

Subject: **Congestion Reduction Demonstration Project “FastLanes”  
I-110 Southern - Corridor Advisory Group (CAG)**

Date: Wednesday, November 5, 2008

Time: 6:00 PM – 7:40 PM

Location: AC Bilbrew Library, 150 E. El Segundo Blvd., Los Angeles, CA 90061

In Attendance:

<b>CAG Members</b>	<b>Organization</b>
Cecilia Moreno	Port of Los Angeles
James Harris	Empowerment Congress Southwest Area Neighborhood Development Council
Jacki Bacharach	South Bay Cities Council of Governments
Marianne Kim	Southern California Auto Club
Jill Crump	City of Torrance
Roland Talton	Inglewood Chamber of Commerce
Sheila Reed	FAME Assistance Corporation
Marna Smeltzer	Redondo Beach Chamber of Commerce
John Parsons	Redondo Beach Chamber of Commerce
Yolanda Jones	Empowerment Congress North Area Neighborhood Development Council
Michael Jones	Crenshaw Chamber of Commerce
Gwen Flynn	Community Health Council
<b>Name</b>	<b>Organization</b>
Lynda Bybee	Metro
Susan Gilmore	Metro
Stephanie Wiggins	Metro
John Lee	Caltrans
Heidi Stamm	Heidi Stamm Public Affairs
Chuck Fuhs	PB
Roxi Reeves	LA Group
Jason Lombard	LA Group
Edgar Gutierrez	LA Group
Ivy Weiss	LA Group
Annelle Albarran	Metro

## I. Review of Draft Public Outreach and Communications Plan

**Susan Gilmore** opened the meeting with introductions of the Corridor Advisory Group (CAG) members and staff, followed by a presentation of the highlights of the Draft Public Outreach and Communications Plan for the Los Angeles County Congestion Reduction Demonstration Project. This plan is scheduled to go to the Metro Board in December. The Draft Plan is included in the CAG members’ Project Notebook under tab #6. There are three elements of the Plan: (1) Formation of 3 Corridor Advisory Groups and a Technical Advisory Group in the corridors, (2) Facilitation of community participation within the CAGs and with community organizations and the offices of elected officials, and (3) Market research, education and media outreach to stakeholders.

Following review of the plan, Susan provided an overview of the contents of the rest of the FastLanes CAG Briefing Book including the video, CAG Introduction Letter, Fact Sheet, Map, Contact Sheet, SB 1422 Legislation, FHWA Primer on Congestion Pricing, and Public Opinion Data.

To date 40 community group meetings and 6 workshops have been held throughout the corridors. Quarterly CAG meetings will be held, and the next round of meetings will be scheduled for January or February 2009, and the subject matter will be the concept of operations.

Remaining 2009 CAG meetings will focus on key project milestones – Draft Assessment of Impact on Low Income Commuters (Spring 2009), Draft Environmental Document (Summer 2009), and Next Steps for Implementation (Fall 2009).

CAG members were invited to participate in an upcoming workshop at Peck Park in San Pedro on November 13 sponsored by Janice Hahn’s office and five Neighborhood Councils.

## II. Overview of FastLanes project and Environmental Review Process

- **Stephanie Wiggins** made a presentation about the usefulness of the CAG to provide meaningful input, as well as, performing as a conduit to the community at large.
  - CAG meetings will be working meetings that are action and education oriented.
  - Community leaders are wanted to help “steer” the project.
  - The CAG will help provide information and ideas.
  
- **Stephanie Wiggins** also discussed the fundamentals of the grant/project:
  - Metro received a \$210 million grant from the federal government.
  - This project is a one year demonstration evaluate congestion pricing as an additional tool to manage congestion.
  - Metro is required to submit a report to the legislature by 2012 indicating the successes and shortcomings of the project.
  - A goal is to encourage car/vanpooling.
  - There will be equity for lower income participants; toll credits are being considered such as issuing transponders that have credit for use.
  - A rewards program for continual use of the HOT lanes is being considered.
  - There must be choices for transportation in addition to paying tolls.
  - Transponders will be compatible with other toll roads in California.
  - We want to reach out to employers to encourage their employees to utilize car/van pools.
  - We would like to take advantage of the connection to the community that is available through working with businesses.
  
- **Chuck Fuhs** addressed the need for a congestion reduction plan:
  - Los Angeles has the most congested roadways.
  - The HOVs were too successful—now there is too much congestion on them, which overflows to create congestion on all lanes.
  - The plan is to have the HOT lanes function in real time, by adjusting the flow of traffic, therefore it will be less expensive to travel HOT lanes during non-peak hours when there is less congestion.
  - Revenue goes back into the community in which it was raised.
  - Congestion Pricing is not the only answer; there must also be an investment in public transit.
  - The public has expressed the need for enhanced safety at stations.
  - Much of the grant money will go into increased and more frequent bus service.
  - Connectivity of routes will be improved.
  - Feedback is requested and will be implemented into demonstration plan.
  - There is a 4% to 5% growth in usage of the lanes each year.
  
- **John Lee** addressed environmental issues:
  - There will be an EIR and mitigation measures.
  - Traffic, noise, air quality, and environmental justice are some issues that are being researched.

- Letters and ads will go out to the public.
- The DEIR is expected to be available in August, 2009, which will be available to the public at libraries and other public venues. There will be a 30 day comment period.
- February 2010 is projected date for the FEIR.
- All public input and comments will be incorporated into the EIR.

### **III. CAG Member Comment and Input**

Questions and comments from CAG members organized by category:

#### **▪ Community Outreach:**

- New media (Facebook/MySpace, etc.) is being employed to have a greater span of outreach.
- It is appreciated that there will be continual opportunities for stakeholders to express opinions and discuss key issues before and after the implementation of the demonstration.
- Collateral materials are a good way to provide educational information regarding community benefits, economic development, and job opportunities.
- During the 1984 Olympics, employers were encouraged to stagger hours and use other methods to decrease traffic. That was successful, there were not traffic issues. What will be the outreach to employers?
- Are there demographic studies of the population and new drivers?
- Is there outreach aimed at young people?
- Convenience is important it will help to improve popularity of the project.

#### **▪ Transit Operations (including vanpool, bus, rideshare):**

- What is the service between Artesia and San Pedro? It is not attractive as it stands. Feeder lanes are a concern.
- Are buses going to be offered more frequently than now?
- If this is a grant, how will the funds for future enhancements be available?
- What incentives are being provided or considered for employers – federal tax credits, LEEDs, manufacturers?
- Vanpools are critical we do not want to wait until 2012.
- What is the eligibility to use the toll lanes?
- Metro should focus on encouraging the public to use public transit.
- Are you considering the issue of equity, some will be able to afford this and others will not.

#### **▪ Toll Technology & Infrastructure:**

- How will this be enforced? Will CHP get some of the grant money? Will the communities involved benefit from citation revenue?
- What is the projection of the I-110 capacity?
- Will there be excess capacity availability in 2010?
- The transition from the 105 to the 110 North can take up to 15 minutes.
- This needs to be affordable.
- What is the difference between FastLanes and other project's?
- Is it possible for the public to provide input in the environmental process?
- Is this plan exploratory or has it already been set?
- What is the proposed pricing?
- Is it correct that there will not be a toll road?

#### **▪ CAG Requests for Follow-Up:**

- Provide a contact sheet of the attendees.
- Examples of new or existing HOT projects

**The meeting adjourned at 7:40pm.**



Subject: Congestion Reduction Demonstration Project “FastLanes”  
I-10 Corridor Advisory Group (CAG)

Date: Thursday, November 6, 2008

Time: 6:00 PM – 7:10 PM

Location: Boyle Heights Senior Center, 2839 E. 3<sup>rd</sup> Street, Los Angeles, CA 90033

In Attendance:

Name	Organization
Susan Gilmore	Metro
Stephanie Wiggins	Metro
Conan Cheung	Metro
Alice Wiggins	PB
Charles Fuhs	PB
Mark McCourt	Redhill Group
Deborah Harris	Caltrans
Roxi Reeves	LA Group

Name	Organization
Jason Lombard	LA Group
Edgar Gutierrez	LA Group
Ivy Weiss	LA Group

- There were 8 CAG member attendees which included:
  - Veronica Hahni, Los Angeles Neighborhood Initiative
  - Jonathan Avalos, Cal State LA
  - Jim Mussenden, City of El Monte
  - Sandi Sinicrope, Women Construction Owners and Executives USA
  - Dave Gondek, City of El Monte
  - Rod Garcia, Society of Hispanic Professional Engineers-LA Chapter
  - Kevin McDonald, Foothill Transit
  - Vrej Haroutounian, Amigos de los Rios
  
- Susan Gilmore opened the meeting with introduction of the CAG members and staff.
  - The workshop in San Pedro on November 13 with Janice Hahn’s office and five Neighborhood Councils at Peck Park was announced.
  - There was a review of the notebook contents.
  - Community input, market research and public education were stressed.
  - Metro is planning to provide CAG feedback to the Board.
  - There will be continued public forums and collaterals.
  - Collaterals and websites will be bi-lingual.
  - Metro and Caltrans will respond to feedback.
  - Evaluations of the plan will be made on a regular basis.
  - Quarterly CAG meetings will be held.
  - There have already been six workshops along both the project corridors.
  - As of this time, 40 community groups have been included in meetings.
  - There are three elements of the Outreach Plan:
    1. Formation of groups to meet with Technical Advisory Group
    2. Facilitating multiple meetings with clear, user-friendly information
    3. Market research, education and media outreach to stakeholders to obtain input and reactions.
  - Outreach will be built around milestones such as the workshops, CAG meetings, plan review, etc.
  - In January or February 2009, there will be a meeting discussing the concept of the operations.

- The DEIR will be released in the summer of 2009.
- Stephanie Wiggins presented an overview of the project and its current status, stressing the CAG's importance in developing and communicating the project.
  - Project background was provided.
  - The goal is to move more people within the existing space.
  - December 2010, is the deadline for the project to begin.
  - There is an EIR and Environmental Assessment (EA) study being conducted.
  - There will be public hearings around the EIR.
  - The DEIR will be released by summer 2009, and the Final EIR should be completed by February 2010.
  - Meaningful involvement and input is being sought from the public.
  - Equity is an issue. Mitigation methods being considered include toll credits for users and transponders with credit for use issued to lower income users.
  - The legislature will receive an assessment of the impact on lower income users.
  - This is a one-year demonstration project. A report to the legislature will be prepared by 2012.
  - There will be more safety measures at stations, additional buses available, better connectivity and new facilities.
  - Another component is to look at variable pricing on parking meters.
  - There will be incentives for vanpooling and outreach dedicated to vanpooling.
- Charles Fuhs spoke about the need for a congestion reduction plan.
  - 1.25 million Vehicles use the HOV lane each day; more than use the trains.
  - The HOVs were too successful—now there is too much congestion on them, which overflows and creates congestion on all lanes.
  - It was discovered that regulating traffic flow through occupancy levels was not enough. It was a “crude tool.”
  - Now there are electronic methods that make using a fee-based method viable.
  - Special lanes that handle buses can be converted to HOT lanes, without taking anything away, as they have wide buffers that can be converted to pricing lanes.
  - Traffic can be brought onto the freeway from congested arterials and other lanes.
  - There will be guarantee of 45 mph, by limiting access to vehicles via demand pricing and number of people per vehicle.
  - Buses will be more frequent with a 3-5 minute headway, and the current hourly frequency will be reduced to just 10 minutes.
  - There will be more connections.
  - The goal is to make public transit use a viable option any time of the day.
  - Another goal is to present a full package of improvements that will not only move cars, but also increase transit ridership, carpools, and vanpools.
  - The goal is not to make money, but to improve movement by expanding choices, having monitoring capabilities, engaging commuters, reviewing the impacts and benefits, and having a foundation for continued growth.
  - Toll roads are usually established to make money in contrast this plan is to manage traffic. The FastLanes will be variable, depending on traffic flow. Peak hours will be higher. Toll rates will be posted at entrances to lanes.
- Conan Cheung assisted with the Q & A period.
  - The grant includes funds for new buses, more transit services, and the ability to meet the specific needs of certain areas.
- Questions and comments from CAG members:
  - What is the difference between toll roads and this plan?
  - Are the buffer lanes two each way?
  - Are you experimenting with two lanes of the 4?

- What is the timeline to assess success?
- Will there be enhanced linkages?
- What will the \$210 million be used for?
- During the demonstration will Metro work with other service providers to enhance service?
- What about the new parking facility on the Foothill plan?
- Why is Metro linked with Caltrans on this project? What does Caltrans want from this project?

The meeting adjourned at 7:10pm.

**Subject: Congestion Reduction Demonstration Project “FastLanes”  
I-110 Northern Corridor Advisory Group (CAG)**

**Date:** Saturday, November 8, 2008

**Time:** 9:00 AM – 11:00 AM

**Location:** Los Angeles Orthopaedic Hospital Foundation, Andrew Norman Hall, 2400 South Flower Street, Los Angeles, CA 90007

**In Attendance:**

There were 12 CAG members in attendance.

<b>CAG Member Name</b>	<b>Organization</b>
Kevin Smith	Consolidated Board of Realtors
Adrienne O’Neil	Harbor Gateway South Neighborhood Council
JR Reviczky	City of Hermosa
Debra Martin	Loyola Law School
Dave Hewitt	City of Compton
Walter Tang	City of Alhambra
Laura Yamanaka	National Association of Women Business Owners
Lupe Gonzalez	Esperanza Community Housing
Michelle Banks-Ordone	Community Redevelopment Agency/LA
Christine Lee	Empowerment Congress North Area, Neighborhood Development Council
Jim Dear	City of Carson
Damien Goodmon	Empowerment Congress West Area, Neighborhood Development Council
<b>Name</b>	<b>Organization</b>
Lynda Bybee	Metro
Stephanie Wiggins	Metro
Annelle Albarran	Metro
Alice Wiggins	PB
Charles Fuhs	PB
Roxi Reeves	LA Group
Jason Lombard	LA Group
Edgar Gutierrez	LA Group
Kwame Smith	LA Group
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## II. Congestion Reduction Demonstration Project Overview

- **Stephanie Wiggins** presented an overview of the project.
  - Metro and Caltrans applied for a federal grant that was created to assist traffic congestion in urbanized areas.
  - This is a one-year demonstration project. However, the California legislature allowed for two years. Metro's commitment to the Federal government is to complete the demonstration in one year by December 2010.
  - Neither Metro nor Caltrans had tolling authority and were required to obtain legislation to do so. Without the approval of the legislation the state would have lost the grant money.
  - The goal is to move more people within the existing space.
  - More options need to be presented to the users of the roadways; they are looking for systems options.
  - Options include pricing, increasing public transit and rideshare programs.
  - Park & Ride facilities are different in each corridor. I-10 does not have the capacity. However, the I-110 does have park and ride but these are not used due to the public's perception that these lots are unattractive and unsafe
  - Vanpools are an option that will be promoted.
  - The legislation provides that any revenue raised must be reinvested in the corridor.
  - There must be an assessment of the impact on lower income drivers. Lower income thresholds were established in the legislation.
  - An accessible affordable choice must be available for all users.
  - Incentives being considered include toll credits and reward programs; additional incentives will be evaluated. Input from the CAG's on this subject matter is highly encouraged.
  - If the CAGs and research results reflect the need for other enhancements, there is some flexibility to allocate funds for certain improvements.
  
- **Chuck Fuhs** spoke about the history of congestion reduction plans, how they function, and how these will operate in Los Angeles.
  - The HOVs were too successful—now there is too much congestion on them, which overflows to create congestion on all lanes.
  - Eligibility based on occupancy is now not enough. Overcrowding must be based on traffic flow—real time roadway activity.
  - The roadways will not change in appearance, except there will be more signage to indicate prices.
  - Electronic methods make fee-based travel viable through transponders.

- Busways in the El Monte corridor can be converted to HOT lanes, without taking anything away, as they have wide buffers that can be converted to pricing lanes.
- Traffic can be brought onto the freeway from congested arterials and other lanes.
- There will be guarantee of 45 mph on the FastLanes.
- Buses will be more frequent, with a 3-5 minute headway, and the existing hourly frequency will be reduced to 10 minutes.
- There will be additional bus connections.
- The goal is to move more people more effectively through new buses and expanded transit services.
- The goal is to add 100 new vanpools.
- SOV's can get into HOV/HOT lanes when there is sufficient capacity, at a rate determined by demand. Access to the lanes will be adjusted in real-time according to the lane's occupancy rate.
- Transponders will be removable from the windshields to assure that the users are not charged when they have an adequate amount of occupants within their vehicle. Caltrans is also looking into transmitters that can be turned on and off at the flip of a switch.
- There will be a new transfer station at Union Station. Caltrans is looking into extending the end of Adams—but not as part of this demonstration.
- Plans for near and long term projects being developed and assessed, such as auxiliary lanes north of the I-110 and enhanced safety features.
- Key Park & Ride lots will add bicycle lockers.

### **III. CAG Member Comment and Input**

Questions and comments from CAG members organized by category:

- **Community Outreach:**
  - Esperanza Community Housing can be utilized for future community outreach.
- **Transit Operations** (including vanpool, bus, rideshare):
  - People drive their cars because it saves them more time than public transit. People use public transit only as a necessity.
  - The I-110 HOV stops at Adams which creates a big problem in Downtown
  - Can buses be pulled off the freeway and rerouted on designated surface streets?
  - The Adams off-ramp can take a half-hour to transverse by bus or foot. How can this be fixed?
  - The project must take into account job growth projections to strategically allocate transit services in those areas.
  - Connectivity needs to be improved. Right now there is a “patchwork” of services in different non-connected areas.
  - Some of the grant money should be spent on maintenance and making the system work.
  - I still have serious concerns about feeder services. Broadway and Figueroa needs enhancements to make it more attractive and walkable. The enhancements will in turn revitalize the area and lead to economic development
  - Can more buses be put on the streets and freeways
  - Other cities public transit can take you anywhere at anytime. It is not convenient to use public transit in LA. There needs to be an incentive for using public transit and the services must be user-friendly
  - LA bus drivers are not always courteous.
  - There needs to be better marketing and accessibility to the available transit services. I could not find bus schedules on the informational rack inside this room.
  - The bus schedules are confusing.
  - My area does not have Metro services.
  - Are you working with other bus companies and areas to expand connections?
  - The continual change of gas prices should be considered.

▪ **Transit Facilities**

- The Artesia Park and Ride lot is always empty
- Other Park and Ride lots are packed.
- The Blue Line is difficult.
- What is the existing Park & Ride capacity?
- What is the potential for acquisitions regarding park and ride lots?
- There is a need for more parking. Streets should be dedicated to buses at certain times of the day
- Can there be landscaping? Streetscape improvements should be implemented - lighting, safety, etc.

▪ **Toll Technology & Infrastructure**

- Why were the I-10 and I-110 selected
- There is a rumor that four lane roads will be cut back to three lanes. Is this true?
- What if someone is eligible one day, but is a single driver the next? What is the criteria for determining the permissible amount of passengers?
- How will the transponder work?
- Can there be lanes built that bypass the Downtown area? Downtown congestion could be relieved if cars could be diverted from driving through or by this area.
- Will hybrids/energy efficient cars still be accepted on the HOV/HOT lanes?
- Bike lanes are needed. The only reason why more people are not riding their bikes to work is because the proper infrastructure is not provided which makes it dangerous to cycle.
- There is a need to get traffic out of Downtown by creating highways that loop around the Downtown area; this has been successful in other U.S. cities.
- What is the duration of the project?
- There must be feeder road consideration.
- How will success be evaluated for buses, cars, and Park & Rides?
- Affordability of the tolls must be a high priority, especially during this economic crisis.
- Will credits and rewards earned during the demonstration period continue after the project study is complete?
- Will toll amounts limit access to certain income groups?
- I dislike the “dynamic lane change.”
- Does the capability exist to improve the Figueroa/Broadway corridor? How would we allocate funding for this area?
- Are we creating a society where some will be able to afford the tolls and others will not?

▪ **CAG Requests for Follow-Up:**

**The meeting adjourned at 11:00 a.m.**

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- Will there be excess capacity availability in 2010?
- The transition from the 105 to the 110 North can take up to 15 minutes.
- This needs to be affordable.
- What is the difference between FastLanes and other project's?
- Is it possible for the public to provide input in the environmental process?
- Is this plan exploratory or has it already been set?
- What is the proposed pricing?
- Is it correct that there will not be a toll road?

#### **▪ CAG Requests for Follow-Up:**

- Provide a contact sheet of the attendees.
- Examples of new or existing HOT projects

**The meeting adjourned at 7:40pm.**