

FACT SHEET

OFFICE OF SYSTEM PERFORMANCE-MANAGED LANES BRANCH

District 7 - Los Angeles and Ventura Counties
July 2017

Inventory:

	<u>HOV Lane</u>	<u>Express Lane</u>
Existing	474 lane-miles*	83 lane-miles
Construction	44 lane-miles	
Design	37 lane-miles	
Planning	80 lane-miles	

*Includes 7.45 lane-miles of existing HOV lane in Ventura County (6.95 In-mi on Rte 101 and 0.50 In-mi on Rte 118).

HOV Performance in 2016:

- Approximately 412,000 vehicles or 855,000 people use the managed lanes on a daily basis.
- An average managed lane facility carries 1500 vehicles per hour per lane or 3100 people per hour per lane, during the morning and afternoon highest 1-hour managed lane volume. These volumes well exceed the minimum expected volume of 800 vehicles or 1800 people per hour, as specified in *the HOV Guidelines for Planning, Design and Operations*.
- On Average, managed lane facilities carry 33% of the entire freeway's people in just 20% of the freeway's space [1 out of 5 lanes (4 general purpose lanes + 1 managed lane)], while an adjacent single general purpose lane carries 17% of the entire freeway's people in the same 20% space.
- On average, the person-trip volume of an HOV lane is 2 times greater than that of a general purpose lane during peak hours. (i.e., 2 general purpose lanes are needed to carry an equal number of people in the managed lane.)
- The average violation rate is 3.3%, which is substantially lower than the preferable rate of below 10%, as specified in *the HOV Guidelines for Planning, Design, and Operations*.
- On average, the highest 1-hour volume is 10%, and the highest 2-hour volume is 20% of the daily managed lane traffic volume.
- The average vehicle occupancy during the morning and afternoon highest 1-hour HOV lane (excluding Route 10 and 110 Express lanes) volume is 2.1 persons (2.0 persons with buses excluded). For Route 10 and 110 Express lanes, the average vehicle occupancy is 2.0 persons (1.3 persons with buses excluded).
- Since 1992, the total number of carpools on freeways with managed lanes has increased steadily, whereas on freeways without managed lanes, the total number of carpools has remained relatively constant or decreased. From 1992 to 2016, the data indicates an increase of 86% in the total number of carpools on freeways with managed lanes for the morning peak 2-hour period. Significant increases in the carpools were also observed in the afternoon peak 2-hour period.

Changes (Year 2010 to Present):

- Completion and opening of 21.8 lane-miles of HOV lane on the Pomona Freeway (Route 60) from San Gabriel River Freeway (Route 605) to Brea Canyon Road. (Opening date: 09/27/10 EB; 10/14/10 WB).
- Completion and opening of 35.3 lane-miles of Express lane on the Harbor Freeway (Route 110) from Artesia Freeway (Route 91) to Adams Boulevard. Existing HOV lane was converted to Express Lane. Portion of facility is two-lanes in each direction. (Opening date: November 10, 2012).
- Completion and opening of 2.0 lane-miles of HOV lane direct connector at the Route 5/14 interchange. (Opening date: December 23, 2012).
- Completion and opening of 43.4 lane-miles of Express Lane on the San Bernardino Freeway (Route 10) from San Gabriel River Freeway (Route 605) to Alameda Street. Existing HOV lane was converted to Express Lane. Portion of facility is two-lanes in each direction. (Opening date: February 23, 2013).
- Completion and opening of 4.1 lane-miles of HOV lane on the San Bernardino Freeway (Route 10) from San Gabriel River Freeway (Route 605) to 0.5 miles west of Puente Avenue. (Opening date: December 13, 2013 EB; December 19, 2013 WB).
- Completion and opening of 9.7 lane-miles of HOV lane on the northbound direction of the San Diego Freeway (Route 405) from National Boulevard/Route 10 to Ventura Blvd/Route 101. (Opening date: May 23, 2014).
- Completion and opening of 6.9 lane-miles of HOV lane on the Ventura Freeway (Route 101) from Mobile Pier Rd to Santa Barbara County line. (Opening date: March 23, 2015).
- Completion and opening of 16.0 lane-miles of HOV lane (includes Rte 5/170 HOV lane direct connector) on the Golden State Freeway (Route 5) from Hollywood Way to Route 118. (Opening date: June 11, 2015).

Legislative Bills (Year 2000 to Present):

- Senate Bill 63 (SB 63) was approved by the Governor on July 23, 1999. Effective January 2000, reduced the minimum occupancy requirement from 3 to 2 persons per vehicle on the I-10 El Monte Busway, on a 24-hour basis. Signs were changed and the facility was monitored through electronic counts, tachometer runs, and manual counts for six months. The Department submitted an operational report to the Legislature. The conclusion – The HOV facility became congested for a couple of hours during the morning and afternoon peak periods; Buffer violations increased from vehicles exiting the congested HOV lane; Observed a significant reduction of 3-person carpools; Public inquiries increased to various agencies and officials regarding the facility.
- Assembly Bill 71 (AB 71) was approved by the Governor on September 7, 1999. Effective July 1, 2000, allowed certain clean air vehicles to use the State's HOV system, regardless of the number of people in the vehicle. The Department of Motor Vehicles' decal must be displayed on the vehicle to qualify for the exemption (electric, CNG, etc.; not hybrids). Signs were installed on all HOV facilities in California.
- Assembly Bill 769 (AB 769) was approved by the Governor on July 3, 2000. Effective July 2000, overrode Senate Bill 63, and restored the 3 or more occupancy requirement during peak hours on the I-10 El Monte Busway. The previous bill, SB 63 -- converted the occupancy requirement as 2 or more/24 hours a day -- attracted too many users to the HOV lane and caused considerable congestion to peak hour traffic. The 3+ variable occupancy HOV is still in effect with FHWA approval. The occupancy requirement is 3 or more persons per vehicle Monday to Friday 5-9 a.m. and 4-7 p.m. in both directions. At all other times, the requirement is 2 or more persons per vehicle.
- Assembly Bill 1871 (AB 1871) was approved by the Governor on September 6, 2000. Effective January 2001, required an 18-month part-time demonstration project on SR-14 between Santa Clarita and Palmdale. This project mandated that the existing high-occupancy vehicle lanes be converted from full-time to part-time operation on a demonstration basis. FHWA has agreed with the recommendation of Caltrans to continue with the part-time operation of HOV lanes on SR-14 freeway until the completion of the 5/14 HOV direct connectors in the year 2013. The HOV lane hours of operation are 5-9 a.m. (Monday to Friday) in the southbound direction and 3-7 p.m. (Monday to Friday) in the northbound direction. The ingress/egress locations must still be observed and used for entering and exiting the HOV lane even during the off-peak hours.
- Assembly Bill 2628 (AB 2628) was approved by the Governor on September 23, 2004 and became law on January 1, 2005, with a sunset date of January 1, 2008. This bill allows hybrid vehicles meeting specified criteria to use the High Occupancy Vehicle (HOV) lanes regardless of the number of occupants. A provision in the bill prohibited its taking effect until the federal government passed legislation allowing the use of HOV lanes by eligible hybrid vehicles. The bill requires the California Air Resources Board (ARB) to publish and maintain a listing of all vehicles eligible for participation in the program. The bill prohibits the Department of Motor Vehicles (DMV) from issuing more than 75,000 decals for the specified hybrid vehicles. Federal legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was signed by the President on August 10, 2005. This legislation allows low emission and energy-efficient vehicles to use the HOV lanes without meeting the minimum occupancy requirements. SAFETEA-LU requires that the State establish a program that addresses the selection of qualifying vehicles, and procedures for enforcing the restrictions on the use of the HOV facility.
- Assembly Bill 2600 (AB 2600) was approved by the Governor on September 29, 2006. Extends the HOV lane provisions of AB 2628. AB 2600 increases the number of carpool decals available for qualified hybrid vehicles by 10,000 to 85,000 decals. It also extends the sunset date of the program by three years to January 1, 2011.
- Senate Bill 1422 (SB 1422) was approved by the Governor on September 28, 2008. Authorized a value-pricing and transit development demonstration program involving High Occupancy Toll (HOT) lanes to be conducted, administered, developed, and operated on Route 10 from Alameda Street (Union Station) to Route 605 and on Route 110 from Adams Boulevard to 182nd Street (Artesia Transit Center) by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The United States Department of Transportation has entered into a memorandum of understanding with the LACMTA and the Department of Transportation to award \$210.6 million in federal transit funding for the purpose of enabling LACTMA to carry out a demonstration program where High Occupancy Vehicle (HOV) lanes on selected freeways in Los Angeles County would be converted into HOT lanes during the demonstration period. The target date for implementation of this demonstration program is December 31, 2010. The bill requires the LACMTA and the Department of Transportation to report to the Legislature by December 31, 2012, on the demonstration program. [Update: Tolling begins November 10, 2012 on the I-110 and February 23, 2013 on the I-10.
- Assembly Bill 1500 (AB 1500) was approved by the Governor on July 6, 2010. Extends the sunset date on a program granting high occupancy vehicle (HOV) lane driving privileges to certain electric and natural gas vehicles. This bill extends the sunset date to January 1, 2015 for all vehicles with white clean air vehicle decals issued by the California Department of Motor Vehicles.
- Senate Bill 535 (SB 535) was approved by the Governor on August 30, 2010. Extends the sunset date on a program allowing certain hybrid vehicles to use the high occupancy vehicle (HOV) lane. This bill allows those vehicles with existing yellow clean air vehicle decals issued by the California Department of Motor Vehicles (DMV) to continue single occupant HOV lane access until July 1, 2011. Starting January 1, 2012, this bill would allow certain vehicles meeting California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) requirements such as

a plug-in hybrid electric vehicle the use of an HOV lane. The DMV will issue up to 40,000 green clean air vehicle decals to applicants with qualifying vehicles.

- Assembly Bill 266 (AB 266) was approved by the Governor on September 28, 2013. Extends the sunset date on a program granting high occupancy vehicle (HOV) lane driving privileges to qualifying zero-emission vehicles (typically 100% electric, hydrogen fuel cell, and CNG vehicles). This bill extends the sunset date to January 1, 2019 for all vehicles with white clean air vehicle decals issued by the California Department of Motor Vehicles.
- Senate Bill 286 (SB 286) was approved by the Governor on September 28, 2013. Extends the sunset date on a program granting high occupancy vehicle (HOV) lane driving privileges to qualifying transitional zero-emission vehicles (typically plug-in hybrid). This bill extends the sunset date to January 1, 2019 for all vehicles with green clean air vehicle decals issued by the California Department of Motor Vehicles. Green clean air vehicle decals are available to the first 40,000 applicants.
- Senate Bill 853 (SB 853) was approved by the Governor on June 20, 2014. This bill increases the green clean air vehicle decals issued by the California Department of Motor Vehicles (DMV) by an additional 15,000 decals effective July 1, 2014. A total of 55,000 green clear air vehicle decals will be issued by the DMV.
- Assembly Bill 2013 (AB 2013) was approved by the Governor on September 21, 2014. This bill increases the green clean air vehicle decals issued by the California Department of Motor Vehicles (DMV) by an additional 15,000 decals effective January 1, 2015. A total of 70,000 green clear air vehicle decals will be issued by the DMV.
- Senate Bill 1298 (SB 1298) was approved by the Governor on September 21, 2014. This bill extends LACMTA's authority to operate HOT lanes on the I-10 (Alameda Street to Route 605) and I-110 (Adams Boulevard to Harbor Gateway Transit Center) indefinitely. The *ExpressLanes* began as a one year demonstration project on the I-10 and I-110 freeways in Los Angeles County. Tolling operations began on the I-110 HOT lanes on November 10, 2012 and on I-10 HOT lanes on February 23, 2013.
- Assembly Bill 1721 (AB 1721) was approved by the Governor on September 21, 2014. This bill allows certain clean air vehicles (displaying a clean air vehicle decal issued by the DMV) not carrying the requisite number of passengers the use of HOV lanes and toll-free or reduced-rate passage in HOT lanes.
(Note: All vehicles, including clean air vehicles, are required to have a FasTrak transponder while traveling on ExpressLanes. Visit metroexpresslanes.net/en/faq/driving.shtml website for additional information).
- Assembly Bill 95 (AB 95) was approved by the Governor on June 24, 2015. This bill increases the green clean air vehicle decals issued by the California Department of Motor Vehicles (DMV) by an additional 15,000 decals effective immediately. A total of 85,000 green clear air vehicle decals will be issued by the DMV.
- Senate Bill 838 (SB 838) was approved by the Governor on September 13, 2016. This bill removes the maximum number of green clean air vehicle decals that the California Department of Motor Vehicles (DMV) is authorized to issue.
- Assembly Bill 2542 (AB 2542) was approved by the Governor on September 23, 2016. This bill would require the department or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the commission for approval, to demonstrate that reversible lanes were considered for the project.

Public Support:

Los Angeles County Metropolitan Transportation Authority (MTA) in partnership with Caltrans District 7 has conducted focus group meetings and a telephone survey, as part of the HOV Performance Program to assess the attitudes of the general public toward carpool lanes in Los Angeles County. The telephone survey included approximately 3,200 respondents throughout Los Angeles County. The following are responses from the public:

- **Strong Support for Carpool Lanes and Carpool Lane Interchanges** - most of Los Angeles County residents surveyed (88%) say they support having carpool lanes on Los Angeles County freeways.
- **Carpool Lanes are More Efficient and Help Reduce Congestion** - almost three-quarters (72%) of Los Angeles County residents surveyed feel that carpool lanes are more efficient than mixed-flow lanes.

The *HOV Performance Program Evaluation Report* was completed and approved by the MTA Board in late 2002.
metro.net/projects/hov/hov_new