



## Board Report

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### AD HOC CONGESTION HIGHWAY AND ROADS COMMITTEE SEPTEMBER 20, 2017

**SUBJECT: METRO EXPRESSLANES FISCAL YEAR (FY) 2017 OPERATIONS PERFORMANCE REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE the FY2017 Operations Performance Report (Attachment A) for the Metro ExpressLanes.

#### **ISSUE**

To ensure key performance goals are met, Metro ExpressLanes performance metrics are monitored on a continual basis. This report provides an update on the performance of the Metro ExpressLanes for FY 2017.

#### **DISCUSSION**

Since the inception of the ExpressLanes, more than 154 million trips have been taken (100.8 million on the I-110 ExpressLanes and 53.9 million on the I-10 ExpressLanes).

A total of 608,784 accounts have been opened, including 14,200 Low-Income-Assistance-Plan accounts.

Attachment A provides a detailed summary of the program's performance for Metro's Fiscal Year 2017 (July 1, 2016 to June 30, 2017). The following are highlights of the Metro ExpressLanes performance based upon data through June 30, 2017:

- Monthly average travel speeds on the ExpressLanes were 10% faster than the general purpose (GP) lanes. For the full length of each of the corridors, the average monthly speed exceeds 45 miles per hour (mph):
  - I-110 ExpressLanes average AM peak-period travel speeds were 52 mph, saving up to an average of 13 minutes compared to the GP lanes.
  - I-10 ExpressLanes average AM peak-period travel speeds were 54 mph, saving up to an average of 15 minutes compared to the GP lanes.
- 41.3 million vehicle trips in the ExpressLanes in FY17 is an increase of 9% compared to FY2016.
- 152,302 transponders were issued in FY17, an increase of 5% compared to FY2016.
- Low Income Assistance Plan account openings increased by 31.1% from FY2016.

- 79% of ExpressLanes users are satisfied with the amount of time saved relative to the toll paid.
- The top reasons for using the ExpressLanes: Travel Faster (55%), Avoid Traffic (42%), Feel Safer (3%).
- 15,479 ExpressLanes customers took advantage of an ExpressLanes partnership with Metrolink.

### **HOV Only Status and Travel Speeds the AM Peak Period**

The ExpressLanes are operated on dynamic pricing principles designed to maintain travel speeds at or above 45mph. When vehicle travel speeds fall below 45 mph on a segment of the lanes, the lanes go into HOV Only status which means Single Occupant Vehicles (SOVs) are prohibited from entering the lanes at that segment to help alleviate the congestion and raise the speeds.

During FY 2017, a daily average of 29,229 vehicles traveled the I-110NB ExpressLanes, which is a 3% increase from the prior year. I-10WB had an average daily increase of 8%. With this continued increase in vehicle trips on the ExpressLanes in FY2017, refinements were made to the pricing algorithm to ensure minimal impacts to travel speeds.

In FY 2017, the I-110 was in HOV Only status a total of 21,140 minutes during the AM peak period. This is a 15% increase compared to FY 2016. Comparatively, the I-10 was in HOV Only status a total of 3,784 minutes, which 92% increase over FY2016. Due to the toll free status of HOV 2 customers and the higher number of vehicle trips on the northbound I-110 ExpressLanes, these lanes enter HOV Only status more frequently than the I-10 corridor.

Over the past couple of years we have seen a trend whereby HOV Only minutes are increasing. Despite efforts to improve the algorithm and raise the toll rates, HOV Only minutes continue to increase so additional measures must be pursued. To improve the performance of the ExpressLanes and reduce the number of HOV Only minutes during the AM peak, staff will be undertaking a number of projects to reduce the recurrence of HOV Only.

- Charge a toll to Clean Air Vehicles starting in December 2017 or January 2018;
- Offer a monetary incentive to customers to change their travel behavior and NOT travel during the peak hours called the “Peak of the Peak Incentive Program”;
- Implement an automated occupancy detection system to enforce payment of the tolls by solo drivers; and,
- Work with Caltrans to determine if it is necessary to raise the carpool minimum occupancy requirement.

### **FINANCIAL IMPACT**

None

### **Impact to Budget**

None

**ALTERNATIVES CONSIDERED**

N/A

**NEXT STEPS**

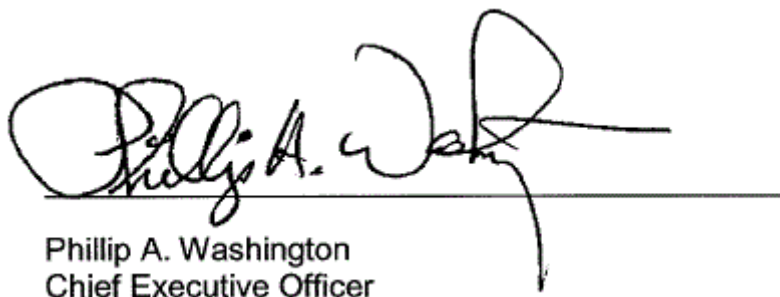
Staff will return to the Board in six months with the next performance report and will continue work on implementing the operational improvements listed in the report.

**ATTACHMENTS**

Attachment A - Metro ExpressLanes Performance Report: Fiscal Year 2017

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