#### METRO EXPRESSLANES MOTION RESPONSE #43 I-10 EXPRESSLANES PILOT PROGRAM

Board of Directors – Ad Hoc Congestion, Highway and Roads Committee January 16, 2019



## **Board Motion and Response**

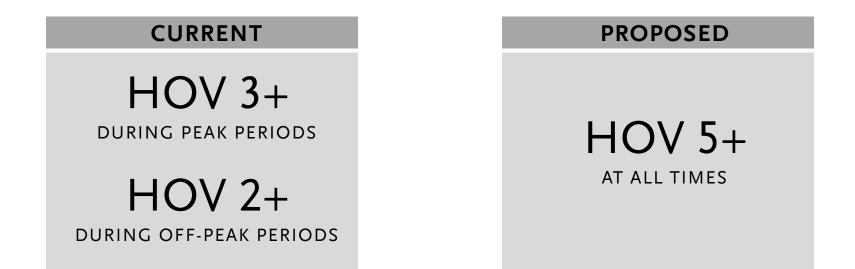
Director Fasana's motion, amended by Director Solis, requests development of an I-10 ExpressLanes Pilot that increases the tollfree occupancy requirements from HOV2+/HOV3+ to vanpools and transit vehicles only, as a means of preserving the ExpressLanes as a fast, reliable travel option for transit users and all corridor travelers.

- This is Metro staff's report back on:
  - Potential effects of implementing this pilot
  - Key decision points and milestones for implementation
  - Solicitation of feedback and evaluation of potential impacts associated with this pilot, with focus on low-income commuters
- Recommended Action: Authorize the development of an implementation plan for the I-10 ExpressLanes Pilot Program



### **Summary of Item 8**

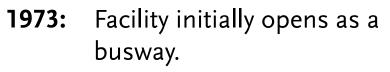
In the **I-10 ExpressLanes**, the following vehicles travel toll-free:





### **Historical Context**





- 1974: HOV3+ vehicles temporarily allowed in busway during a 3-month transit strike.
- **1976:** HOV3+ vehicles allowed to use busway during peak periods.
- **1981:** HOV3+ vehicles allowed to use busway at all times.
- **2000:** HOV2 vehicles allowed to use busway during non-peak periods.
- **2013:** Busway converted to ExpressLanes.



## I-10 ExpressLanes Performance Challenges

58% increase in ExpressLanes trips

from 10,093,413 in FY14 to 15,924,317 in FY18 201%

increase in HOV-Only minutes

from 1,101 in FY14 to 3,314 in FY18 12.5%

decrease in AM Peak ExpressLanes speeds

from 60.8 mph in FY14 to 53.2 mph in FY18

- Additional I-10 travel time has been added to the Metro Silver Line schedule to keep buses on time.
- Up to 19% of Foothill Transit Silver Streak buses operate behind schedule.
- Significant proportion of traffic mis-representing vehicle occupancy to improperly obtain toll-free travel.



# **Potential Effects of Implementing Pilot**

- Overall mobility benefit of approximately **\$3.7 million per day** in time/delay cost savings corridor-wide.
- Increase in ExpressLanes person-throughput by 600 persons/day (a 4% increase for ExpressLanes throughput)
- Increase in end-to-end travel times in the general-purpose lanes by **4 minutes** on average.
- Increase in congestion of the eastbound I-10 ExpressLanes at I-605 due to forced merging into the general-purpose lanes.
- Improvements in transit travel time reliability, based on qualitative evaluation by subject area experts.
- Provision of a more long-term sustainable toll strategy that is less susceptible to congestion—especially congestion caused by vehicles that mis-represent occupancy.



#### Impacts to Low-Income Commuters

Survey findings from 479 low-income commuters on I-10

- Very few (3%) have ever used a vanpool on the I-10 ExpressLanes.
- Approximately 50% currently use the I-10 ExpressLanes.
- Under the proposed pilot, respondents indicated they would do the following:

	Would use the ExpressLanes			Would use the
	As SOV/HOV	As transit	As vanpool	General Purpose Lanes
Current ExpressLanes Users	41%	13%	21%	23%
Current General Purpose Lane Users	18%	5%	17%	56%

\*Rows will not sum to 100% due to some respondents indicating "another form of transportation" which could include active transportation.



# Vanpool Program

 Federally registered vanpool programs require participants to lease vehicles with seating capacity of at least 7 persons. This is a potentially significant barrier to participation.



- To facilitate vanpool participation, staff recommends that the occupancy threshold for toll-free passage be set to 5 persons per vehicle.
- Staff will explore strategies to further incentivize vanpooling for commuters.



# **Timeframe Considerations**



Integration will be required with the **new Back Office System,** expected to come online by early 2020.



**Comprehensive outreach** strategy to all customers and corridor users requires substantial time to complete.



Significant lead time required to engage a **third-party contractor** to verify vanpools & handle toll exemptions.



**Before-and-after study** requires a considerable data collection period before go-live.



# **Key Decision Points and Milestones**



#### Obtained concurrence from Caltrans and FHWA

 As a condition of concurrence, FHWA requires a before-and-after study and significant public outreach.



#### Collect and analyze additional data on

- Effects on transit operations
- Barriers to ExpressLanes, transit, and vanpool usage
- More detailed assessment of low-income impacts



# Develop a formal implementation plan and return to the Board with recommendations in 12–15 months.

- Optimal method of verifying vanpools and handling toll exemptions through integration with ExpressLanes Back Office
- Determine cost associated with implementation
  Metro

- \$1.4 M

total anticipated cost