

METRO **EXPRESSLANES**

Net Toll Revenue Reinvestment
2015 ITS California Annual Meeting



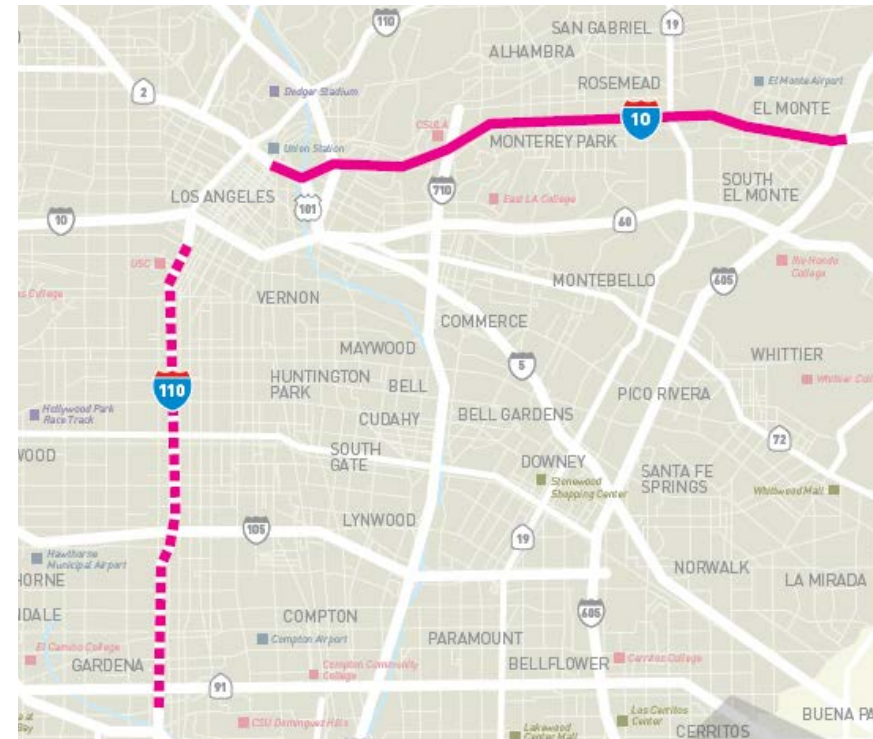
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Transportation Planning Manager
September 23, 2015

Program Overview



- Converted 25 miles of Existing High Occupancy Vehicle (HOV) lanes into High Occupancy Toll (HOT) ExpressLanes on I-10 (14 miles) and I-110 (11 miles)
- Single Occupant Vehicles allowed to use ExpressLanes lanes by paying a toll. Carpools, vanpools, transit, motorcycles, and hybrid/alternative fuel/zero emission vehicles travel at no charge.
- I-110 ExpressLanes opened in November 2012; I-10 opened in February 2013



Tolling



- Toll rates range from \$0.25-\$1.40/mile
- Actual rates based on congestion levels; goal is to maintain 45 MPH in the ExpressLanes
- Electronic toll collection; all vehicles must have a transponder.
- \$1/month maintenance fee



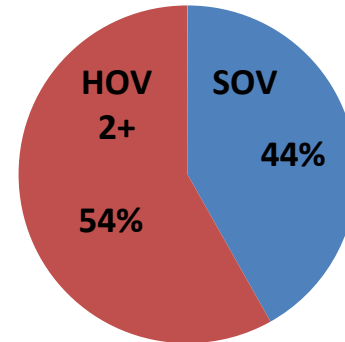
TOTAL VEHICLE TRIPS **74,719,874**

FASTRAK® ACCOUNTS **425,996**

TRANSPONDERS ISSUED **461,121**

EQUITY PLAN ACCOUNTS **7,991**

Mode Split



AVERAGE TOLL (AM PEAK 5-9AM)



I-110
(11 MILE TRIP)
\$5.72



I-10
(14 MILE TRIP)
\$5.07

AVERAGE TRAVEL SPEEDS (AM PEAK 5-9AM)

I-110
ExpressLanes:
54.5 mph
General Purpose
Lanes:
46.5 mph

I-10
ExpressLanes:
53.7 mph
General Purpose
Lanes:
47.2 mph

Benefits of ExpressLanes



- Greater vehicle throughput
- Travel time reliability
- Maximize use of existing infrastructure
- Increased transit service and ridership within the corridors
- Revenue generation enabling reinvestment in the corridors



Toll Revenue Overview



- As specified in State law, ExpressLanes revenue is to be used for:
 - Maintenance
 - Administration
 - Operations
 - Toll Collection
 - Enforcement
- Remaining revenue is to be used in the corridor that the revenue was generated in; an expenditure plan must be developed for these revenues and approved by the Metro Board

Toll Revenue Reinvestment – Round 1



Metro Board approved reinvestment plan:

- Reinvestments in the corridor must provide a direct benefit to reducing congestion on the I-110 or I-10
 - Metro defines the corridor as 3 miles on either side of the I-10 and I-110
- Set Aside funds for Transit Operating Subsidy (Metro Silver Line, Foothill, Gardena, and Torrance Transit)
- 3-5% of funds set aside as reserve funds
- Remaining funds granted on competitive basis (Net Toll Grant Program)
 - 40% Transit System Improvements
 - 40% System Connectivity/Active Transportation
 - 20% Highway System Improvements



Expenditure Plan



	Corridor		
	I-110	I-10	Total
Remaining Funds	\$ 19,945,561	\$ 6,777,592	\$ 26,723,153
Reserve Funds (3%)	\$ 598,367	\$ 203,328	\$ 801,695
Transit Operating Subsidy	\$ 3,402,000	\$ 1,790,000	\$ 5,192,000
Subtotal	\$ 15,945,194	\$ 4,784,264	\$ 20,729,458
Net Toll Grant Program			
Transit System Improvements (40%)	\$ 6,378,077	\$ 1,913,706	\$ 8,291,783
Active Transportation/System Connectivity (40%)	\$ 6,378,077	\$ 1,913,706	\$ 8,291,783
Highway System Improvements (20%)	\$ 3,189,039	\$ 956,853	\$ 4,145,892



Net Toll Grant Program



- Grant funding awarded on a competitive basis
- Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County (cities, transit operators, Los Angeles County, Caltrans, Metro)
- Projects or programs must be within 3 miles on either side of the I-110 or I-10 Corridor
- Funding can be used on all project development phases (planning, design, right-of-way, construction), transit operations, operational improvements, and transit vehicle purchases
- Metro received 35 applications totaling \$123,405,007
- Funding granted to 22 projects totaling \$20,729,458 in July 2014

Evaluation Criteria



- Project applications scored on a point basis from 0-100
 - Sustainable Transportation (up to 20 points)
 - Innovative Transportation Technology and System Management (up to 10 points)
 - Implementation of Regional and Local Sustainability Plans and Policies (up to 20 points)
 - Local Match (up to 10 points)
 - Cost Effectiveness (up to 10 points)
 - Safety (up to 15 points)
 - Project/Program Readiness (up to 15 points)

Transit System Improvements



Eligible projects include:

- Transit operations to increase level of service
- Fare subsidies
- Bus purchases
- Station enhancements

Projects funded include:

- Dodger Stadium Express Harbor Gateway
- Gardena, Torrance, Commuter Express, Baldwin Park transit service expansion
- Transit vehicle purchases

Active Transportation/System Connectivity



Eligible projects include:

- First mile/last mile connections to transit facilities
- Complete Streets projects
- Bicycle infrastructure
- Pedestrian enhancements
- Rideshare/vanpool
- Electric vehicle infrastructure
- Bus station improvements

Projects funded include:

- Union Station Metro Bike Hub
- Monterey Park Bike Corridor



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Highway Improvements Category



Eligible projects include:

- Intelligent Transportation System improvements
- Deck rehab and maintenance
- On/off ramp improvements
- Expanded freeway service patrol
- Graffiti removal and landscaping

Projects funded:

- South Bay Arterial Performance Measurement
- City of LA ATSAC Communications System Enhancement
- Caltrans Incident Management Improvements



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Next Steps



- Staff will seek approval at the October 2015 Ad Hoc Congestion Reduction Committee and Metro Board to initiate the Round 2 Net Toll Grant Program

- For more information:

2014 Net Toll Grant Application:

<http://www.metro.net/projects/expresslanes-tollgrant/>

Metro ExpressLanes:

<http://www.metroexpresslanes.net>



Thank You!

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