



# Metro Board Approved Policy

## ExpressLanes Toll Policy

*Adopted: July 23, 2009*

### **Historical Perspective**

This policy was amended on January 28, 2016.

The ExpressLanes one-year demonstration project is unique because it offers improved transportation options and the new choice to pay to travel in a carpool lane. Establishing a toll policy with toll rates and performance measurements represents an important implementation milestone for the ExpressLanes Project. The toll policy will set the framework for the Request for Proposal for the Toll Systems Integrator and be included in the draft environmental document, both of which will be circulated in August 2009.

**EXPRESSLANES TOLL POLICY**

Goals

- Provide a safe, reliable, predictable commute for the ExpressLanes
- Reinforce the MTA's ongoing efforts to increase vehicle occupancy rates and transit ridership
- Optimize vehicle throughput at free flow speeds through dynamic pricing
- Generate sufficient revenue to sustain the financial viability of the ExpressLanes

Business Rules

- Toll free travel for vehicles that meet minimum vehicle occupancy requirement, motorcycles, and privately operated buses; all existing carpools would continue to be able to access the lanes without charge.
- Trucks are not allowed (other than 2-axle)
- Minimum peak tolls shall be no less than 150% of MTA transit fare on the ExpressLanes
- Every vehicle is a customer. All vehicles are required to have a transponder.
- Toll/Transit Credits available to frequent ExpressLanes transit riders
- Tolling will shutdown (i.e. no toll users will be permitted to enter the ExpressLanes) when travel speeds fall below 45 mph for more than 10 minutes.
- Emergency vehicles may use the ExpressLanes when responding to incidents.

Key Performance Measures

- Arriving at your destination in less time in either the ExpressLanes or general purpose lanes (travel time savings, average vehicle speed)
- Change from driving alone to car pooling, riding transit, and or MTA vanpool (mode shift)
- Increase in efficiency by moving more people on the ExpressLanes in a specified period of time (person throughput)
- Improved transportation access for the low income commuter (public surveys; credit redemption)

# Los Angeles County Metropolitan Transportation Authority ExpressLanes Toll Policy

## Purpose

The policy framework detailed herein establishes policies to operate, maintain, and administer the ExpressLanes to ensure program goals are met. The policies will be used to operate the current Metro ExpressLanes program and any future ExpressLanes facilities in compliance with the program goals and Board direction. This policy framework will be expanded or modified as the ExpressLanes system grows and technology changes.

## Program Goals

The following goals are established for the ExpressLanes program. The specific policies that follow derive their authority from these goals, and any future policy decisions should be measured against these goals to ensure compliance with the goals.

- Provide a safe, reliable, predictable commute for customers of the ExpressLanes
- Reinforce LACMTA's ongoing efforts to increase vehicle occupancy rates and transit ridership
- Use dynamic pricing to manage traffic and optimize -people throughput in the corridor
- Provide excellent customer service
- Operate and maintain a self-sustaining ExpressLanes program
- Utilize any surplus toll revenue for corridor improvements and system expansion

## Chapter 1: OPERATIONS

### Performance Requirements 100.005

In accordance with Section 166 of Title 23, Code of Federal Regulations, the ExpressLanes performance will be monitored to ensure a minimum average operating speed of 45 miles per hour, 90 percent of the time during weekday peak periods.

Mitigation strategies to be deployed, should performance degrade, are as follows:

- (a) Increase the maximum toll charged to vehicles to reduce demand as described in 100.005, up to four times, then implement strategy (b), or (c), as appropriate;
- (b) Extend the peak period hours, as described in 200.015, then implement strategy (a) or (c), as appropriate;
- (c) Discontinue non-HOV vehicle use of ExpressLanes, and implement strategy (a) as appropriate.

Peak period performance will be monitored against ExpressLanes performance requirements. Staff will adjust the peak period to maintain performance standards.

For tolling operations, after four occurrences, within a quarter, of meeting the HOV threshold in a non-peak hour, staff may increase the duration of the peak-period to include the hour. For example, if HOV

Only has occurred four times during the 9:00 am and 10:00 am hour within the past 3 months then the peak period would now be extended to 10:00 AM from 9:00 AM

HOV threshold is defined as:

- (a) System in HOV Only mode;
- (b) Lasting more than 35 minutes; and
- (c) Excludes incidents.

## Chapter 2: Toll Rates, Exemptions and Discounts

### Toll Rate Setting 200.005

When the ExpressLanes are in operation, the toll rate schedule will be a minimum of \$0.10 per mile during off-peak hours and \$0.35 per mile during peak hours, as defined in policy 200.015. Toll rates will vary based on, traffic density (traffic volumes/travel speeds) and will automatically adjust using a dynamic pricing system. The trip price is determined by multiplying the miles travelled by the rate per mile in each tolling segment at the time of the trip. Staff will monitor toll rates against ExpressLanes performance and adjust the maximum rate per mile to maintain performance standards and ensure the following ExpressLane toll rate goals are met:

- Provide a safe, reliable, predictable commute for customers of the ExpressLanes
- Optimize people throughput in the corridor.

After four occurrences, within a quarter, of meeting the density threshold, staff may increase the maximum price per mile per segment by \$0.10.

Density threshold is defined as:

- Density exceeding 48 (calculated as traffic volume/average travel speed);
- Lasting more than 35 minutes; and
- Excludes incidents.

### Toll Exemptions 200.010

Except as provided herein, all vehicles using the ExpressLanes must pay the required toll. Only qualified vehicles may be exempt from paying tolls. The registered owner and operator of the qualified vehicle must comply with the requirements of the agency in order to obtain the exemption. The following vehicles qualify for exemption:

- (a) Mass transit and paratransit as defined in Vehicle Code Section 21655.5;
- (b) Carpools and vanpools, as established for each tolled facility;
- (c) Motorcycles;
- (d) California Highway Patrol;
- (e) Authorized marked emergency vehicles on bona fide emergencies as defined in Vehicle Code Section 23301.5;
- (f) Maintenance vehicles directly involved in maintenance on the ExpressLanes and adjoining bus stations or responding to bus related incidents; and

- (g) Tow trucks authorized by Freeway Service Patrol responding to incidents on the ExpressLanes.

### **Toll Discounts 200.015**

The following classes of vehicles may qualify for a toll discount. The registered owner of the qualified vehicle must comply with the following requirements to obtain the discount:

- (a) Clean Air Vehicles (see transponder requirement under Section 200.020); and
- (b) HOV 2 discount during peak hours, where applicable and indicated by roadway signage.

Staff will implement the toll discounts at a time in the future when operationally feasible.