

Preliminary Toll Rates for I-10/I-110 ExpressLanes

Ad-Hoc Congestion Pricing Committee

June 17, 2009



Metro

Project Goals

Move More People, Not More Vehicles

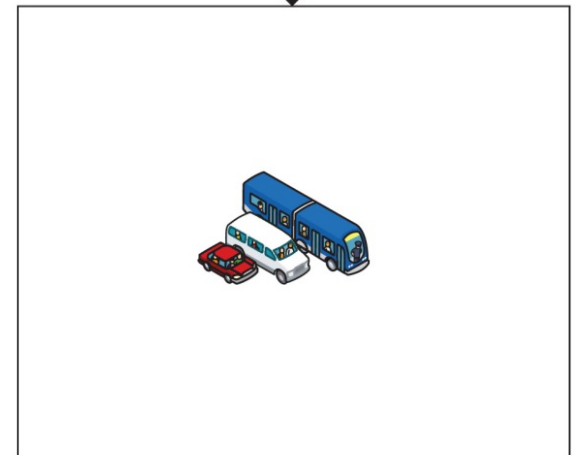
- > Increase Throughput of HOT lanes
- > Effectiveness (Mode Shift)
- > Efficiency (Cost of Project Relative to Benefits)
- > Equity (Address Impact on Low Income Commuters)
- > Educate Community (Extensive Community Outreach)
- > Execute by Grant Deadline (Toll Operational by December 31, 2010)

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

Options



64 separate cars



1 carpool, 1 vanpool, 1 coach

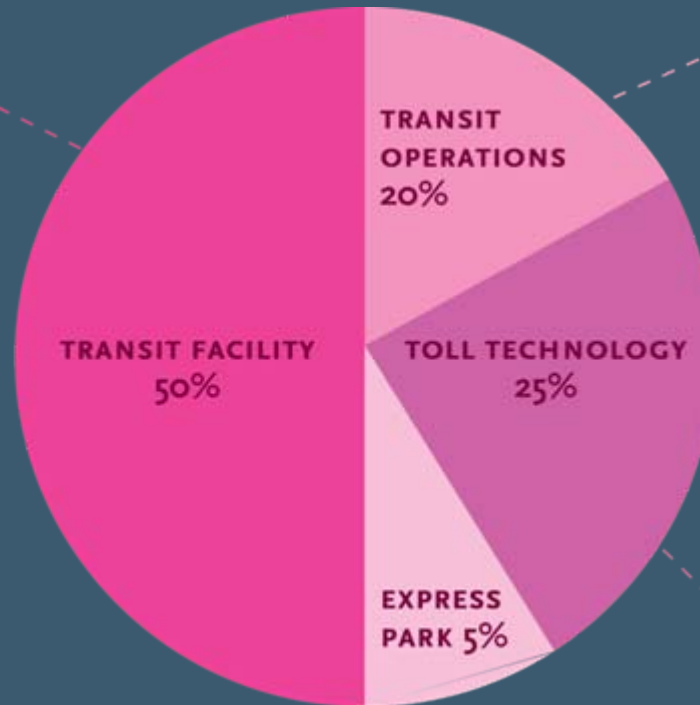
ExpressLanes Budget (\$291 M)

Transit Facility

Park & Ride Lot Improvements, Station Expansion, Maintenance Facility

Transit Operations

New Buses, Dual Hub BRT, Vanpools



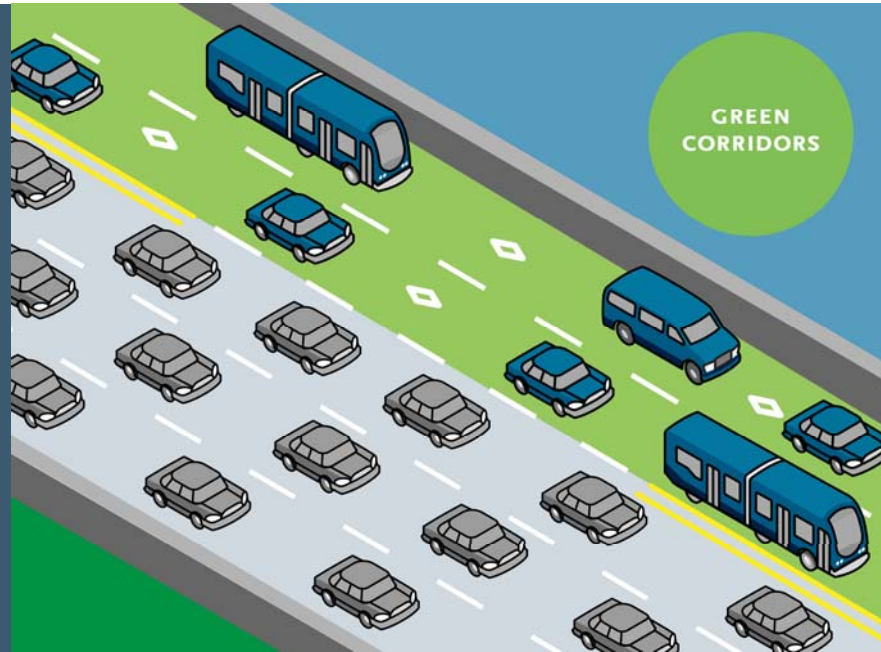
Express Park

Parking Management

Toll Technology & Infrastructure

Bottleneck Improvements, Additional HOT Lane Capacity

ExpressLanes are GREEN Corridors



- Improved Transit Services through More Frequent Svc & Reliable Travel Time
- Ease Congestion
- Reduction of Green House Gas Emissions
- Reduction of Fuel Consumption

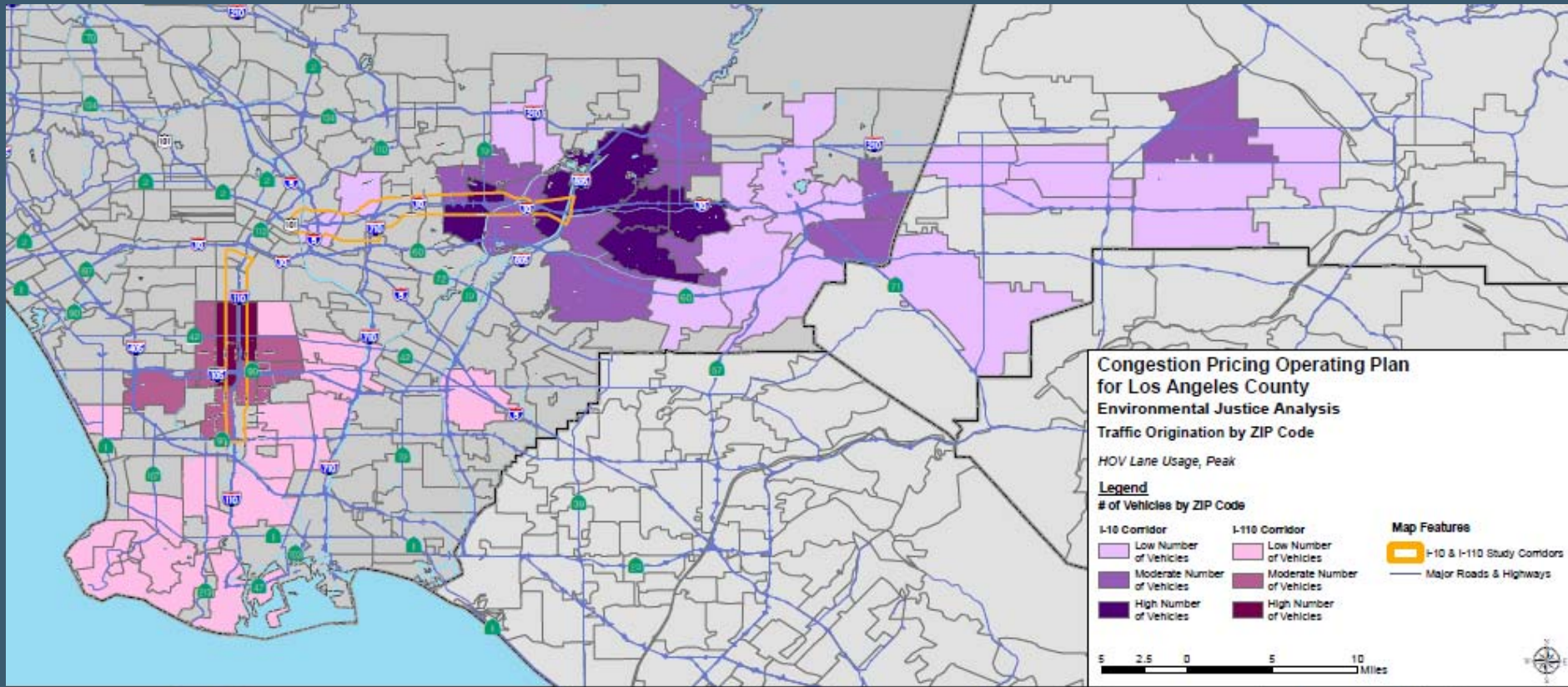
ExpressLanes Toll Policy Elements

- > Goals & Business Rules
- > Toll Rate: Minimum Cost per Mile & Maximum Cost per Mile
- > Low Income Commuter
- > Key Performance Measures
- > Public Outreach

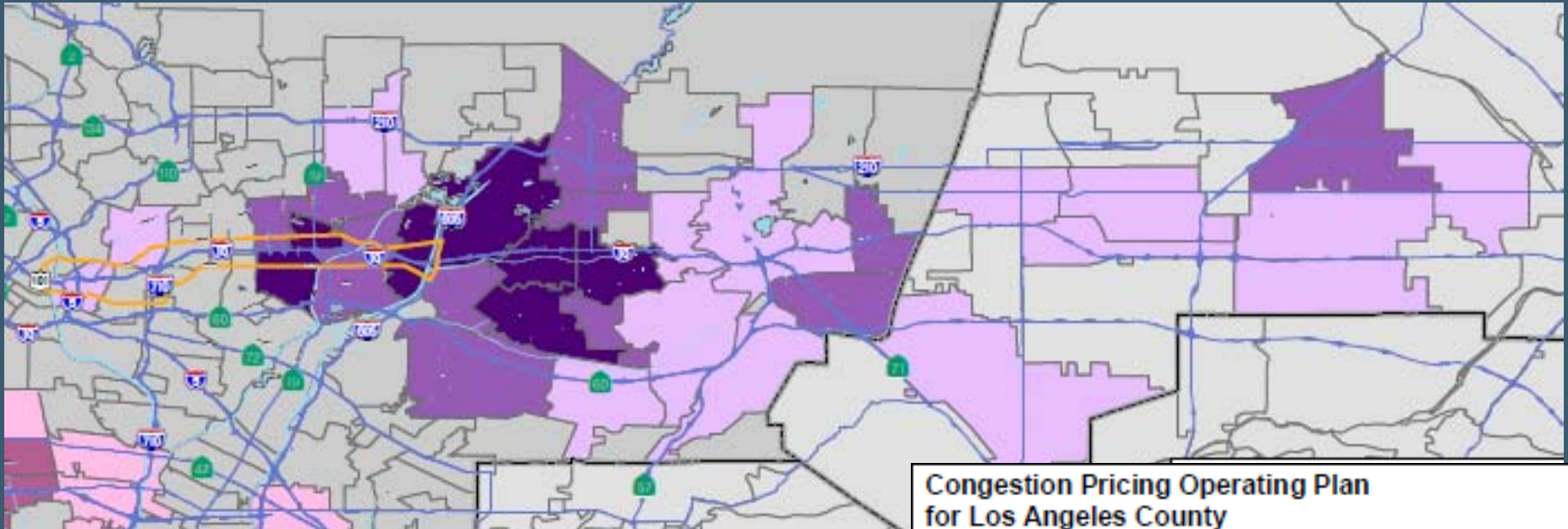
Existing Conditions

- > Strong Use by Regular Carpools
 - *I-10 (53% of people carried in Busway during Peak Hour WB)
 - *I-110 (54% of people carried in Transitway during Peak Hr NB)
- > Violation Rate: 8% capacity
- > Single Hybrids Legislation Sunsets 2011
 - * Hybrids Use 18% capacity on I-110 Harbor during evening commute
- > Transit Dependent

HOV Peak Traffic



I-10 HOV Peak Traffic



Congestion Pricing Operating Plan for Los Angeles County

Environmental Justice Analysis

Traffic Origination by ZIP Code

HOV Lane Usage, Peak

Legend

of Vehicles by ZIP Code

I-10 Corridor

- Low Number of Vehicles
- Moderate Number of Vehicles
- High Number of Vehicles

I-110 Corridor

- Low Number of Vehicles
- Moderate Number of Vehicles
- High Number of Vehicles

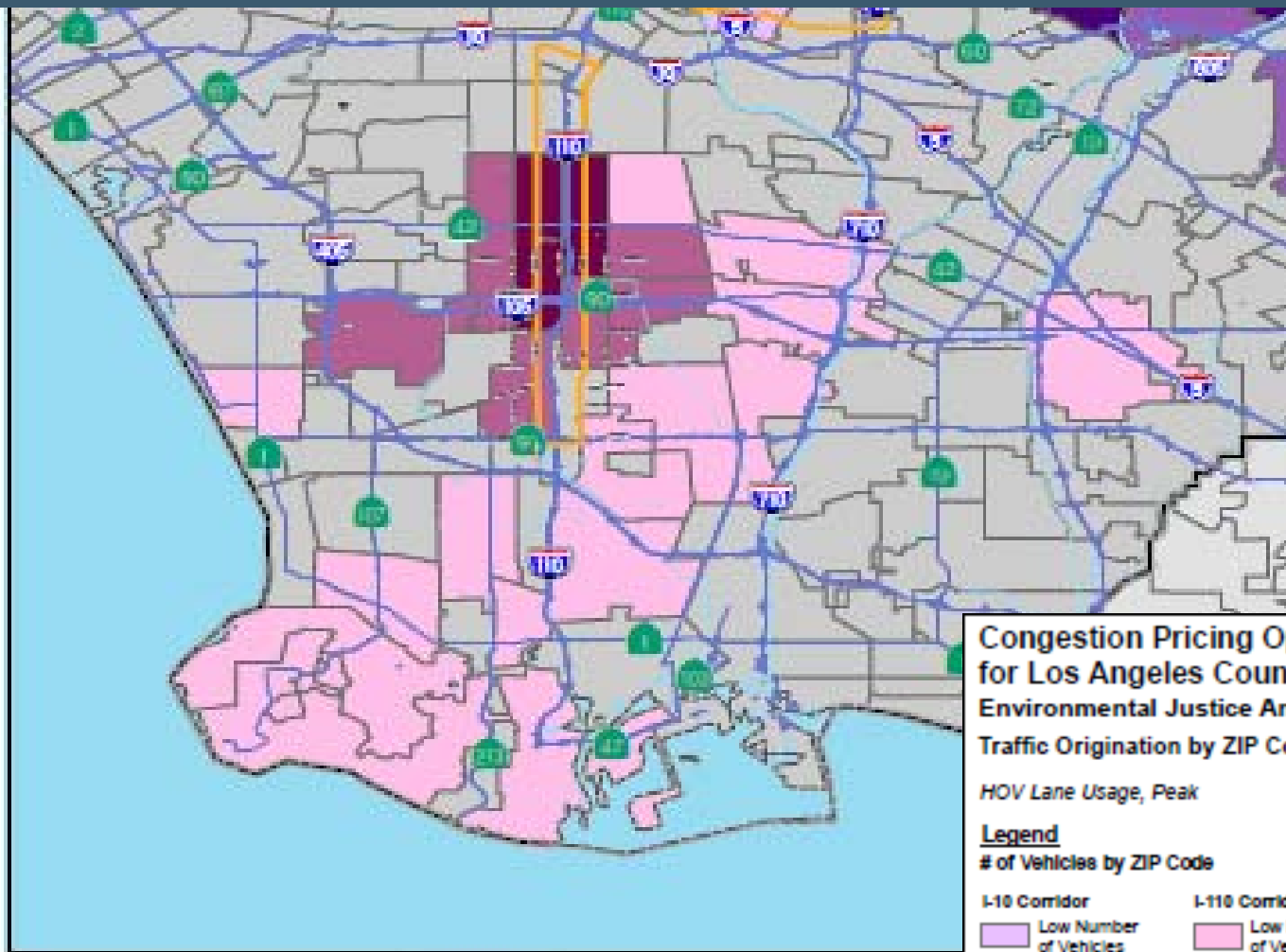
Map Features

- I-10 & I-110 Study Corridors
- Major Roads & Highways

5 2.5 0 5 10 Miles



I-110 Corridor HOV Peak Traffic



Congestion Pricing Operating Plan for Los Angeles County Environmental Justice Analysis Traffic Origination by ZIP Code

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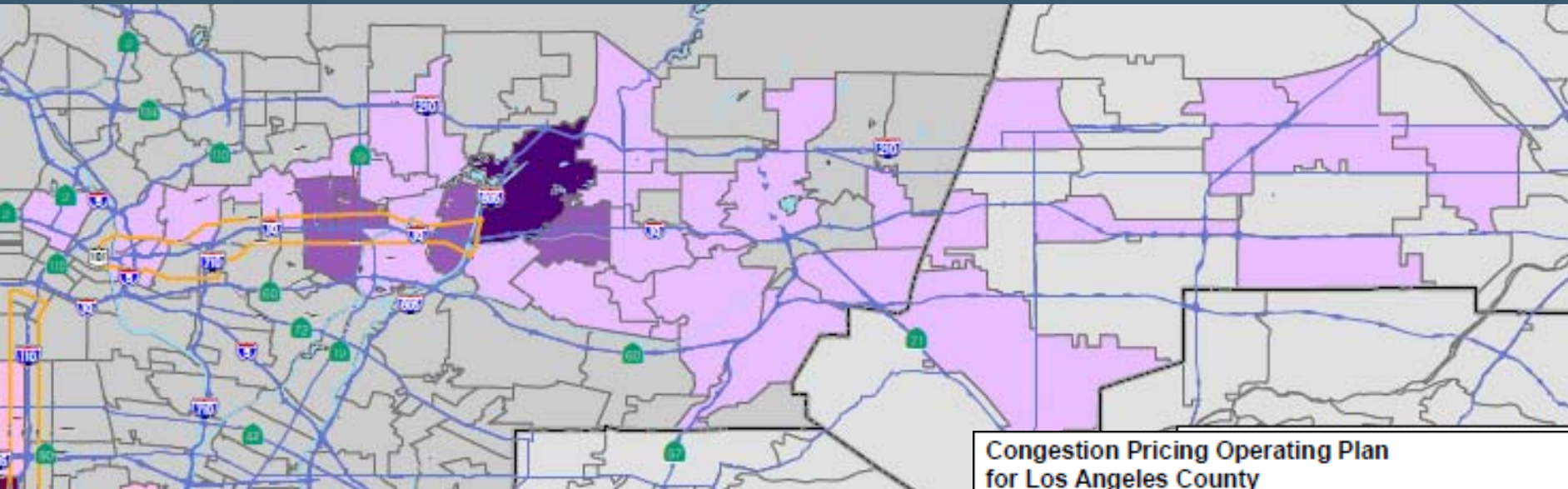
Map Features

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5 2.5 0 5 10 Miles



I-10 General Purpose Lane Peak Traffic



**Congestion Pricing Operating Plan
for Los Angeles County
Environmental Justice Analysis
Traffic Origination by ZIP Code**

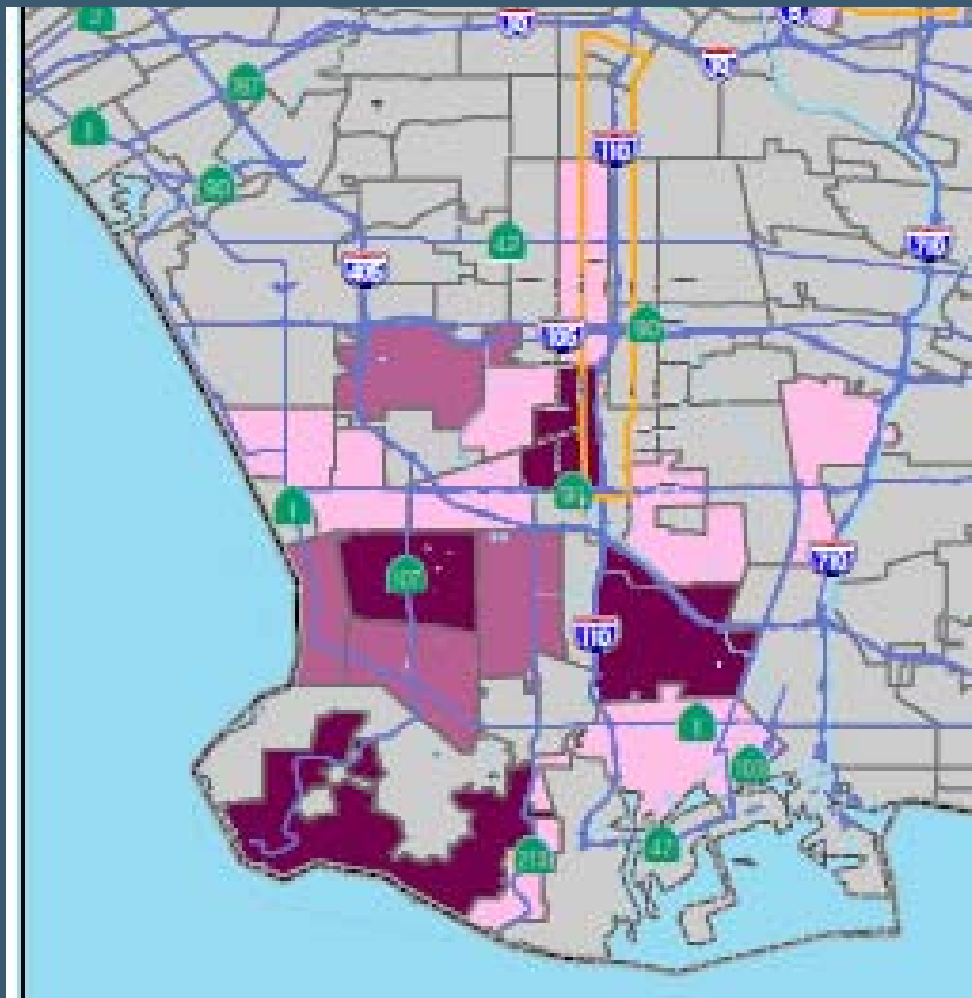
HOV Lane Usage, Peak

Legend
of Vehicles by ZIP Code

I-10 Corridor	I-110 Corridor	Map Features I-10 & I-110 Study Corridors Major Roads & Highways
Low Number of Vehicles	Low Number of Vehicles	
Moderate Number of Vehicles	Moderate Number of Vehicles	
High Number of Vehicles	High Number of Vehicles	

5 2.5 0 5 10 Miles

I-110 Corridor - General Purpose Lanes - Peak



Congestion Pricing Operating Plan for Los Angeles County Environmental Justice Analysis Traffic Origination by ZIP Code

HOV Lane Usage, Peak

Legend

of Vehicles by ZIP Code

I-10 Corridor

- Low Number of Vehicles
- Moderate Number of Vehicles
- High Number of Vehicles

I-110 Corridor

- Low Number of Vehicles
- Moderate Number of Vehicles
- High Number of Vehicles

Map Features

- I-10 & I-110 Study Corridors
- Major Roads & Highways

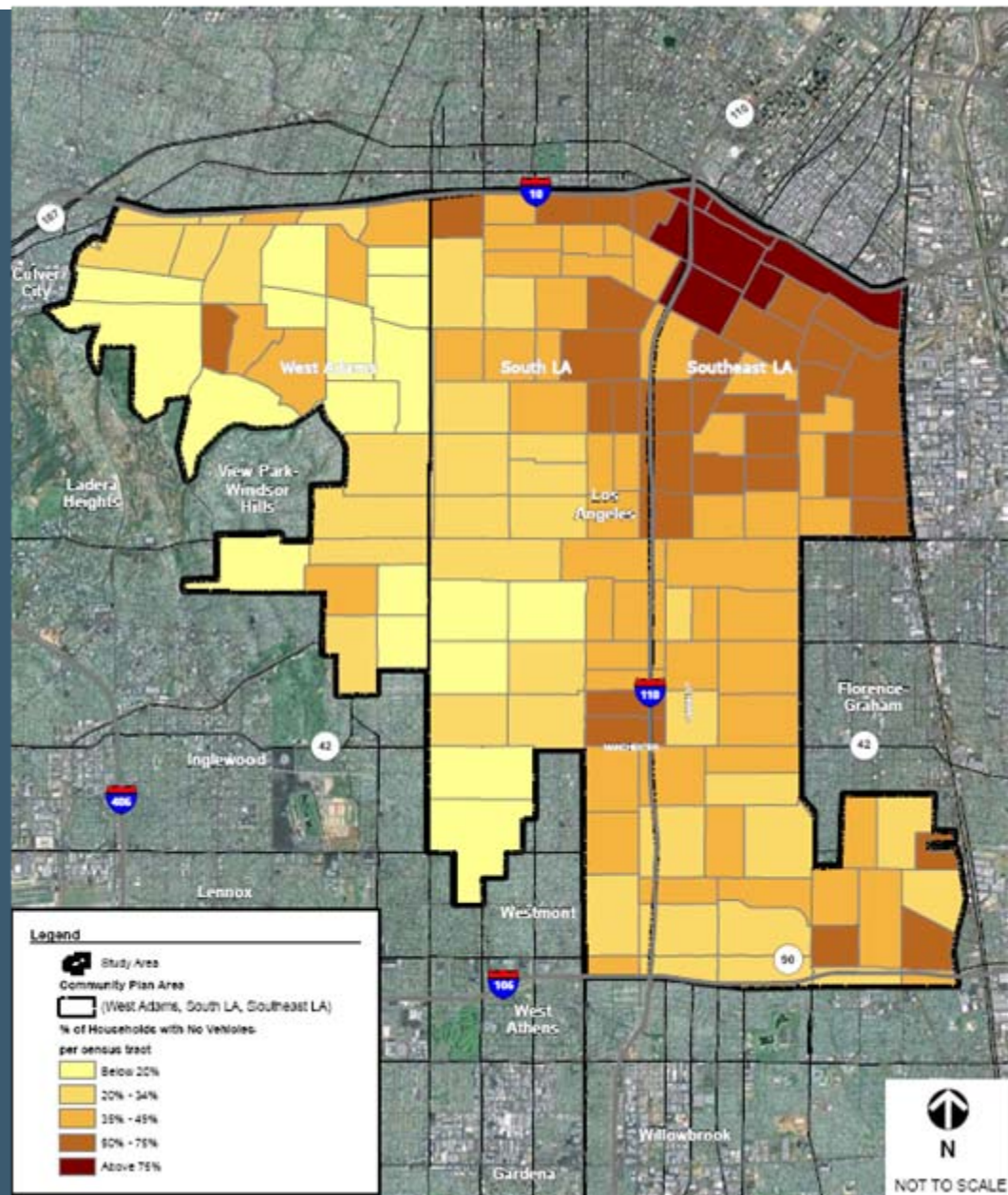
5 2.5 0 5 10 Miles



Percentage of Households with no Vehicles

Project Benefits

- > Availability of public transit has a major impact on mobility for many residents in South Los Angeles



Income Characteristics of I-110 Corridor

Total Population	Total Households (HH)	HH Percentage Below Federal Poverty Threshold	HH Percentage Between 100%-150% of Federal Poverty Threshold	HH Percentage Between 150%-200% of Federal Poverty Threshold	Total up to 200% of Poverty Threshold
208,193	53,779	33.2%	13.7%	11.5%	58.4%

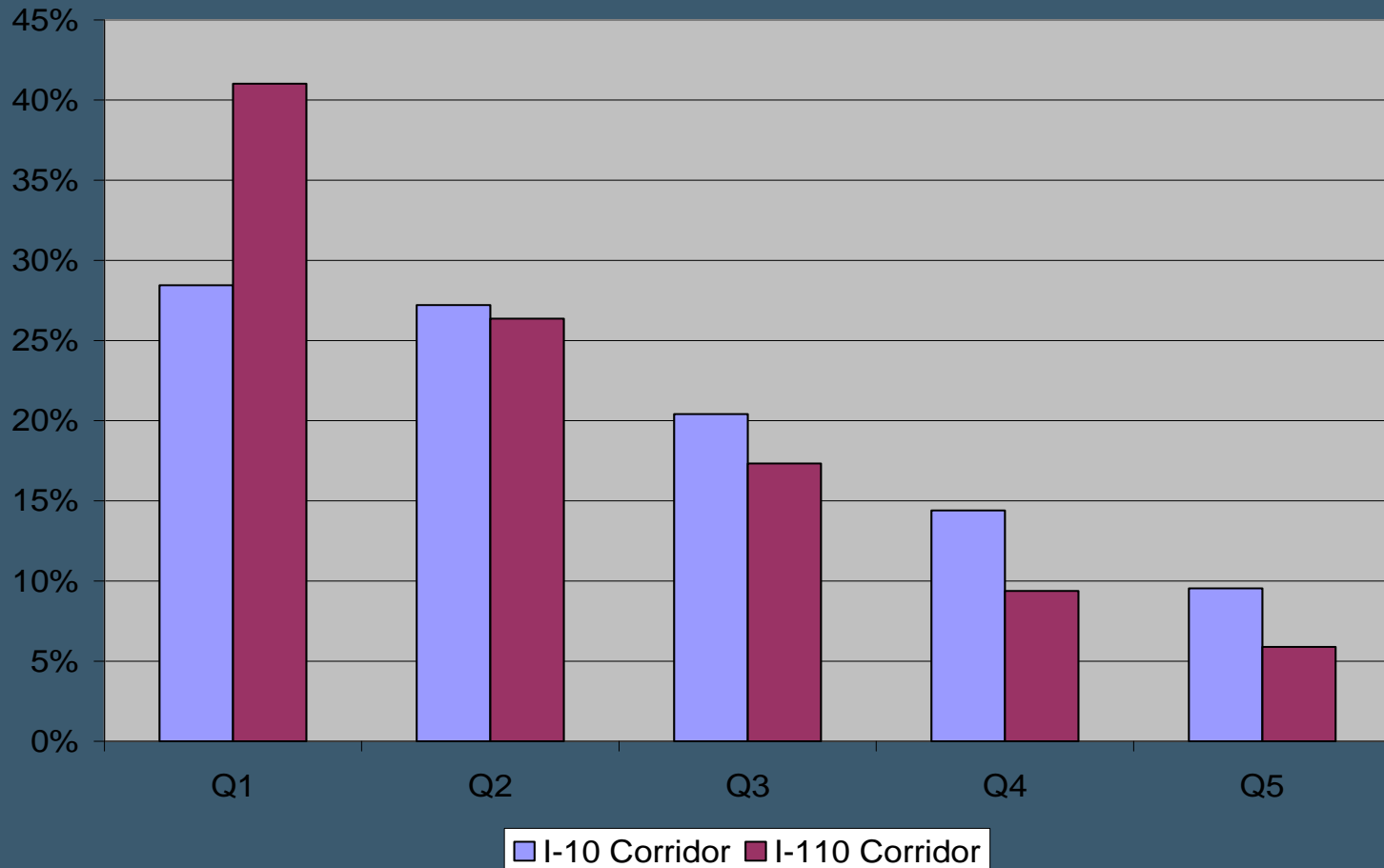
Source: 2008 data from SCAG; income distribution based on 2000 U.S. Census.

Income Distribution in I-110 Corridor

Percent in Quintile 1	Percent in Quintile 2	Percent in Quintile 3	Percent in Quintile 4	Percent in Quintile 5	Sum in Quintiles 1 and 2
41.0%	26.4%	17.3%	9.4%	5.9%	67.4%

Source: 2008 data from SCAG; income distribution based on 2000 U.S. Census.

Income Distribution in ExpressLanes Corridors



Source: 2008 data from SCAG; income distribution based on 2000 U.S. Census.

Low-Income Eligibility

- Proposed threshold
\$35,000/year (2009 dollars)
- Possible alternative threshold
approx. \$10,000 higher
- Will examine impact on users and on project

Income Threshold Comparison

\$35,000

- Higher than levels in SB 1422
- Higher than County Supervisors' level
- Higher than Metro Rider Relief level
- About equal to 2 times poverty level
- Slightly higher than income category in traffic model

Draft Goals & Business Rules

Move More People, Not More Vehicles

- > Provide a **safe, reliable, predictable** commute for the ExpressLanes
- > Reinforce Metro's ongoing efforts to increase vehicle occupancy rates and transit ridership
- > Optimize vehicle throughput at free flow speeds through dynamic pricing – **threshold is 45mph**
- 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 a charge
- > Trucks are not allowed in the ExpressLanes
- > Minimum peak tolls should be no less than 150% of Metro transit fare in the ExpressLanes
- Every vehicle is a customer. All vehicles are required to have a transponder.
- Toll/Transit Credits available to frequent ExpressLanes transit riders.



Metro

Transponder Distribution

➤ EXISTING USERS (March 2009)

Response To Question:

“If A Transponder is Required to Verify My Carpool Status to Use the ExpressLanes, I will continue to Carpool”

Carpool Group	Regular (2+ times per week)	Infrequent (< 1/month)
Strongly Agree	22%	21%
Agree	41%	40%
No Opinion	19%	18%
Disagree	10%	11%
Strongly Disagree	9%	9%



Metro

Transponder Distribution

> ACCESS

*At a minimum, Toll Vendor is required to communicate the availability of transponders to:

-Churches, Non-Profit Organizations, Employers, Community Events, Same Locations where TAP cards are located

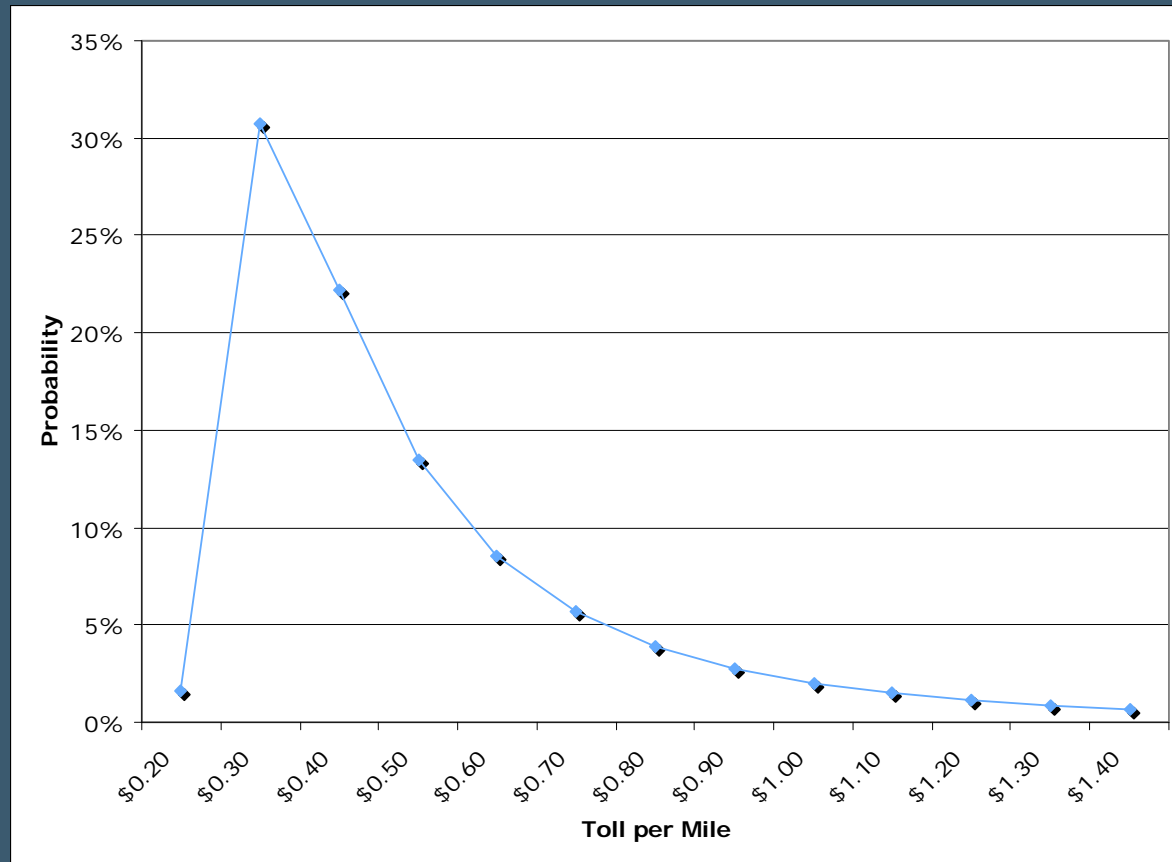
> ENFORCEMENT

*Every Toll system recognizes that even with significant outreach not all commuters will be aware of the business rules. As a result, an Amnesty Period

Draft ExpressLanes Toll Range

- > 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.

ExpressLanes Toll Distribution Curve (Peak Hr)



- Average Toll (end to end) for I-10 ExpressLanes is \$6 (*avg trip is 9 miles*)
- Average Toll (end to end) for I-110 ExpressLanes is \$4 (*avg trip is 5 miles*)

Draft ExpressLanes Rewards

- > \$5 Toll Credit or Transit Credit to Frequent Transit Riders on I-10 & I-110
- > Applies to all LA County transit lines operating during the peak period on the ExpressLanes (Torrance Transit, Gardena Transit, Foothill Transit, LADOT Commuter Express)
- > Toll Revenues would Reimburse Transit Lines for the Transit Credit

Draft Key Performance Measures

- > State Law (SB1422 – Ridley-Thomas)
- > Travel Time Savings in ExpressLanes AND Adjacent General Purpose Lanes
- > Average Vehicle Delay
- > Shift to Transit, Vanpool, Carpool, Metrolink
- > Person Throughput (Moving More People)
- > Access for Low Income Commuter (survey, credits redeemed)



Public Outreach Plan

> Corridor Advisory Group Meetings (June 9-11)

> Public Hearings (June 13-22)

> Media/Newspaper Ads/Website

> Deadline for Public Comment – July 14

> Metro Board Meeting – July 23



EXPRESSLANES EXPERIENCE PROFILES	
Drives Alone – General Purpose Lanes <ul style="list-style-type: none"> > Eased Congestion > Choice to shift to more frequent Transit Service > Choice to shift to Carpool/Vanpool > Choice to buy into Express Lanes when needed 	Drives Alone – Express Lanes <ul style="list-style-type: none"> > New Access > Toll Range (\$0.25 per mile – \$1.40 per mile) > Saves Time > Reduces Green House Gas Emissions > Reduces Fuel Consumption > Avg Trip on I-110 is 5 miles (\$1.25 – \$7) > Avg Trip on I-10 is 9 miles (\$2.25 – \$12.60)
Transit User <ul style="list-style-type: none"> > Toll-Free Access > Saves Time > Reduces Green House Gas Emissions > \$5 Transit Credits/Toll Credits > Increased Service (Metro, Torrance Transit, Gardena Transit, Foothill Transit) > Additional Bicycle Lockers > Upgraded Transit Facilities 	Metro Vanpool Participant <ul style="list-style-type: none"> > Toll-Free Access > Saves Time > Reduces Green House Gas Emissions > Reduces Fuel Consumption > Metro Lease Van Subsidy > Metro Rideshare Rewards
Carpool User I-110 2+ (24 hrs) <ul style="list-style-type: none"> > Toll-Free Access > Saves Time > Reduces Green House Gas Emissions > Metro Rideshare Rewards > Reduces Fuel Consumption 	Carpool User I-10 3+ (24 hrs) <ul style="list-style-type: none"> > Toll-Free Access > Saves Time > Reduces Green House Gas Emissions > Reduces Fuel Consumption > Metro Rideshare Rewards
Carpool User I-10 2-Peak (5am–9am, 3pm–7pm) <ul style="list-style-type: none"> > New Access > Saves Time > Reduces Green House Gas Emissions > Reduces Fuel Consumption > Toll Range (\$0.25 per mile – \$1.40 per mile) > Avg Trip on I-110 is 5 miles (\$1.25 – \$7) > Avg Trip on I-10 is 9 miles (\$2.25 – \$12.60) > Metro Rideshare Rewards 	Carpool User I-10 2-Off peak (9am–3pm, 7pm–5am) <ul style="list-style-type: none"> > Toll Free Access > Saves Time > Reduces Green House Gas Emissions > Reduces Fuel Consumption > Metro Rideshare Rewards

