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Countdown to I-10 Metro ExpressLanes: *Tip #2- Understanding the Differences Between the 10 and the 110 ExpressLanes*

With only 9 days before we open the 10 ExpressLanes, it is important to highlight the main distinctions between the 10 and the 110 ExpressLanes. Commuters who travel along both freeways will need to become familiar with important nuances that differentiate the two corridors.

The key differences between the two ExpressLanes include:

- The 10 and the 110 corridors have different minimum occupancy requirements as a carpool lane that do not change for the conversion to ExpressLanes. The 110 allows vehicles with **two or more** people to travel toll-free 24/7; however the 10 allows **three or more** passengers to travel toll free 24/7. Two person carpools using the 10 ExpressLanes pay a toll during rush hour (Monday through Friday 5:00 a.m. to 9:00 a.m., 4:00 p.m. -7:00 p.m.) but are not charged a toll during non-rush hour (Monday through Friday 9:00 a.m.to 4:00 p.m., 7:00 p.m. to 5:00 a.m., and weekends).
- The average toll will likely be different due to the differences in length and space available to toll payers. The 10 is longer (14 miles from Alameda St in downtown LA to the 605 freeway in El Monte) and the 110 is shorter (11 miles from Adams Blvd in downtown LA to the 91 freeway). Metro has also added a second ExpressLane on the 10 (between the 605 and the 710) to provide 9 new miles in each direction; the 110 already had two lanes in each direction for eight of its 11 miles. This lane is added through re-striping and did not take away any general purpose lanes;
- The 10 is a more challenging corridor in terms of incident management since there are fewer freeway shoulders. As such, Metro has developed table top exercises with law enforcement, bus operations, freeway service patrol, and other first responders to effectively manage incidents;
- The number of entry and exit points are different: the 10 ExpressLanes has four entrance points westbound and three entrance points eastbound while the 110 ExpressLanes has four entrance points northbound and six entrance points

southbound. For more info on the entry and exit locations, please see the attached map [here](#).

Metro ExpressLanes is an exciting new endeavor. But like all new undertakings, it will take some time to become familiar with how it works, and it will take time before we experience the full benefits and rewards of this new traffic flow improvement project. We expect to see traffic flow enhancements and congestion reduction as the project progresses over time along with some immediate advantages such as new and more frequent transit service. Participant-adoption, and on-going feedback as a vital partner in this program will ensure its success as well as an improved travel experience for all commuters between the 110 and 10 freeways to downtown Los Angeles.

KABC Story on Metro ExpressLanes to Air Tonight

KABC Eyewitness News is preparing a story on the Metro ExpressLanes program to air today. Reporter David Ono interviewed Stephanie Wiggins early last week regarding the goals of the program during the year-long demonstration period. The report is examining whether or not ExpressLanes have proven to be successful so far. The reporter was told that consistent with other ExpressLane facilities, there is a ramp up period for usage. Approximately 50,000 vehicles a day in both directions were using the carpool lanes before the conversion. We currently have approximately 45,000 vehicles a day using the ExpressLanes and we anticipate volumes to continue to grow as more motorists open their FasTrak accounts and take advantage of the benefits of the ExpressLanes. So far more than 94,000 FasTrak transponders have been issued for the ExpressLanes. It was also noted that as these drivers shift from the general purpose lanes into the ExpressLanes, traffic will flow more smoothly in all the lanes. Solo drivers, who are willing to pay tolls, will move into the ExpressLanes, redistributing the traffic across all the lanes so that all motorists benefit—whether they use the ExpressLanes or not. The KABC piece is expected to air tonight during their 11:00 p.m. newscast.

Metro Hosts the 2nd Annual MAX Program

Last week, the 2nd annual Multiple Agency Exchange (MAX) Program kicked off with a cohort of 27 transit professionals from Denver, Dallas and Los Angeles gathering here at Metro. The program opened with a welcome reception, followed by staff presentations about our current projects, including the Union Station Master Plan, ExpressLanes, succession planning and a presentation on the history of transit in Los Angeles. The week also included tours of the Central Maintenance Facility, Bus Operations Control Center, Wayside and a ride on the Expo Line to the Exposition Park Station. For a photo from the event, please click [here](#).

MAX is a leadership development and learning exchange program which prepared nine participants each from three transit agencies for leadership roles. Participants attend three, four-day study and exchange sessions hosted in each participating city. The program provides educational opportunities that enable participants the following:

- Develop a deeper and broader understanding of public transit management;
- Spark innovative ideas and help their agency to be better prepared to accomplish its mission;
- Work within their agency delegations to share information learned and champion
- Implement best practices when they return home; and,
- Prepare for managing the challenges ahead in the transit industry so that each agency will be able to ensure continuity in meeting current and future public needs.

The next MAX Program gathering will take place in Dallas in April.

http://libraryarchives.metro.net/DB_Attachments/130214_MAX_Program.pdf

“Meet the Primes” Attracts an Estimated 700 Individuals

Twenty-five prime contractors and an estimated 700 small business representatives from approximately 400 firms filled the Metro Gateway Building for the fifth annual “Meet the Primes” event held on Wednesday, February 13, 2013. Meet the Primes is a unique opportunity for small businesses and prime contractors to initiate relationships with businesses. I had the opportunity to welcome the attendees. Various Department Chiefs and staff were also available to field questions from attendees. Sponsored by the Transportation Business Advisory Council (TBAC) and our Diversity & Economic Opportunity Department, the event allowed small business owners to meet with a number of prime contractors and share their product or service, client list and current projects. This is the fifth year we have hosted the event in support of Metro’s Small Business and Disadvantaged Business Enterprise Programs; attendance this year was considerably greater than previous years. For a full story on the event, along with photographs, please click [here](#).

<http://thesource.metro.net/2013/02/14/small-business-and-prime-contractors-meet-up-to-team-up-for-metro-contracting-opportunities/>

Harlem Globetrotters at Union Station Promote Going Metro to the Game

This morning, "Tiny" Sturgess and "Flight Time" Lang of the Harlem Globetrotters were at Union Station East Portal to ask fans to go Metro to their games this weekend. They handed out roses and ticket vouchers to morning commuters and stressed going Metro to their game at the Staples Center on Sunday, February 19, 2013. Staples Center is served by the Metro Expo, Blue and Silver lines as well as numerous other bus lines. Metro patrons can receive a \$5 discount on tickets if they present their TAP card at the box office. NBC 4 covered the event exclusively and broadcast live throughout their morning news show.

http://libraryarchives.metro.net/DB_Attachments/130214_Toll_Entry_Map.pdf

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