

AMENDMENT TO THE 2001 LONG RANGE TRANSPORTATION PLAN

Approved by the Metro Board of Directors at their June 26, 2008 meeting and amended at the July 24, 2008 meeting: Incorporate revisions adding a new two-page spread to the 2001 LRTP document containing language for tolls/congestion pricing and update to reflect current corridors in the Los Angeles County Congestion Reduction Demonstration Project. This new language follows below:

Public resources are extremely limited and more could be done if new funding becomes available. As funds generated from traditional federal and state sources are limited, it is important to look at new locally-controlled sources or alternative project delivery methods to meet our future mobility and air quality needs. While we are exploring a variety of options, congestion pricing has emerged as a particularly noteworthy strategy.

Congestion pricing is a travel demand management strategy that has the potential for assisting Los Angeles County in meeting its mobility, air quality, and funding challenges. It is the concept of charging a fee for the use of a transportation facility based on the level of demand.

According to the US Department of Transportation, key congestion pricing benefits include reductions in delay, an increase in predictability of trip times, improvements to transit speed and reliability of service, increases in transit ridership, reductions in fuel consumption and vehicle emissions, and increased revenues for transportation improvements. Managing travel demand through congestion pricing has been successfully implemented in other cities across the nation and around the world. The closest examples are in Orange County on SR-91 and San Diego County on I-15.

Since June 2007, we have been pursuing congestion pricing initiatives by partnering with Caltrans, SCAG, and other agencies to develop a congestion pricing demonstration project. As a result of these united efforts, the US Department of Transportation has awarded Los Angeles County \$210.6 million in federal funds to implement the Los Angeles Region Congestion-Reduction Demonstration Initiative.

Funding from this Initiative will implement a demonstration pilot project that would initially convert existing high occupancy vehicle (HOV) lanes to high occupancy vehicle toll (HOT) lanes along I-10 and I-110. HOT lanes on the I-210 may also be developed subject to future financing availability. Vehicles that do not meet the minimum passenger occupancy would be charged a fee for access to the HOT lanes for these facilities. Buses and vanpools would be allowed to access for free. Carpools may also have free access depending on the number of people in the vehicle and level of congestion. A fee structure would be designed to keep traffic on the HOT lanes moving at speeds of at least 50 mph. These fees would vary by time of day and level of traffic congestion, with higher charges during peak-periods.

Revenues collected from the HOT lane fees would pay for HOT lane operating and maintenance expenses, and would also be used for improvements along the facility corridors. These improvements could include additional transit facilities and service, such as purchasing buses, enhancing transit centers and maintenance facilities, and expanding park and ride facilities.

Much work will be done to outreach to the public over the next several years as we move forward with this demonstration project. This project is anticipated to be implemented by December 2010 and to be in operation as a demonstration project for a one-year period. Upon its completion, the success of the project will be evaluated to determine if it should be continued and if similar projects could be implemented in other parts of the County.