

**Board Report**

File #: 2018-0195, **File Type:** Motion / Motion Response**Agenda Number:** 43.

**REGULAR BOARD MEETING
APRIL 26, 2018****Motion by:****Director Fasana****as amended by Solis****I-10 ExpressLane/Busway Pilot**

The I-10 El Monte Busway opened in 1973 as an exclusive busway with stations at El Monte, California State University at Los Angeles, and Los Angeles County USC Medical Center. The El Monte Bus Station, rebuilt and reopened in 2012, is the busiest bus terminal west of Chicago.

Construction of the busway resulted in substantial increases in bus service along the corridor. According to a study by FHWA conducted in 2002, "Executive Report Effects of Changing HOV Lane Occupancy Requirements: El Monte Busway Case Study", from 1973 to 1976, the number of buses using the lane in the morning peak-hour, peak-direction of travel increased from 21 to 64, with a corresponding increase in passengers from 766 to 3,044. Daily bus ridership levels increased from 1,000 to 14,500 passengers during the same period.

Three-person carpools were allowed to use the Busway for three months in 1974 during a strike by bus operators. The Busway was opened to 3+ carpools in 1976. At the time of conversion to an ExpressLane in 2013, the Busway operated at HOV 3+ during peak hours and HOV 2+ off-peak.

The I-10 Busway / HOV lane is being extended by Caltrans and Metro to the Los Angeles County Line, with an extension to Baldwin Park already open. San Bernardino County is beginning construction this year on an I-10 ExpressLane that would meet up with the Metro / Caltrans lane at the County line and extend to I-15 in 2022, and Redlands in 2026.

The Express Lane allows low occupancy vehicles to use the lanes with payment of a fee, which varies dynamically with traffic levels. To remain consistent with prior HOV 2+ and 3+ requirements, Metro developed a switchable Fastrak transponder for carpools. As ExpressLane acceptance among customers has grown, the busway has grown more congested and has degraded bus service in the corridor. As demand and price have increased, transponders are being switched to HOV 2+ or 3+ to avoid tolls.

The switchable transponder requires CHP to manually observe vehicles to determine if the number of

occupants is consistent with the setting on the transponder. Due to right of way constraints, enforcement of ExpressLane requirements is difficult on I-10, as limited room is available to pull-over and issue citations. CHP enforcement slows traffic in the ExpressLane.

Physical constraints within the right-of-way footprint also limit the ability to place thermal readers that may be able to detect vehicle occupants in the ExpressLane.

One alternative to CHP enforcement is to move to an automated approach where all cars are charged without regard to the number of occupants, through a "Pay-as-You-Use" model.

The Foothill Gold Line and Metrolink also provide east/west service through the San Gabriel Valley. The Gold Line, which will extend east to Montclair, currently is operating at capacity in some locations during peak hours according to the "Metro Rail Capacity Study" that is being presented to the System Safety, Security and Operations Committee in April 2018.

As Metro prepares to expand its ExpressLane network, piloting a new operating approach on I-10 will provide valuable insight on how best to maximize mobility on ExpressLanes.

Therefore, to keep buses moving and enable movement of more people efficiently within the I-10 ExpressLane,

**SUBJECT: MOTION BY FASANA AS AMENDED BY SOLIS
I-10 EXPRESSLANE/BUSWAY PILOT**

APPROVE Motion by Fasana that:

- A. Metro staff work with Caltrans and other stakeholders to develop, within existing federal and state guidelines, a pilot exclusively for the I-10 ExpressLane / Busway that would define carpools as registered vanpools with all other vehicles (other than passenger buses) subject to fees through a "Pay-as-You-Use" model. The Zero Emission Vehicles using the corridor would be eligible for discounts in effect at the time the pilot commences; and
- B. Report back to the Metro Board within 180 days on potential effects, key decision points and milestones necessary to implement this pilot including community outreach with feedback and surveys as well as service analysis on impacts and exemptions for low income commuters. The proposed pilot program to be consulted with SCAQMD in relation to Air Quality Management Plan and its impact to sticker program for Electric Vehicle.