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Metro

AD-HOC CONGESTION PRICING COMMITTEE
NOVEMBER 29, 2007

SUBJECT: LOS ANGELES COUNTY CONGESTION-REDUCTION DEMONSTRATION INITIATIVE PROPOSAL

ACTION: APPROVE CONGESTION-REDUCTION DEMONSTRATION INITIATIVE PROPOSAL

RECOMMENDATION

A. Approve the submittal of a one-year congestion-pricing demonstration project to the United States Department of Transportation (USDOT) that includes conversion of existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes along Interstate 10 (El Monte Busway), Interstate 110 (Harbor Freeway Transitway), and Interstate 210 from the I-605 to the I-710 as part of a first phase, with the potential for a second phase that would include HOV lanes currently under construction along State Route 60 (Pomona Freeway), future carpool lanes on the I-10 east of the I-605, and carpool lanes on the I-210 east of the I-605 as HOT lanes during a second phase;

B. Approve the submittal of an application to the California Transportation Commission (CTC) for legislative authority to develop and operate High Occupancy Toll (HOT) lanes for the freeway corridors included in action "A" of this recommendation, including the administration and operation of a congestion-pricing program and exclusive or preferential lane facilities for public transit per Assembly Bill 1467.

ISSUE

On November 13, 2007, the USDOT's Office of the Secretary of Transportation published a Solicitation of Applications for Funding of Congestion-Reduction Demonstration Initiatives. To participate in the solicitation for possible federal funding, Metro must submit an application for Los Angeles County by a December 31, 2007 deadline.

On a related note, the CTC approved the Assembly Bill 1467 HOT Lane Guidelines and application procedures in October 24, 2007. Metro, as the Regional Transportation Planning Agency (RTPA for Los Angeles County, and in cooperation with Caltrans, may apply to the

CTC to develop and operate HOT lanes. Per Assembly Bill 1467, the CTC may grant authority for only two projects in Southern California.

POLICY IMPLICATIONS

Our recommendation is consistent with the Board directive to develop congestion-pricing alternatives that could be implemented in Los Angeles County by the year 2010. Approval of our recommendation could provide funding and/or authority to implement congestion-pricing HOT lane projects. Approval of our recommendation also would place Los Angeles County strategically to compete for federal highway and transit funds to help finance congestion reduction strategies in the region.

OPTIONS

The Board of Directors could choose not to approve all or part of the recommendation. We are not recommending this option because without these actions, our region will not be competitive for the immediate opportunities provided by the USDOT and the CTC for implementing congestion relief strategies that include pricing. Metro staff considered toll lanes on other freeways. These freeways had attributes which made them less appropriate for a near term demonstration project. Depending on the freeway, some freeways had less congestion, less parallel transit, less capacity in the HOV lanes, less of a direct link to major destinations, created less of a network and/or had less space for the toll lanes technology than the recommended projects.

FINANCIAL IMPACT

The recommended actions have no impact on Metro's FY 08 Budget. Selecting a congestion pricing project for the USDOT and CTC applications would increase the likelihood of Los Angeles County receiving federal and/or state funds.

DISCUSSION

Last month, the USDOT's Assistant Secretary for Transportation Policy, Tyler Duvall, informed the Board of Directors of an upcoming request for solicitations for funding for an initiative similar to the Urban Partnership Agreement (UPA) program that the USDOT had established a year ago. Subsequently, the USDOT's Office of the Secretary of Transportation published a Solicitation of Applications for Funding of Congestion-Reduction Demonstration Initiatives on November 13, 2007. Applicants that are not a State Department of Transportation (DOT) are expected to partner with or submit an application through their corresponding DOT in applying for highway discretionary funding. Soon after the December 31st deadline, the USDOT will enter into agreements with the successful applicants who will be designated as "qualified jurisdictions" of federal assistance in accordance with this notice. These agreements would support congestion-pricing and complementary transportation projects and strategies. To be competitive, proposals must integrate innovative transit strategies, new transportation technologies, and direct highway pricing during congested travel periods. In addition, applications must address the USDOT's expectations for the implementation or pre-implementation efforts of any proposed congestion-reduction

activities to commence shortly after an agreement with the USDOT is signed. Proposed projects and programs could be implemented on a demonstration basis.

The new federal solicitation generally follows the same guidelines and evaluation process for the earlier UPA program. The USDOT will consider a variety of factors in reviewing applications seeking funding, including: (1) the extent to which the proposed congestion-reduction plan reduces traffic congestion, enables improvements in transit service, and demonstrates innovative technology applications; (2) the projects national demonstration value; and (3) the technical feasibility and political probability of the project(s) being implemented in the near-term.

Although the USDOT did not specify in its solicitation notice the potential funding that could be made available for designated qualified jurisdictions, it has identified the various discretionary funding programs that will be available in FY 08 for implementing congestion-reduction demonstration initiatives. These funding opportunities include Federal Highway Administration (FHWA) programs, such as Innovative Bridge, Interstate Maintenance, and Truck Parking Facilities. In addition, funding opportunities included Federal Transit Administration (FTA) programs, such as Bus and Bus-Related Facilities and Small Starts. Also, the USDOT may allocate up to $9.5 billion in private activity bond authority not already allocated or applied for under the Private Activity Bond program. The UDOT may also provide qualified jurisdictions direct loans, loan guarantees, and lines of credit for qualified projects under the Transportation Infrastructure Finance and Innovation Act (TIFIA). TIFIA allows for the support of approximately $10 billion in credit assistance. These funding opportunities are in addition to any funds designated by law to support the USDOT's Congestion Initiative. The President's Fiscal Year 2008 Budget includes $175 million for USDOT's Congestion Initiative.

The USDOT's recent solicitation follows the same funding approach of the former UPA program, which solicited proposals without any funding commitment from the USDOT, but resulted in about $850 million in discretionary funds that were conditionally awarded to five designated Urban Partners (Miami, San Francisco, Minneapolis, Seattle, and New York). Additional funding could become available to the USDOT for qualified jurisdictions proposing innovative congestion-reduction demonstration projects if the Urban Partners designated under the UPA program are unsuccessful in obtaining needed legislative authority to move their projects forward or to provide the required local funding match.

For Los Angeles County's proposal to be competitive and responsive to the USDOT's notice, Metro would need to have proper State legislation in place or demonstrate efforts for obtaining legislative approval for implementing congestion-reduction related projects and activities, including congestion-pricing. In this regard, Assembly Bill 1467 allows Metro, as the RTPA for Los Angeles County and in cooperation with Caltrans, to develop and operate HOT lanes, including the administration and operation of a congestion- pricing program and exclusive or preferential lane facilities for public transit. The number of projects that may be approved under Assembly Bill 1467 is limited to four: two in Northern California and two in Southern California. Metro staff will request that our combined corridors constitute one network or one project. If limited to two single freeways, Metro staff will apply for the Harbor Freeway and the El Monte Busway. There is no deadline for submitting applications to the CTC application for developing HOT lanes, but we need to be ready to submit an application

as soon as possible to compete for the two spots that are available for Southern California. The State Legislature would approve projects submitted by RTPA's on a first come first serve basis per the recommendation of the CTC. Among the eligibility criteria is whether proposed projects for developing HOT lanes or exclusive or preferential lane facilities for public transit are included in the RTPA's Long Range Transportation Plan or necessary steps are being considered to include them. If we are not successful under this process for implementing Assembly Bill 1467, we will have to seek new State legislation for Los Angeles County. In any case, we expect to seek new State authority for developing HOT lane corridors or for a more general language that would allow implementing other congestion- pricing alternatives in Los Angeles County. We are currently working with our Government Relations staff to include this effort in Metro's Legislative Program.

To help identify a congestion pricing proposal, Metro organized a meeting with the region's major transportation agencies to discuss the potential of congestion pricing alternatives that could be implemented in Los Angeles County in the short-term. Metro staff also had initial contacts with the Council of Governments (COG's). The meeting included high-level staff from Caltrans, Los Angeles County Department of Public Works, and the City of Los Angeles. SCAG was also invited to participate in the meeting. The discussions focused on developing HOT lanes, whether through converting existing HOV lanes or operating those HOV lanes that are currently under construction. The regional partners considered several criteria, including current operating conditions (traffic volumes, average speeds, travel time savings, minimum passenger occupancy requirements, etc.), the availability of transit alternatives, easiness for implementation in the short-term, and potential to operate as a system or bundle of HOT lanes that could developed into a network of managed priced lanes. Attachments A, B, and C summarize information on travel time savings and HOV lane peak hour volumes. Attachments D and E contain more detailed data on these same features. Attachment F is a map of the current carpool lane network which staff consulted to look at connectivity.

One strong project to emerge from this discussion and evaluation of the data was conversion of the Harbor Freeway Transitway (both lanes each direction) into a toll lane facility. Advantages of this facility are that it contains two lanes in each direction, it has some capacity left during peak hours in the carpool lanes so that toll paying cars could be added without significantly impacting adjacent mixed flow lanes, there is good opportunity to use any tolls collected to increase parallel transit service, the freeway is congested enough so that a toll facility could provide significant travel time savings for drivers, it has physical space for toll monitoring equipment, and it has limited egress and access which may help in toll monitoring.

The El Monte busway on the I-10 Freeway from the I-605 to downtown Los Angeles also emerged from the discussion as a strong project. The I-10 freeway is highly congested and a toll lane could provide excellent travel time savings opportunities to drivers. There is excellent parallel transit service such as on the El Monte Busway and Metrolink to provide additional mobility options. The facility has physical space to accommodate any toll monitoring equipment and there is limited egress and access to aid in toll monitoring. The I-210 freeway similarly had the advantages of a long continuous HOV lane, significant congestion and opportunities to provide drivers with significant travel time savings. Toll facilities on both the I-210 and the I-10 could provide drivers two parallel opportunities to travel through portions

of the San Gabriel Valley and also access Downtown Los Angeles with travel time savings. Staff intends to propose the portion of the I-210 carpool lane from the I-605 to the I-710 as part of a first phase with extension east of that as a second phase. With respect to the SR-60, the current carpool lanes were not considered long enough to be part of an initial pilot project. As the lanes that are currently under construction are completed, this freeway could be added in the future providing yet a third parallel corridor with a high speed travel lane option during peak periods. Similarly, future carpool lanes on the I-10 east of the current El Monte busway would be proposed in the USDOT application as a second phase.

The basic elements of the pilot congestion pricing projects would be to open the HOV lanes to all drivers with a graduated toll designed to keep the lane moving at a minimum 50-mile per hour speed. The tolls would vary by time of day and congestion levels. Tolls would be highest for solo drivers and gradually lower for 3-plus and 2-plus occupancy vehicles. Buses and van pools would be free. Toll revenues would be used for improvements along that same corridor. These improvements could include, for example, additional transit facilities and service, subsidies for van pools, advanced signal timing, and arterial capacity improvements. Prior to opening any pilot project, Metro in conjunction with affected transportation agencies would prepare a detailed implementation plan with extensive outreach to local jurisdictions and communities. This implementation plan would assess how the facility could be designed and implemented in such a way that it provided travel time and mobility benefits to users without adversely impacting adjacent freeway lanes and arterials.

NEXT STEPS

Upon approval of the recommendations above, we will continue working with our major stakeholders to formulate a set of strategies that could be integrated into a comprehensive proposal for Los Angeles County under both the USDOT and the CTC applications.

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Regional Program Management

Attachments:

A. Travel Speed Comparison Chart
B. Speed Comparison Table
C. HOV Lane Peak Hour Volume Chart
D. Current HOV Volumes Chart
E. Travel Time Data (HOV Lane Time Savings) Chart
F. LA County HOV System Status Map

Carol Inge
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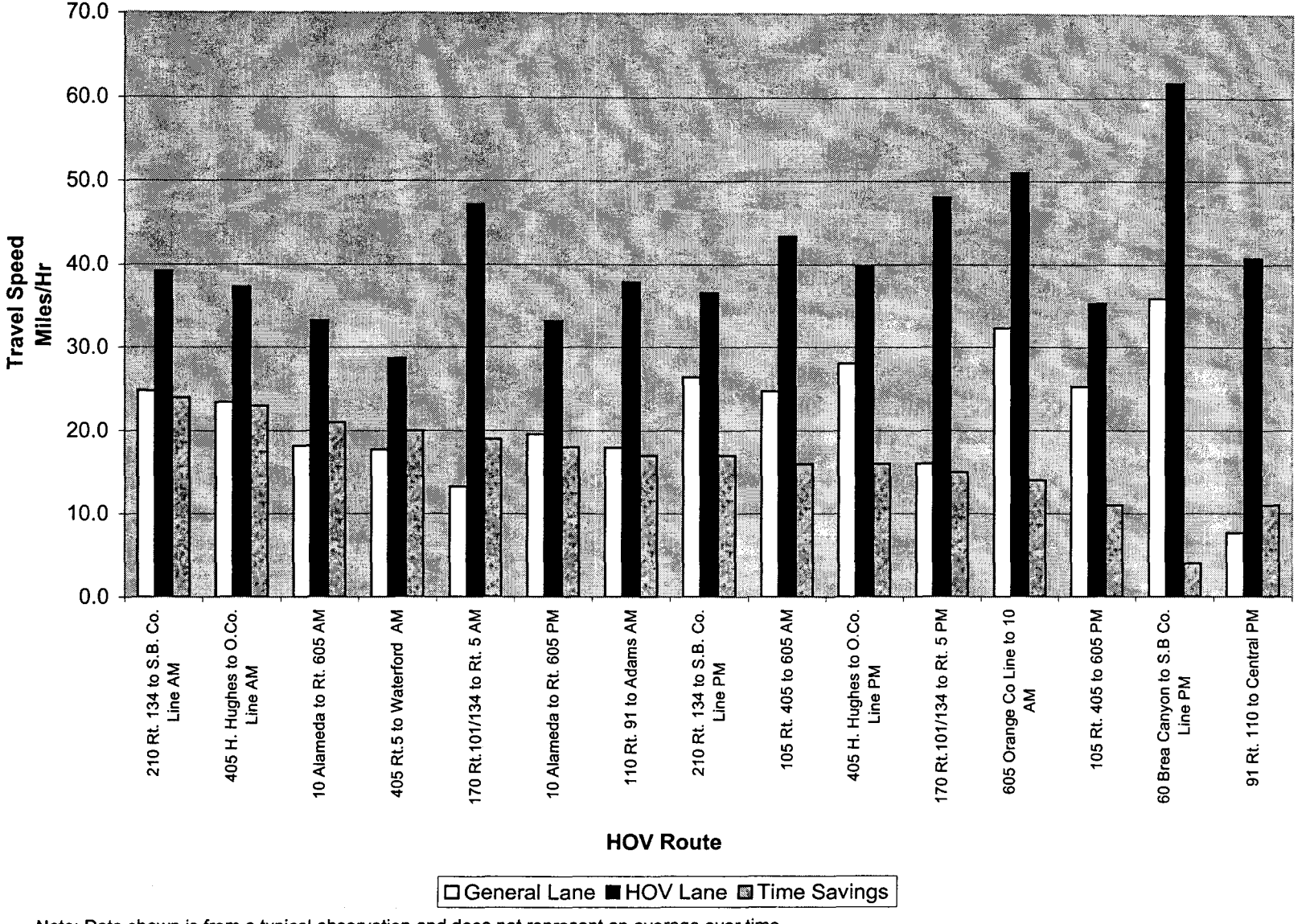
ATTACHMENT A

Travel Speed Comparison



Note: Data shown is from a typical observation and does not represent an average over time.

Data Extrapolated from Caltrans D7 2007 HOV Annual Report

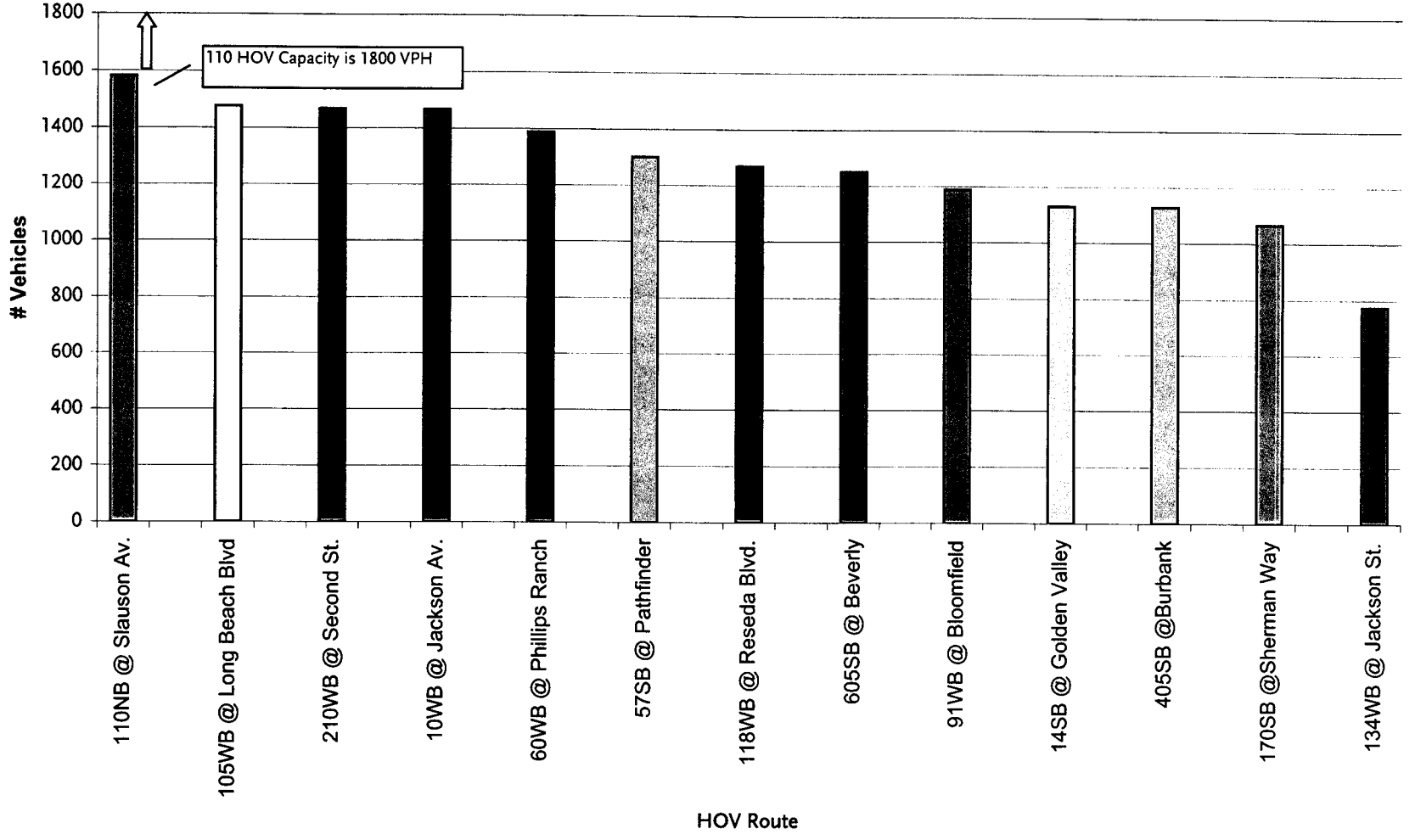
SPEED COMPARISON ATTACHMENT B

Route	length (mi)	Speed General Lane (mi/hr)	Speed HOV (mi/hr)	Travel Time Savings (min)
210 Rt. 134 to S.B. Co. Line AM	27.5	24.8	39.2	24
405 H. Hughes to O.Co. Line AM	24.6	23.4	37.3	23
10 Alameda to Rt. 605 AM	13.8	18.2	33.2	21
405 Rt.5 to Waterford AM	15.6	17.7	28.7	20
170 Rt.101/134 to Rt. 5 AM	5.8	13.3	47.2	19
10 Alameda to Rt. 605 PM	14	19.6	33.2	18
110 Rt. 91 to Adams AM	9.8	17.9	37.9	17
210 Rt. 134 to S.B. Co. Line PM	27.3	26.4	36.6	17
105 Rt. 405 to 605 AM	15.5	24.7	43.4	16
405 H. Hughes to O.Co. Line PM	25	28.1	39.8	16
170 Rt.101/134 to Rt. 5 PM	6	16.0	48.1	15
605 Orange Co Line to 10 AM	20.7	32.3	51.0	14
105 Rt. 405 to 605 PM	15.7	25.3	35.3	11
60 Brea Canyon to S.B Co. Line PM	6.2	35.9	61.8	4
91 Rt. 110 to Central PM	1.7	7.7	40.8	11

Note: Data shown are from a typical observation and do not represent an average over time.
Source: Data extrapolated from Caltrans District 7 2007 HOV Annual Report

HOV LANE PEAK HOUR VOLUME

Single Car Pool HOV Lane Capacity is 1650 VPH
Two Car Pool HOV Lane Capacity is 1800 VPH



Note: Traffic volumes shown above do not necessarily indicate that the facility has excess capacity. Excess capacity could be achieved by managing vehicle throughput.

Source: Caltrans District 7 2007 HOV Annual Report

CURRENT HOV VOLUMES

HOV LANE CAPACITY IS 1650 VPH

Route	Location	Post Mile	Count Date	2+ Peak Hourly Volume **	3+ Peak Hourly Volume **	Hybrid Vehicles Peak Period Volume 1-Hour	Hybrid Vehicles Peak Period Volume 2-Hour	Dir.	HOV Lane Peak Period	Peak 2-Hour HOV Volume **	Occupancy Requirement	Peak Period Violation Rate	HOV ADT (vehicles)	Corridor HOV ADT (vehicles)
10	Jackson Ave.	25.09	11-14-06	1515***	1466	77	167	W/B	6:30-7:30 A.M.	2782	3+ (2+ off peak)	3.23%	13793	25500
	Jackson Ave.	25.09	11-16-06	1154	232	34	72	E/B	3:00-4:00 P.M.	2065	3+ (2+ off peak)	1.54%	11707	
				1085***	928	44			4:15-5:15 P.M.			14.47%		
14	Golden Valley	29.68	12-20-06	1131	114	20	39	S/B	6:30-7:30 A.M.	1981	2+ (1+ off peak)	0.09%	13408	25587
	Golden Valley	29.68	2-15-07	1520	181	37	59	N/B	4:30-5:30 P.M.	2333	2+ (1+ off peak)	0.59%	12179	
57	Pathfinder	3.16	5-2-07	1301	134	75	153	S/B	6:45-7:45 A.M.	2479	2+	0.40%	13813	25788
	Pathfinder	3.16	10-24-06	977	115	25	65	N/B	3:00-4:00 P.M.	1936	2+	0.20%	11975	
60	Phillips Ranch	28.04	12-13-06	1389	164	41	58	W/B	6:45-7:45 A.M.	2457	2+	0.00%	13858	24180
	Phillips Ranch	28.04	12-12-06	965	107	9	17	E/B	4:00-5:00 P.M.	1813	2+	0.00%	10322	
91	Bloomfield	19.17	2-15-07	1189	152	140	297	W/B	6:45-7:45 A.M.	2243	2+	0.08%	11335	22473
	Artesia	19.43	12-20-06	1462	147	90	150	E/B	4:15-5:15 P.M.	2857	2+	0.14%	11138	
105	Long Beach Bl.	11.51	11-1-06	1476	206	47	110	W/B	6:30-7:30 A.M.	2948	2+	3.78%	17564	32426
	Long Beach Bl.	11.51	10-31-06	1297	205	59	107	E/B	4:00-5:00 P.M.	2499	2+	2.11%	14862	
110*	Slauson	17.98	11-2-06	3163	301	236	431	N/B	7:00-8:00 A.M.	6109	2+	0.38%	28916	57159
	Slauson	17.98	11-1-06	2639	266	155	266	S/B	4:30-5:30 P.M.	4939	2+	0.60%	28243	
118	Reseda Ave.	5.81	12-6-06	1269	85	31	55	W/B	6:45-7:45 A.M.	2269	2+	0.08%	5466	11144
	Reseda Ave.	5.81	12-5-06	1389	205	38	55	E/B	4:15-5:15 P.M.	2573	2+	1.77%	5678	
134	Jackson Ave.	7.41	10-24-06	775	58	61	116	W/B	7:15-8:15 A.M.	1425	2+	0.13%	6840	15022
	Jackson Ave.	7.41	10-25-06	943	79	55	91	E/B	4:15-5:15 P.M.	1845	2+	0.00%	8182	
170	Sherman Way	18.27	12-5-06	1066	138	41	74	S/B	7:00-8:00 A.M.	1918	2+	3.27%	5906	10824
	Sherman Way	18.27	12-7-06	726	175	45	71	N/B	4:30-5:30 P.M.	1379	2+	0.00%	4918	
210	Wilson Ave	26.57	11-15-06	1118	166	61	116	W/B	7:15-8:15 A.M.	2017	2+	1.15%	12852	23468
	Wilson Ave	26.57	2-14-07	1324	91	50	104	E/B	3:00-4:00 P.M.	2524	2+	0.38%	10616	
	Second St.	39.12	10-25-06	1468	85	140	211	W/B	7:30-8:30 A.M.	2874	2+	0.41%	12192	
	Second St.	39.12	10-26-06	1520	162	62	134	E/B	4:30-5:30 P.M.	3016	2+	0.33%	12012	—
405	Temple	4.33	2-14-07	1223	144	301	584	N/B	7:30-8:30 A.M.	2357	2+	0.00%	15962	
	Temple	4.33	12-19-06	1428	126	142	274	S/B	4:30-5:30 P.M.	2824	2+	0.00%	14778	—
	Normandie	13.81	11-19-06	1352	143	146	290	N/B	6:30-7:30 A.M.	2412	2+	1.53%	14651	28098
	Normandie	13.81	11-28-06	1246	149	94	190	S/B	3:45-4:45 P.M.	2428	2+	1.58%	13447	
	Burbank Blvd.	40.28	12-9-06	1129	181	48	116	S/B	6:30-7:30 A.M.	2036	2+	0.70%	9475	
	Burbank Blvd.	40.28	2-1-07	1336	172	68	115	N/B	3:45-4:45 P.M.	2677	2+	0.22%	9540	—
605	Beverly Blvd.	14.42	12-7-06	1251	100	51	104	S/B	6:45-7:45 A.M.	2379	2+	0.08%	14655	28822
	Beverly Blvd.	14.41	12-6-06	1482	103	43	80	N/B	3:15-4:15 P.M.	2874	2+	0.20%	14167	

Total Vehicles / Day	330491
Total People / Day	750030

Average occupancy during peak hourly volume: 2+ facility is 2.2; 3+ facility is 3.1 (excluding buses and violators).

Note: ADT data is not necessarily taken at the same count locations.

* 2 lane HOV facility.

** Volume for Carpools, Vanpools, Motorcycles, and Buses. Excluding Violators and Hybrid Vehicles.

*** Volume for Carpools, Vanpools, Motorcycles, Buses, and Violators. Excluding Hybrid Vehicles.

ATTACHMENT D

Travel Time Data (HOV Lane Time Savings)

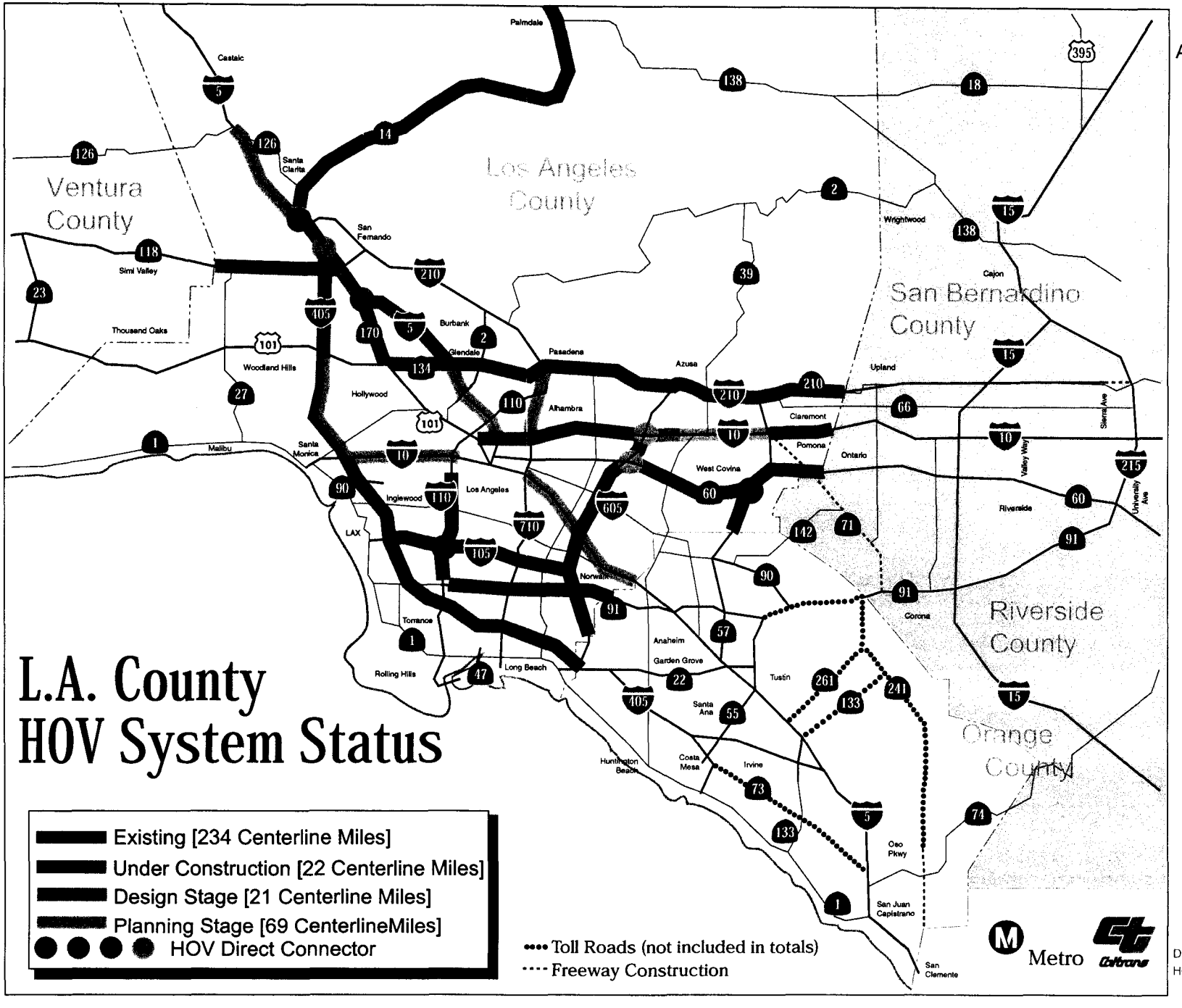
ROUTE	LIMITS	LENGTH	DATE	PEAK DIRECTION	TRAVEL TIME		HOV LANE - TIME SAVINGS
					Mixed Flow	HOV	
10 / San Bernardino Freeway	Alameda to Route 605	13.8 mi.	04/20/07	Westbound (AM)	45 min. - 33 sec.	24 min. - 56 sec.	21 min.
		14.0 mi.	05/15/07	Eastbound (PM)	42 min. - 56 sec.	25 min. - 20 sec.	18 min.
	Route 57 to S.B. Co. Line	5.4 mi.	04/18/07	Westbound (AM)	06 min. - 02 sec.	04 min. - 31 sec.	02 min.
		5.9 mi.	04/18/07	Eastbound (PM)	11 min. - 23 sec.	06 min. - 10 sec.	05 min.
14 / Antelope Valley Freeway	Route 5 to Pearblossom	34.4 mi.	04/19/07	Southbound (AM)	32 min. - 17 sec.	29 min. - 54 sec.	02 min.
		34.8 mi.	04/19/07	Northbound (PM)	38 min. - 45 sec.	31 min. - 11 sec.	08 min.
57 / Orange Freeway	Route 60 to Ora. Co. Line	5.4 mi.	03/14/07	Southbound (AM)	13 min. - 33 sec.	09 min. - 15 sec.	04 min.
		5.4 mi.	03/14/07	Northbound (PM)	18 min. - 28 sec.	11 min. - 27 sec.	07 min.
60 / Pomona Freeway	Brea Canyon to S.B. Co. Line	7.0 mi.	03/15/07	Westbound (AM)	21 min. - 11 sec.	16 min. - 04 sec.	05 min.
		6.2 mi.	03/15/07	Eastbound (PM)	10 min. - 22 sec.	06 min. - 01 sec.	04 min.
91 / Artesia Freeway	* Wilmington to Route 110	1.4 mi.	05/16/07	Westbound (AM)	02 min. - 13 sec.	01 min. - 38 sec.	01 min.
	* Route 110 to Central	1.7 mi.	04/26/07	Eastbound (PM)	13 min. - 16 sec.	02 min. - 30 sec.	11 min.
	* Ora. Co. Line to Cherry	4.4 mi.	05/16/07	Westbound (AM)	16 min. - 12 sec.	07 min. - 12 sec.	09 min.
	* Cherry to Ora. Co. Line	8.4 mi.	04/26/07	Eastbound (PM)	14 min. - 20 sec.	09 min. - 37 sec.	05 min.
105 / Glenn Anderson (Century) Freeway	Route 405 to Route 605	15.5 mi.	04/17/07	Westbound (AM)	37 min. - 36 sec.	21 min. - 25 sec.	16 min.
		15.7 mi.	04/17/07	Eastbound (PM)	37 min. - 15 sec.	26 min. - 41 sec.	11 min.
110 / Harbor Freeway	Route 91 to Adams Blvd	9.8 mi.	04/22/07	Northbound (AM)	32 min. - 46 sec.	15 min. - 31 sec.	17 min.
		9.6 mi.	05/16/07	Southbound (PM)	20 min. - 37 sec.	10 min. - 16 sec.	10 min.
118 / Ronald Reagan Freeway	Route 5 to Ventura Co. Line	11.1 mi.	04/18/07	Westbound (AM)	13 min. - 58 sec.	10 min. - 12 sec.	04 min.
		10.4 mi.	04/18/07	Eastbound (PM)	11 min. - 02 sec.	09 min. - 48 sec.	01 min.
134 / Ventura Freeway	Route 5 to Route 210	7.7 mi.	04/24/07	Westbound (AM)	07 min. - 20 sec.	06 min. - 47 sec.	01 min.
		8.1 mi.	04/24/07	Eastbound (PM)	09 min. - 33 sec.	07 min. - 21 sec.	02 min.
	* Route 5 to Hollywood Way	2.7 mi.	04/24/07	Westbound (AM)	02 min. - 51 sec.	02 min. - 20 sec.	01 min.
	Route 101/170 to Route 5	5.1 mi.	04/24/07	Eastbound (PM)	06 min. - 47 sec.	04 min. - 47 sec.	02 min.
170 / Hollywood Freeway	Route 101/134 to Route 5	5.8 mi.	05/02/07	Southbound (AM)	26 min. - 14 sec	07 min. - 22 sec.	19 min.
		6.0 mi.	05/02/07	Northbound (PM)	22 min. - 29 sec.	07 min. - 29 sec.	15 min.
210 / Foothill Freeway	Route 134 to S.B. Co. Line	27.5 mi.	04/25/07	Westbound (AM)	66 min. - 26 sec.	42 min. - 05 sec.	24 min.
		27.3 mi.	04/25/07	Eastbound (PM)	62 min. - 01 sec.	44 min. - 47 sec.	17 min.
405 / San Diego Freeway	Route 5 to Waterford	15.6 mi.	05/03/07	Southbound (AM)	52 min. - 48 sec.	32 min. - 36 sec.	20 min.
	Route 101 to Route 5	9.3 mi.	05/03/07	Northbound (PM)	32 min. - 11 sec.	22 min. - 19 sec.	10 min.
	Howard Hughes to Ora. Co. Line	24.6 mi.	05/15/07	Northbound (AM)	63 min. - 01 sec.	39 min. - 37 sec.	23 min.
		25.0 mi.	05/16/07	Southbound (PM)	53 min. - 26 sec.	37 min. - 40 sec.	16 min.
605 / San Gabriel River Freeway	Orange Co. Line to Route 10	20.7 mi.	05/01/07	Southbound (AM)	38 min. - 26 sec.	24 min. - 22 sec.	14 min.
		19.9 mi.	05/17/07	Northbound (PM)	28 min. - 21 sec.	20 min. - 07 sec.	08 min.

Travel time runs conducted at 7:30 am and 5:00 pm in the peak direction.

* Temporary HOV lane closure.

ATTACHMENT E

ATTACHMENT F



D7-08/01/07
HOV Route Status