

METRO **EXPRESSLANES**

Pay-As-You-Go Pilot Evaluation

JUNE 22, 2023



Metro

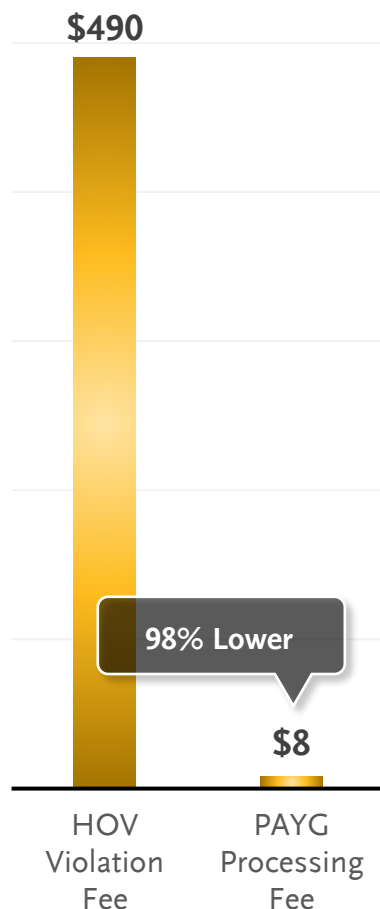


ExpressLanes Background

- ExpressLanes are about improving mobility, relieving congestion.
 - Dynamic pricing optimizes lane utilization and performance.
 - USDOT requires average peak period speeds stay above 45 mph.
- Converted the underutilized HOV lanes in 2012 (I-110) and 2013 (I-10) into ExpressLanes.
 - HOVs continue traveling toll-free.
 - Others can use spare capacity for a toll.
 - Offers a fast, reliable option for all.
 - Funded by a USDOT grant of \$210M, of which 64% was used for transit improvements.



ExpressLanes Background



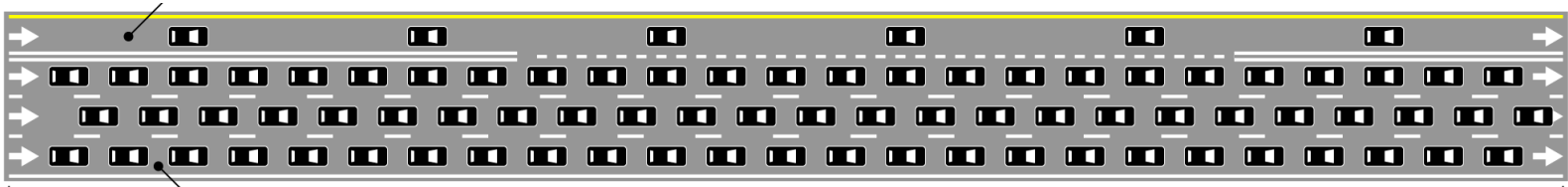
- All drivers are required by law to have FasTrak.
 - HOVs must have switchable transponders (FasTrak Flex) to travel toll-free.
 - If a vehicle uses the ExpressLanes without a transponder, the registered owner receives a notice in the mail for the toll plus a processing fee.
- As an HOV lane, occupancy-related violations were much more costly to drivers: \$490 per violation.
- The PAYG processing fee reflects the added costs associated with plate-based transactions.
 - The convenience offered by the PAYG program comes at added cost to Metro, and the processing fee ensures that this added cost is paid for by the users making those choices, rather than being subsidized by other ExpressLanes account holders that prepared in advance by signing up for accounts.
 - Drivers can easily avoid this cost by opening an account.

Fundamentals of ExpressLanes

Pricing optimizes performance by most efficiently using available capacity.

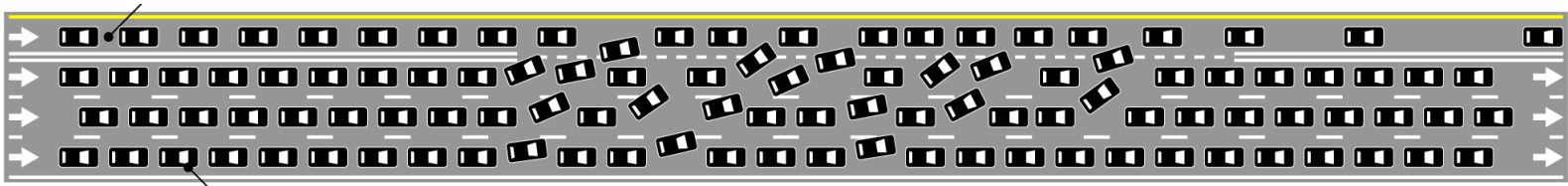
WITH CONGESTION PRICING

Managed Lane capacity fully utilized — Lane operates at free-flow speeds



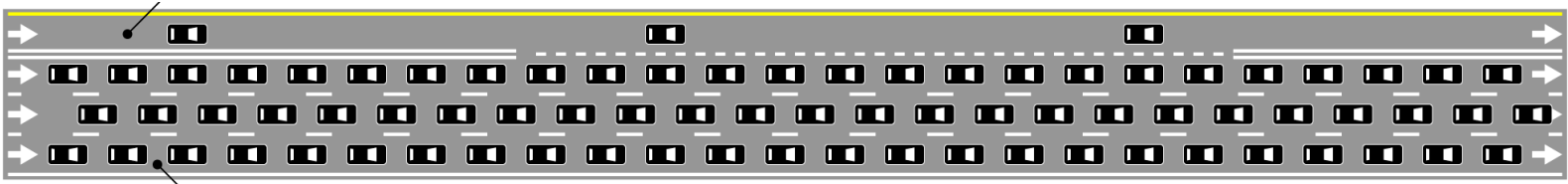
WITHOUT CONGESTION PRICING

Managed Lane capacity overwhelmed — Lane is congested and slows down



WITHOUT CONGESTION PRICING

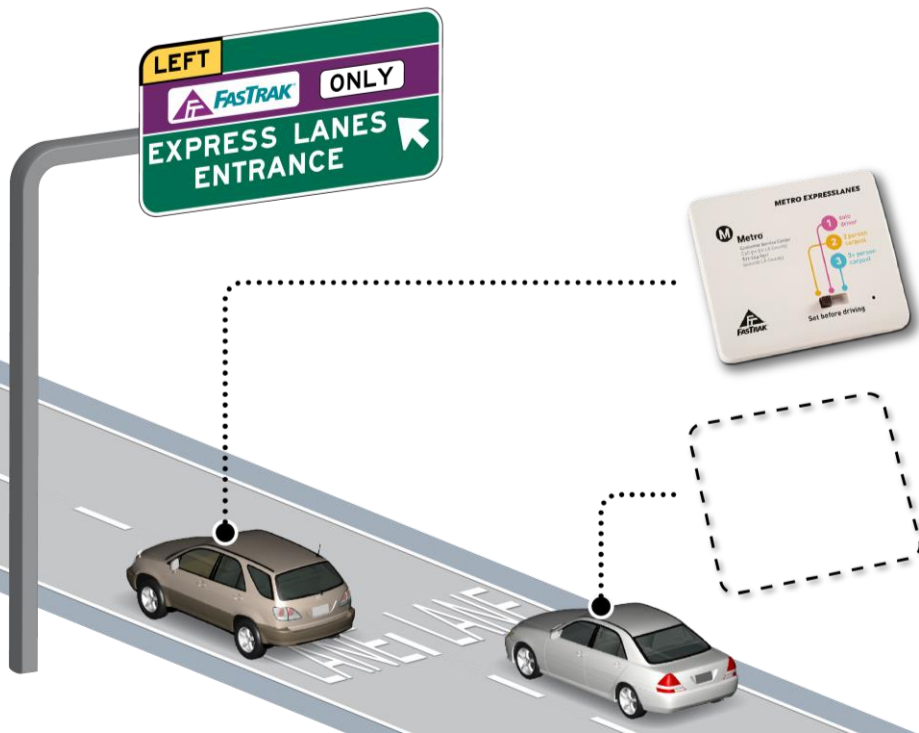
Managed Lane underutilized — Inefficient use of valuable lane capacity



Pay-As-You-Go Background

Objectives based on Board Motion by Hahn as amended by Dupont-Walker:

- Make ExpressLanes available to more drivers—including occasional users—without adversely impacting congestion/mobility.
- Reduce fees paid by non-FasTrak users.



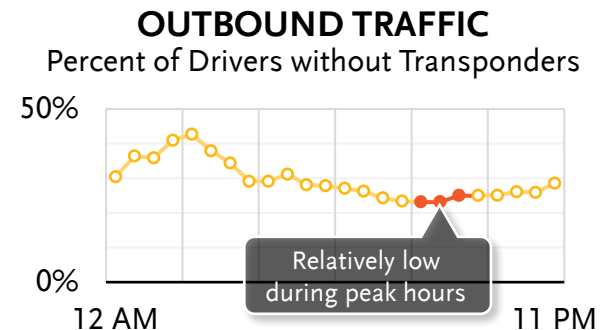
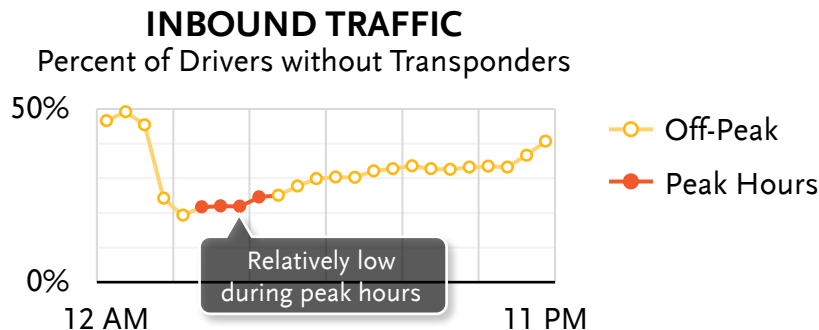
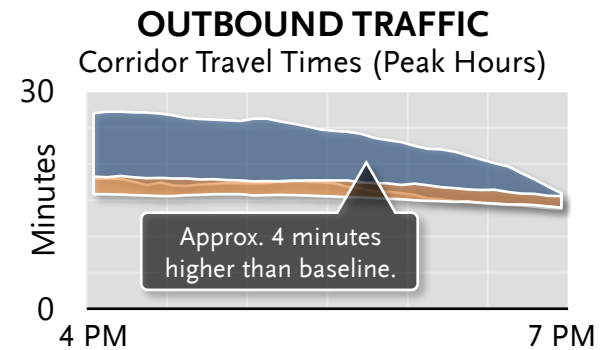
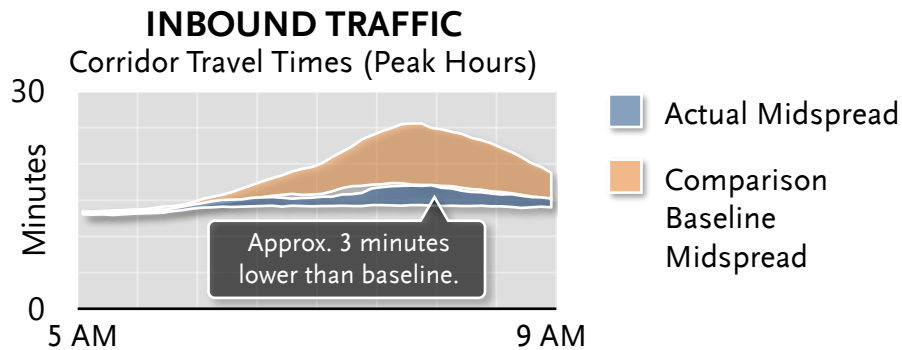
FasTrak Account Holder?

- Toll debited automatically from account.
- Eligible HOVs travel for free with FasTrak Flex.
- No processing fee.

No FasTrak? Pay As You Go

- Registered vehicle owner gets notice by mail.
- Includes toll and processing fee.
- No HOV discount possible. HOV declaration requires switchable transponder.

Pay-As-You-Go: Congestion and Mobility Impacts



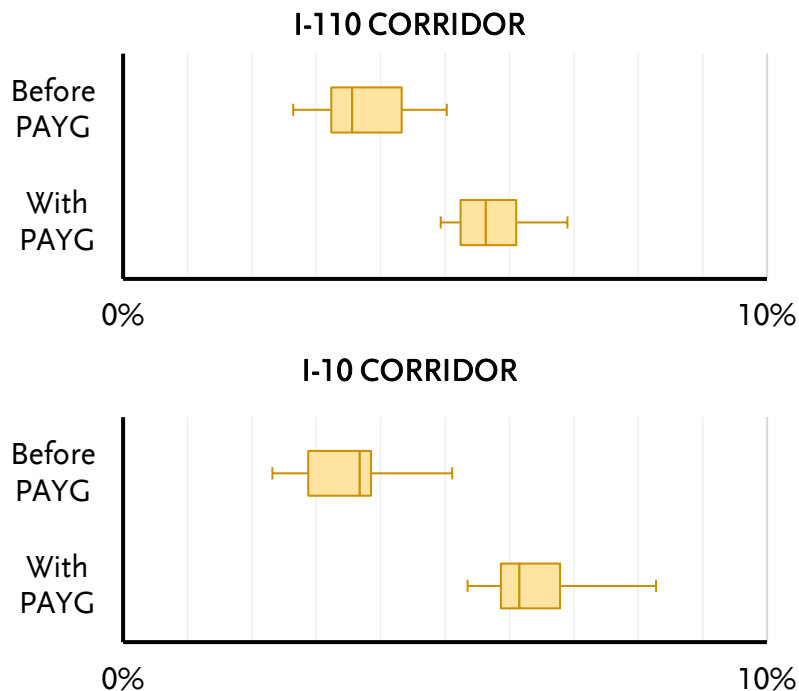
Key Takeaway: Congestion improved in the AM Peak and got worse in the PM Peak. However, Pay-As-You-Go trips are more prevalent during off-peak periods, and are contributing relatively little to peak period traffic and congestion.

Analysis Notes: Controlling for pandemic-related impacts required data from nearby control corridors, which were not available in the case of I-110. Therefore, the above results reflect outcomes for I-10 only. Travel times are also affected by localized corridor changes that occurred during the analysis period (e.g., transit service changes, roadway configuration changes, commuter pattern changes).

Pay-As-You-Go: Outcomes

Non-FasTrak Trip Volumes

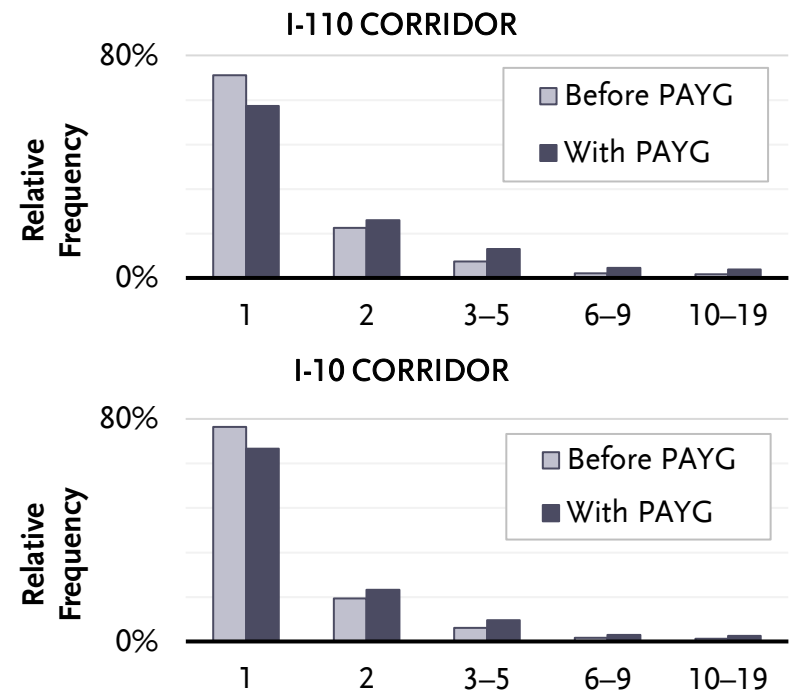
As Percent of All Trips



Non-FasTrak trip volumes grew by 900,000 over one year.

Trips per Non-FasTrak Vehicle

On an Annual Basis



Non-FasTrak drivers use the ExpressLanes more with PAYG.

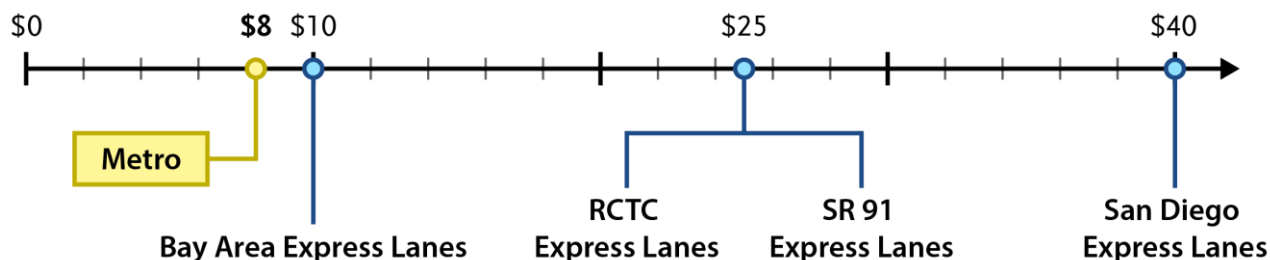
Other analysis outcomes:

- Revenue from non-FasTrak drivers exhibited no statistically significant change.
- On-time payments for non-FasTrak trips exhibited no statistically significant change.

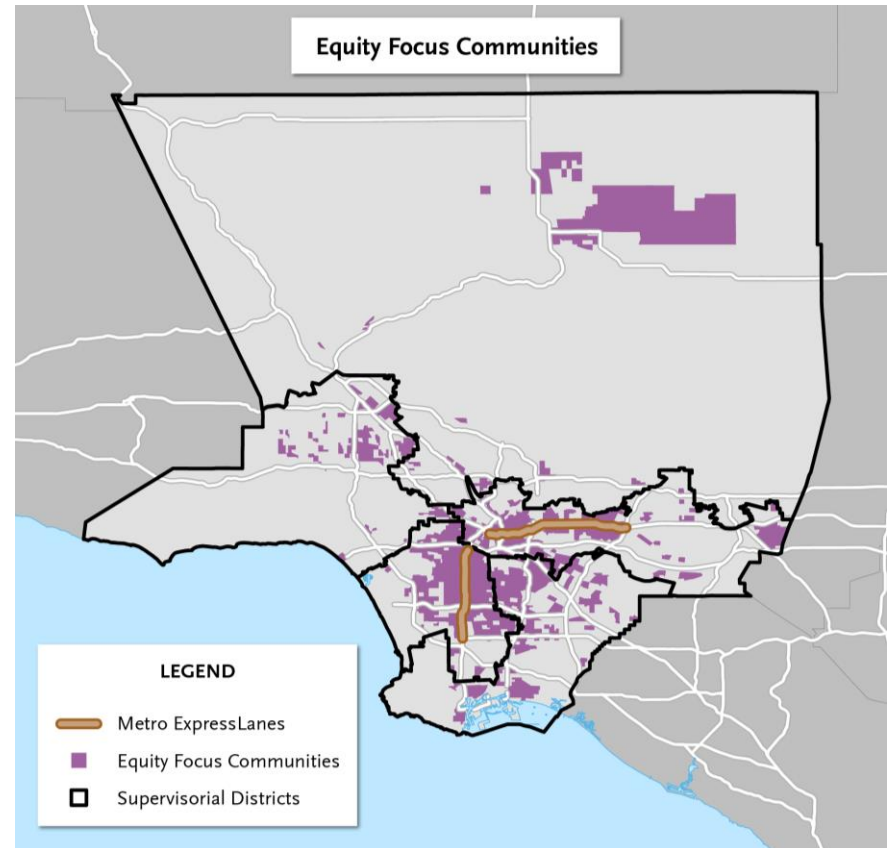
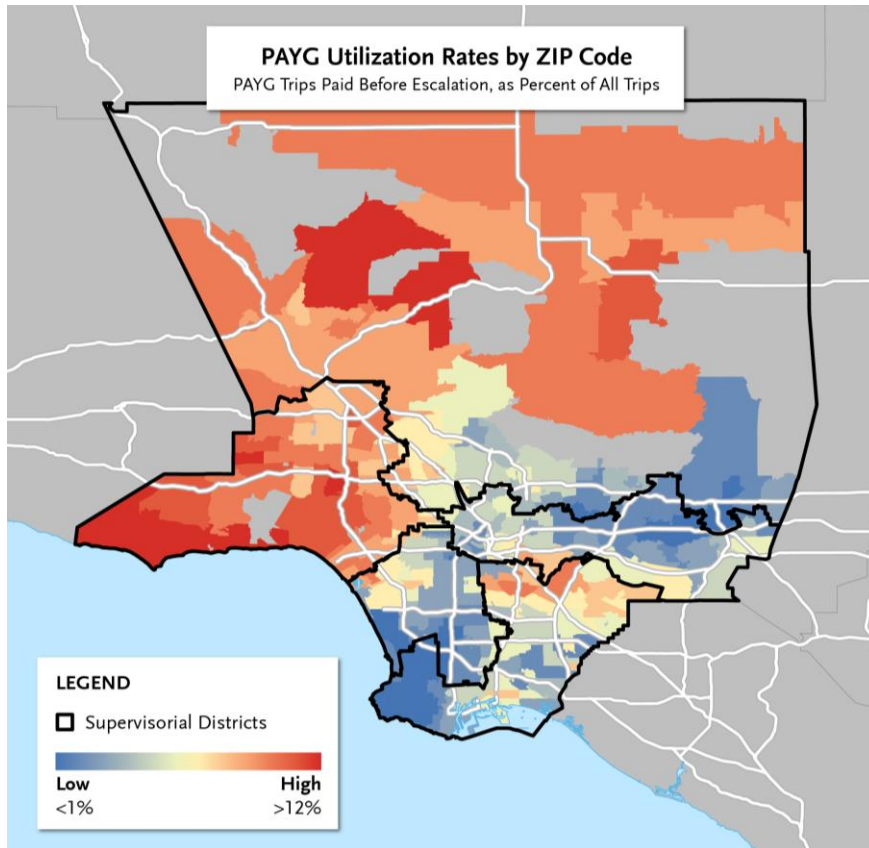
Pay-As-You-Go: Processing Fee

- Purpose: cover costs of processing PAYG notices and ensures efficient operations. Ensures financial sustainability of the program.
- Fee calculation considerations:
 - \$1.20 for equipment, software, and communications for license plate capture
 - \$0.58 for manual verification and QA/QC of license plate images as required
 - \$3.69 for customer service (phone support, in-person support, mail handling)
 - \$2.50 for printing, postage, envelopes, DMV lookup, and credit card fees
 - Total: \$7.97, rounded to \$8 in accordance with fee policy.
- Lowest fee of all Express Lanes in CA. Minimizes cost to non-FasTrak users. Fee subject to annual audit.

FIRST NOTICE FEES FOR EXPRESS LANES AGENCIES IN CALIFORNIA



Pay-As-You-Go Trip Rates in Equity Focus Communities



On average, ZIP codes with the lowest EFC concentrations had the highest relative PAYG utilization rates (**4.87% of all trips made**), whereas ZIP codes with the highest EFC concentrations had the lowest relative PAYG utilization rates (**2.62% of all trips made**).

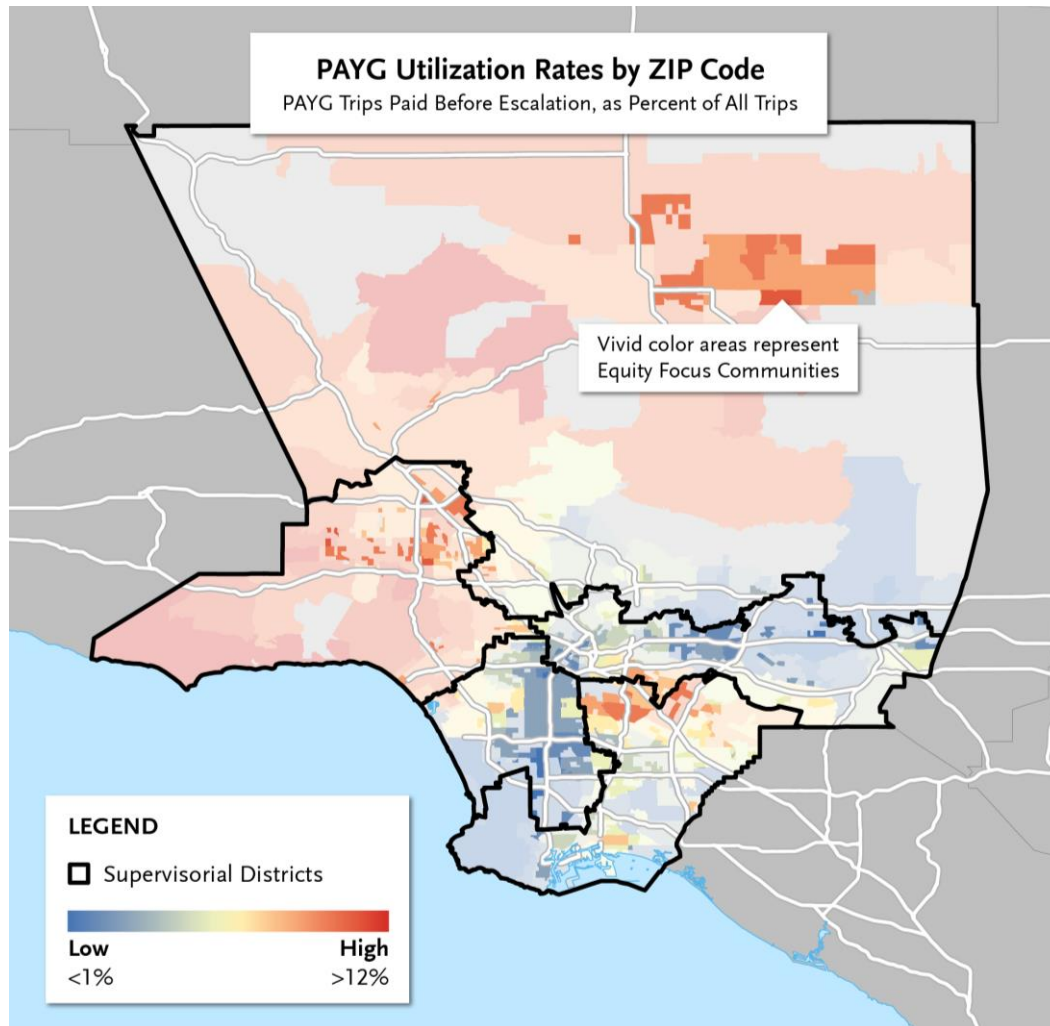
Recommendation

- A. RECEIVE AND FILE the ExpressLanes Pay-As-You-Go Pilot evaluation methodology and findings.
- B. AUTHORIZE the Pay-As-You-Go Program to be permanent, eliminate the \$25 penalty for notice of toll evasion, and adjust the Program's "processing fee" (which replaces the former penalty amount) from \$4 to \$8 to align processing costs and fees;
- C. AUTHORIZING the Chief Executive Officer or their designee to conduct an annual audit to confirm the fee amount and make downward or upward adjustments to the fee as appropriate to keep costs and fee aligned, consistent with the Fee Adjustment Policy (Attachment D);
- D. AUTHORIZING the Chief Executive Officer or their designee to make the necessary changes to the ExpressLanes Toll Ordinance, as required.

Appendix

- A. Pay-As-You-Go Trip Rates in Equity Focus Communities
- B. Enforcement Trends During Pay-As-You-Go Pilot
- C. Pay-As-You-Go Outreach

Pay-As-You-Go Trip Rates in Equity Focus Communities



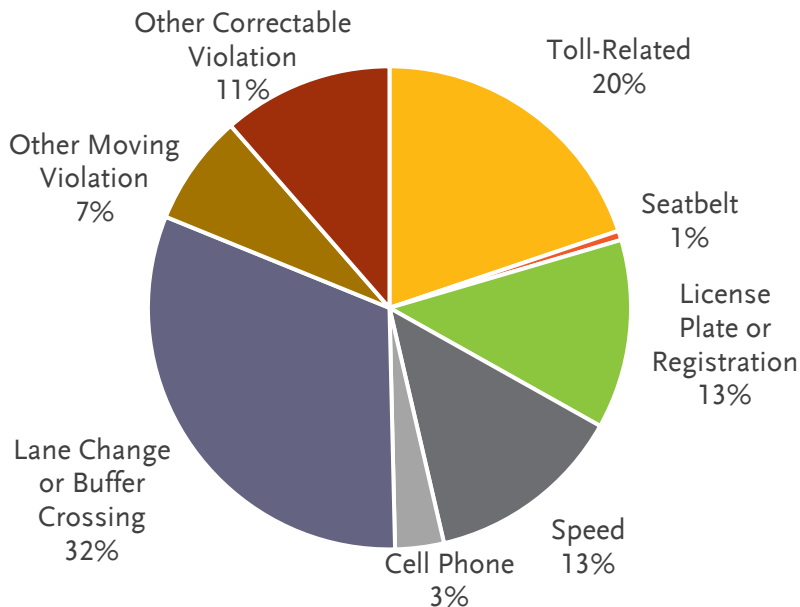
PAYG Utilization by Supervisorial District

District	PAYG Utilization Rate	Annual PAYG Trip Count
1	1.8% of all trips	537,557
2	1.7%	740,977
3	5.7%	136,856
4	2.1%	301,568
5	2.4%	216,109

Enforcement Trends During Pay-As-You-Go Pilot

- Note that CHP enforcement was reduced during 2021-2022 due to the COVID-19 pandemic.

CHP Citations by Type
September 2021 to August 2022



CITATION TYPE	COUNT	SPECIFIC CITATION EXAMPLES
Lane Change or Buffer Crossing	2,564	Crossing the double-white lines to enter/exit ExpressLanes.
Toll-Related	1,613	Transponder switch setting incorrectly set.
Speed	1,077	Unsafe speed, exhibition of speed.
License Plate or Registration	1,031	Obstructed license plate, or no license plate.
Other Correctable	928	Brake lamp not functional.
Other Moving Violation	605	Following too closely, reckless driving.
Cell Phone	265	Texting, using phone without hands-free setup.
Seatbelt	51	Not wearing seat belt.

Pay-As-You-Go Outreach

- Targeted messaging via billboards near the ExpressLanes corridors.
- Overhead electronic message signs on the ExpressLanes.
 - Other roadside signage options are limited due to public road signage regulations.
- Engagement with COGs, other partners.
- Details on web site front page, which gets 200,000 visitors per month.

