



Metro

December 28, 2007

Mr. Thomas M. McNamara
Office of the Assistant Secretary for Transportation Policy
U.S. Department of Transportation
1200 New-Jersey Avenue, S.E.
W84-322
Washington, D.C. 20590

CONGESTION-REDUCTION DEMONSTRATION INITIATIVES APPLICATION FOR LOS ANGELES COUNTY REGION

Dear Mr. McNamara:

The Los Angeles County Metropolitan Transportation Authority (Metro) is pleased to submit to you our Congestion-Reduction Demonstration Initiatives application on behalf of the Los Angeles County region. This application is being submitted in cooperation with a number of major transportation stakeholders in Los Angeles County. Because we are applying for Federal Highway funds, our State of California Department of Transportation (Caltrans) is also signing as a co-applicant.

In the last several months, we have been working diligently with our regional partners and our Board of Directors on developing transportation alternatives to improve mobility in our region. Our efforts involve a series of innovative activities such as the ones included in this application. Last June, our Board of Directors directed us to engage in the development of an operating plan for implementing congestion pricing projects in our region in an effort to relieve congestion. This proposal, if funded, will provide needed financial assistance to help mitigate congestion in Los Angeles County. Specifically, our application includes countywide mobility enhancements made possible through innovative transit and technology projects and programs, including congestion pricing. For this effort, Los Angeles County partners will be seeking the technical support and advice of the U.S. Department of Transportation (USDOT).

We are particularly pleased that Metro has worked collaboratively with Caltrans, the Southern California Association of Governments, the San Gabriel Valley Council of Governments, Los Angeles Department of Transportation, and Los Angeles County Department of Public Works to craft this application. Working together, these entities have cooperated on an application that effectively deals with the wide array of mobility challenges faced each day by our county's 10 million residents.

We believe that Los Angeles County, the most congested urban area in the United States, is a prime candidate to become a qualified jurisdiction under USDOT's Congestion-Reduction Demonstration Initiatives.

Mr. Thomas M. McNamara
December 28, 2007
Page 2

We thank you in advance for your careful review of Metro's application and your support in improving the quality of life to the residents and workers of the Los Angeles region.

Sincerely,



ROGER SNOBLE
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority



DOUGLAS R. FAILING
District Director
Caltrans District 7



LOS ANGELES REGION CONGESTION - REDUCTION DEMONSTRATION INITIATIVE

*Submitted December 31, 2007
to the U.S. Department of Transportation*

BY:

Los Angeles County Metropolitan Transportation Authority

IN PARTNERSHIP WITH

California Department of Transportation





Los Angeles Region Partners

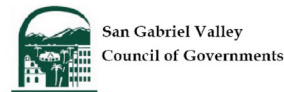
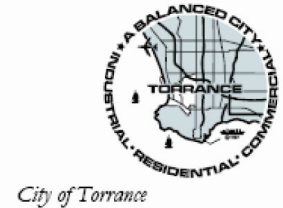


Table of Contents

1.0 Introduction	1
1.1 Systemwide Approach for Congestion-Reduction	1
1.2 Los Angeles Region Congestion-Reduction Demonstration Initiative	1
1.3 Los Angeles Region Congestion-Reduction Initiative Meets USDOT Criteria	2
1.4 Public Outreach	2
1.5 Congestion-Pricing Strategy	4
1.6 Federal Funding Request	4
2.0 Background	10
2.1 Los Angeles County Sub-regions	10
2.2 Los Angeles Regional Partners	13
3.0 Los Angeles Traffic Congestion Problem	16
4.0 Local Public’s Acknowledgement of the Traffic Congestion Problem	18
5.0 Political Leadership to Solve the Traffic Congestion Problem	18
5.1 Local Leadership	18
5.2 State Leadership.....	19
6.0 Los Angeles Region Systemwide Congestion-Reduction Demonstration Initiative ..	20
7.0 Congestion-Pricing Proposal	20
7.1 Congestion-Pricing Operating Elements.....	22
7.2 Present and Future Use of HOV Lanes in the Proposed HOT Corridors	22
7.3 Proposed Congestion Pricing Projects	24
7.4 Toll Technology	25
7.5 Los Angeles Region HOT Lane Success Characteristics and Estimated Costs	26
8.0 Transit Complementary Services	28
8.1 Transit Existing Services	28
8.2 Transit Proposed Services.....	29
9.0 Technology Complementary Services	32
9.1 Technology – Existing Services	32
9.2 Technology Proposed Services	34
10.0 Expedited Project Completion	38
11.0 Research, Planning and Experience to Date	38
12.0 Other Time-Frame Considerations	40
13.0 Funding Support for Los Angeles Congestion Reduction Strategy	40
14.0 Contact Information	40
Letters of Support	

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

1.0 Introduction

This application for funding of the Los Angeles Region Congestion-Reduction Demonstration Initiative is being submitted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) in response to the United States Department of Transportation (USDOT) solicitation for proposals that was published in the Federal register on November 13, 2007.

This application is being submitted in partnership with the California Department of Transportation District 7 (Caltrans) and on behalf of other regional partners, including the Southern California Association of Governments (SCAG), the San Gabriel Valley Council of Governments (SGVCOG), the South Bay Cities Council of Governments (SBCCOG), the City of Los Angeles Department of Transportation (LADOT), the Los Angeles County Department of Public Works (LACDPW), the Southern California Regional Rail Authority (Metrolink), Foothill Transit, Gardena Transit, Torrance Transit, and the California Partners for Advanced Transit and Highways (PATH) from the University of California at Berkeley.

1.1 Systemwide Approach for Congestion-Reduction

The LACMTA's Los Angeles Region Congestion-Reduction Demonstration Initiative is a systemwide transportation strategy that integrates variable highway and parking pricing, expanded transit services and innovative transportation technologies in a way that significantly improves mobility in the country's most congested urban region. This systemwide approach incorporates improvements in three of the nine sub-regions of Los Angeles County: the San Gabriel Valley, Central Los Angeles, and the South Bay Cities. These three sub-regions represent nearly 50 percent of both population and employment in Los Angeles County. It is projected that by the year 2030 these three sub-regions combined will generate about 50 percent of the region's peak-period home-to-work trips.

The congestion-reduction demonstration initiative proposed by the LACMTA and its regional partners is an integrated systemwide approach to mitigating traffic congestion along major highways and arterial facilities in the region. This initiative relies on the introduction of congestion pricing to major highways, deployment of new traffic technologies with far-reaching potential, improvement of transit service and other alternatives to driving, and the implementation of an intelligent parking management system in the downtown of the City of Los Angeles that allows charging variable fees depending of the level of traffic congestion. This comprehensive package of strategies will optimize the operational performance of the Los Angeles Region's multi-modal transportation system and will provide more travel choices by allowing a better management of the use of physical infrastructure at both origins/ destinations and along the roadways.

1.2 Los Angeles Region Congestion-Reduction Demonstration Initiative

The Los Angeles Region Congestion-Reduction Demonstration Initiative includes a transportation systems approach for the country's most congested urban region that could serve as a model for other parts of the country. It is a unique opportunity to demonstrate the traffic congestion mitigation potential of integrating innovative transit applications, new transportation technologies, and peak-period pricing strategies.

This proposal includes the conversion of existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes along Interstate 10 (El Monte Busway), Interstate 210 (from Interstate 605 to Interstate 710) and Interstate 110 (Harbor Freeway Transitway) as part of a

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

first phase. A second phase would include the conversion of HOV lanes to HOT lanes on three major freeway corridors east of Interstate 605 to the San Bernardino County line. These corridors are State Route 60 (under construction), Interstate 10 (in design), and Interstate 210 (existing). The Interstate 10 that is included among the three east-west corridors proposed in the second phase is one the “Corridors of the Future” that were designated by the USDOT. When the HOT lanes described in both phases are fully operational, the Los Angeles Region will have the largest HOT lane network in the country and around the world with an estimated 183 lane-miles. Figure 1 provides a graphical representation of the congestion-pricing components of the application, including the extent of the proposed HOT lane network and its location within the three sub-regions of the Los Angeles County that are covered in this proposal, is included in.

In addition to converting HOV lanes to HOT lanes, a variety of complementary transit services and adaptation of new transportation technologies would be deployed to optimize the operational performance of the overall transportation system. These include expanding Bus Rapid Transit (BRT) services, improving access and security at bus stops, commuter rail stations, and transit centers, implementing an intelligent parking management system in downtown Los Angeles, and expanding and promoting vanpools and transit by providing incentives. Among the transit incentives is to provide credits for regular bus riders that could be redeemed towards access to the HOT lanes.

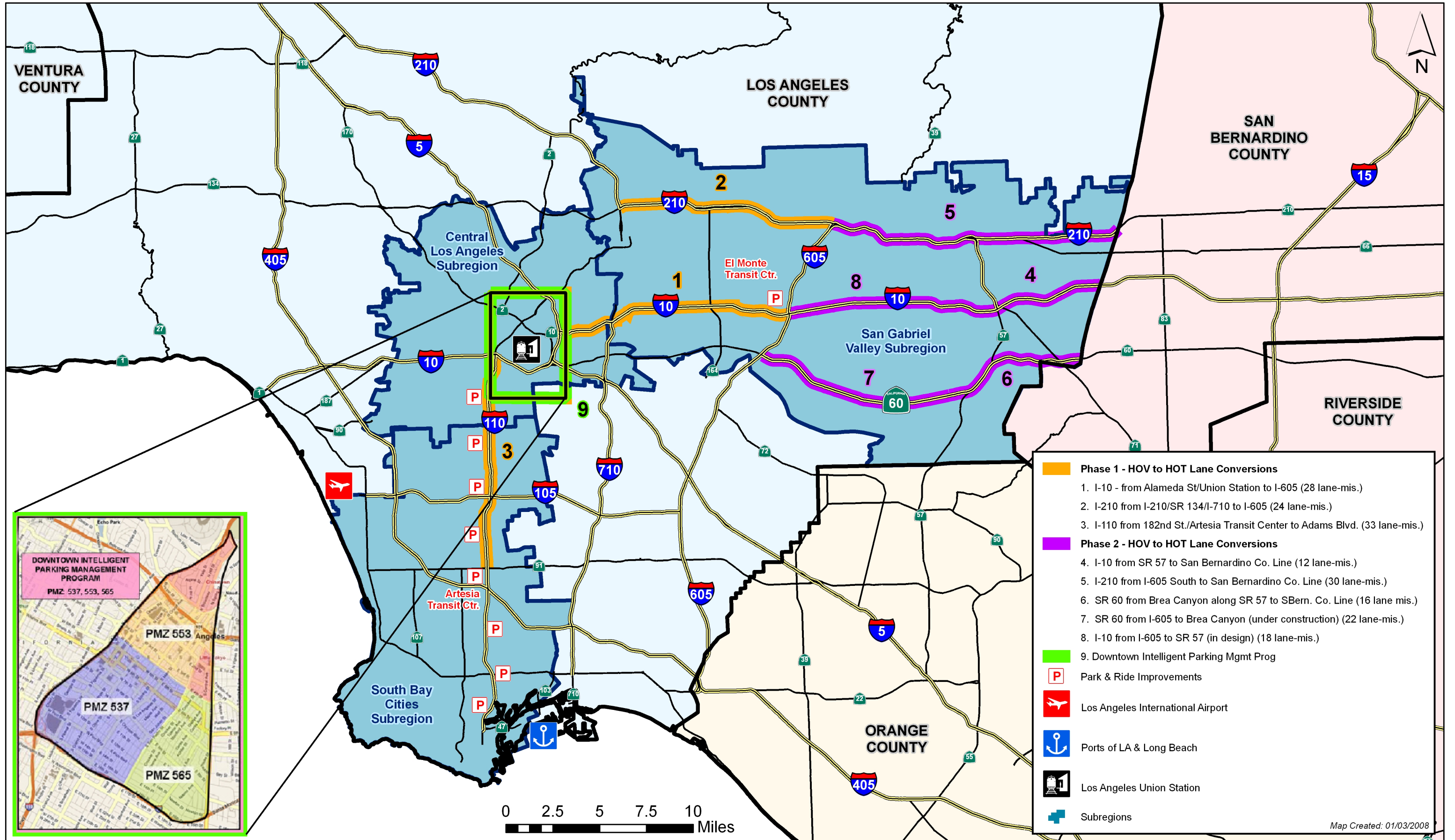
1.3 Los Angeles Region Congestion-Reduction Initiative Meets USDOT Criteria

The LACMTA estimates peak-period travel times along the proposed corridors to improve by 30 percent to 50 percent, while maintaining a minimum Level of Service (LOS) of at least C. Similarly, the LACMTA estimates that the complementary transit service and enhanced vanpool program will result in transit ridership increase ranging from 10 percent to 20 percent depending on the corridor. The LACMTA also estimates that one third of this transit ridership increase will be generated by people who previously traveled by automobile. Moreover, with the technology innovative applications being proposed, including transit signal priority and active traffic management systems, the region anticipates an additional 10 percent reduction in travel times along parallel arterials and transit services along the HOT lane corridors. Together, these strategies should improve the traffic flow along the general-purpose lanes parallel to these proposed HOT lane corridors.

1.4 Public Outreach

The LACMTA and the major transportation agencies in the Los Angeles Region organized several meetings to discuss congestion-reduction strategies, including the potential of congestion-pricing applications. These discussions resulted in the support for the Los Angeles Region Congestion-Reduction Demonstration Initiative that is included in this proposal. The LACMTA and its regional partners are preparing a detailed implementation plan with extensive outreach to local jurisdictions and communities. Among the objectives of this plan is to implement the projects included in the Los Angeles Region Congestion-Reduction Demonstration Initiative as a win-win strategy to manage traffic congestion in the region. Public outreach will be an important element to achieve public support for the proposed projects. In particular, the HOT lanes would be designed, implemented, and operated to provide travel time and mobility benefits to highway and transit users without adversely impacting adjacent freeway lanes and arterials.

Fig. 1: Los Angeles Region Congestion Pricing Plan



LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

1.5 Congestion-Pricing Strategy

The LACMTA and its regional partners plan to demonstrate the potential of congestion pricing in improving mobility in the Los Angeles Region through the conversion of existing, under construction, or in design HOV lanes to HOT lanes. The operation of the HOT lanes will include a one-year demonstration prior to permanent implementation. Pre-implementation would begin in March 2008, including providing additional transit and vanpool service to enhance the travel options available to highway and transit users when the HOT lane network is fully operational. The first phase of the HOT lane network would become operational by March 2009. Toll revenues would be used to cover HOT lane operation expenses and for transit and technology improvements along the HOT lane corridors.

These corridors were selected for the demonstration program because the availability of transit service along or parallel to the proposed HOT lane corridors, including express bus service on transitways, light rail, and/or commuter rail and heavy rail. The corridors also include HOV lanes and are complemented with existing vanpool services. Additionally, there is high travel demand along these corridors, with the Central Business District (CBD) in downtown Los Angeles being the primary destination. Due to the high traffic volumes on these corridors, both HOV lanes and general-purpose lanes, there is severe traffic congestion. This has resulted in reduced passenger and vehicle throughput and loss of productivity, which have resulted in negative impacts for both the Los Angeles Region. Indeed, these negative impacts extend beyond the Los Angeles Region because of the regional and national significance some of the proposed corridors. In fact, the Interstate 10 in the San Gabriel Valley sub-region is part of the USDOT designated "Corridors of the Future".

The basic elements of the demonstration congestion pricing projects would be to convert 183 lane miles of existing, under-construction and in design HOV lanes to HOT lanes and introduce them to all drivers with a graduated toll designed to keep traffic moving in the HOT lane at a minimum 50-mile per hour travel speed. To accomplish this, the tolls would be set dynamically to vary by time of day and congestion levels. Tolls would be highest for solo drivers and gradually lower for 3-plus and 2-plus passenger occupancy vehicles. Buses, vanpools, and emergency vehicles would be exempt. Toll revenues would be used for improvements along that same corridor. These improvements could include, for example, additional transit facilities and service, subsidies for vanpools, and funding for advanced traffic signal timing and arterial capacity improvements.

1.6 Federal Funding Request

The total estimated cost to implement the proposed congestion reduction strategies is \$1.4 billion. The Los Angeles Region partners are seeking federal grant funding in the amount of \$648 million. This total includes \$332 million for congestion-pricing initiatives, \$220 million for transit complementary services, and \$96 million for technology complementary services. The local contribution is \$781 million, representing 55 percent of the estimated total cost for implementing the Los Angeles Region Congestion-Reduction Demonstration Initiative. This contribution is composed of a combination of local, state, and federal formula funds.

Table 1 summarizes the cost estimates for the three main congestion-reduction strategies and corresponding project categories that are integrated in the Los Angeles Region proposal. Table 2 provides a detailed matrix of the projects that are included in the application. Figure 2 includes a graphic representation of the transit complementary projects and services that are included in this proposal and which correspond to the project matrix in Table 2.

Table 1 - Los Angeles Region Congestion-Reduction Demonstration Initiative (\$millions)

Corridor	Project	Lane Miles	Total Cost	Federal Grant Request
Congestion Pricing System				
	Phase 1			
San Gabriel Valley	I-10 from Alameda St/Union Station to I-605	28	\$59.9	\$47.9
	I-210 from I-210/SR 134/I-710 to I-605	24	51.4	41.1
Los Angeles / South Bay	I-110 from 182 nd St./Artesia Transit Center to Adams Blvd.	33	71.0	56.8
Subtotal - Phase 1		85	182.3	\$145.9
	Phase 2			
San Gabriel Valley	I-10 from SR57 to San Bernardino County Line	12	25.7	20.5
	I-210 from I-605 South to San Bernardino County Line	30	64.2	51.4
	SR 60 from Brea Canyon along SR 57 to San Bernardino Co. Line	16	33.4	26.7
	SR 60 from I-605 to Brea Canyon (HOV lane under construction)	22	47.1	37.7
	I-10 from I-605 to SR 57 - HOT lane costs only (HOV in design)	18	38.5	30.8
San Gabriel Valley	I-10 from I-605 to SR 57 - HOV lane costs only (HOV in design)	-	365.0	\$0.0
Subtotal - Phase 2		98	\$573.9	\$167.1
Subtotal - Phases 1 & 2		183	\$756.2	\$313.0
Downtown Los Angeles	Downtown Los Angeles Intelligent Parking Management	-	15.0	12.0
San Gabriel Valley	I-605/I-10 Interchange Improvements	-	71.0	\$0.0
San Gabriel Valley	I-10/I-710 Interchange Improvements, Project Study Report	-	3.0	2.4
All Corridors	Congestion Pricing Operating Plan	-	6.0	4.8
Subtotal - Related Projects		-	\$95.0	\$19.2
Total - Congestion Pricing System		183	\$851.2	\$332.2
Transit Complementary Services				
All Corridors	Bus and Rail Car Purchases	-	118.7	96.9
	Bus Division Upgrade	-	90.0	22.5
	Transit Station Improvements	-	12.2	6.4
	Busway and Track Improvements	-	69.7	46.4
	Park and Ride Improvements	-	59.5	47.6
Total - Transit Projects			\$350.1	\$219.7
Technology Complementary Services				
All Corridors	Traffic Management	-	127.9	33.9
	Traveler Information	-	86.3	51.1
	Fare Technology	-	14.0	11.2
Total, Technology Projects			\$228.2	\$96.2
GRAND TOTAL - Congestion-Reduction Demonstration Initiative			\$1,429.5	\$648.1

Table 2 - LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE PROJECT MATRIX
(\$millions)

#	Project	Regional Partner	Related HOT Lane	Start-Up Date	Estimated Cost	Federal Funding Request				Total Local
						Congestion Pricing	Transit	Technology	Total	
I. CONGESTION PRICING SYSTEM										
Phase 1 - HOV Lane Conversions to HOT Lanes										
San Gabriel Valley Corridor										
1	I-10 - from Alameda St/Union Station to I-605 (28 lane-miles)	LACMTA	I-10	2009	\$59.9	\$47.9			\$47.9	\$12.0
2	I-210 from I-210/SR 134/I-710 to I-605 (24 lane-miles)	LACMTA	I-210	2009	51.4	41.1			41.1	10.3
Los Angeles/South Bay Corridor										
3	I-110 from 182nd St./Artesia Transit Center to Adams Blvd (33 lane-miles)	LACMTA	I-110	2009	71.1	56.8			56.8	14.2
Subtotal, Phase 1 HOT Lanes					182.3	145.9			145.9	36.5
Phase 2 - HOV Lane Conversions to HOT Lanes										
San Gabriel Valley Corridor										
4	I-10 from SR 57 to San Bernardino Co. Line (12 lane-miles)	LACMTA	I-10	2009	25.7	20.6			20.6	5.1
5	I-210 from I-605 to San Bernardino Co. Line (30 lane miles)	LACMTA	I-210	2009	64.2	51.4			51.4	12.8
6	SR 60 from Brea Canyon along SR 57 to San Bernardino Co. Line (16 lane-miles)	LACMTA	SR 60	2009	33.4	26.7			26.7	6.7
7	SR 60 from I-605 to Brea Canyon (HOV under construction, 22 lane-miles)	LACMTA	SR 60	2009	47.1	37.7			37.7	9.4
8	I-10 from I-605 to SR 57 HOT Lane (HOV in design, 18 lane-miles)**	LACMTA	I-10	2014*	403.5	30.8			30.8	372.7
Subtotal, Phase 2 HOT Lanes					573.9	167.1			167.1	406.8
Subtotal, Phase 1 and 2 HOT Lanes					756.2	313.0			313.0	443.2
Related Congestion Pricing Projects										
Parking Management Program										
9	Downtown Los Angeles Intelligent Parking Management Program (Park & Pay)	LADOT	I-110	2009	15.0	12.0			12.0	3.0
Interchange Improvements for HOT Lanes										
10	I-605/I-10 Interchange Improvements	Caltrans	I-10	2013***	71.0	0.0			0.0	71.0
11	I-10/I-710 Interchange Improvements, Project Study Report	Caltrans	I-10	2008	3.0	2.4			2.4	0.6
Congestion Pricing Operating Plan										
12	Congestion Pricing Operating Plan	LACMTA	All	2008	6.0	4.8			4.8	1.2
Subtotal, Related Congestion Pricing Projects					95.0	19.2			19.2	75.8
Total, Congestion Pricing Projects					\$851.2	\$332.2			\$332.2	\$519.0
II. TRANSIT COMPLEMENTARY SERVICES										
Bus and Rail Car Purchases										
13	10 additional Silver Streak buses - 60' Articulated	Foothill Transit	I-10	2008	10.5		8.72		8.7	1.8
14	15 additional high capacity commuter buses for the 690 Line	Foothill Transit	I-210	2008	15.8		13.11		13.1	2.7
15	5 additional high-capacity commuter buses	Foothill Transit	I-10	2008	5.3		4.36		4.4	0.9
16	33 additional buses for the I-10 El Monte Busway	LACMTA	I-10	2008	21.8		18.09		18.1	3.7
17	50 additional buses for the I-110 Transitway.	LACMTA	I-110	2008	32.0		26.00		26.0	6.0
18	Vanpool Program	LACMTA	All	2008	0.4		0.00		0.0	0.4

**Table 2 - LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE PROJECT MATRIX
(\$millions)**

#	Project	Regional Partner	Related HOT Lane	Start-Up Date	Estimated Cost	Federal Funding Request				Total Local
						Congestion Pricing	Transit	Technology	Total	
19	3 additional gasoline/hybrid buses for Line 1 on Harbor Transitway	Gardena	I-110	2008	1.8		1.49		1.5	0.3
20	6 additional Bus Rapid Line & Expansion Buses	Torrance	I-110	2008	4.2		3.49		3.5	0.7
21	15 Rail Cars for San Bernardino and Riverside Lines	Metrolink	I-10, SR 60	2010	27.0		21.60		21.6	5.4
Bus Division Upgrade										
22	Upgrade of Union Division	LACMTA	I-110, I-10	2009	90.0		22.50		22.5	67.5
Transit Station Improvements										
23	Platforms and Parking at the Metrolink Pomona Station ****	Metrolink	I-10	2009	10.5		5.00		5.0	5.5
24	Freeway stop for Silver Streak and Commuter Lines	Foothill Transit	I-10	2008	1.0		0.83		0.8	0.2
25	Improved local bus access (new bus stops) under Slauson and Manchester stations for Line 108 and Line 115 respectively	LACMTA	I-110	2009	0.5		0.40		0.4	0.1
26	Ticket vending machines at each of the eight Harbor Transitway stations to allow for all-door boarding	LACMTA	I-110	2009	0.2		0.12		0.1	0.0
Busway and Track Improvements										
27	Double Track, White to San Dimas Ave. on San Bernardino Line	Metrolink	I-10	2010	30.7		18.00		18.0	12.7
28	Foothill Extension of Gold Line - ROW acquisition for Yard & Maintenance Facility	Gold Line Const. Auth.	I-210	2009	25.0		20.00		20.0	5.0
29	Transportation Systems Mgmt Improvements - Harbor Transitway Extension Flower and 5th (BRT - bus only lane)	LADOT	I-110	2009	1.0		0.80		0.8	0.2
30	I-10 Ramirez Flyover at LA Union Station	LACMTA	I-10	2010	10.0		5.20		5.2	4.8
31	I-110 Adams-Figueroa Flyover - Project Study Report	LACMTA	I-110	2009	3.0		2.40		2.4	0.6
Los Angeles/South Bay Corridor - Park and Ride Improvements										
32	Expand Park & Ride facilities at Artesia Transit Center, including parking shuttle (SR-91 / I-110)	LACMTA	I-110	2009	2.0		1.60		1.6	0.4
33	Improve signage and security for existing Harbor Transitway Park and Ride lots at Slauson, Manchester, Harbor Green Line, Rosecrans, Artesia, Carson, PCH, and Harbor/Beacon Stations	LACMTA	I-110	2009	0.5		0.40		0.4	0.1
San Gabriel Valley Corridor Park and Ride Improvements										
34	Improve West Covina Park & Ride, including construction of pedestrian bridge	Foothill Transit	I-10	2009	12.0		9.60		9.6	2.4
35	Expand Park & Ride facilities at the El Monte Transit Center and increase the number of bus bays from 15 to 26 to allow higher bus service frequency	LACMTA	I-10	2009	45.0		36.00		36.0	9.0
Total, Transit Complementary Projects					\$350.1		219.7		\$219.7	\$130.4
III. TECHNOLOGY COMPLEMENTARY SERVICES										
Traffic Management										
36	City of Los Angeles Automated Traffic Surveillance and Control Systems (ATSAC)	LADOT	I-110	2009	52.5			0.0	0.0	52.5
37	County of Los Angeles Automated Traffic Surveillance and Control Systems (ATSAC)	LA County	I-210, I-10, SR 60	2009	36.9			21.0	21.0	15.9
38	Regional Integration of Intelligent Transportation Systems (RIITS)	LACMTA	All	2009	2.3			1.8	1.8	0.5
39	Line 187 Bus Signal Priority Project	Foothill Transit	I-210	2008	2.1			0.6	0.6	1.5
40	I-210 Congestion Relief Project, inc. System Wide Adaptive Ramp Metering (SWARM)	Caltrans	I-210	2009	21.0			0.0	0.0	21.0
41	I-210 Active Traffic Management Project	Caltrans	I-210	2008	0.9			0.7	0.7	0.2
42	Adaptive signal control system on 5 major arterials	Caltrans	I-210	2008	12.2			9.8	9.8	2.4

**Table 2 - LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE PROJECT MATRIX
(\$millions)**

#	Project	Regional Partner	Related HOT Lane	Start-Up Date	Estimated Cost	Federal Funding Request				Total Local
						Congestion Pricing	Transit	Technology	Total	
Traveler Information										
43	511 traveler information system improvements	LACMTA	All	2009	59.0			29.0	29.0	30.0
44	Next Trip Bus Information	LACMTA	All	2008	2.7			2.4	2.4	0.3
45	AVL/Passenger Information System - Downtown DASH	LACMTA	I-110	2009	12.0			9.6	9.6	2.4
46	AVL/Passenger Information System - Downtown Commuter Express	LACMTA	I-110	2009	2.0			1.6	1.6	0.4
47	AVL System	Torrance	I-110	2009	3.1			2.5	2.5	0.6
48	Changeable Message Signs - Figueroa-Broadway	LADOT	I-110	2009	5.0			4.0	4.0	1.0
49	Real-time passenger information displays at each of the 12 stations (incl 37th St, 23rd St, 7th/Flower, 5th/Flower)	LACMTA	I-110	2009	2.5			2.0	2.0	0.5
Fare Technology										
50	Integrated Mobility Account	LACMTA	All	2008	14.0			11.2	11.2	2.8
Total, Technology Complementary Projects					\$228.2	\$0.0	\$0.0	\$96.2	\$96.2	\$132.0
GRAND TOTAL					\$1,429.5	\$332.2	\$219.7	\$96.2	\$648.1	\$781.4
Percentage					100%	23%	15%	7%	45%	55%

* Project implementation could be expedited with the additional federal funding request to convert the additional HOV lane to a HOT lane.
 ** Total cost of \$403.5 million includes \$365 million for the HOV lane and \$38.5 for the HOT lane conversion costs. The local contribution of \$372.7 includes state and federal committed funds of \$365 million plus \$7.7 million match for congestion pricing costs.
 *** The project could be expedited with USDOT support for environmental clearance.
 **** The \$5.5 million funding contribution also includes \$4.4 million of federal funding.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

2.0 Background

Los Angeles County is a large, highly urbanized county consisting of over 4,000 square miles. It has a population of over 10 million people and employment base of about 4.5 million jobs. The county has grown by about 1 million residents in the past 10 years. The county's population is approximately 47 percent Latino, 30 percent non-Latino White, 12 percent Asian, and 9 percent Black. This ethnic profile of Los Angeles County is similar to the one that state demographers predict for California by mid-century. Los Angeles County comprises 88 cities and several unincorporated areas. The county's largest city is Los Angeles, with an estimated population of 3.9 million.

The Los Angeles Region is also the home of major transportation investments that are of regional and national significance, including the Port of Los Angeles, the Port of Long Beach, and the Los Angeles LAX International Airport. Los Angeles County's economy is ranked 16th worldwide, and its two ports combined rank fifth worldwide in the volume of cargo that is handled. Los Angeles County is the most populous county in the country and comprises about 85 percent of the Los Angeles-Long Beach-Santa Ana urbanized area. Despite its large urban sprawl development, the Los Angeles urban area has the second highest population density in the country, estimated at 7,068 persons per square mile. Figure 1 shows the major road network in Los Angeles County, including the three major sub-regions that are comprised in this proposal (Central Los Angeles, the San Gabriel Valley, and the South Bay Cities).

The Los Angeles Region has a complex transportation network of freeways, highways, arterials, heavy and light rail, commuter rail, and bus service, including Bus Rapid Transit (BRT). Its freeway system, including its network of HOV lanes, is the most extensive in the country. Public transportation is available throughout the region, with the LACMTA being the largest transit provider, covering by itself an area of about 1,433 square miles. Additionally, there are 16 municipal transit operators in Los Angeles County.

In 2006 the LACMTA was named America's Outstanding Transportation System by the American Public Transportation Association in recognition for the quality of its service and for its innovative approach in meeting travel demand and mitigating traffic congestion in Los Angeles County.

2.1 Los Angeles County Sub-regions

For planning purposes, Los Angeles County is divided into nine sub-regions. Table 3 summarizes some of the main demographic data for the three sub-regions that are included in this proposal. Combined, these three sub-regions comprise about 50 percent of the population and employment of the entire Los Angeles County, respectively. The LACMTA also estimates that the travel demand in these three sub-regions is to account for about 50 percent of the home-to-work peak-period trips that are projected for the entire county in the year 2030.

The LACMTA also estimates that the major freeways that are comprised in these three sub-regions, both HOV lanes and general-purpose lanes, will be operating at similar travel speeds by the year 2030 and well below the design standards. Table 4 summarizes some of the current operating characteristics of the four corridors that include the HOV lanes that are proposed to be converted to HOT lanes, which are located within the San Gabriel Valley, Central Los Angeles, and the South Bay Cities sub-regions. A brief description of these sub-regions is provided below.

Table 3 Los Angeles County Sub-region Demographics (millions)

Sub-region	Measure	2003	2030	% Change
San Gabriel Valley (345 square miles)	Population	1.80	2.33	29%
	Employment	0.75	0.92	23%
Central Los Angeles (126 square miles)	Population	1.70	2.00	10%
	Employment	0.90	1.06	18%
South Bay Cities (183 square miles)	Population	1.43	1.67	17%
	Employment	0.63	0.79	24%

Table 4 Los Angeles County Operating Characteristics for HOV Lanes

HOV Statistics (AM peak hours)	I-10	SR-60	I-110	I-210
High Occupancy Vehicles Lanes (HOV)				
Number of Lanes	1	n/a	2	1
Number of Vehicles	1515	1389	3175	1474
Number of People	6884	3036	7546	2998
Mixed Flow Lanes (MFL)				
Number of Lanes	4	4	4	4
Number of Vehicles	5775	5365	5770	6140
Number of People	6285	5750	6115	6480
Freeway and Occupancy Summary				
HOV Lane Time Savings	46%	23%	53%	36%
Number of Ingress/Egress - Eastbound	5	2	3	15
Number of Ingress/Egress - Westbound	9	3	3	13
HOV People Occupancy	4.54	2.19	2.38	2.02
MFL People Occupancy	1.09	1.07	1.06	1.06
Transit Service and Park & Ride				
Number of Park & Ride Sites/Spaces	5 / 2089	3 / 413	8 / 1693	4 / 1190
Available Transit Service	Rail/Bus	Rail/Bus	Rail/Bus	Rail/Bus

Data excerpted from California State DOT District 7, 2007 HOV Annual Report, July 2007
 HOV lane time savings measured for westbound (AM) travel.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

The San Gabriel Valley Sub-region

The San Gabriel Valley is the eastern portion of Los Angeles County. It is bounded on the west mainly by the Central Los Angeles sub-region and its boundaries extend to the east to the San Bernardino County line. The San Gabriel Valley sub-region accounts for 20 percent of Los Angeles County's population and is served by many freeways and transit providers.

This sub-region includes the El Monte Busway, which runs along the San Bernardino Freeway (Interstate 10) and also allows carpools. It also comprises the Foothill Freeway (Interstate 210), which has an HOV lane throughout the sub-region. It also comprises State Route 60, which is the sub-region's third east-west and runs parallel to the Interstate 10 and the Interstate 210. Currently, 22 HOV lane-miles are being constructed along State Route 60, which would operate as HOT lanes when completed in the year 2011. An additional, an additional 18 HOV lane-miles are in the design phase along the Interstate 10. The sub-region also includes major north-south corridors, such as the Interstate 710, the Interstate 605, and State Route 57.

Rail service in this sub-region includes two Metrolink lines, specifically the San Bernardino and Riverside lines. It also includes the Gold Line, a light rail system that connects downtown Los Angeles to the City of Pasadena and runs along the median of the Interstate 210 in some of its segments. Future rail facilities in the sub-region include the Pasadena Gold Line extension to provide additional travel options for passenger-travel, as well as the Alameda Corridor East (ACE) project to improve goods movement throughout the Los Angeles Region and to the rest of the country. Bus transit is provided by the LACMTA, Foothill Transit, and Montebello Transit. There are several Park & Ride lots throughout the sub-region, including a large facility at the El Monte Transit Center.

The Central Los Angeles Sub-region

This sub-region is geographically centered in Los Angeles County and is surrounded by other six of the county's nine sub-regions, including the South Bay Cities sub-region in the south and the San Gabriel Valley sub-region in the east.

Numerous freeways feed into the Central Los Angeles sub-region, which comprises the CBD of the City of Los Angeles. Among these major corridors are the Golden State (Interstate 5), Santa Monica (Interstate 10), Pomona (State Route 60), Hollywood (State Route 101), and the Pasadena/Harbor Transitway (Interstate 110). These freeways have carried heavy peak-period commute traffic into the CBD of the City of Los Angeles. However, they are becoming increasingly congested daylong as growth has occurred outside the CBD and the movement of goods has increased considerably throughout the entire Los Angeles Region. This sub-region comprises some of the major transit investments in Los Angeles County. It includes the Harbor Transitway along the Interstate 110, which comprises elevated HOV lanes and a busway (a total of two lanes per each direction) that run 10 miles along the median of the freeway.

This transitway connects the CBD of Los Angeles to the Artesia Transit Center in the vicinity of State Route 91 (which extends to Orange County). It provides adequate connections to other transit service, including the Green Line light rail system that serves the Los Angeles LAX international Airport. Within the CBD, buses that use the Harbor Transitway continue operation through a network of bus-only peak-period lanes. This sub-region also comprises the Los Angeles Union Passenger Terminal (Union Station), which is the heart of the region's rail and bus systems. Amtrak, Metrolink, and Metro heavy and light rail all originate from the Union Station. Metro heavy rail and light rail systems are all operated by the LACMTA.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

The Metro Blue Line, a light rail system that runs parallel to the Harbor Transitway and the cities of Los Angeles and Long Beach, is a 5-minute by the Metro Red Line ride from the Union Station. The Metro heavy rail runs underground from Union Station to the Wilshire/Western station (Purple Line) in the west and extends to North Hollywood in the San Fernando Valley going north (Red Line). The Metro Gold Line light rail system extends from Union Station to the City of Pasadena in the San Gabriel Valley sub-region. In addition, the LACMTA is currently constructing a 6-mile extension of the Metro Gold Line that would run parallel to State Route 60 and connect to East Los Angeles. It is scheduled to initiate operations in the year 2009. Similarly, the Expo Line that will connect the CBD of Los Angeles to Culver City on the Westside of Los Angeles County, an 8.5-mile expansion of Metro's light-rail network, is currently under construction by the LACMTA and is scheduled to commence operation in the year 2010.

The South Bay Cities Sub-region

This sub-region is bounded by the Central Los Angeles sub-region to the north, the Pacific Ocean on the west and south, and mainly by the City of Los Angeles along the Harbor Transitway (Interstate 110) on the east. In addition to the Harbor Transitway, it includes major highway and transit investments, including the Glenn Anderson Freeway (Interstate 105), the San Diego Freeway (Interstate 405), and the Artesia Freeway (State Route 91).

This sub-region comprises most of the transitway (a total of two lanes per each direction) that run 10 miles along the median of the Interstate 110. It also comprises the Metro Green Line, which runs along the median of the Interstate 105 from Norwalk in the east through the southern edge of Los Angeles LAX International Airport and then south to Redondo Beach. These transit services, including an extensive network of Metro's Rapid BRT, provide adequate service and connections to major destinations, particularly through the Artesia Transit center. The transit service is enhanced by the availability of several park and ride facilities, particularly along the Harbor Transitway. Almost all transit stations along the Harbor Transitway and the Interstate 105 are served by park and ride lots that are free of charge.

In addition to the LACMTA's regional service, the area has transit service provided by Torrance Transit, Municipal Area Express (MAX), Gardena Municipal Bus Lines, Long Beach Transit, Palos Verdes Transit, and LADOT's Commuter Express. Most of these transit agencies provide service along the Harbor Transitway. The South Bay Cities sub-region also has three major transportation hubs near its borders: the Los Angeles LAX International Airport (LAX), the Port of Los Angeles, and the Port of Long Beach. The 78 million passenger trips that are recorded annually at the LAX airport substantially add to traffic volumes on the South Bay Cities' freeways and surface streets, while port cargo and truck traffic also have major congestion and air pollution impacts on the Los Angeles Region's transportation system.

2.2 Los Angeles Regional Partners

The Los Angeles Region partners have invested substantially in additional physical infrastructure and operational treatments. They have partnered to deploy technologies, operating practices, and strategies to get the most efficiency out from the Los Angeles Region roadway and transit systems. For example, according to the TTI 2007 Annual Urban Mobility Report, the Los Angeles Region had the largest delay reduction from the application of ramp metering, signal coordination, and incident management among the most congested urban areas in the country. The following is a brief description of the regional partners that are committed to the Los Angeles Region Congestion-Reduction Demonstration Initiative.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

Los Angeles County Metropolitan Transportation Authority (LACMTA)

LACMTA is the lead agency for this Congestion-Reduction Demonstration Initiative proposal. As the Regional Transportation Planning Agency (RTPA), the LACMTA is responsible for preparing the Long Range Transportation Plan for Los Angeles County. The LACMTA Countywide Planning and Development Department programs and administers funds for a wide array of transportation projects including bikeways and pedestrian facilities, local roads and highway improvements, and goods movement. The LACMTA is unique among the nation's transportation agencies as it serves as transportation planner and coordinator, designer, builder and operator for the country's largest, most populous counties. More than 10 million people, nearly one-third of California's residents, live, work, and recreate within its 1,433-square-mile service area. The LACMTA's is governed by the Board of Directors, which represents the 88 cities of Los Angeles County.

Besides operating over 2,000 peak-hour buses on an average weekday, the LACMTA also designed, built and now operates 73.1 miles of rail service (heavy-rail subway and light-rail) providing service along a total of 62 stations. Other rail projects are currently being implemented (the Expo Line and the Gold Line Eastside Extension) and others, such as future extension of the Gold Line from Pasadena to Montclair, are currently in the planning phase. The LACMTA also operates an extensive BRT network consisting of its Metro Rapid Program and its Metro Orange Line. In addition to operating its own service, LACMTA funds 16 municipal bus operators, Metrolink (commuter rail network), the Freeway Service Patrol, and Access Paratransit.

California Department of Transportation (Caltrans - District 7)

Caltrans - District 7, which includes Los Angeles and Ventura counties, is the second largest geographically among California's 12 districts. Caltrans - District 7 is responsible for the operation and maintenance of the largest urban freeway system in the country. Caltrans' mission of improving mobility across California is evidenced in all District 7 activities. Several regional projects are currently underway which will assist in decreasing congestion and increasing mobility. Constructing HOV lanes and direct connectors continues to be a departmental priority. District 7 currently has 468 HOV lane miles in Los Angeles County, the largest network in California. District 7, in conjunction with the California Highway Patrol (CHP), has also implemented the most innovative technologies in its Transportation Management Center to allow a better management of the region's freeways, including real-time detection and response to incidents. District 7 has also deployed a new Changeable Message Sign (CMS) Travel Time sub-system. This system is integrated as part of the award-winning Advanced Transportation Management System (ATMS) of Caltrans.

City of Los Angeles Department of Transportation (LADOT)

The LADOT delivers an array of transportation-related services to reduce traffic congestion and facilitate the flow of traffic along city streets, increase the safety of motorists, pedestrians, and bicyclists, calm traffic within residential neighborhoods, and mitigate the impact of traffic associated with new commercial and residential developments. An innovative technology project that LADOT operates is the Adaptive Traffic Control System (ATCS), which provides a computer-based real-time traffic signal monitoring and control system to improve the overall level of service on arterial streets within the City of Los Angeles. The ATCS is the latest enhancement to the LADOT's Automated Traffic Surveillance and Control (ATSAC) System.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

The benefits derived from the ATSAC/ATCS technology are reduce traffic congestion and fuel consumption and improve air quality and vehicle travel times.

Los Angeles County Department of Public Works (LACDPW)

The LACDPW serves over one million residents in the unincorporated areas of Los Angeles County, as well as contract cities. Among its responsibilities is to recommend solutions to improve mobility in these regions' congested local highways and streets. The LACDPW also administers numerous multi-jurisdictional Intelligent Transportation Systems (ITS) projects, including the deployment of advanced technology traffic signal coordination systems. It also maintains over 3,100 miles of major roads and local streets in the unincorporated areas and over 1,700 miles in 22 incorporated cities.

Southern California Association of Governments (SCAG)

SCAG is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. The region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the state level. Among its responsibilities are developing the Regional Transportation Plan and the Regional Transportation Improvement Program. SCAG is the largest of nearly 700 councils of government in the United States.

San Gabriel Valley Council of Governments (SGVCOG)

Over the past decade, the SGVCOG has served the San Gabriel Valley and its more than 1.8 million residents that live in 31 incorporated cities and unincorporated communities. Major transportation accomplishments of the SGVCOG include the formation of the Pasadena Blue Line Construction Authority to build the LACMTA's 13.6 mile Gold Line light rail from downtown the City of Los Angeles to Pasadena. A future extension of the Gold Line from Pasadena to Montclair is currently in the planning phase. Other transit services include express bus service along the El Monte Busway and the Interstate 210, which are provided by Foothill Transit and the LACMTA. The LACMTA also provides Metro Rapid BRT along some of the major arterials in the San Gabriel Valley. In this regard, the West San Gabriel Valley Sector Governance Council was created to improve transit service for the eight cities in the San Gabriel Valley that are currently not served by Foothill Transit. Another accomplishment is the formation of the Alameda Corridor East Construction Authority to construct grade separations for busy intersections of rail and vehicular traffic. This would allow a better flow of passenger traffic and goods movement through the San Gabriel Valley to other regions in Southern California, as well as to other parts of the country.

South Bay Cities Council of Governments (SBCCOG)

The SBCCOG serves fifteen cities, comprising over 1.4 million people, in addition to portions of the City of Los Angeles and unincorporated portions of Los Angeles County. The SBCCOG assists its member cities to obtain additional funds to implement transportation projects. The SBCCOG maintains a current assessment of transportation needs and funds studies to analyze congested corridors, such as arterial streets accessing the Interstate 405 freeway, synchronizing the traffic signals on major streets, and getting a better understanding of goods movement through the South Bay Cities sub-region.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

Southern California Regional Rail Authority (Metrolink)

Metrolink is a regional rail transit system formed in 1992 by five county transportation agencies: the LACMTA, the Orange County Transportation Authority, the Riverside County Transportation Commission, San Bernardino Associated Governments and the Ventura County Transportation Commission. It was established to reduce the congestion on highways and improve mobility throughout the Southern California region. Metrolink has seven lines. Although only 40 percent of Metrolink's systemwide riders live in Los Angeles County, over 80 percent of the riders have this county as their work-trip destination. Two of these lines, the San Bernardino Line and the Riverside Line, travel through the San Gabriel Valley and connect to Union Station in downtown the City of Los Angeles. The service provided by Metrolink contributes in reducing traffic congestion. For example, the San Bernardino Line that parallels the Interstate 10 carries on average the equivalent of 1.3 freeway lanes in the peak-hour.

Other Regional Partners

Other regional partners for the Los Angeles Region Congestion-Reduction Demonstration Initiative include Foothill Transit (from the San Gabriel Valley sub-region) and Gardena Transit and Torrance Transit (from the South Bay Cities sub-region). PATH, through the University of California, Berkeley, is also a partner in this proposal to conduct Active Traffic Management research and applications along the Interstate 210 in the San Gabriel Valley sub-region. PATH is a collaboration initiative between Caltrans, the University of California, other public and private academic institutions, and private industry. PATH's mission is applying advanced technology to increase highway capacity and safety, and to reduce traffic congestion, air pollution, and energy. Recent projects conducted by PATH include Smart Parking Management Pilot Project Planning, New Approach to Bottleneck Capacity Analysis, and Measure and Field Test the Effectiveness of Adaptive Traffic Control for Arterial Signal Management.

3.0 Los Angeles Traffic Congestion Problem

Despite significant transportation investments, the Los Angeles Region has consistently been ranked as the most congested urbanized area in the country by the Texas Transportation Institute (TTI). According to the TTI's 2007 Annual Mobility Report, traffic congestion in Los Angeles is considered to be the most severe in the country. Peak-period traffic and major congestion on the roadway system in the Los Angeles Region extends from 6:00-10:00 AM and from 3:00-7:00 PM. About 86 percent of peak-period vehicle miles of travel occur under congested conditions and 62 percent of its road network lane-miles are congested.

As a result, Los Angeles ranked first in the nation in the total person-hours of delay per peak traveler per year (estimated at 72 hours) based on comparable estimates provided by the TTI for the year 2005. Overall, the Los Angeles Region has the worst travel time index in the country, estimated by the TTI to be 1.50 and which translates in an additional 50 percent in travel time to make a trip during a typical peak travel period as compared to traveling at free flow speeds. Not surprisingly, many major traffic corridors have a level of service F. Traffic congestion in the Los Angeles Region is considered severe due to the following:

- Large population and employment growth generating additional travel demand.
- Increasing trend toward urban sprawl development in the outer areas of the county, which limits the effectiveness of transit strategies and opportunities and puts a greater

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

demand on the need for new road infrastructure or new and highly subsidized transit service.

- Complex travel patterns where traffic is multi-directional, rather than going from suburb to city or activity center, due to the poly-centric structure of the Los Angeles urban area that consists of several central business district (CBD) areas.
- Rapid growth of freight movement traffic for all modes, particularly trucks transporting containers.
- Disproportionate increase in the demand for travel as compared to the supply of road capacity (i.e., vehicle miles of travel compared to road lane-miles).
- An increase in the number of bottlenecks.
- Increase in the number of traffic related incidents, particularly along major freight corridors.
- Except until recently, relatively low gasoline prices.
- Insufficient funding resources to timely implement needed transportation investments.
- Competing investment priorities, particularly due to the need to address other major transportation related concerns in the region such as air pollution.

Regarding the last factor mentioned above, the Los Angeles South Coast Air Basin (SCAB), which mainly includes the Los Angeles Region, is the only region in the country that is designated by the U.S. Environmental Protection Agency (EPA) as severe non-attainment for the 8-hour ozone standard. It is also designated as serious non-attainment for carbon monoxide and particulate matter.

Given the magnitude of the transportation-related challenges in the Los Angeles Region, the focus of the LACMTA and its regional partners is on several strategies for achieving the objectives of improved mobility, air quality, and accessibility. With these objectives into consideration, the following actions define the strategic direction in the Los Angeles Region:

1. Manage Existing System - Protect the integrity of transportation infrastructure and systems currently in place.
2. Maximize System Efficiency - Make the most efficient use of the existing transportation system.
3. Increase System Capacity - With limited funding available for future projects, determine infrastructure and service improvements that are most effective in maximizing mobility.
4. Manage Demand - Examine traditional and innovative ways to reduce the demand for single occupant vehicle travel and/or to reduce the need for travel.

In a more recent action, the LACMTA Board of Directors has directed to include congestion pricing in the Long Range Transportation Plan as a strategy to meet LACMTA's goals. Similarly, a recent Business Plan prepared by Caltrans – District 7 and the 2008 Regional Transportation Plan prepared by the SCAG include congestion-pricing as one of the effective strategies for mitigating traffic congestion in the Los Angeles Region.

4.0 Local Public's Acknowledgement of the Traffic Congestion Problem

The local public in Los Angeles County, residents and commuters alike, consider traffic congestion to be a serious problem in this region. Residents of the Los Angeles Region consider traffic congestion to be their greatest concern, ranking it higher than crime, global warming, terrorism, race relations, and access to health care and housing as stated in a survey released in April of 2007 by Loyola Marymount University. In a 2005 survey by the Public Policy Institute of California (PPIC), three out of every four respondents identified traffic congestion on freeways and major roads as big problems in their regions within Los Angeles. When asked about the county's top priority over the next 20 years, 18 percent of respondents chose transportation, higher than any other issue and only considered as important as education.

Looking ahead, the public's view of traffic congestion on major freeways and roads is considerably pessimistic, with about 77 percent of respondents stating that this problem will get worse. Consistent with these perceptions, but in search for solutions to the traffic congestion problem, 67 percent of respondents in a 2004 PPIC survey expressed their preference for strategies focusing on expanding transit and using carpool lanes, pricing, and other strategies that make a more efficient use of existing transportation infrastructure in Los Angeles as opposed to building more freeways and roads.

5.0 Political Leadership to Solve the Traffic Congestion Problem

There are different initiatives and expressions of readiness that demonstrate the willingness of the political leadership in the Los Angeles Region and of State legislators to solve the traffic congestion problem through a congestion-pricing mechanism that is complemented by enhanced transit service and technology solutions. The letters of support provided for the Los Angeles Region Congestion-Reduction Demonstration Initiative are just one example. Other initiatives by local and state political leadership are briefly described below.

5.1 Local Leadership

Throughout the years, political leaders in Los Angeles County have shown readiness in solving the traffic congestion problem. This readiness is evidenced from their active involvement in drafting and supporting local, state, and federal legislation that addressed this problem and provided needed regulatory authority and funding to implement transportation investments supporting a multi-modal approach to mitigate traffic congestion.

At the local level, leaders were successful in getting voter approval in 1980 and in 1990 for two permanent one-half of one-percent local optional sales tax increases to fund transportation investments. Revenue from this combined and dedicated one-percent sales tax has allowed the implementation of major transit projects and rideshare programs, the construction of HOV lanes, and the deployment of innovative technologies to provide more travel choices and improve travel conditions.

More recently, local leaders from Los Angeles County were instrumental in getting voter approval in November 2006 for a statewide infrastructure bond proposal (Proposition 1B) that included about \$20 billion for transportation investments, the largest ever in the history of the United States. Highlights include funding for three carpool lane projects worth \$1.17 billion. Additional funding is expected for the Los Angeles Region from this statewide bond

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

transportation package, mainly for transit improvements and for investments that would improve the movement of goods from the region.

Another indication of this readiness of local political leaders to solve the traffic congestion problem is supported by a Los Angeles City Council action in February 2007 directing the city's Department of Transportation (LADOT) to coordinate with the California Department of Transportation (Caltrans) and LACMTA regarding the feasibility of HOT lanes on new and/or existing carpool lanes on Los Angeles freeways and/or arterial roads. More recently, the City of Los Angeles Council voted in December 2007 to partner with the LACMTA to submit to the USDOT the Los Angeles Region Congestion-Reduction Demonstration Initiative funding application, which among other projects includes the City of Los Angeles Intelligent Parking Management Program that would use variable parking rates to manage traffic congestion in the city's CBD.

The LACMTA Board of Directors has also acted quickly this year to support congestion-pricing initiatives. In June 2007, the LACMTA Board of Directors approved a motion to develop a congestion pricing operating plan for implementing congestion-pricing in Los Angeles County by the year 2010. In September 2007, the LACMTA Board approved the formation of an Ad-Hoc Congestion Pricing Committee, which is comprised of members from the LACMTA's Board of Directors and the Director of Caltrans - District 7, to provide policy guidance and recommendations to the LACMTA Board of Directors for implementing congestion-pricing. In November 2007, the LACMTA's Board of Directors approved the submittal of a Congestion-Reduction Demonstration Initiative proposal to the USDOT.

5.2 State Leadership

State political leadership is also very committed to solving the traffic congestion problem in the Los Angeles Region and other parts of California and for allowing innovative strategies, including congestion-pricing. The Governor's Strategic Growth Plan (SGP) includes a historic and comprehensive transportation investment package designed to decrease congestion, improve travel times and increase safety, while accommodating future growth in the population and economy. This SGP deploys demand-management strategies, such as dedicated truck lanes and HOT lanes.

Additionally, in May 2006 State legislators passed Assembly Bill 1467 authorizing regional transportation planning agencies, such as the LACMTA, in cooperation with Caltrans, to develop high occupancy toll lanes and to administer and operate value pricing programs and exclusive lane facilities for transit. This legislation was introduced by State Assembly Speaker Fabián Nuñez, who represents the 46th District that comprises areas in downtown the City of Los Angeles.

The LACMTA, jointly with Caltrans - District 7 will be requesting authorization from the State Legislature to exercise the authority provided in Assembly Bill 1467 to implement the HOT lane projects included in this proposal. The LACMTA, in collaboration with Caltrans and other regional partners, is working with the California Transportation Commission (CTC) and the State Legislature to ensure that its request for authority to develop and operate HOT lanes in the Los Angeles Region is approved in the following months.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

6.0 Los Angeles Region Systemwide Congestion-Reduction Demonstration Initiative

The Los Angeles Region Congestion-Pricing Demonstration Initiative will convert existing, as well as HOV lanes that are currently under construction or are under design and which will be completed in the near-term, to HOT lanes. This congestion-pricing application is only one of the strategies proposed in the Los Angeles Region initiative and is expected to be an effective strategy, within a larger framework of strategies, to manage traffic congestion, mitigate air quality and other environmental impacts, and generate new revenues to fund local transportation investments. Within the larger framework of strategies, the Los Angeles Region partners propose enhanced transit service and technology improvements.

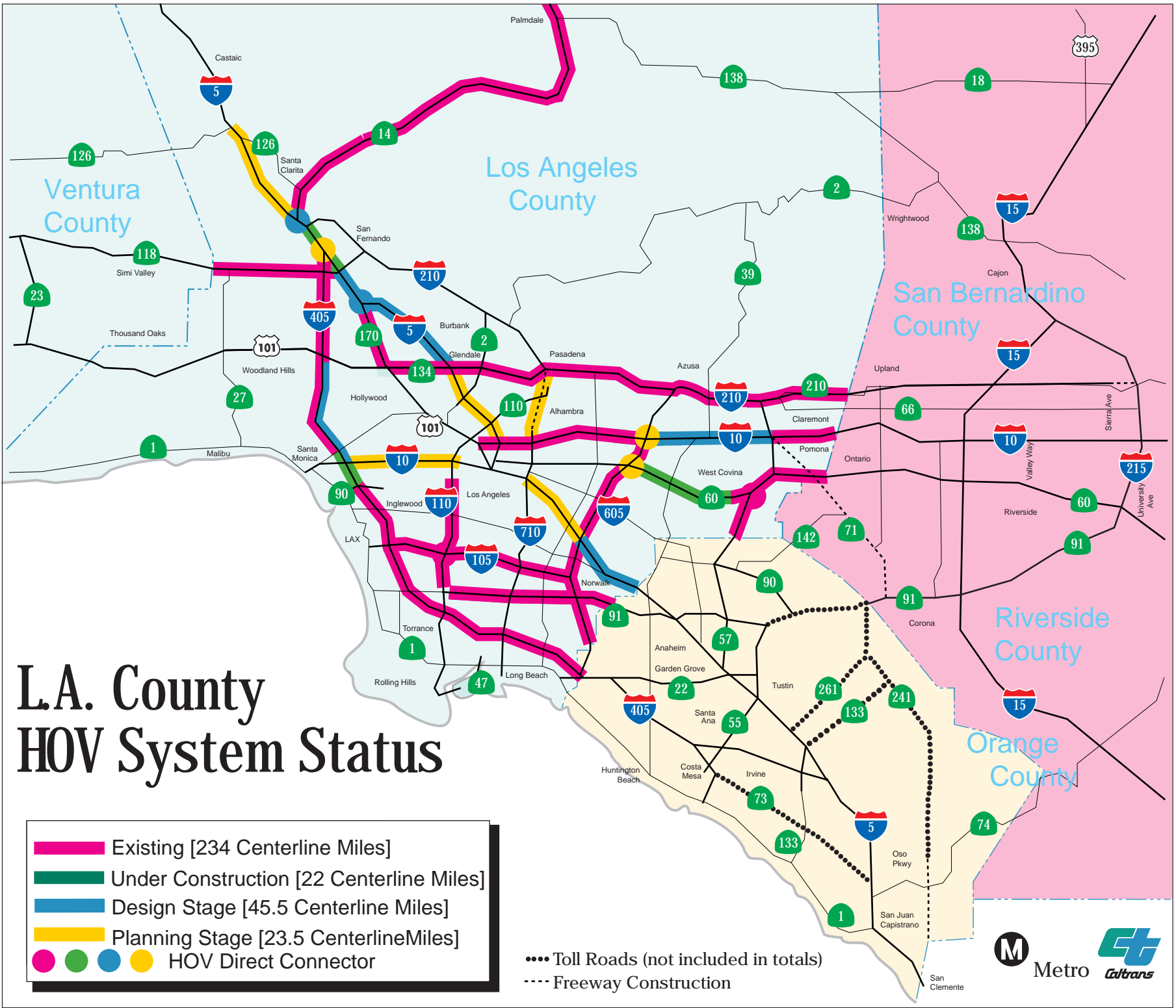
In this regard, demand management strategies that discourage the use of private vehicles and solo driving during peak-periods of travel, such as enhanced transit service and parking pricing, will also be implemented in conjunction with the congestion-pricing proposal that includes HOT lanes and parking pricing. Overall, the combination of these strategies allows for an integrated approach that has resulted in the successful implementation of congestion-pricing in San Diego, Orange County, Minneapolis, London, Stockholm, Singapore and other cities around the world by providing more transportation choices to urban travelers in a way that reduces traffic congestion and improves the quality of life while maintaining a vibrant economy.

7.0 Congestion-Pricing Proposal

The congestion-pricing strategy that is included in the Los Angeles Region Congestion-Reduction Demonstration Initiative is a bold and new concept for congestion management and trip reduction. When considering the implementation of congestion-pricing in the Los Angeles County Region, it is important to emphasize its large geographic size, complexity, socio-economics, urban structure, and age of its freeway system. What the Los Angeles Region partners propose is to create additional roadway capacity from converting HOV lanes (those currently existing, under construction, or to be implemented in the near-term) to HOT lanes. What makes the proposed HOT lanes for Los Angeles Region different from other HOT lane projects that have been implemented in the country is the systemwide approach that would convert 183 lane-miles of HOV to HOT lanes (representing one-third of the Los Angeles Region) within a very short time-frame. Thus, the Los Angeles Region proposes a HOT lane network implementation.

This conversion is not due to lack of demand for HOV lanes as in other parts of the country. On the contrary, HOV lanes in the Los Angeles Region have been very successful, to the point that the high travel demand along some of the corridors (such as those included in this proposal) is resulting in degraded operating performance. The Los Angeles Region extensive HOV lane network (currently 468 lane-miles) operates practically at capacity during the peak-periods, including HOV corridors where the minimum vehicle occupancy requirement is three or more passengers. Figure 3 shows the implementation status of the HOV system in Los Angeles County. Therefore, enhancing transit service, achieving operational improvements through the deployment of innovative technologies, and encouraging higher vehicle passenger occupancy requirements will play an important role in providing additional roadway capacity. It is expected that these strategies combined would result in discretionary trips currently done during peak-periods to take place during off-peak periods. They would also result in shifts in the modes of travel, particularly from automobiles to vanpools and transit. The following sections provide more detail about the congestion-pricing component of the proposal.

L.A. County HOV System Status



7.1 Congestion-Pricing Operating Elements

The basic operating elements of the congestion-pricing proposal include:

- The HOT lanes would be open to all vehicles, except trucks, with a graduated toll designed to keep the lane moving at a minimum travel speed of 50 miles per hour.
- The toll rate would be set dynamically over the 24-hour period of the day, varying with the level of traffic congestion.
- The toll rate would be the highest for solo drivers and gradually lower for 3-plus and 2-plus passenger occupancy vehicles.
- Buses, vanpools, and emergency vehicles would be exempt from tolls.
- Toll revenues would be used to cover HOT lane operating costs and improvements along the HOT lane corridors. These improvements could include, for example, additional transit facilities and service, subsidies for vanpools, and traffic management improvements.
- The LACMTA and its regional partners would implement several transit and technology-based traffic management projects prior to operating the HOT lanes.
- Prior to actually charging the tolls for the use of HOT lane corridors, there will be a test period for HOT lane users before the tolling begins.
- Due to the severity of the traffic congestion problem in the Los Angeles Region, a short-term demonstration of one year would be conducted for the operation of the HOT lanes prior to permanent implementation.

It is expected that the conversion of HOV lanes to HOT lanes along the proposed corridors would result in improved operational performance, mainly due driver behavioral shifts. These shifts would result in a combined net benefit for highway and transit users for the priced managed lanes to be deemed worthwhile by the public and result in growing acceptance. The following section discusses the need for the HOV lane conversions to HOT lanes.

7.2 Present and Future Use of HOV Lanes in the Proposed HOT Corridors

Table 4 included a summary some of the current operating characteristics of the four corridors that include the HOV lanes that are proposed to be converted to HOT lanes. The HOV lanes along the four freeway corridors that are proposed to be converted to HOT lanes currently serve over 7,500 carpools, vanpools, and buses and carry over 20,400 people during the morning peak-hour. The general-purpose lanes along these corridors serve slightly over 23,000 vehicles and carry about 24,600 people during the same period. Although traveling along the HOV lanes currently provides some travel time savings compared to the traveling along the general-purpose lanes (both the travel speeds being below design standards or free flow conditions), this benefit is expected to disappear in the near-term. Analysis of current and projected travel on the proposed corridors indicates that the use of the general purpose lanes and the HOV lanes would continue to increase. By the year 2015, it is estimated that the HOV lanes and the general-purpose lanes along the four corridors would be at or near capacity.¹

¹ The HOV lane capacity is assumed to be 1650 vehicles per lane per hour. The general-purpose lane capacity is assumed to be 1800 vehicles per lane per hour (although most corridors actually operate at a higher traffic volume than this standard).

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

The HOV lanes when operating at or beyond their practical capacity would no longer provide the travel time advantage needed to encourage more HOV formation. Options open to the LACMTA and Caltrans at that stage could include:

1. Increasing the HOV vehicle occupancy requirement (e.g., from HOV 2 plus to HOV 3 plus);
2. Adding HOV lanes, which is costly and challenging option due to land use limitations and environmental considerations;
3. Making spot improvements that would provide temporarily;
4. Making operational improvements through the application of innovative technologies, which although effective, would not result in changes in travel behavior;
5. Increasing transit services substantially, which would not be effective if the buses operate in congested traffic and would be costly and require more time for implementation if requiring new rail systems; and
6. Implementing travel demand management techniques, such as congestion-pricing.

With these options into consideration, the Los Angeles Region partners are proposing to implement a combination of strategies that include congestion-pricing, enhanced transit service, and active traffic management technologies to help manage traffic congestion.

When reviewing current average daily traffic counts on the four corridors that would include the HOV lane conversions and those estimated for the year 2015, it is estimated that vehicle capacity would be available for the operation of the proposed HOT lanes during the 24-hour period. Currently, most of the general-purpose lanes along the four corridors are operating at 60 percent to 85 percent of their useful capacity.

During an average 24-hour period, the HOV lanes are operating at 25 percent to 35 percent of their available capacity. Regarding the forecast for the year 2015, with the exception of the HOT corridors along the Interstate 210 and State Route 60 that are proposed in phase 2, the general-purpose lanes along the other two corridors would be operating near or exceeding 100 percent of the useful traffic flow capacity. If the useful capacity was considered to be 2000 vehicles per lane per hour, most of the corridors would still be operating between 85 percent and over 100 percent of that higher capacity level.

The analysis also indicates that while the travel demand along the general-purpose lanes is expected to increase to a level where the lanes are essentially congested during the average day, the HOV lanes would continue to have space available during the off-peak hours and in the “shoulder” hours, which are just before or after the peak-periods. It is estimated that the travel demand along the HOV lanes of the proposed four corridors would only use about 50 percent of the managed lane’s overall traffic carrying capacity during the 24-hour period. Therefore, the remaining 50 percent capacity would be available to travelers willing to pay a toll for a trip that would be faster and more reliable than using the general-purpose lanes.

Experience shows that as a roadway facility approaches its design traffic flow capacity during the peak-hour of travel, travelers make several behavioral shifts, including: i) changing routes corridors; ii) changing the time of the day of their travel; iii) changing modes of travel; and, iv) changing trip destinations. All of these changes can be expected to occur to some degree, the extent of which will be evaluated as part of the monitoring of the HOT network operation, including travel demand forecasts refinement, for further project development.

7.3 Proposed Congestion Pricing Projects

Conversion of the Interstate 110 Harbor Transitway to a HOT Corridor - The 10-mile transitway includes two HOV lanes per direction, with sections further south along between the Interstate 105 and the Artesia Transit Center in the vicinity of State Route 91 being bus-only lanes that parallel the HOV lanes. In addition to having two HOV lanes per direction, other criteria supporting the HOV lane conversion to HOT lanes include: i) availability of extra capacity during the peak- periods on the existing HOV lanes; ii) existing congested traffic conditions along the general-purpose lanes; iii) availability of transit service along the corridor and on parallel routes; iv) availability of physical space for toll monitoring equipment; and, v) limited egress and access points. These factors combined would assist in toll monitoring and enforcement and would provide significant travel time savings for drivers choosing to travel along the HOT lanes. This project would be implemented as part of a proposed first phase.

Conversion of the El Monte Busway along Interstate 10 to a HOT Corridor - The 14-mile busway between the Interstate 605 to downtown Los Angeles includes one HOV lane per direction. Among the criteria supporting the HOV lane conversion to HOT lanes are: i) existing congested traffic conditions along the general-purpose lanes; ii) availability of Metrolink rail and express bus service along the corridor, in addition to the LACMTA's Metro Rapid; iii) availability of physical space for toll monitoring equipment, including a 12-foot median between the HOV lane and the general-purpose lanes; and, iv) limited egress and access points. This project would be implemented as part of a proposed first phase. This HOT corridor would be extended 15 miles further east of the Interstate 605 to the San Bernardino county line as part a second phase that would add a 9-mile segment with one HOV lane per direction (currently under design) and another 6-mile segment with already existing HOV lanes.

Conversion of the Interstate 210 to a HOT Corridor - The 12-mile corridor along the Interstate 210 between Interstate 605 and State Route 134 near the City of Pasadena has one HOV lane per direction. Among the criteria supporting the HOV lane conversion to HOT lanes are: i) existing congested traffic conditions along the general-purpose lanes; ii) availability of Metro light rail and express bus service along segments of the corridor; and, iii) limited egress and access points. This project would be implemented as part of a proposed first phase. This HOT corridor would be extended 15 miles further east of the Interstate 605 to the San Bernardino county line as part a second phase that would include the conversion of already existing HOV lanes (one in each direction) to HOT lanes.

Conversion of the State Route 60 to a HOT Corridor - The 11-mile corridor along the State Route 60 between the Interstate 605 and Brea Canyon (close to State Route 57) that is currently under construction to add one HOV lane per direction would start operating as an HOT lane when completed during the first quarter of the year 2011. Among the criteria supporting the HOV lane conversion to HOT lanes are: i) existing congested traffic conditions along the general-purpose lanes; ii) availability of Metrolink rail and bus service parallel to the corridor; iii) limited egress and access points; and, iv) being a new facility. This project would be implemented as part of a proposed first phase. This HOT corridor would be extended 8 miles further east of Brea Canyon, through State Route 57, to the San Bernardino county line as part a second phase that would include the conversion of already existing HOV lanes (one in each direction) to HOT lanes.

City of Los Angeles Intelligent Parking Management Program – This project would be implemented in the downtown the City of Los Angeles as part of a proposed first phase. This projects complements the congestion-pricing component that is proposed by the Los Angeles

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

Region as it would link the proposed the HOT lanes along the three east-west corridors to the proposed north-south HOT lane corridor along Harbor Transitway. This project provides a comprehensive strategy to relieve traffic congestion, improve curb access, and better manage traffic demand in the downtown Los Angeles Area through the implementation of optimal pricing strategies and operational policies for on-street and off-street parking.

To support the new parking prices and policies, new parking technology will be deployed to provide motorists alternative payment options and real-time parking availability information. This real-time information from nearly 17,000 on-street and off-street parking spaces will aid motorists in understanding their parking options and will guide them to available parking, thus eliminating the need to search for parking, which creates additional traffic congestion.

As part of this parking management program, new parking meter technology will be deployed at the approximately 8,000 on-street metered parking spaces in the downtown area. These new parking meters will be capable of charging motorists demand-based parking rates depending on the time of day and traffic congestion levels. These meters will also provide alternative payment options, allowing motorists to pay for parking using their credit card or cell phone and sending a text message to users when their paid parking time is about to expire.

LACMTA Congestion Pricing Operating Plan - In June 2007, LACMTA's Board of Directors directed the development of a detailed operating plan for implementing congestion pricing in Los Angeles County by the year 2010. This plan will include methods to estimate travel time savings that would result from the transit investment to be implemented as part of the Los Angeles Region overall congestion-reduction strategy. This plan will also allow developing an implementation plan for the congestion-pricing components included in the Los Angeles Region Congestion-Reduction Demonstration Initiative proposal to the USDOT.

Interchange Improvements - This includes two additional projects that are needed for making operational improvements that would result in a more efficient use of the HOT corridors, particularly by mitigating the negative impacts of any "bottlenecks". One of the projects includes improvements for the Interstate 605/ Interstate 10 interchange. The other project is for improvements for the Interstate 710/ Interstate 10. These projects will be needed, but will not delay the operation of the proposed HOT lane corridors.

7.4 Toll Technology

The LACMTA HOT lanes system will use a similar technology as used by the San Diego Association of Governments (SANDAG) for the implementation of its I-15 Managed Lanes facility. LACMTA will use dedicated short range communications (DSRC) equipment, including the Title 21 FasTrak transponders and readers that are standard by law in California, to collect tolls electronically on the Los Angeles Region HOT lane facilities. Antennas mounted on overhead gantries will read the transponders and send the transponder data to a reader for further transmission via the lane controller to the back office. Additional equipment installed in the lanes include automatic vehicle detection (AVD) equipment to identify the presence of a vehicle and violation enforcement system (VES) equipment to take an image of vehicles that are not authorized to travel in the HOT lanes.

Dynamic Value Based Pricing/Demand Management - The congestion pricing strategy applies a per-mile toll that would be dynamically calculated and adjusted as often as necessary (e.g., every 3 minutes) to efficiently manage demand.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

The LACMTA plans to use the value of travel time savings (VOTT), i.e., the difference in travel time from the HOT lanes to the adjacent general purpose lanes, to one or more destinations such as the end of the HOT lanes in that direction, as an additional criterion for setting the price. This latter consideration will actually operate as the base calculation and would be filtered by an additional layer that measures the basic volume-to-capacity calculation to ensure compliance with LACMTA's Level of Service (LOS) requirements. LACMTA will determine if LOS would be the first requirement that must be met. Traffic parameters such as vehicle counts, speed, and occupancy will be measured at various points in the HOT lanes and the adjacent general purpose lane and used as key inputs into the algorithm computations. The algorithm is anticipated to operate as often as every three or six minutes, and could be more or less frequent based on a user-specified interval. The approved pricing strategy must ensure that all users of the HOT lanes are provided a minimally acceptable LOS C or better for their trip on the HOT lanes.

Transit Incentive Programs - As part of future enhancements to LACMTA's operations, the system will support the linking of HOT lane trips to transit trips and apply various incentives programs approved by the LACMTA. For example, LACMTA may provide a toll credit to the regular transit pass holder that could be applied to the occasional use of the HOT lane. Another incentive program that will be implemented on these corridors is for vanpools, where the LACMTA will provide a subsidy of up to \$400 a month on new or existing vanpools to lower the leasing cost of a vanpool vehicle and for passenger fares. Vanpoolers will be able to reduce their one-way commute travel time by an average of 20 minutes by using the HOT lanes. They would also avoid the stress and additional expenses associated with driving alone and will be exempt from paying any tolls.

Violation Enforcement System (VES) - Requiring all users of the facility, including HOV users, to obtain and mount transponders on their vehicles allows for the automated processing of violations (vehicles without a transponder). To support the automated citation process, image capture in the lanes, and image processing, and optical character recognition (OCR) systems are required. This assists in the enforcement of HOV violations through additional means, including CHP manual enforcement and the use of associated equipment such as PDAs. The VES is the first step in that it enables the processing of violations for not having a transponder. Mounted-HOV violations (e.g. an SOV using an HOV mounted transponder) will have to be enforced by other means, such as manual checks by the California Highway Patrol, in combination with the VES system.

Variable Toll Rate Structure - Under any of the pricing options discussed above, a common element would be the assumed use of some type of variable pricing, adjusted dynamically based on continually measured traffic flow rates. While plans could call for the measurement of HOT lanes flow as the sole determinant of price, a new pricing algorithm would take into consideration the traffic conditions in both the HOT lanes and the general-purpose lanes while dynamically adjusting the per-mile toll on the HOT lanes.

7.5 Los Angeles Region HOT Lane Success Characteristics and Estimated Costs

The review of key HOT lane operation success characteristics demonstrates the likely success of implementing HOT lanes along the four corridors in the Los Angeles Region that is included in this proposal, particularly the following:

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

1. Existence of HOV lane in corridor
2. Free flow conditions in HOV lane and congested flow in general purpose lanes (existing or forecast in near terms)
3. Ability to manage volume and traffic flow in HOT lane (to maintain value of lane)
4. Availability of physical space for HOT lane improvements (signs, readers, buffer, enforcement, etc.)
5. Public policy support (MPO, State DOT, local governments)
6. Availability of alternatives to drive alone travel
7. Linkage to parking policy at employment centers served by corridor
8. Ability to finance start-up
9. Ability to generate sufficient revenue to pay for capital, operations and maintenance, and centralized services
10. Support of implementing and operating organizations (State DOT, state and local law enforcement, etc.)

The high peak period traffic volumes (Table 4) and the expected growth in traffic clearly demonstrate the demand for travel in the proposed four corridors. The availability of space for tolled vehicles will be addressed through LACMTA's plan to charge lower graduated tolls to carpools 2 person and those carpools with three or more passengers. This is expected to cause an increase in transit usage and, in the very near term, may reduce carpool usage. By using tolling to manage demand for the HOV and general purpose lanes, LACMTA will be in a position to make the best use of available capacity.

Some shifts of travel time as well as mode can be expected, especially with a commute time savings. The HOV lanes currently allow users to save significant time in their commute (Table 4). By maintaining free flow conditions on the HOT lanes, time savings may increase in the corridors that are currently at capacity. As an example of shifting travel modes, the Metro Rapid Program and the Bus Rapid Transit (BRT) program have attracted a 20 percent increase in riders with one-third of that increase generated by patrons that previously used the automobile. Passenger travel times were reduced by an average of 26 percent.

The LACMTA travel forecasting data for the proposed HOT lane corridors shows that HOV and general purpose travel lane speeds are expected to decrease over the period from 2003 to 2030. This suggests that the relative advantage of the HOV lanes at today's HOV occupancy requirements will decrease over time as is generally expected. The LACMTA's intended direction of charging 2 person and 3+ person carpools can help to maintain an incentive without eliminating an advantage for 2 person carpools (which would formerly have traveled at no charge but would have been subject to decreasing travel time advantages). The total travel time savings for the corridors considered here is expected to decrease by 2030, i.e., HOV lane speeds will decrease more than the speeds for the general purpose lanes.

The estimated costs for these HOT Lanes are \$2.14 million per lane mile (including roadway, structures, signing, tolling equipment, and other related costs). These costs are within the range for other HOT lanes in California, such as the Interstate 15 in San Diego and State Route 91 in Orange County, and I-680 in Alameda County, which have similar facilities design standards.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

8.0 Transit Complementary Services

In addition to leveraging established transit systems as part of the Congestion Pricing strategy, this proposal includes enhancements to the existing system and new complementary transit services.

8.1 Transit Existing Services

The public transportation system in Los Angeles provides a dense grid of transit options that includes heavy rail, light rail, commuter rail, local buses, Rapid Bus, and bus rapid transit (BRT). As a result of its expanded service, transit ridership in Los Angeles is growing at an annual rate of about 6 percent, which is almost double the national average.

Fixed Guideway Systems - Over the past of 20 years, Los Angeles has probably had the most ambitious and aggressive program of new fixed guideway construction in the United States. During that period, over \$8.6 billion has been spent for building nine new fixed guideway projects in Los Angeles County. Over 60 percent of that funding has come from State and local sources, with some projects being entirely funded by these sources, such as the Blue Line (from downtown Los Angeles to Long Beach), the Green Line (from Norwalk to Redondo Beach), and the Gold Line (from downtown Los Angeles to Pasadena).

In addition to these light rail systems, LACMTA's Red Line heavy rail system expands 17.4 miles from downtown Los Angeles to North Hollywood and to Wilshire Boulevard and Western Avenue. These rail systems combined cover 65 stations along 73 miles of service and recorded a ridership of over 82 million in the year 2006. The Gold Line is currently being extended 6 miles (8 stations) into East Los Angeles and is scheduled to begin operation in 2009. In addition, construction recently started for the Expo Line, an 8.5 mile expansion (10 stations) to the LACMTA light rail network from downtown Los Angeles to Culver City on the Westside of Los Angeles County. The construction cost of the Expo Line (about \$640 million) is almost entirely funded by non-federal sources and is scheduled to commence operation in 2010.

Bus Service - Complementing light and heavy rail systems is Los Angeles extensive bus service that covers over 18,500 stops and which recorded a ridership of about 400 million in the year 2006. This regional bus service is supplemented by bus service provided by 17 municipal bus operators.

LACMTA Metro Rapid - The LACMTA's Metro Rapid Program is a high quality bus operation that provides fast, frequent, regional bus service throughout Los Angeles County. Key features of Metro Rapid include frequent service, bus signal priority, headway-based operations, fewer stops, low-floor buses to facilitate boarding and alighting, color-coded buses and stations, and simple route layouts. When implemented together, these features have significantly reduced passenger travel times, improved service reliability, and reduced delays associated with signalized intersections and dwell times at bus stops. Approximately one-third of the reduction in travel time is associated with the bus signal priority system.

The LACMTA currently operates 17 Metro Rapid Lines serving approximately 180,000 daily riders. When complete in 2008, the Metro Rapid network will consist of 28 lines with over 400 miles of service throughout the region. Though ridership increases along the existing Metro Rapid corridors has varied, LACMTA has realized an overall average corridor ridership increase of 20 percent upon Rapid Service implementation. As several independent customer

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

surveys have shown, nearly one-third of this ridership increase has been by patrons who previously used the automobile.

Also planned, is a BRT project along Wilshire Boulevard, which has recently been approved for project development by the Federal Transportation Administration. This is a 12.5-mile bus-only lane project along Wilshire Boulevard between downtown Los Angeles and the City of Santa Monica. The project is a “stand-alone” fixed-guideway project consisting of dedicated peak-period bus-only lanes in both the east and westbound directions.

Metro Orange Line - The new BRT system operating in Los Angeles is LACMTA's Orange Line that runs parallel to U.S. 101 and connects to LACMTA's Red Line in North Hollywood. It consists of an exclusive 13-mile at-grade transitway that includes 13 stations along its path. About 95% of the estimated \$330 million construction costs were funded by local and state sources. With the Orange Line comprising the latest innovation in transit technology, this has helped to exceed ridership projections since its debut in October 2005. Indeed, daily transit boardings along the Orange line are currently over 23,000 riders, a number that was projected to be achieved by the year 2020.

Park and Ride Facilities – The Los Angeles Region has an extensive Park and Ride system but with the new HOT lane proposal, enhancements are needed. Table 4 shows the number of Park and Ride sites and parking spaces in existence along the four corridors.

8.2 Transit Proposed Services

The following projects are critical in serving the HOT lanes and providing the additional capacity need to allow the HOT lanes to operate more efficiently.

8.2.1 Bus and Rail Car Purchases

In advance of the start up of the HOT Lanes, LACMTA and its transit partners will increase service on the I-110 Harbor Transitway, the I-10 El Monte Busway, and the SR 60 and I-210 HOV lanes. A significant number of bus lines traverse these corridors and these enhancements will allow the HOT lanes to operate more efficiently.

LACMTA, Metrolink, Foothill Transit, Torrance Transit, and Gardena Transit are collectively requesting 75 new buses, 50 new rail cars, and related capital improvements, to enhance bus and rail lines running adjacent to the Congestion Pricing corridors.

Foothill Transit Purchases and Additions - To enhance its “Silver Streak,” express and commuter bus transit services, Foothill Transit proposes the following bus purchases and related improvements:

- With implementation of congestion pricing on the I-10 HOV lane and busway, demand for Silver Streak service is expected to increase by 25 to 30 percent. Ten additional 60' articulated buses will be needed to meet the demand. With congestion pricing on the I-210, Line 690 will be restructured into a high-capacity, high-frequency trunk line. Fifteen additional buses will be required to meet the increased demand. With congestion pricing on the I-10 HOV lane and busway, demand for peak-hour commuter service is expected to increase. Five additional high-capacity commuter buses will be needed to meet the demand.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

- Line 187 Bus Signal Priority (BSP) Project, supporting the proposed I-210 HOT lanes
- In order to efficiently serve West Covina Park and Ride, a freeway stop at Vincent Avenue is proposed. This will shorten the commute time for customers traveling from the eastern part of the Pomona Valley and reduce operating costs for Silver Streak and commuter service to the West Covina area.

LACMTA Purchases and Additions - To enhance its bus transit services, LACMTA proposes the following bus purchases:

- 33 additional buses for I-10 El Monte Busway, supporting the proposed I-10 HOT lanes
- 50 additional buses for I-110 Transitway, supporting the proposed I-110 HOT lanes

LACMTA Vanpool Start-up Program - This program will provide a viable alternative commute mode in the corridors where HOT lanes will be implemented. In addition to receiving the incentive of free access to the HOT lane, vanpools along those corridors will also be eligible for new start-up assistance. This will include covering the cost of the physical exam and driver training required for the vanpool driver and back-up driver. In addition, the program will offer intensive outreach where a dedicated vanpool representative will actively attempt to form vanpools in employment areas and provide a much higher level of support to ensure that vanpools are created and retained. This representative will host meetings with groups of businesses along the target corridors to increase awareness of vanpool transportation as a commute option. Once a group of commuters agrees to create a vanpool, special training will be provided on how best to keep your vanpool together and will cover subjects like vanpool etiquette, etc. In addition, special information materials, print advertising and radio advertising will be utilized to help educate the public of the vanpool option.

LACMTA's experience with this programs shows that vanpools make a considerable impact in improving mobility and reducing congestion. Vanpools carry a higher occupancy rate than carpools.

This targeted marketing approach coupled with the existing LACMTA Vanpool Program subsidy currently available will help form many more vanpools than would have been possible without this type of effort. The program will be designed to assist up to 300 vanpools along all three HOT-lane corridors.

Gardena Transit Purchases and Additions - To enhance its bus transit services, Gardena Transit proposes the following bus purchases: 3 gasoline/hybrid buses for Line 1 on the Harbor Transitway, supporting the proposed I-110 HOT lanes

Torrance Transit Purchases and Additions - To enhance its Rapid Line bus transit services, Torrance Transit proposes the following bus purchases: 6 Bus Rapid Line and expansion buses, supporting the proposed I-110 HOT lanes

Metrolink Purchases and Additions - To enhance rail services, Metrolink proposes the purchase of 15 rail cars. The cars would be used to lengthen trains on the San Bernardino Line that parallels the I-10 freeway and the Riverside Line that parallels the SR-60. The agency would purchase 11 cars to make each train set a 6-car set on the San Bernardino Line and a 4-car set for the Riverside Line.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

8.2.2 Bus Division Upgrade

LACMTA proposes to construct a new maintenance and operating division in downtown Los Angeles to accommodate the service expansion for the implementation of the HOT lanes. The new facility, to be centrally located between the two HOT lane corridors, will house and operate a mixed fleet of approximately 200 CNG buses, and will be constructed to accommodate 40-foot, 45-foot, and 60-foot articulated buses. If in the future LACMTA acquires other buses besides CNG buses, this facility would still be able to accommodate the maintenance and operations of all these buses.

8.2.3 Transit Station Improvements

Metrolink proposes to add new platforms and parking at the Metrolink Pomona Station. LACMTA proposes to add infrastructure for Metrolink at Union Station and improvements at the Pomona transit station. Other projects include new bus tops, new ticket vending machines (TVMs) at each of the eight stations allowing for all-door boarding, and track improvements.

Metrolink Pomona Station, I-10 - This project is on the San Bernardino Line that parallels the I-10 freeway. It calls for construction of two side platforms to accommodate 8-car trains, closure of an existing at-grade pedestrian crossing, construction of a retaining wall and construction of parking, which includes replacement parking taken by the platform work as well as about 100 added parking spaces.

Foothill Transit Freeway Stop, I-10 - This project provides for a freeway stop for the Silver Streak and commuter bus lines, supporting the proposed I-10 HOT lanes.

LACMTA, Improved Bus Access, I-110 - Improved local bus access (new bus stops) under Slauson and Manchester stations from Line 108 and Line 115, supporting the proposed I-110 HOT lanes

LACMTA, Ticket Vending Machines, I-110 - Ticket vending machines at each of eight Harbor Transitway stations to allow for all-door boarding, supporting the proposed I-110 HOT lanes

8.2.4 Busway and Track Improvements

Improvements to key busway and tracks are proposed to complement HOT lane access. These include the following projects:

Metrolink, Double Track Project, SR-60 and I-10 - This project represents LACMTA's share to build 3 miles of double track on the San Bernardino Line that parallels the I-10 freeway. The Project will allow an increase both in reverse and peak-direction trains on this line.

Gold Line Construction Authority Foothill Extension, I-210 - Gold Line Authority proposes right-of-way for the planned maintenance yard and shops for the the Foothill extension of Gold Line Light Rail System, which will support the proposed I-210 HOT lanes.

LADOT, Transportation System Management (TSM) Improvements - This project implements TSM improvements for the Harbor Transitway extension, Flower and 5th (BRT – bus only lane), supporting the I-110 HOT lanes.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

LACMTA, Ramirez Flyover at LA Union Station, I-10 - The Ramirez Flyover at LA Union Station project is a two-lane bus only drop ramp linking the Patsaouras Plaza to the intersection of Ramirez and Center Streets between the US101 and Denny's. This project will increase the overall bus flow through the plaza by 100 to 125 percent.

LACMTA, Adams/Figueroa Flyover, I-110 - The Adams/Figueroa flyover project study report addresses construction of a grade separation of the I-110 Freeway Transitway over Adams Boulevard, connecting the HOV lane northbound off-ramp directly to Figueroa Street, which is a primary transit arterial in the City of Los Angeles. The objective is to improve traffic flow at the end of the I-110 HOV lane.

8.2.5 Park and Rides – Los Angeles / South Bay Cities Corridor

The following projects will improve park and ride facilities supporting the proposed I-110 HOT lane corridor:

LACMTA, Artesia Transit Center, I-110 - Expansion of Park and Ride facilities at the Artesia Transit Center, including a parking shuttle at SR 91 and I-110, supporting the proposed I-110 HOT lanes.

LACMTA, Improved Signage - Improve signage and security for existing Harbor Transitway Park and Ride lots at Slauson, Manchester, Harbor Green Line, Rosecrans, Artesia, Carson, PCH and Harbor/Beacon in San Pedro.

8.2.6 Park and Rides – San Gabriel Valley Corridor

These projects consist of improving the West Covina Park and Ride and rehabilitation of the existing El Monte Transit Center in support of the proposed I-10 HOT lanes.

Foothill Transit, West Covina Park and Ride - Improve the West Covina Park and Ride, including the pedestrian bridge, supporting the proposed I-10 HOT lanes.

LACMTA, El Monte Transit Center - Expand the Transit Center with the construction of a new upper and lower deck that will provide a total of 15 layover spaces and 38 bus berths (including 2 that can accommodate articulated buses). The project is phasable to allow for the continued operation of the Transit Center during construction. The Transit Center will provide multi-use patron parking below the new portion of the Transit Center. There will be dedicated parking spaces and bus-way access directly from the main level of the Transit Center for the LASD and LACMTA Security. The project also includes installing CCTV security surveillance system at the Transit Center that will be consistent with the existing systems currently deployed at the Sector Office Building.

9.0 Technology Complementary Services

9.1 Technology – Existing Services

Los Angeles County transportation agencies use state-of-the art technological systems and operational strategies coupled with strategic institutional partnerships to manage traffic on the region's freeways, arterials, and transitways. These systems and strategies target both the demand for and supply of transportation services in their application. Examples of such systems and strategies include:

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

- Ramp metering stations and adaptive ramp metering stations
- Changeable message signs with estimated travel times
- Closed circuit television cameras located on poles and atop freeway signs that provide real-time data to monitor traffic flow and communicate progress of incident response
- Freeway surveillance equipment and vehicle detection stations
- Freeway service patrol
- Transportation management teams
- Advanced Transportation Management System (ATMS) software

The goal of these strategies and systems is to help create a traveling environment that is safe and reduces congestion – both recurring and incident-related – and in turn, reduces traveler commuting times while maximizing roadway capacity. The following are the major programs.

Active Traffic Management Program- Sponsored by FHWA, AASHTO, and the NCHRP and under the auspices of the International Technology Scanning Program, a team of transportation practitioners and researchers conducted a European tour to evaluate innovative technologies and practices with the goal that they could be adapted and put into practice in the U.S. and demonstrate substantive benefits in U.S. transportation systems. These strategies and technologies come under the general heading of *Active Traffic Management (ATM)*.

Active Traffic Management is the ability to dynamically manage recurrent and non-recurrent congestion based on prevailing traffic conditions. Focusing on trip reliability, it maximizes the effectiveness and efficiency of the facility. It increases throughput and safety through the use of integrated systems with new technology,

Intelligent Transportation Systems (ITS) - Transportation stakeholders in metropolitan Los Angeles are pioneers in the area of implementing intelligent transportation systems (ITS) technologies and have relied extensively in developing plans to operationally test them for achieving traffic congestion reduction. Indeed, such systems have been deployed in the Los Angeles region over the course of the past twenty-five years and, began even before the name ‘intelligent transportation systems’ was coined. Since that time, the Los Angeles Region has invested hundreds of millions of dollars in ITS to improve mobility across its freeway and arterial roadway networks as well as its public transportation network. As a result, Los Angeles is unique in the nation for the extent and variety of ITS technologies that it has implemented.

LACMTA has also created a Regional Integration of ITS (RIITS) Network to exchange information between individual ITS projects so as to leverage maximum benefit from investments. In this regard, the region has been investing heavily in signal synchronization and bus speed improvements reflecting the region’s strong support for ITS improvements on regional arterials to improve traffic flow and enhance arterial capacity in a cost-effective way where roadway expansion is not possible.

Emphasizing the need for regional collaboration, there are five Regional Traffic Forums in Los Angeles County participating in the Transportation Systems Management Program, which is a key component of LACMTA’s Long Range Transportation Plan.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

Regional Integration of Intelligent Transportation Systems – (RIITS) - While the LACMTA, in partnership with Caltrans - District 7, the City of Los Angeles, and the California Highway Patrol, has developed an extremely successful RIITS System Architecture and Network, there is still a great need for expansion. The RIITS Network shares real time traffic operation and incident data with approximately 18 transportation agencies, provides traffic congestion data to 15 private Information Service Providers (ISPs), and recently rolled out a real time traffic page on LACMTA's website. This information sharing network and the ITS standards that have been established will be useful building blocks, but the RIITS Network will require additional elements to fully integrate the Integrated Corridor Management (ICM) program.

City of Los Angeles ATSAC and ATCS - The City of Los Angeles' Department of Transportation (LADOT) delivers an array of transportation-related services to facilitate the flow of traffic along major City streets, increase the safety of motorists, pedestrians, and bicyclists, calm traffic within residential neighborhoods, and mitigate the impact of traffic associated with new commercial and residential developments. In particular, its Automated Traffic Surveillance and Control (ATSAC) System / Adaptive Traffic Control System (ATCS) provides a computer-based real-time traffic signal monitoring and control system to improve the overall Level of Service on arterial streets within the City of Los Angeles. The benefits derived from the ATSAC/ATCS installations reduce traffic congestion, fuel consumption, air pollution and improve vehicular travel times.

Caltrans Transportation Management Center - Caltrans, in conjunction with the California Highway Patrol (CHP), has implemented a Transportation Management Center (TMC) to rapidly detect and respond to incidents while managing the resulting congestion. With the help of the latest technologies such as closed circuit television, information is fed into the center through pavement sensors, and other high-tech monitoring equipment. The TMC is a state-of-the-art support facility for traffic administration staffed 24 hours each day. Through the use of high-tech equipment, some of which was developed by Caltrans, motorists benefit with a faster, more efficient transportation management network. It has been developed to implement the latest in interactive/integrated transportation management and information systems.

9.2 Technology Proposed Services

Proposed adaptations of new traffic management systems, traveler information and fare technologies which will enable the Congestion Pricing strategy are outlined below:

9.2.1 Traffic Management

City of Los Angeles ATSAC Projects - Improvements and enhancements to the City of Los Angeles Automated Traffic Surveillance and Control System (ATSAC), which is a computer-based traffic signal control system that monitors traffic conditions and system performance, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions.

County of Los Angeles ATSAC Projects - Improvements and enhancements to the County of Los Angeles Automated Traffic Surveillance and Control System (ATSAC), which is a computer-based traffic signal control system that monitors traffic conditions and system performance, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. It is expected that there would be a 10 percent reduction in travel times an improvement in maintenance responses with the implementation of these projects.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

LACMTA Regional Integration of RIITS - The Regional Integration of Intelligent Transportation Systems (RIITS) Network supports information exchange in real time between freeway, traffic, transit and emergency service agencies to improve management of the Los Angeles County transportation system and better serve the traveling public. The goal of the RIITS Network is to coordinate multi-modal operations among regional transportation stakeholders. This coordination enhances the performance of the existing transportation systems and enables the transportation stakeholders to work together for the benefit of the region as a whole. The RIITS Network also represents the Los Angeles Regional ITS Architecture, enabling LACMTA to meet federal funding requirements. The RIITS Network collects real time transportation data and then disseminates it public agencies. The RIITS Network also provides data to private traveler information services of all kinds, which allows them to reach the widest possible audience.

The Los Angeles Service Authority for Freeway Emergencies (LA SAFE) elected to use LACMTA's RIITS Network as the platform for the upcoming Los Angeles 511 Advance Traveler Information Project. The RIITS Network will therefore be moving to 24/7 operation and maintenance in 2008. Regional transportation agencies will be able to provide their data to the Los Angeles 511 system via the RIITS Network. Other systems that are currently being interfaced through RIITS or will be interfaced in the near future include:

- The Los Angeles Region HOT lane network;
- City of Los Angeles' proposed Changeable Message Signs Program;
- City of Los Angeles' proposed Downtown Intelligent Parking Management Program;
- City of Los Angeles' Downtown DASH System Enhancements;
- Enhancements proposed by Los Angeles SAFE including arterial information, improvements to LACMTA ATMS, improvements to Caltrans traffic detection and Freeway Service Patrol enhancements

Foothill Transit, Line 187 Bus Signal Priority Project - This project would implement a Bus Signal Priority (BSP) technology project on Foothill Transit's Line 187 bus line, supporting the proposed I-210 HOT lanes.

Caltrans Interstate 210 Congestion Relief Project System Wide Adaptive Ramp Metering (SWARM) - I-210 (Foothill Freeway) is a critical component of the Los Angeles County freeway network. The freeway stretches more than 50 miles from the San Bernardino County line in the east to I-5 in the northern San Fernando Valley of Los Angeles.

Interstate 210 is a heavily traveled east-west corridor in Los Angeles County comprised of segments ranging from three to six lanes by direction, with many segments including dedicated HOV lanes. The I-210 Congestion Relief Project, which has been completed, included the expansion of existing traffic management strategies to new locations as well as the implementation of new and innovative strategies, including:

1. Addition of traffic responsive ramp metering;
2. Addition of microwave vehicle detection stations;
3. Freeway-to-freeway connector metering;
4. HOV bypass lane metering; and
5. System Wide Adaptive Ramp Metering (SWARM).

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

SWARM is an advanced metering strategy works by evaluating real-time traffic situations at selected and dynamic bottlenecks throughout the corridor, in order to predict future congestion and properly set upstream ramp metering rates helping to reduce congestion. This methodology improves the ability to maximize and maintain efficiency of traffic flow throughout the corridor. It represents an innovation over current metering capabilities, by implementing ramp metering on a system wide basis, thus, responding to both recurring and non-recurring traffic congestion.

I-210 Active Traffic Management Project - Proposed Project - \$0.9 million - Caltrans proposes to investigate the feasibility of implementing Active Traffic Management on the I-210 corridor, and, if feasible, design and implement a Pilot Demonstration Test of the selected ATMS technologies and strategies.

While Caltrans has already identified the I-210 corridor as the general site for demonstration of ATM, it has not yet determined precisely where on the corridor the pilot demonstration would be carried out and this should be based on discussions with I-210 corridor stakeholders especially during the early stages of the project, who will form the basis for the project's Stakeholder Advisory Group that will provide feedback and advice to the team throughout the period of performance.

Caltrans - Adaptive Signal Control - This project proposes the development and deployment of an adaptive signal control system on 5 corridors (LA-001-PM 0.21/25.99, LA-107-PM 0.43/4.80, LA-213-PM0.00/4.80, LA-072-PM 0.29/6.77, LA-066-PM 0.3/5.34) targeting approximately 200 intersections to enable arterial management through signal timing optimization based on real-time traffic conditions.

These systems will reduce delay and improve traffic flow at intersections and increase throughput in the corridor during peak periods. Studies conducted by the City of Los Angeles Department of Transportation (LADOT) on their Adaptive Traffic Control System (ATCS) have demonstrated approximately 10-15 percent in delay savings. The response time to signal operational problems and field incidents will also be reduced.

9.2.2 Traveler Information Systems

The following proposed traveler information system adaptations are designed to provide travelers with real-time transit scheduling information.

511 System Improvements/Enhancements - The following items are all projects to improve 511 services. These items are specifically focused on the provision of additional information to end users (the general public). Any funding provided would support capital improvement and developmental costs and not on-going operation and maintenance costs. The 511 system is currently expected to cost \$30 million to develop, deploy, operate and maintain over a ten-year period. The services listed below represent enhancements to the current planned 511 deployment.

LACMTA Next Trip Bus Information - LACMTA is developing a system that will allow customers to obtain information on when the next bus or train will arrive at a particular bus stop or rail station. The information to be provided will be based on real-time transit data being collected by Transit Operations. The first phase will be to provide this information on the LACMTA website. In the future, LACMTA would like to provide this information via cell phones or other personal information devices such as Blackberries.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

The key to providing this information will be to update the approximately 18,000 bus stop signs across the county by placing identification information on the signs that would allow customers to type in a particular location and then receive the real-time information in response. A recent study conducted found that passengers new to the transit system look for additional information at the bus stop to help them navigate their trip much more often than existing transit riders. Provision of this added information will make the transit system more accessible. Currently no information regarding schedules is provided at bus stops. The next trip information will provide a very important new tool to enhance the experience of riding transit.

LADOT AVL/Passenger Information System and Downtown DASH System Enhancements - There has been a desire to create an interface between the DASH system and the RIITS Network for some time now. The proposed DASH system enhancements would make such an interface much more feasible. The RIITS Network has data on the arterials and on the LACMTA Bus and Rail operations, and interfaces are currently being developed with Long Beach Transit and Foothill Transit. The addition of DASH information would further enhance the regional, multi-modal transportation benefits generated by the RIITS Network

This proposed project will provide real-time bus location and arrival information for passengers and system managers of the Downtown DASH shuttle system. This project would employ Automatic Vehicle Locator (AVL) technology to improve the overall efficiency and reliability of the Downtown DASH shuttle program. For the passengers of this service, they will be able to obtain next bus arrival information from personal electronic devices, such as cell phones, lap top computers, Personal Data Assistants (PDA's), etc. In addition, LED displays will be placed at key bus stop locations in the Downtown area providing passengers with bus arrival information.

LADOT AVL/Passenger Information System – Downtown Commuter Express - This proposed project will provide real-time bus location and arrival information for passengers and system managers of the Commuter Express transit system operated by Los Angeles DOT. This project would employ Automatic Vehicle Locator (AVL) and Global Positioning System (GPS) technologies to improve overall efficiency and reliability of the Commuter Express transit program. IN order to communicate location and schedule information in areas outside of the Downtown area, the proposed project includes the purchase and installation of a digital communication system with GPS technology.

Torrance Transit, AVL/Passenger Information System - This proposed project will provide real-time bus location and arrival information for passengers and system managers of the Torrance Transit system for express buses operating on the I-110 Harbor Transitway.

LADOT Changeable Message Signs Program - RIITS Network currently has an interface with LADOT for arterial data. This interface could be enhanced to provide the CMS data. The RIITS Network already displays Caltrans CMS on the Agency and Public websites. Adding this data to the RIITS Network would allow other transportation agencies and the general public to view the messages on the signs remotely, thus greatly enhancing the benefits derived from the deployment.

LACMTA Real-time Passenger Information - Real-time passenger information displays at each of the 12 stations (including 37th St., 23rd St., 7th/Flower and 5th/Flower)

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

9.2.3 Fare Technology Systems

LACMTA Integrated Mobility Account - This would create a system to integrate the UFS/TAP and congestion pricing electronic toll collection systems into a single account. This would then enable the user to manage a single account in support of their mode of transportation. This also will allow for the creation of unique incentive programs to promote mode shift by enabling revised or incentive pricing programs to attract users to try alternative modes of transportation within a congestion corridor.

10.0 Expedited Project Completion

LACMTA will take advantage of existing HOV to HOT Lane Conversion projects around the nation and apply the lessons learned in the planning, design, and ongoing operation and maintenance of HOT facilities.

LACMTA can expedite the delivery of its congestion pricing components by taking advantage of the following opportunities:

Federal Funding Programs – LACMTA’s proposal requests the funding programs available to help implement its congestion pricing and complementary transit and technology projects and programs. In particular, the I-10 phase 2 HOT lane could be expedited from its current target completion date of 2014 and the Adams and Ramirez flyovers to the I-110 Harbor Transitway could be expedited with additional funding.

Grant funding sources could include: FHWA’s Highways for Life Pilot Program, FHWA’s Innovative Bridge Research and Deployment Program, FHWA’s Transportation, Community, and System Preservation Program, FHWA’s Truck Parking Facilities Pilot Program, FTA’s capital program for Bus and Bus-Related Facilities, FTA’s capital program for New Fixed Guideway Facilities, including “Small Starts” projects and FTA’s Alternatives Analysis Program.

Expedited Project Delivery Reviews – LACMTA would like to take advantage of the USDOT authority to institute tolls on portions of their Interstate systems and expedite project delivery by waiving certain FHWA regulations (in accordance with FHWA’s Special Experimental Project (or “SEP-15”) program or as otherwise permitted by law), and placing key projects on the Environmental Stewardship Executive Order,¹³ allowing for the streamlining of some aspects of the environmental review process. In particular, the LACMTA could accelerate the I-10 from I-605 to SR 57 HOV construction and further conversion to HOV that is currently under design.

Technical Assistance - Finally, the LACMTA would take advantage of the USDOT offer of extensive technical expertise and advice from world class engineers.

11.0 Research, Planning and Experience to Date

The Los Angeles Region partnering in this grant application to the USDOT have considerable experience in research and planning for each one of the main three categories of the Los Angeles Region Congestion-Reduction Demonstration Initiative. Their experience with transit and technology was briefly described in the previous section. The following is brief description of their experience with congestion-pricing.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

OffPeak Program - The *OffPeak* program is a successful peak-period pricing program that is unique in the world and which was developed as a way to address chronic congestion and air quality issues in and around the Port of Los Angeles and the Port of Long Beach. Being a market-based incentive program to mitigate traffic congestion during peak-periods, the *OffPeak* has resulted in major traffic relief along major travel corridors located in the vicinity of the ports, particularly along Interstate 710 and Interstate 110.

Alameda Corridor - The 20-mile long Alameda Corridor is the first link in the national rail system leading out of the Port of Los Angeles and the Port of Long Beach (San Pedro Bay Ports) and transporting goods to the transcontinental rail system near downtown Los Angeles to be distributed to destinations across the United States. With more than 60 percent of the cargo arriving at the San Pedro Bay Ports ultimately destined for markets outside of Southern California, the Alameda Corridor has seen a 106 percent growth in cargo movement over the last four years. The Ports also handle 24 percent of the nation's total exports. Thus, with a trade volume of about \$300 billion the Corridor is of major national significance.

While the Alameda Corridor focused on the north-south corridor between downtown Los Angeles and the Ports of Long Beach and Los Angeles, the Alameda Corridor East (ACE) focuses on the east-west corridor between East Los Angeles (just east of downtown) to the Los Angeles County Line paralleling Interstate 10 (San Bernardino Freeway) as well as SR 60 (Pomona Freeway). The ACE is a set of projects to mitigate anticipated traffic congestion, enhance overall mobility and safety caused by an expected increase in rail freight traffic in eastern Los Angeles County. The Alameda Corridor East Construction Authority has identified specific construction projects that are currently under construction, ranging from low-cost improvements in safety features and signal devices at rail crossings to expensive grade separations, which involve building underpasses or bridges so that rail and motor-vehicle traffic no longer intersect.

Reduce Emissions and Congestion on Highways (REACH) - Los Angeles was among the first regions in the country to examine different pricing strategies and their public acceptance. In 1995, the Southern California Association of Governments (SCAG) created the Reduce Emissions and Congestion of Highways (REACH) Task Force that included METRO and Caltrans among other regional agencies. This group reviewed market-based transportation management concepts, including vehicle user fees and toll lanes. A key finding of this study was that high occupancy toll (HOT) lanes had the most promise of introducing transportation pricing strategies to the region. However, the study also identified public acceptability and equity issues that needed to be addressed for the successful implementation of this pricing strategy.

SCAG Draft 2008 Regional Transportation Plan (RTP) – SCAG's Draft 2008 RTP discusses the need to address travel demand through Travel Demand Management (TDM) strategies which are designed to influence an individual's travel behavior by making alternatives to the single-occupant automobile more attractive, especially during peak commute periods, or by enacting regulatory strategies. Some examples of TDM strategies are carpools and vanpools, public transit, non-motorized modes, congestion pricing, and providing the public with reliable and timely traveler information.

Caltrans Business Plan – Caltrans District 7 recently submitted to the USDOT its Business Plan for improving the operating performance of the freeway system in the Los Angeles Region. This plan includes congestion-pricing options, including the implementation of HOT lanes.

LOS ANGELES REGION CONGESTION-REDUCTION DEMONSTRATION INITIATIVE

LACMTA Congestion Pricing Studies - LACMTA's 2001 LRTP also included sensitivity tests to examine the effects of pricing and land use on the performance of the region's transportation system, concluding that these strategies combined have tremendous positive impact on transit share, highway speed, mobility, and air quality. These studies and other research conducted at several universities in Southern California have also provided revenue estimates from applying congestion pricing in Los Angeles that have ranged in the billions of dollars annually (including an estimate of \$10 billion for 2010). However, implementing congestion pricing is not only about revenue, but also about providing value and travel options in the region.

12.0 Other Time-Frame Considerations

The LACMTA congestion pricing program was approved by the LACMTA Board. The specific projects will be authorized by the state for implementation. AB 1467 (Nunez) which authorizes the state to select toll and HOT lane projects for implementation statewide was enacted into law in 2007. LACMTA will submit an application to the state for this program. No constituent vote is required; however LACMTA will be assessing the success of the HOT lane program through regular feedback from the travelers on these routes.

13.0 Funding Support for Los Angeles Congestion Reduction Strategy

The total estimated cost to implement the proposed congestion reduction strategies is \$1.4 billion. Our partnership seeks federal grant funding in the amount of \$648 million, composed of \$332 million for congestion-pricing projects, \$220 million for transit complementary services and \$96 million for technology complementary services. The local contribution, composed of a combination of local, state, and federal formula funds, is \$781 million.

Los Angeles County's congestion reduction strategies described above are a small representation of the Region's overall investment. In Los Angeles County alone, the forecasted financial plan for the five-year period FY05-FY09 is over \$22 billion. It is anticipated that these funds will be spent for countywide capital and operating activities that would assist in reducing traffic congestion levels in the region distributed as follows: \$8.2 billion for bus and rail operations, \$4.2 billion for bus and rail capital and \$9.6 billion for highway/multimodal streets and roads improvements. Of the \$22 billion, approximately 83 percent comes from local and state sources and the remaining 17 percent is from federal funds. This funding for the period FY05-FY09 represents about 14 percent of the total cost of the region's \$153 billion congestion reduction strategy for the period FY05-FY30. The sources of these funds are 65 percent local, 24 percent state, and 11 percent federal.

14.0 Contact Information

The primary point of contact for this USDOT Congestion-Reduction Demonstration Initiatives application on behalf of Los Angeles County's regional partners is:

Name:	Ashad R. Hamideh, PhD.
Title	Congestion Pricing Project Manager
Agency:	Los Angeles County Metropolitan Transportation Authority
Telephone Number:	213-922-4299
Fax Number:	213-922-2476
E-mail Address:	hamideha@metro.net

Letters of Support



San Gabriel Valley Council of Governments

3452 East Foothill Blvd. Suite 810, Pasadena, California 91107 Phone: (626) 564-9702 FAX: (626) 564-1116 E-Mail SGV@sgvco.org

December 28, 2007

Honorable Mary E. Peters
U.S. Secretary of Transportation
400 Seventh Street, S.W.
Room 10200
Washington, D.C. 20590

Dear Secretary Peters:

We have been advised that the Los Angeles County Metropolitan Transportation Authority (LACMTA) is submitting an application for funding for the Congestion-Reduction Demonstration Initiatives to the U.S. Department of Transportation (USDOT) on behalf of the Los Angeles County region. We understand this application includes priority projects supported by the San Gabriel Valley Council of Governments (SGVCOG).

Over the past decade the SGVCOG has served the San Gabriel Valley and its more than 1.5 million California residents living in 31 incorporated cities and unincorporated communities. Major SGVCOG transportation accomplishments include: the formation of the Pasadena Blue Line Construction Authority to build the 13.6 mile Metro Gold Line light rail from Downtown Los Angeles to Pasadena, the formation of the Alameda Corridor East Construction Authority to construct grade separations for busy intersections of rail and vehicular traffic, and the formation of a Metro West San Gabriel Valley Sector Governance Council to improve bus service to the eight SGV cities not served by Foothill Transit.

As proposed, the USDOT application includes implementation of congestion pricing on portions of the Interstate 10 and 210 and State Route 60 within the San Gabriel Valley. We are enthused about the new initiatives supported by USDOT and innovative measures undertaken by LACMTA's board. We are pleased that LACMTA has worked collaboratively with the California Department of Transportation, the Southern California Association of Governments and other key transportation stakeholders in Los Angeles County to develop the region's Congestion-Reduction Demonstration Initiatives application.

We thank you for your careful review of LACMTA's application, your appreciation of our many complex issues, and your support in improving the quality of life for the residents and workers of the Los Angeles region.

Sincerely,

Nicholas Conway
Executive Director

cc: Roger Snoble, Los Angeles County Metropolitan Transportation Authority

CITY OF LOS ANGELES

CALIFORNIA

RITA L. ROBINSON
GENERAL MANAGER



ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
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100 S. Main St., 10th Floor
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(213) 972-4949
FAX (213) 972-4910

December 27, 2007

Honorable Mary E. Peters
U.S. Secretary of Transportation
400 Seventh Street, S.W.
Room 10200
Washington, D.C. 20590

Dear Secretary Peters:

We are pleased to share with you our full support for the Congestion-Reduction Demonstration Initiatives application for funding to be submitted to the U.S. Department of Transportation (USDOT) by the Los Angeles County Metropolitan Transportation Authority (Metro) on behalf of the Los Angeles County region. This application is being submitted in cooperation with a number of major transportation stakeholders in Los Angeles, including the Los Angeles Department of Transportation.

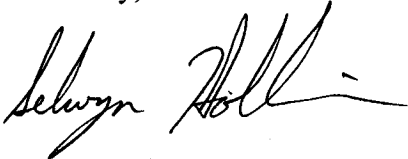
Enacting the proposals in this Congestion-Reduction Demonstration Initiatives application will help mitigate the traffic congestion problem in Los Angeles, which is consistently ranked as being the worst in the country. Specifically, Metro's application includes countywide mobility enhancements made possible through innovative transit and technology projects and programs. Additionally, we are proposing to implement a congestion-pricing scheme that envisions a system-wide approach that could serve as a model to be implemented in other areas of the country. To succeed in this effort, the regional partners in Los Angeles County are seeking the support of the USDOT.

We are particularly pleased that Metro has worked collaboratively with the California Department of Transportation, the Southern California Association of Governments, the City of Los Angeles Department of Transportation, the Los Angeles County Department of Public Works, and other key transportation stakeholders in Los Angeles County to develop the region's Congestion-Reduction Demonstration Initiatives application. Working together, these entities have agreed on an application that effectively deals with the wide array of mobility challenges faced each day by our county's 10 million residents, the most populous in the United States. These challenges also have an impact on the economy of the country due to the status of Los Angeles as a trade gateway.

It is our understanding that Metro will be submitting its Congestion-Reduction Demonstration Initiatives application to the USDOT by December 31, 2007 and that your agency could make a decision as early as January 2008. We wholeheartedly believe that Los Angeles County, which comprises the most congested urban area in the United States, would be a prime candidate to become a qualified jurisdiction under the USDOT's Congestion-Reduction Demonstration Initiatives program.

We thank you in advance for your careful review of our region's Congestion-Reduction Demonstration Initiatives application.

Sincerely,

A handwritten signature in black ink, appearing to read "Selwyn Hill". The signature is fluid and cursive, with a long horizontal stroke at the end.

for Rita L. Robinson, General Manager
Los Angeles Department of Transportation



ANTONIO R. VILLARAIGOSA
MAYOR

December 21, 2007

Honorable Mary E. Peters
U.S. Secretary of Transportation
400 Seventh Street, S.W.
Room 10200
Washington, D.C. 20590

Re: Los Angeles County Metropolitan Transportation Authority (Metro) Congestion-Reduction Demonstration Initiatives Application Letter

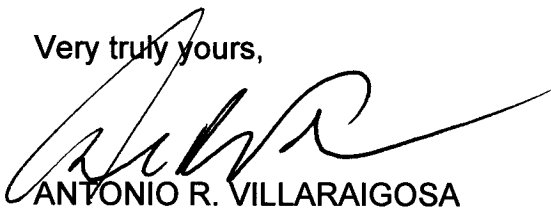
Dear Secretary Peters:

I write to express my support for the Congestion-Reduction Demonstration Initiatives application for funding to be submitted to the U.S. Department of Transportation (USDOT) by the Los Angeles County Metropolitan Transportation Authority (Metro) on behalf of the Los Angeles County region.

Metro's application includes countywide mobility enhancements made possible through innovative transit and technology projects and programs that will effectively address the mobility challenges faced daily by Los Angeles County's ten million residents, the most populous and congested urban area in the nation. These challenges also have an impact on the economy of the country due to the status of Los Angeles as a trade gateway. For these reasons, Los Angeles County would be a prime candidate to become a qualified jurisdiction under the USDOT's Congestion-Reduction Demonstration Initiatives program.

I thank you in advance for your careful review of our region's application. Should you have any questions concerning MTA's application, please contact Heidi Sickler, Policy Analyst, of my staff at (213) 978-3062.

Very truly yours,



ANTONIO R. VILLARAIGOSA
Mayor

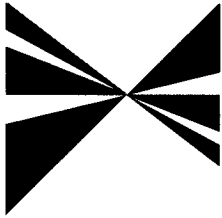
ARV:hs

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Orange County: Chris Norby, Orange County - Christine Barnes, La Palma - John Beaudan, Brea - Lou Bone, Tustin - Debbie Cook, Huntington Beach - Leslie Daigle, Newport Beach - Richard Dixon, Lake Forest - Troy Edgar, Los Alamitos - Paul Gaaab, Laguna Niguel - Robert Hernandez, Anaheim - Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County - Thomas Buckley, Lake Elsinore - Bonnie Flickinger, Moreno Valley - Ron Loveridge, Riverside - Greg Pettis, Cathedral City - Ron Roberts, Temecula

San Bernardino County: Gary O'vitt, San Bernardino County - Lawrence Dale, Barstow - Paul Eaton, Montclair - Lee Ann Garcia, Grand Terrace - Tim Jasper, Town of Apple Valley - Larry McCallon, Highland - Deborah Robertson, Rialto - Alan Warner, Ontario

Ventura County: Linda Parks, Ventura County - Glen Becerra, Simi Valley - Carl Morehouse, San Buenaventura - Toni Young, Port Hueneme

Tribal Government Representative: Andrew Masiel, Sr., Pecharanga Band of Luiseno Indians

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

San Bernardino Associated Governments: Paul Leon

Ventura County Transportation Commission: Keith Millhouse, Moorpark

10/24/07

December 20, 2007

Honorable Mary E. Peters
U.S. Secretary of Transportation
400 Seventh Street, S.W.
Room 10200
Washington, D.C. 20590

Dear Secretary Peters:

The Southern California association of Governments (SCAG) is pleased to share with you our full support for the Congestion-Reduction Demonstration Initiatives application for funding submitted to the U.S. Department of Transportation (USDOT) by the Los Angeles County Metropolitan Transportation Authority (Metro) on behalf of Los Angeles County.

This application is being submitted in cooperation with a number of major transportation stakeholders in Southern California, including SCAG, the California Department of Transportation, the City of Los Angeles Department of Transportation, the Los Angeles County Department of Public Works, and other key transportation stakeholders in Los Angeles County. Working together, these entities have agreed on an application that effectively deals with the wide array of mobility challenges faced each day by our county's 10 million residents, the most populous in the United States.

Specifically, Metro's application includes countywide mobility enhancements made possible through innovative transit and technology projects and programs.

In addition, Metro is proposing to implement a congestion-pricing scheme that envisions a system-wide approach that could serve as a model to be implemented in other areas of the country. To succeed in this effort, the regional partners in the Los Angeles metropolitan region are seeking the support of the USDOT.

Enacting the proposals in this Congestion-Reduction Demonstration Initiatives application will help mitigate the traffic congestion problem in Los Angeles, which is consistently ranked as being the worst in the country.

These challenges also have an impact on the economy of the country due to the status of Los Angeles as a trade gateway. In 2005, the Ports of Los Angeles and Long Beach accounted for approximately 24% of all U.S. container export traffic and 40% of all U.S. import container traffic. Seventy percent of the import container traffic goes to areas outside of the region.

It is our understanding that Metro will submit its Congestion-Reduction Demonstration Initiatives application to the USDOT by December 31, 2007 and that your agency could make a decision as early as January 2008. We wholeheartedly believe that Los Angeles County, which comprises the most congested urban area in the United States, would be a prime candidate to become a qualified jurisdiction under the USDOT's Congestion-Reduction Demonstration Initiatives program.

We highly recommend your consideration and approval of Metro's Congestion-Reduction Demonstration Initiatives application.

Sincerely,

A handwritten signature in black ink, appearing to read "Hasan Ikhata". The signature is fluid and cursive, with a large loop at the end.

Hasan Ikhata,
Director, Planning and Policy
Southern California Association of Governments

Cc: Roger Snoble



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DONALD L. WOLFE, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: PD-0

December 18, 2007

The Honorable Mary E. Peters
U.S. Secretary of Transportation
400 Seventh Street, S.W., Room 10200
Washington, D.C. 20590

Dear Secretary Peters:

CONGESTION-REDUCTION DEMONSTRATION INITIATIVES APPLICATION

We are pleased to share with you our full support for the Congestion-Reduction Demonstration Initiatives application for funding to be submitted to the U.S. Department of Transportation (USDOT) by the Los Angeles County Metropolitan Transportation Authority (Metro) on behalf of the Los Angeles County region. This application is being submitted in cooperation with a number of major transportation stakeholders in Los Angeles, including the County of Los Angeles Department of Public Works.

Implementing the proposals in this application will help mitigate the traffic congestion problem in Los Angeles, which is consistently ranked as being the worst in the country. Specifically, Metro's application includes countywide mobility enhancements made possible through innovative transit and technology projects and programs. Additionally, Metro is proposing to implement a congestion-pricing scheme that envisions a system-wide approach that could serve as a model to be implemented in other areas of the country. To succeed in this effort, the regional partners in the County of Los Angeles are seeking the support of the USDOT.

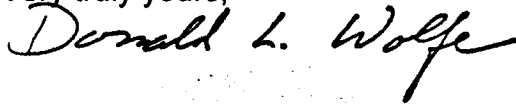
We are particularly pleased that Metro has worked collaboratively with the California Department of Transportation, the Southern California Association of Governments, the City of Los Angeles Department of Transportation, ourselves, and other key transportation stakeholders in the County of Los Angeles to develop the region's Congestion-Reduction Demonstration Initiatives application. Working together, we have agreed on an application that sets forth a plan addressing many of the mobility challenges faced each day by our County's ten million residents, the most populous county in the United States. These challenges also have an impact on the economy of the country since Los Angeles is a trade gateway.

The Honorable Mary E. Peters
December 18, 2007
Page 2

It is our understanding that Metro will be submitting its Congestion-Reduction Demonstration Initiatives application to the USDOT by December 31, 2007, and that your agency could make a decision as early as January 2008. We wholeheartedly believe that the County of Los Angeles, which comprises the most congested urban area in the United States, would be a prime candidate to become a qualified jurisdiction under the USDOT's Congestion-Reduction Demonstration Initiatives program.

We thank you in advance for your careful review of our Congestion-Reduction Demonstration Initiatives application.

Very truly yours,

A handwritten signature in black ink that reads "Donald L. Wolfe". The signature is written in a cursive style with a large initial "D".

DONALD L. WOLFE
Director of Public Works

SA:abc

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cc: Metropolitan Transportation Authority (Gladys Lowe)



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Member Agencies:

Los Angeles County
Metropolitan Transportation
Authority.
Orange County
Transportation Authority.
Riverside County
Transportation Commission.
San Bernardino
Associated Governments.
Ventura County
Transportation Commission.

Ex Officio Members:

Southern California
Association of Governments.
San Diego Association
of Governments.
State of California.

December 31, 2007

Honorable Mary E. Peters
U.S. Secretary of Transportation
400 Seventh Street, S.W.
Room 10200
Washington, D.C. 20590

Dear Secretary Peters:

We are pleased to share with you our full support for the Congestion-Reduction Demonstration Initiatives application for funding to be submitted to the U.S. Department of Transportation (USDOT) by the Los Angeles County Metropolitan Transportation Authority (LACMTA) on behalf of the Los Angeles County region. This application is being submitted in cooperation with a number of major transportation stakeholders in Los Angeles, including the Southern California Regional Rail Authority (SCRRA).

Enacting the proposals in this Congestion-Reduction Demonstration Initiatives application will help mitigate the traffic congestion problem in Los Angeles, which is consistently ranked as being the worst in the country. Specifically, LACMTA's application includes countywide mobility enhancements made possible through innovative transit and technology projects and programs. Additionally, we are proposing to implement a congestion-pricing scheme that envisions a system-wide approach that could serve as a model to be implemented in other areas of the country. To succeed in this effort, the regional partners in Los Angeles County are seeking the support of the USDOT.

We are particularly pleased that LACMTA has worked collaboratively with the California Department of Transportation, the Southern California Association of Governments, the City of Los Angeles Department of Transportation, the Los Angeles County Department of Public Works, SCRRA and other key transportation stakeholders in Los Angeles County to develop the region's Congestion-Reduction Demonstration Initiatives application. Working together, these entities have agreed on an application that effectively deals with the wide array of mobility challenges faced each day by our county's 10 million residents, the most populous in the United States. These challenges also have an impact on the economy of the country due to the status of Los Angeles as a trade gateway.

It is our understanding that LACMTA will be submitting its Congestion-Reduction Demonstration Initiatives application to the USDOT by December 31, 2007 and that your agency could make a decision as early as January 2008. We wholeheartedly believe that Los Angeles County, which comprises the most congested urban area in the United States, would be a prime candidate to become a qualified jurisdiction under the USDOT's Congestion-Reduction Demonstration Initiatives program.

We thank you in advance for your careful review of our region's Congestion-Reduction Demonstration Initiatives application.

Sincerely,



David Solow
Chief Executive Officer

Cc: Roger Snoble, LACMTA