Balance Fee	\$ 25.00	\$ 25.00
Forced Account Closing Fee	\$ 25.00	\$ 25.00
Return Transponder in Good Condition	\$ (25.00)	\$ (25.00)



* Fee is Waived if use ExpressLanes at least 4 times per month whether SOV or carpooling.

Low Income Commuter Assessment

Required by State Law

Findings

- > **Threshold - \$35,000 Annual HH Income**
- > **Consider Waiving Account Set-Up/Establishment Fees**
- > **Minimum Account Balances & Consequences of Going Below Them**
- > **Minimum Monthly Usage Charges for Low Activity Accounts**
- > **Distribution Network for Transponders**
- > **Performance Measures**
- > **Transit Riders Benefit Substantially from \$70 M Investment & Increased Transit Service**

Low Income Commuter Assessment

Proposed Mitigation

- > **\$25 Credit to Qualifying Low-Income HH for Account Set-Up/Establishment Fees that can be Applied to Transponder Deposit or Pre-paid Toll Balance**
- > **Waive the Monthly \$3 Non-User Fee**
- > **Limit Eligibility to LA County Residents, 1 per Household Address**
- > **Alternative Options for Unbanked Customers (Prepaid Visa TAP Card)**
- > **1st in the State to Offer Low Income Discount/Toll Credit**

Impact of Toll Credit/Discount

A Driver Will Choose to Pay the Toll if it is Lower than His/Her Value of Time on that Occasion.

> Model Shows that Without a Toll Credit/Discount, there would be No Situations where a Low Income Commuter would Choose to Pay a Toll

> With the \$25 Toll Credit/Discount, Low Income Drivers would be induced to Pay during Certain Times/Directions:

- I-10 WB Morning Peak (SOV & HOV2)**
- I-10 WB Evening Peak (SOV & HOV2)**
- I-110 NB Morning & Evening Peak**
- I-110 SB Evening Peak**

> Waiving Monthly Non-User Fee Addresses Low-Income Commuter Traditional Behavior of Low Activity on HOT lanes



We Want to Hear From You

- > **Public Hearings, March 9 & 10**
- > **Live Stream, Twitter, Facebook**
- > **March 17, Ad Hoc Congestion Pricing Committee**
- > **March 29, Deadline for Written Public Comment (DEIR)**
- > **April 22, Metro Board**
- > **Transponder Distribution Plan**