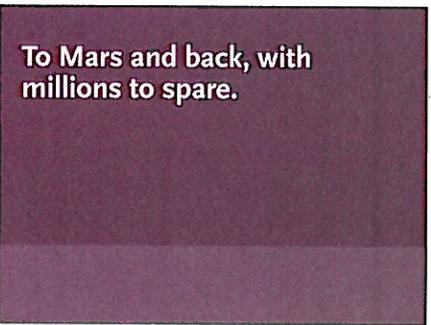


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2

On any given day, 100 million vehicle miles are driven in LA County on 915 miles of highways and freeways.



3

Bear in mind, 100 million miles is a trip to Mars and back with 28 million miles to spare. Is there any wonder why we suffer the worst congestion in the nation?



4

70 years ago, building an extensive highway network was the anchor of our plan for growth. But public opinion and land use policy have shifted away from this solution. And mobility demands have increased dramatically in LA County and the surrounding region.

The fast lanes are
no longer fast.

5

Next time you're in rush-hour traffic on LA freeways, take a look at the diamond lanes. Chances are, speeds in these High Occupancy Vehicle or HOV lanes are no better – and sometimes worse – than the general use lanes.



6

The purpose of HOV lanes is to increase the number of people moving through a congested corridor. To do that, the lanes should offer drivers two key incentives: a substantial savings in travel time and a reliable travel time.



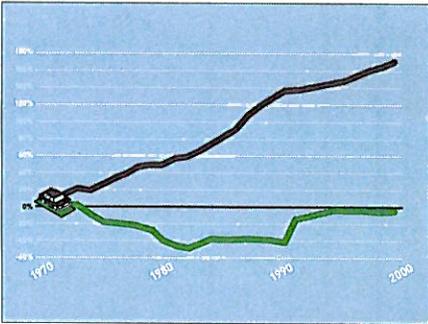
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The idea of HOV lanes is very popular with the public; it continues to poll with an approval rating of over 80%. So when regional transportation agencies are not giving drivers the benefits of HOV lane travel, it constitutes a breach of public trust.

Less concrete.
More creativity.

8

So, what are our options? Even if communities were crying out for freeway expansion, the process of studies, funding and constructing can mean it takes years (and sometimes decades) to complete a new project. A new way to use our roads is what's needed now.



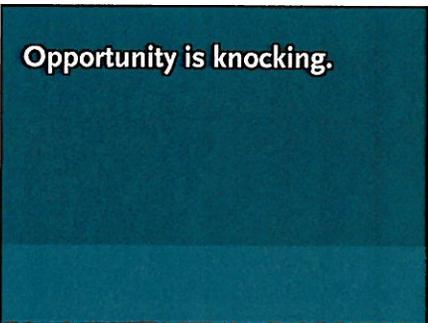
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And the funding picture isn't any rosier. While use of LA County's highway system has steadily increased, the public funds vital to maintaining and improving that system have not kept pace.



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Helping people move more efficiently will take a combination of approaches, including more transit, so people can choose between their own cars and other modes of travel. Another critical element of the path forward is better management of the lanes we have now.



11

Happily, an opportunity to do just that is knocking on LA County's door. The US Department of Transportation has chosen to award Metro, Caltrans District 7 and local agency partners including Foothill Transit a \$210 million federal grant to improve the performance of HOV lanes. This grant is part of the USDOT Congestion Reduction Demonstration Program.



12

This trial program, which we call FastLanes, will be implemented in two specific corridors in the San Gabriel Valley: the 210 and 10 freeways. If funding is available, we'll also target the 110 corridor from south LA to the central city.



13

Why these corridors? The grant requires implementation of a trial by December 2010. These corridors present the right mix of factors necessary to qualify for the program. These factors include the length of roadways as well as the presence of HOV lanes and alternative transit options in the corridor.



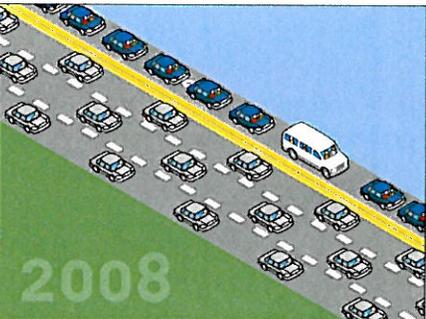
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The Fast Lanes demonstration project will enact a full transportation package aimed at increasing HOV lane speeds on the 10 and 210 freeways. It will include a tolling system for vehicles that do not meet the occupancy requirements for HOV or HOT converted lanes.



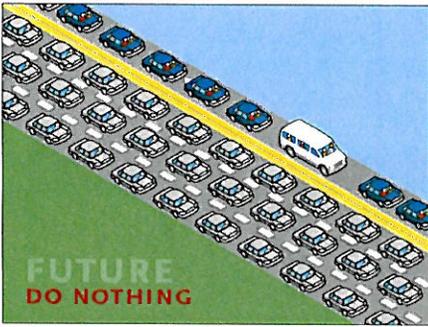
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In the course of the study, those occupancy levels will determine what extra capacity will be available for toll use once the HOV lanes meet the reliable 45 mile per hour travel speed in peak periods. Revenue from tolls will be used first to offset operating costs. Any additional revenue would be channelled to the area where tolling has been implemented, to support further mobility improvements.



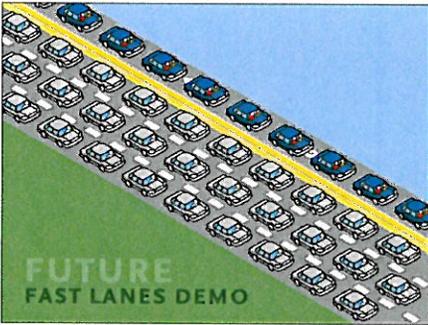
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How will use of our freeway lanes improve with this demonstration program? Here's a typical LA freeway, moving slowly, at rush hour. The problem? the diamond lane is suffering from its' success: so many vehicles use the fast lane that it's only moving about 20 miles per hour. Which isn't fast, by any commuter's definition.



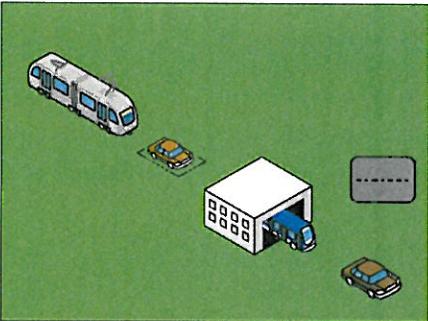
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Now, if we do nothing, the whole thing slows down even more. Every lane, for everyone. When we factor in the expected increase in cars, fast lane speeds in 2030 slow to about 12 miles per hour. And those other cars and trucks in the other lanes? They slow to 8 or 9 miles per hour.



18

So, how does Fast Lanes work? The change starts when we give people more choices. The grant provides millions of dollars for new buses, so we can add fast, frequent Express service in the HOV lanes, along with improved vanpool and carpool matching.



19

The plan also calls for increased commuter rail service, park-ride facilities, transit maintenance facilities and a state-of-the-art tolling system. All these elements mean we'll be providing more choices for commuters, including the option to travel at a guaranteed speed of 45 miles per hour during peak hours.



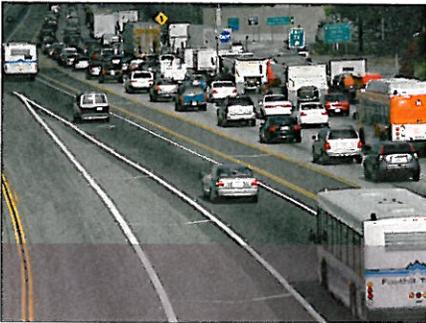
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In short, FastLanes will offer drivers new ways to improve their travel time and speed reliability by changing the way they commute. And with fuel prices still on the rise, these customers are ready to explore new options, right now.

What about issues of equity?

What about equity issues? Are lower income drivers penalized through this program? In a Transportation Research Board paper compiling public opinion data on tolls and road pricing published in June 2008, the following was noted in the summary:

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22

Lower-income individuals generally support tolling and road pricing. Regardless of their economic circumstances, they appreciate having the choice of paying to use uncongested lanes or roadways.

How will it benefit travelers?

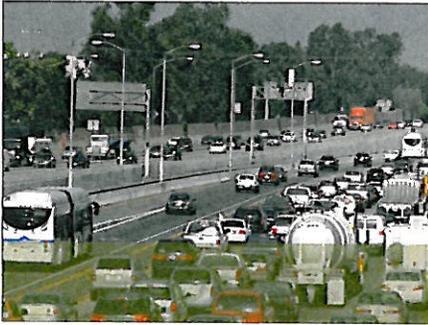
How will FastLanes benefit travelers? Under current congestion conditions in LA County's HOV lanes, no one has a choice. We're all stuck in the same traffic jams. By implementing new occupancy protocols, we create the opportunity for everyone to enjoy travel time savings and reliability.

23



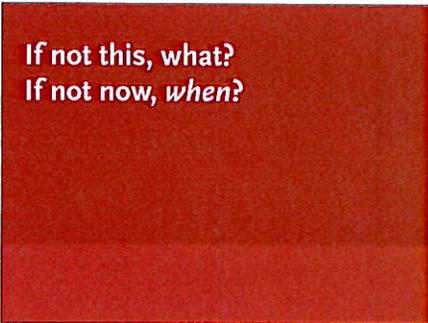
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The demonstration project provides an unprecedented opportunity for experimentation, including the money to purchase more buses that typical federal funding would provide over many decades.



25

FastLanes rewards people (who are willing to commit to a high occupancy mode) with the most valuable commodity in our busy lives – time. Effectively managing our freeways is sound policy. This demonstration project isn't a revolutionary approach. It's a remedy for a broken system, overtaxed by use.



26

So, the real questions are, If not this, what? If not now, when? Fast Lanes is but one part of a comprehensive long-range transportation plan. But while many of the projects and programs recommended in that plan will take years to realize, this opportunity is here now, on the table, in need of our collective support.



27

The Fast Lanes pilot program is new to Los Angeles County. But it does work, and it can work here. We have funding for a trial. And we'll soon have an operating plan to start that trial in 2010.



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Unless we find the will to make both personal and collective changes in the way we move among our 10 million neighbors, we may stop moving altogether.



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It's too big a risk to take. And the one thing we don't have is time to lose.



30