

TALKING POINTS

- We are dealing with a congestion crisis in Los Angeles County.
- We have been chosen by USDOT to embark on a one-year Congestion Reduction demonstration project.
- We are keenly aware of the challenges involved in changing the status quo of traffic in Los Angeles County. Given the looming insolvency of the federal Highway Trust Fund, a gas tax which has not been adjusted since 1993, and, the loss of hundreds of millions of dollars in state funds, we are out of easy solutions.
- The agreement provides \$210.6 million in federal funds to transit improvements and technological enhancements within the Interstate 10 and Interstate 210 corridors. It would take 100 years to get this much federal bus money.
- Our Board has many of the same concerns that you have regarding the implementation of the program. We hope to resolve those issues in the development of the operating plan.
- We must continue to move this process forward. We need your assistance to continue these discussions by authoring a bill to obtain state authority to implement HOT lanes.
- We have until October 15, 2008 to have a measure adopted. Time is of the essence.

BACKGROUND

- The initiative proposed by us and Caltrans would convert existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes on three area roadways. This program is designed to improve the movement of all commuters in the designated corridors through the implementation of HOT lanes and investments in public transit services in these areas. The roadways are Interstate 10 from downtown Los Angeles to I-605, which represents a total of 28 miles, and Interstate 210 from State Route 134 to I-605, which represents a total of 24 miles. The conversion of HOV lanes to HOT lanes on I-110 from the Artesia Transit Center to Adams Boulevard (a total of 33 miles) would be contingent on the availability of additional financing. Revenues from the HOT lanes will be invested in public transit projects that parallel these corridors.
- This funding would be used in part to purchase high capacity and articulated buses and may also be used to finance improvements at park and ride locations in the San Gabriel Valley.

- We believe that our one year congestion reduction demonstration initiative is based on a proven formula. Congestion pricing has worked successfully in San Diego and Orange counties, Houston, Salt Lake City, Minneapolis and cities around the world. In nearby San Diego County on Interstate 15, where eight miles of carpool lanes were converted, commuters now save an average of 20 minutes using the new toll lanes. Express bus service in the lanes attracted impressive 400,000 new passenger boardings annually. In Salt Lake City, the converted lanes are handling 46% more vehicles than before and still maintaining speeds of 45 mph or better. Higher and more stable speeds are the norm now in toll and regular lanes.

KEY LEGISLATIVE MEMBERS	Contact information
Senator Bob Margett	916.651.4029
Senator Gloria Romero	916.651.4024
Senator Gil Cedillo	916.651.4022
Senator Ron Calderon	916.651.4030
Senator Jack Scott	916.651.4021
Senator Alan Lowenthal, Chair Senate Transportation & Housing Committee	916.651.4027
Assembly Speaker Karen Bass	916.319.2047
Assemblymember Anthony Portantino	916.319.2044
Assemblymember Ed Hernandez	916.319.2057
Assemblymember Anthony Adams	916.319.2059
Assemblymember Fabian Núñez	916.319.2046
Assemblymember Kevin De Leon	916.319.2045
Assemblymember Mike Eng	916.319.2049
Assemblymember Bob Huff	916.319.2060