

ExpressLanes/HOT Lanes (I-110)

DEIR/EA Project Overview

March 9 2010



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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 1-Year Demonstration Project

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

Options

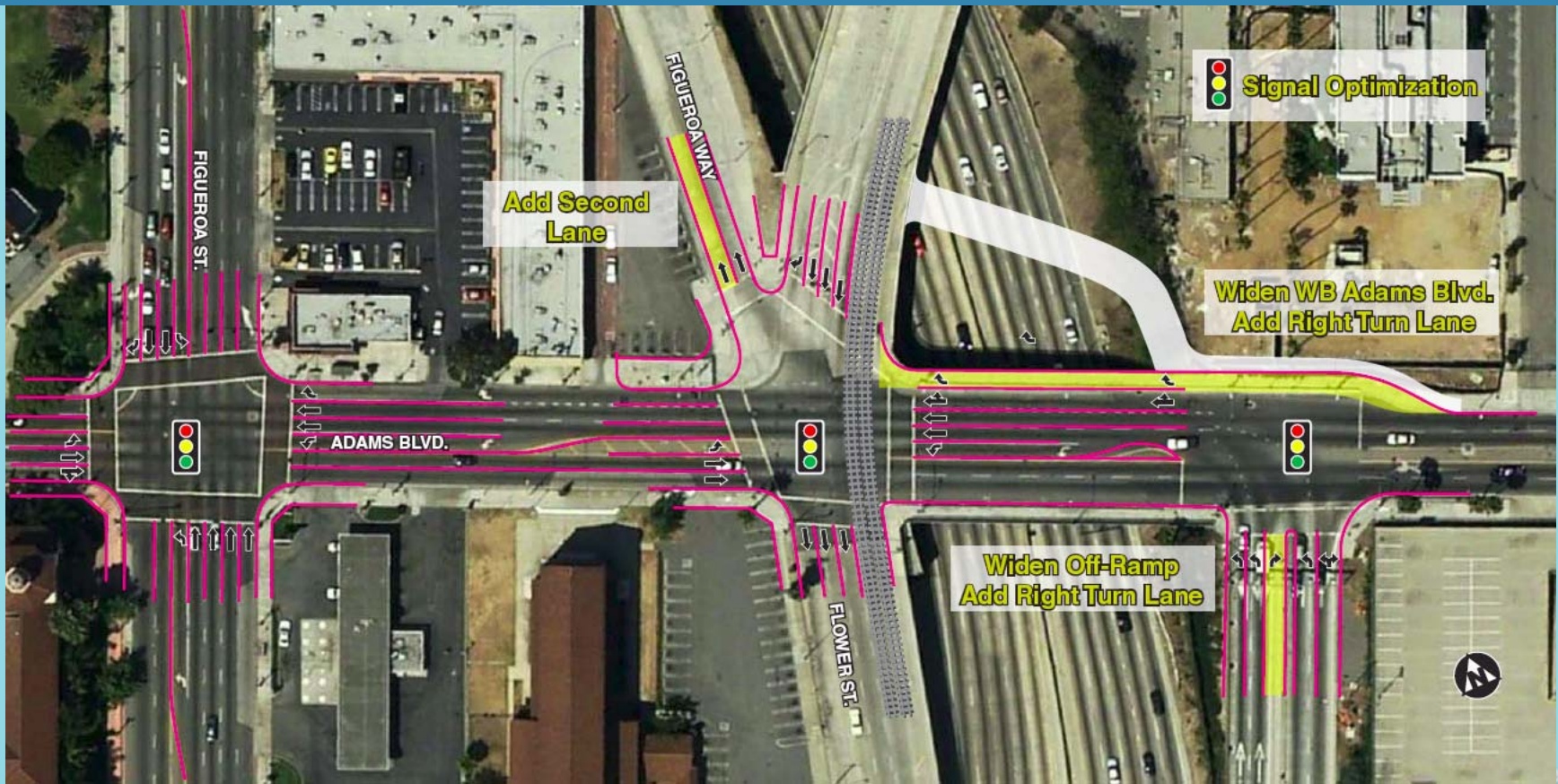


64 separate cars



1 carpool, 1 vanpool, 1 coach

I-110 at Adams Blvd (North Terminus)



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Adams Blvd Pedestrian Plaza (Concept)



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Concept of Operations

ExpressLanes Demonstration

Business Rule

**I-110 Harbor Transitway
Lanes Only**

**SOV Pay
HOV 2+ Free**

All electronic “open road” tolling

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



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Toll Rates

- > Minimum Toll per Mile: \$0.25
- > Maximum Toll per Mile: \$1.40
- Avg Peak Toll (End to End) – I-110 is \$4

- > 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 more revenue**

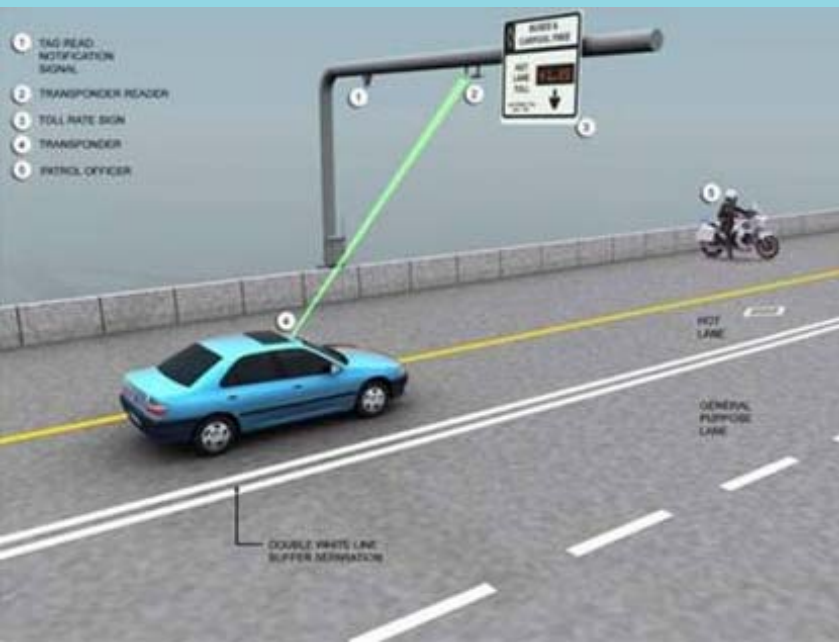


Electronic Toll Collection



Photo courtesy of Washington State DOT

- > Used to Effectively Manage Lanes (Less Labor Intensive than Toll Booths) & Prevents Back-up Queuing on Freeway
- > Works w/All Existing Toll Facilities in CA
- > All Users Pay Toll via Pre-Paid Account
- > Need Automatic Ability to Identify Carpools/Vanpools



Transponder Upgrade

- > Can Self-Declare Vehicle Occupancy
 - > SOV
 - > HOV 2
 - > HOV 3+
- > Allows Carpools/Vanpools to be Automatically Identified So They Don't Get Charged a Toll
- > Requires Pre-paid Balance to Off-set Charges When Not Carpooling/Vanpooling



Administrative Account Fees

PURPOSE: Address Costs Incurred by MTA associated with Issuing a Transponder & Maintaining an 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



Account Set-Up – One Time Only

Multiple Vehicles Can be Registered to a Transponder Account	Proposed Metro - Standard	Proposed Metro - Low Income Commuters
Account Set-up/Establishment – Credit/Debit Card		
Prepaid Toll Balance -Credit/Debit	\$ 40.00	\$ 40.00
Transponder Deposit – Credit/Debit	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



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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



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 trips 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 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



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Low Income Commuter Assessment

Proposed Mitigation

- > \$25 Credit to Qualifying Low-Income HH for Account Set-up 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 HH Address
- > Offer Alternative Options for Unbanked Customers (Pre-paid 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 w/o 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-110 NB Morning & Evening Peak (SOV)
 - > I-110 SB Evening Peak (SOV)
- > Waiving Monthly Non-User Fee Addresses Low Income Commuter Traditional Behavior of Low Activity on HOT Lanes



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Project Schedule

Description	2010	2011	2012
Environmental Document Approval	●		
Award Design-Build- Operate-Maintain Contract	●		
Begin Construction		●	
ExpressLanes Open			●
I-10 2 nd HOT Lane & I-110 Adams Blvd Improvements			●



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