



DISTRICT 7 HOV LANE FACT SHEET

Los Angeles and Ventura Counties

HOV Lane Inventory (as of August 2011):

- **Existing** 514 HOV lane-miles
- **Construction** 39 HOV lane-miles
- **Design** 77 HOV lane-miles
- **Planning** 70 HOV lane-miles
- **Los Angeles County has 36% of the total 1425 HOV lane-miles (approximate) in the State of California.**

HOV Performance in 2008:

- HOV facilities in Los Angeles County carry approximately **331,000 vehicles** or **780,000 people per day**.
- On average, each **HOV lane carries 1300 vehicles per hour or 3300 people per hour, during peak hours**. 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, **HOV facilities carry 34% of the entire freeway's people in just 20% of the freeway's space [1 out of 5 lanes (4 mixed-flow lanes + 1 HOV lane)]**, while an adjacent single mixed-flow 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 mixed-flow lane during peak hours**. (i.e., 2 mixed-flow lanes are needed to carry an equal number of people in the HOV lane.)
- The **average violation rate is 1.2%**, which is substantially lower than the preferable rate of below 10%, as specified in *the HOV Guidelines for Planning, Design, and Operations*.
- Since 1992, the total number of carpools on freeways with HOV lanes has increased steadily, whereas on freeways without HOV lanes, the total number of carpools has remained relatively constant or decreased. **From 1992 to 2008, the data indicates an increase of 77% in the total number of carpools on freeways with HOV lanes for the morning peak 2-hour period**. Significant increases in the carpools were also observed in the afternoon peak 2-hour period.

Changes in 2009 - 2011:

- Completion and opening of 1.2 lane-miles of HOV lane on the San Diego Freeway (Route 405) from Santa Monica Boulevard to Santa Monica Freeway (Route 10). Southbound direction only. (Opening date: 11/07/09).
- Completion and opening of 6.2 lane-miles of HOV lane on the San Diego Freeway (Route 405) from Santa Monica Freeway (Route 10) to Marina Freeway (Route 90). (Opening date: 11/07/09 SB; 11/14/09 NB).
- Assembly Bill 1500 (AB 1500) was approved by the Governor on July 6, 2010, which 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 sticker 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 decals to applicants with qualifying vehicles.
- 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).

Legislative Bills (Year 2000 to 2011):

- **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+/2+ 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.
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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 (84%) say they support having carpool lanes on Los Angeles County freeways.
- ***Carpool Lanes are More Efficient and Help Reduce Congestion*** - almost three-quarters (74%) of Los Angeles County residents surveyed feel that carpool lanes are more efficient than mixed-flow lanes.

The HOV Performance Program report was completed and approved by the MTA Board in late 2002. MTA web site. www.mta.net