

METRO EXPRESSLANES

July 22, 2013

Pricing for Person Throughput



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Program Overview



- > Goal: Move More People, Not More Vehicles
- > \$290 M Program Budget (\$210 M UPA/CRD Grant) HOV to HOT Conversion
- > 1st Express Lanes in LA
- > 110 Launched: 11/10/12
10 Launched: 2/23/13

Introducing Metro ExpressLanes



Policy Issues

- > State Tolling Authority Required
No Change in Minimum Occupancy
- > Differing Occupancy per Corridor
I-110: HOV **2**+ Toll-Free
I-10: HOV **3**+ Toll-Free at all times but HOV **2** Toll-Free only during off-peak period

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Tolling Policy



- > Optimize Vehicle Throughput at Free-Flow Speeds Through Dynamic Pricing – minimum threshold is 45 mph
- > Minimum Toll per Mile: \$0.25; Maximum Toll per Mile: \$1.40
- > Toll-free travel for vehicles that meet the minimum occupancy requirement (including buses (public & private) & motorcycles)
- > Minimum Toll during the Peak Period must be 150% higher than Express Bus fare
- > Tolling Changes to “HOV Only” if avg speeds fall below 45 mph for more than 10 minutes



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Dynamic Pricing Algorithm



- > Updates Every 5 Minutes
- > Toll Rates will vary within the \$0.25 - \$1.40 per mile range based on traffic levels in the ExpressLanes to ensure average speeds of 45 mph
- > If a SigAlert occurs, the customer account will automatically be credited.



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Preliminary Results



Month	ExpressLanes	GP Lanes
December 2012	64.5 mph	47.3 mph
January 2012	64.4 mph	46.9 mph
February 2013	65.4 mph	47.2 mph
March 2013	64.3 mph	48.3 mph
April 2013	64.5 mph	48.3 mph

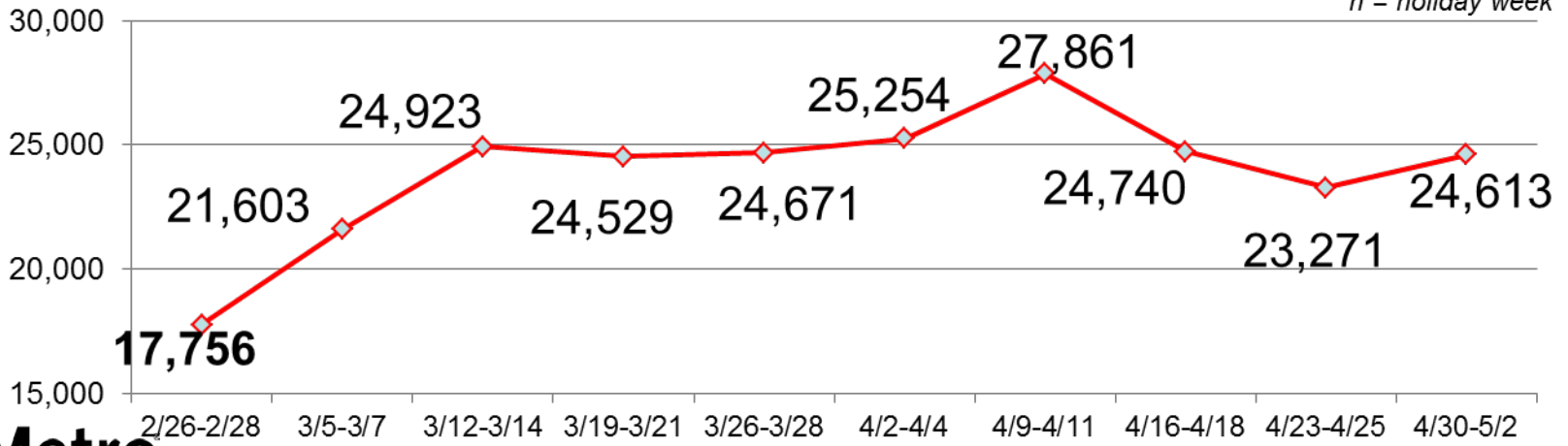
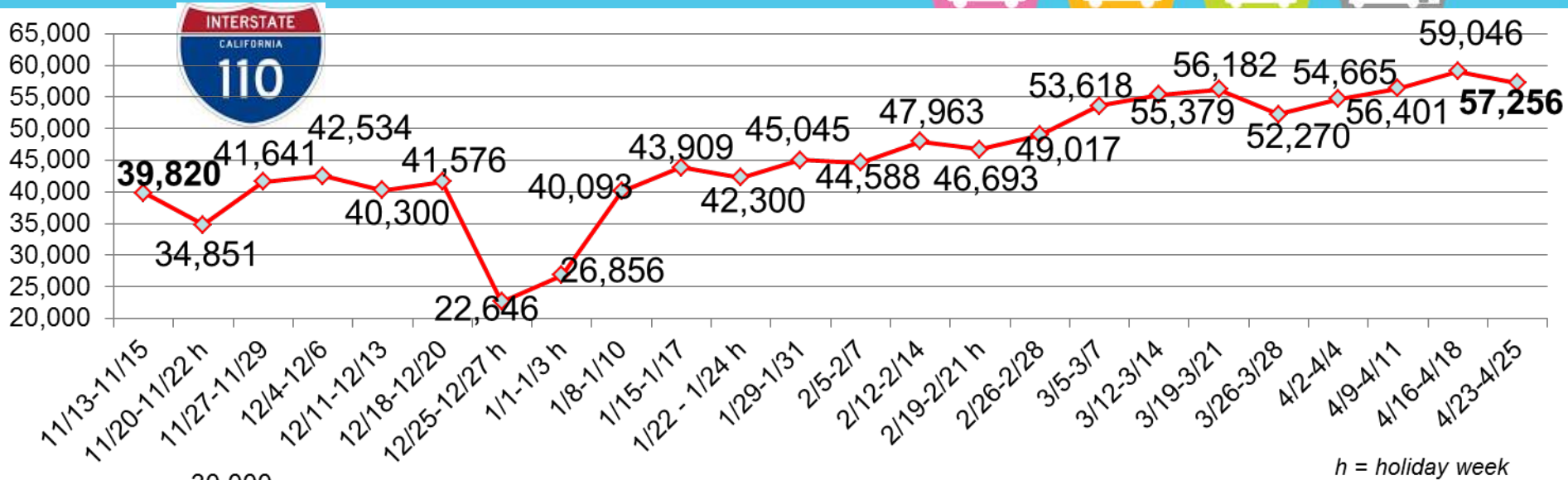


Month	ExpressLanes	GP Lanes
March 2013	65 mph	50.9 mph
April 2013	64 mph	51.6 mph



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Traffic Volume



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Preliminary Results



Month	I-110 (in \$000s)	I-10 (in \$000s)
November 2012	\$508	--
December 2012	\$780	--
January 2012	\$951	--
February 2013	\$1,014	\$65
March 2013	\$1,236	\$522
April 2013	\$1,253	\$637
Total Toll Revenue (does not include fees/violation revenue)	\$5,742	\$1,224

