

Status Report on Los Angeles County Congestion Pricing Initiatives

Ad Hoc Congestion Pricing Committee
March 19, 2008

Congestion-Reduction Demonstration Initiative

- USDOT currently reviewing applications
 - Ours is one among 30+ applications received
 - CEO & Board Chair met with USDOT in D.C.
- USDOT may select finalists by end of month
 - Public announcement may be in April 2008
 - Funding restrictions by Congress
 - 10% of unallocated funds for Bus & Bus Facilities (\$12.8 M)
 - USDOT may use funds from previous awards
 - Minnesota, San Francisco, New York, Seattle, and Miami have until March 31, 2008 to get state legislature approval
 - All projects/ elements operative by September 30, 2009 (except for New York which has until March 31, 2009)

Congestion-Reduction Demonstration Initiative

- President's Budget for FY 09 includes \$175 M for:
 - Initiating a program to demonstrate alternative strategies for reducing highway congestion through road pricing:
 - Implementing variable charges on toll lanes to maximize traffic flow
 - Converting High Occupancy Vehicle (HOV) lanes into High Occupancy Toll (HOT) lanes
- SAFETEA-LU reauthorization
 - Will likely include discussions on new pricing programs

Congestion-Reduction Demonstration Initiative

- USDOT application stated we would apply to the CTC for the authority to develop & operate HOT lanes
 - Authority (AB 1467) is necessary to access the federal funds
- CTC application is being prepared with Caltrans:
 - Proposing the four HOT lane corridors included in the USDOT application as one project (systems approach)
 - Only two projects for Southern California per AB 1467
- USDOT expected to announce September 30, 2008 as the deadline to get required state legislative authority

Congestion-Reduction Demonstration Initiative

- Therefore, we face an aggressive schedule:
 - Submittal by application to the CTC by March 31, 2008
 - CTC review and public hearings (April-June 08)
 - A consultant will assist the CTC in reviewing applications
 - CTC to conduct at least one public hearing in Southern California and one in Northern California for each eligible project
 - CTC agenda & recommendation to State Legislature (July 08)
 - CTC meeting scheduled for July 23 and 24, 2008 in Los Angeles
 - Enactment of a statute by State Legislators (August 08)
 - Represents the approval of our application
 - August 31, 2008 is last day for a bill to be passed
 - Recess until January 2009 - new legislative session

Congestion Pricing Operating Plan

- Proposals for consultant assistance being evaluated
- Contract award by the Board in April 08
- SOW to meet the Board's motion of June 07
 - Consistent with Action Plan presented to the Ad Hoc Congestion Pricing Committee in September 07
 - Aggressive schedule (12 month period)
 - Requires several areas of expertise
 - Detailed operating plans for up to 3 alternatives

Issues – Use of Toll Revenue

- USDOT application included these statements:

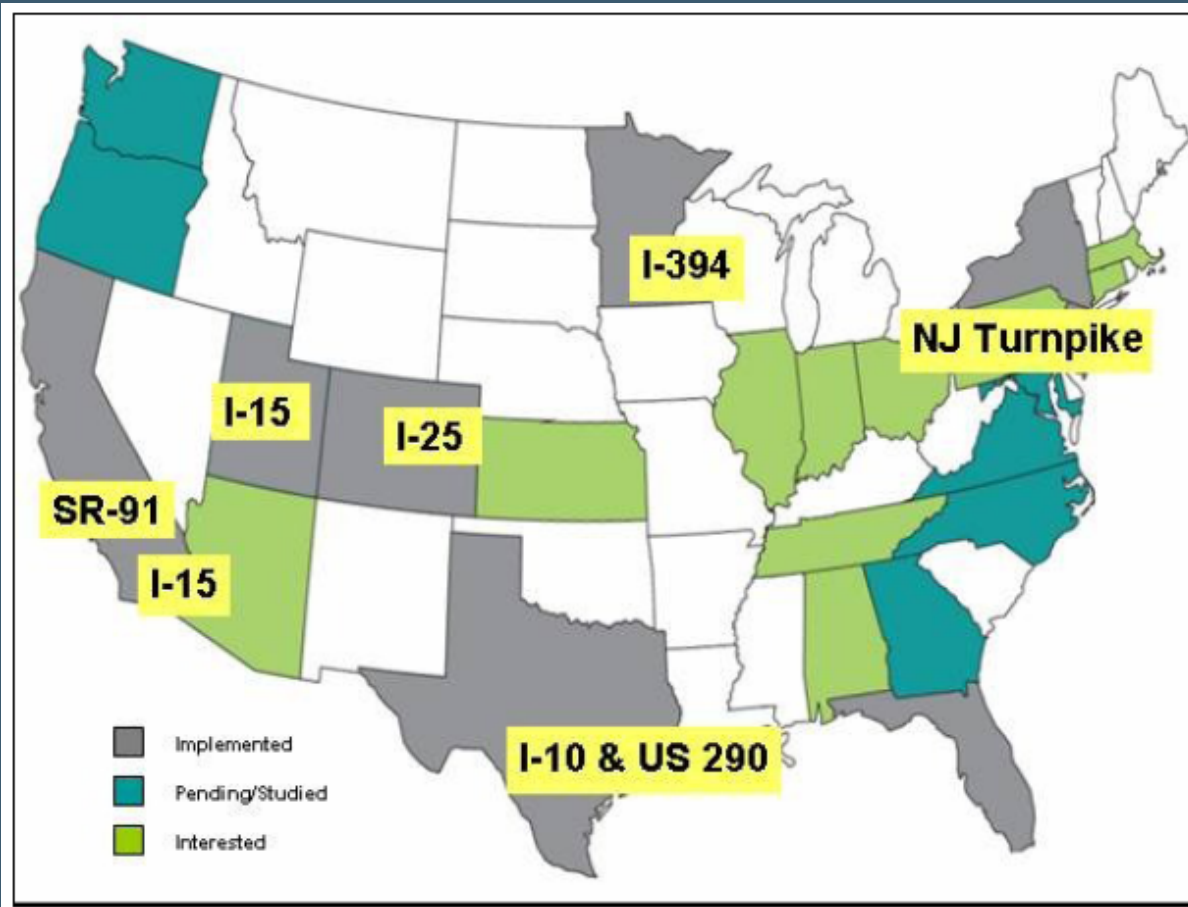
Toll revenues would be used to cover HOT lane operation expenses and for transit and technology improvements along the HOT lane corridors.

Toll revenues would be used for improvements along that same corridor. These improvements could include, for example, additional transit facilities and service, subsidies for vanpools, and funding for advanced traffic signal timing and arterial capacity improvements.

Toll revenues would be used to cover HOT lane operating costs and improvements along the HOT lane corridors, including, for example, additional transit facilities and service, subsidies for vanpools, and traffic management improvements.

- Consistent with state enabling legislation for similar projects authorized for other regions & agencies stating that revenues are to be spent in the corridor, including transit operations
- November Board Report stated toll revenues would be used for improvements along the same HOT lane corridors

Status of Implementation of HOT Lanes



- 7 projects already implemented in 5 states: California, Colorado, Utah, Texas, & Minnesota
- Other projects under study or about to be implemented in other states (Florida, Washington)
- NJ Turnpike is not a HOT lane, but

I-15 Express Lanes - San Diego

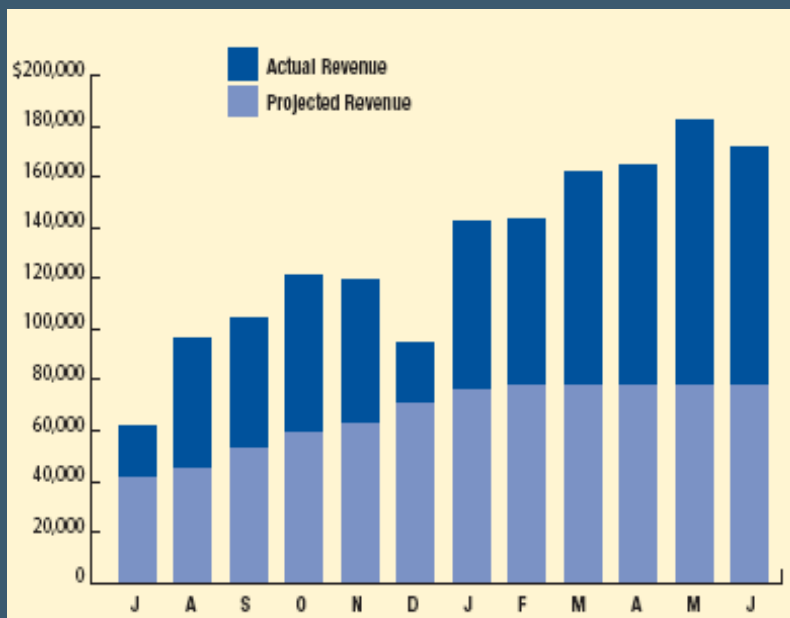


- Converted 2 existing HOV lanes to reversible HOT lanes (8 miles)
- Operations started in December 96
- Toll rates vary: time of day/ traffic congestion (\$0.50-\$4.00 per trip)
- Exemptions: 2+ carpools, vanpools, motorcycles and buses
- Annual revenue of \$2 M (about 50% operating expenses)
 - Excess funds for Express Bus service along corridor
- Under expansion to 20 miles:
 - converts 2 existing HOV lanes & adds 2 more lanes
 - provides access to BRT service

Toll Schedules (as of 2/01/2006)

Maximum Toll	Weekday Morning Period (Southbound)							
\$4.00								
\$3.00								
\$2.50								
\$2.00								
\$1.50								
\$1.00								
\$.75								
\$.50								
	5:45-6:15	6:15-6:45	6:45-7:00	7:00-7:30	7:30-8:00	8:00-8:30	8:30-9:00	9:00-11:00

I-25 HOV/ Tolled Express Lanes - Denver







- Converted 2 existing reversible HOV lanes to 2 reversible HOT lanes (7 miles)
- Opened in June 2006 (weekday only)
- Toll rates vary: time of day/ traffic congestion (\$0.50-\$3.25 per trip)
- Vehicles with 4 or more axles pay an additional \$18 fee
- Exemptions: 2+ carpools, vanpools, motorcycles and buses
- Hybrid vehicles with 1 occupant pay
- Annual revenue of \$2.1 M (about 50% for operating expenses)
- Revenue: operations, maintenance, enforcement and reconstruction

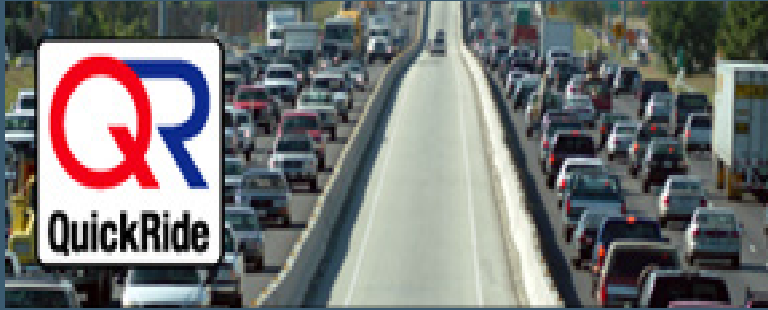
I-394 MnPASS Express Lanes - Minneapolis



- Converted existing HOV lanes to:
 - 2 reversible HOT lanes (3 miles)
 - 2 concurrent flow HOT lanes (8 miles)
- Opened in May 2005 (weekday only)
- Toll rates vary: time of day/ traffic congestion (\$0.25-\$8.00 per trip)
- Small commercial vehicles with 2 axles (less 26,000 pounds) pay a fee
- Exemptions: 2+ carpools, vanpools, motorcycles and buses
- Hybrid vehicles with 1 occupant pay
- Annual revenue covers expenses
- Revenue: operations, maintenance, enforcement and construction

	CAR POOLS, BUSES & MOTORCYCLES FREE
	MnPASS RATES
TO 	\$0.00
TO 	\$0.00
	

I-10 West & US 290 QuickRide Program - Houston



- Converted existing reversible HOV lanes:
 - 1 reversible HOT lane (13 miles on I-10)
 - 1 reversible HOT lane (14 miles on US 290)
- In operation since 1998 (I-10) and 2000 (US 290)
 - AM and PM peak-hours for I-10
 - AM peak-hour for US 290
- Toll rates fixed at \$2 per trip
- Trucks and hybrid vehicles allowed if they meet minimum passenger requirement
- Exemptions: 3+ carpools, vanpools, motorcycles and buses
- Solo drivers not allowed

I-15 Express Lanes – Salt Lake City



- Converted 38 miles of existing HOV lanes to HOT lanes
 - The longest HOT lane in the country
- Pilot program in operation since 2006 and ends in 2009
- Solo drivers pay a monthly fee of \$50
 - No change by time of the day
- Use of branded window decals to identify registered vehicles
 - Change monthly
 - Sold on-line
- Exemptions: 2+ carpools, vanpools, motorcycles, hybrid vehicles and buses

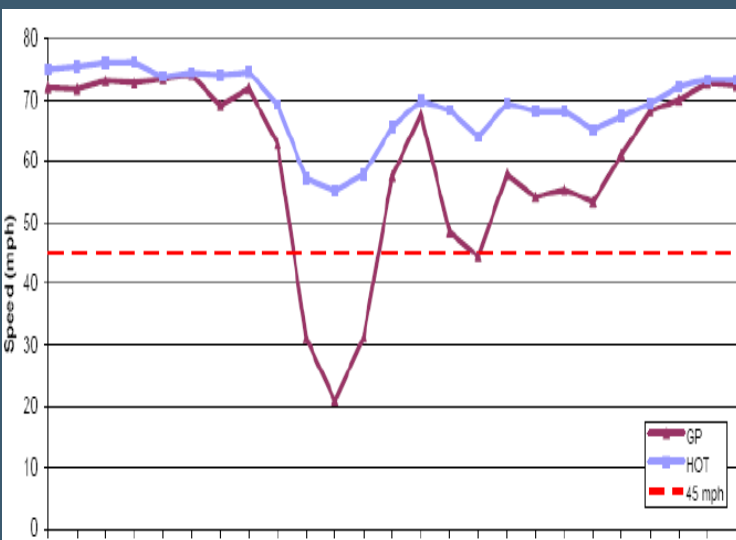
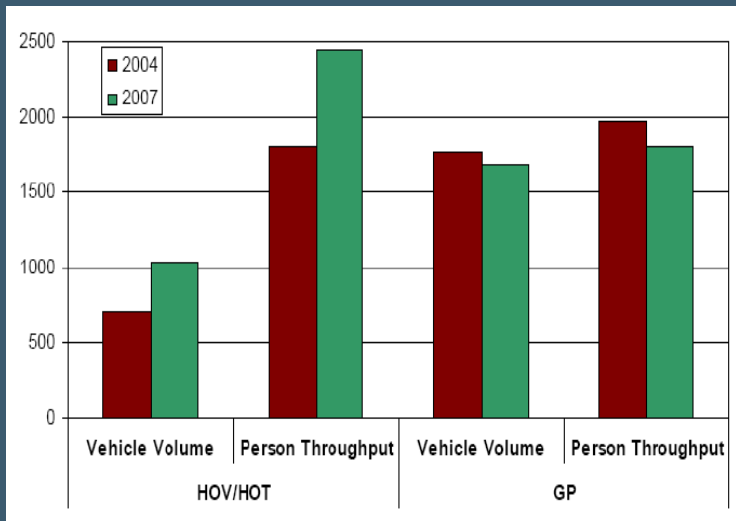
SR-91 Express Lanes (Orange County)



Peak period vehicle throughput during the hour with heaviest traffic, State Route 91 - priced vs. free lanes

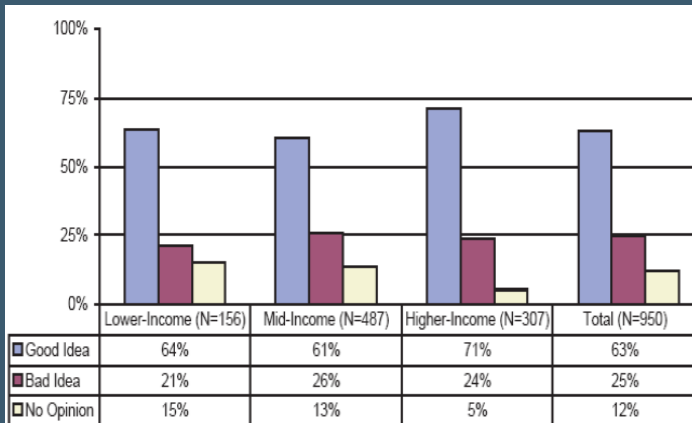
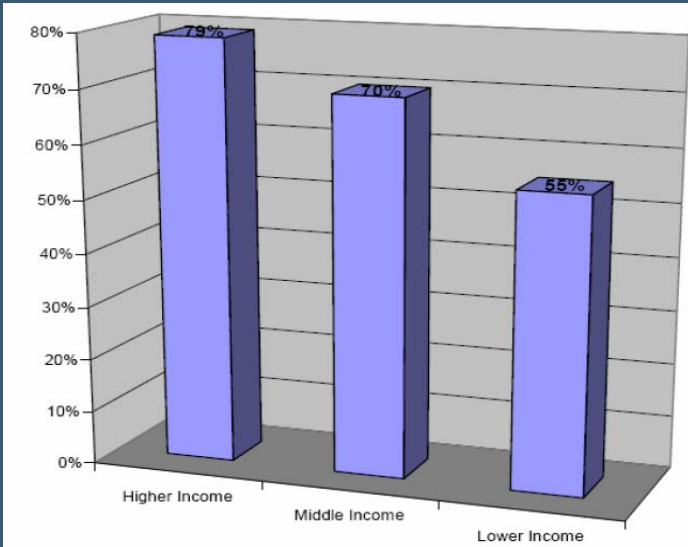
- Added 4 new HOT lanes (10 miles)
- No on-ramp or exit ramps along way
- Toll schedule set by:
 - Time of day & congestion level
 - Inflation factor
 - Maintain ratio of 1.3 to 1.0 for Debt Service Coverage
 - Ranges \$1.20- \$10.00
 - 3+ carpools free of charge (exceptions)
- Twice vehicle throughput per lane/hr
- Average 1-hr travel commute savings
- \$44M in revenue in FY06 (\$24M for operating expenses)
- Net revenue for corridor improvements

Project Results - Salt Lake City



- Slight decrease in both vehicle (5%) and person throughput (8%) on the general purpose lanes (GPL)
- Large increase in both vehicle (46%) and person throughput (35%) on the Express Lanes
- Higher and more stable speeds in speed both Express Lanes and GPL
- Speeds on the HOT lane above threshold of 45 miles per hour
- Average travel time savings of 10 minutes for traveling along the HOT lane compared to GPL

Project Results - Minnesota



- Low income groups use and support HOT lanes and enjoy other benefits
 - 55% of Minneapolis' low income residents have used the facility
 - 64% of low-income commuters
- Faster transit and carpool alternatives
 - New express bus routes added
 - Bus ridership about 40% of total person throughput on the Express Lanes
- Improved travel safety conditions, with a 12% decrease in accidents
- Increased congestion in GPL with initial 24/7 operation, but mitigated when operated in peak periods only

Project Results – San Diego



- Average travel time savings of 20 minutes compared to the GPL
- Added new transit service
 - 5 express routes recording a combined ridership of 380,000 passengers per year
 - Bus riders account for about 10% of the daily users of the Express Lanes
 - Toll revenue used to fund the introduction and ongoing operation of bus service
- Support from I-15 commuters, including those who use the GPL
- Increase in the use of the Express Lanes during 1998-2006:
 - 66% increase in the number of vehicles
 - 50% in the number of carpools

Issues – Responses to Congress Members

- Main concerns:
 - Selection of alternatives
 - Outreach efforts
 - Impact on low income people
 - Impact on general purpose lanes
 - Toll increases and use of revenue
 - Traffic signal synchronization
 - City of Los Angeles Intelligent Parking Management Program
 - Studies, Metrolink ridership, & travel behavior of solo drivers
- Letter sent to Congressional Representatives with responses

Issues – Public Outreach

- Communications Task Force
 - Represented by staff from the LACMTA, Caltrans and SCAG
 - Conducted meetings to develop communications and marketing plan
 - Parallel efforts for developing the Congestion Pricing Operating Plan and the Congestion-Reduction Demonstration Initiative
 - Developed website (Congestion Reduction Choices)
 - Agreed to coordinate dissemination of information
 - Developed database of potential stakeholders
 - Continued presentations to COGs
 - Proposing kick-off stakeholders meeting for March/April 08 and workshop with the USDOT in April/May 08

Next Steps

- Update the Board on the USDOT's award notice
- Execute funding agreements with SCAG and Caltrans for financial assistance for developing the Congestion Pricing Operating Plan
- Submit application to the CTC for AB 1467 authority to develop and operate HOT lane projects
- Recommend to the Board to approve the contract award for developing the Congestion Pricing Operating Plan
- Continue outreach efforts