



Metro

Meeting Notes

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

Date: Tuesday, June 9, 2009

Time: 6:00 PM – 8:00 PM

Location: Monterey Park Bruggemeyer Library, 318 S. Ramona Ave.
Monterey Park, CA 91754

In Attendance:

CAG Members	Organization
LaShawn King Gillespie	Foothill Transit
Kevin McDonald	Foothill Transit
Monica Aleman	Assemblymember Eng
Daisy Ma	Assemblymember Eng
Howard Sherman	Music Center
Dave Gondek	City of El Monte
Eugene Moy	City of El Monte
Rodrigo Garcia	Society of Hispanic Professional Engineers; Century Diversified
Claire Conrad	Senator Dianne Feinstein
Mary Gallagher	Los Angeles Trade-Technical College
Kim Tachiki Chin	Congresswoman Lucille Roybal-Allard
Barry Sedlik	Titan Group
Steve Lantz	Metrolink
Rene Nava	City of Alhambra
Presenters	Organization
Lynda Bybee	Metro
Stephanie Wiggins	Metro
Conan Cheung	Metro
Tim Lindholm	Metro
Peer Ghent	LADOT
Darren Henderson	PB
Nancy Pfeffer	Network Public Affairs
Other Attendees	Organization
Susan Gilmore	Metro
Bronwen Trice	Metro
Paula Faust	Metro
Kathy McCune	Metro
Shahzad Amiri	Metro
Alice Wiggins-Tolbert	PB
Jonathan Williams	LADOT
Judy Gish	Caltrans
Allison Morrow	Caltrans
Le Chen	Caltrans
Capt. Merritt Mielke	CHP
Roxi Reeves	LA Group
Veronica De Silva	LA Group
Kwame Smith	LA Group
Rochelle Hom	LA Group

I. Welcome and Introductions

Lynda Bybee, Deputy Executive Officer, Metro Regional Communications, facilitated the meeting, welcomed and thanked the participants for their attendance. CAG members were asked to introduce themselves. Hand-outs were sent prior to the meetings via e-mail so that participants would have the opportunity to review the materials which included: meeting notes from the February, 2009 CAG meetings, the meeting agenda, and two articles on congestion pricing: "Using Pricing to Reduce Traffic Congestion", A CBO Study, March 2009; and "Income-Based Equity Impacts of Congestion Pricing", USDOT, Federal Highway Administration, December 2008. In addition, the following handouts were provided: *ExpressLanes* Experience Profiles, *ExpressLanes* Fact Sheets (The Plan, Low-Income Commuter, and Green Corridors), *ExpressLanes* Comment Sheet, and the Public Hearings Ad Announcement.

II. Project Update

- Project Overview –
Stephanie Wiggins, Executive Officer, Congestion Reduction Demonstration Project
 - The project goal was outlined ("Move more people, not more vehicles"), and the following information was provided:
 - Key components of this goal are increasing the throughput of HOT lanes, effectiveness (mode shift), efficiency (cost of project relative to benefits), equity (addressing the impact on low income commuters), educating the community (extensive community outreach), and executing the project by the grant deadline (toll operational by Dec. 31, 2010).
 - Metro forged a variety of partnerships (with Municipal operators, Metrolink, Metro Sectors, and SCAG) to implement the variety of improvements (including a network of HOT lanes and a transit corridor tailor made for LA County) along the I-10 and I-110 corridors.
 - The *ExpressLanes* Budget (\$291 million) was outlined: 50% will go toward transit facilities, 20% toward transit operations, 25% toward toll technology and infrastructure, 5% to ExpressPark.
- Update on Transit Facilities - Tim Lindholm, Director of Capital Projects, Facility Operations
 - At the previous CAG meeting in February, 2009, participants asked for an update on the progress of transit facility improvements. Therefore at this meeting, Tim Lindholm provided the following information on the status of the transit facility improvements:
 - The goal is to support *ExpressLanes* improvements to the transit services in the I-110 and I-10 corridors by implementing improvements/betterments to transit facilities, with a particular focus on security, safety, technology, and passenger environments.
 - The improvements to on the Harbor Transitway include improved security presence/surveillance, improved lighting at stations and park-and-ride lots, and improved passenger amenities. Design is ongoing, construction is

scheduled to start in December, 2009, and construction is scheduled to finish in December, 2010.

- Improvements to the El Monte Busway/Transit Plaza Connector include a new plaza and a pedestrian passageway to Patsaouras Plaza. The design build award is scheduled for March, 2010 and an estimated finish date is December, 2010.
 - Improvements to the El Monte Transit Center include a two-level bus station, Foothill Transit Store, Sheriff Substation, and retail, a direct connection to the El Monte Busway, design for possible grade separation under Santa Anita directly into terminal, LEED Gold certification, and design in collaboration with Caltrans, Foothill Transit, and the City of El Monte. There will be no disruption in service as a temporary transit center will be built during construction. The goal is to award the contract in December, 2009/January, 2010 and finish construction by December, 2010.
 - Improvements at the Pomona Metrolink Station include more parking and a platform extension. The goal is to attract more riders at this station to get them off the freeway.
 - In addition, a site plan and conceptual rendering of a new Union Station Bus Division were shown. The Union Division is a three-story 200-bus operations and maintenance facility proposed for the corner of Cesar Chavez and Vignes in downtown Los Angeles. The new bus division is required to provide additional operations and maintenance capacity for buses operating in the Los Angeles area, including the buses purchased for transit improvements along the *ExpressLanes* corridors. The project is being designed to achieve a LEED Platinum rating, and will be completed by December 2011.
- Update on ExpressPark - Peer Ghent, LADOT
 - The following information was provided:
 - The goal of the program is to increase the availability of on-street parking, reduce traffic congestion and pollution, and encourage a shift in travel choices.
 - The project area is bounded by the I-10 and I-110, Alameda Street, and Adams Blvd.
 - The project includes 5,500 on-street metered spaces and 7,500 off-street public parking spaces in City operated facilities.
 - The project elements include new parking meter technology, vehicle sensors, a central management system, and a real time parking guidance system.
 - The new parking meter technology has various payment options and is capable of charging demand-based parking rates depending on the time of day and length of stay.
 - The vehicle sensors and central management system include real time data (occupancy, meter status) and are used to optimize rates, time limits, and hours of operation.

- The real time parking guidance system consists of on-street dynamic message signs, cell phones using voice navigation, web-enabled mobile devices, and in-vehicle navigation systems.
- Status of Low Income Commuter Assessment, Nancy Pfeffer, Network Public Affairs
 - The following information was provided:
 - Senate Bill 1422 directs LACMTA to assess the impacts of the program on commuters of low income and provide mitigation to those impacted commuters. Metro and Network Public Affairs are conducting an assessment and analysis for the low-income commuter in both the I-10 and I-110 *ExpressLanes* corridors.
 - The I-10 corridor demographics have been assessed. US census data was used to determine that 19.2% of the households fall below the federal poverty threshold: 28.4% of the households are in the lowest quintile of income distribution.
 - The proposed low-income eligibility threshold is \$35,000/year with a possible alternative threshold of \$10,000 higher. The consultant will examine the impact on users and on the project.
 - The proposed income threshold of \$35,000/year is higher than levels in SB 1422, higher than the County Supervisor's level, higher than Metro Rider Relief level, about equal to two times the poverty level, and slightly higher than the income category in the traffic model.
 - Network Public Affairs will estimate the demand for low-income credits, compare the share of time savings by income group with the share of tolls paid by income group (with and without credits), and evaluate the ability of the program to provide credits for HOT lane use and transit use with a benefit cost approach.
- Toll Concept of Operations, Darren Henderson, Parsons Brinckerhoff
 - The following information was provided:
 - The goal of the *ExpressLanes* project is to increase the operational efficiency of the HOV lanes on the I-10 and I-110. These corridors are the most heavily used in Los Angeles County. This project will help to ensure protection of the bus service, increase travel time savings, and introduce dynamic pricing. Carpoolers will still be rewarded for their good behavior. Single drivers may use the lanes for a price.
 - On the I-110 Harbor Transitway lanes, single occupancy vehicles will pay and HOVs (2+) will ride for free. On the I-10 El Monte Busway lanes, single occupancy vehicles will pay; HOVs (2) will pay during the peak hours (5 am – 9 am; 4 pm – 7 pm) and ride for free during the off peak hours. HOVs (3+) will ride for free at all times.
 - The HOT lanes will be all electronic “open road” tolling; dynamic, segmented pricing will be assembled by trip. There will be dedicated enforcement by CHP officers and dedicated incident response tow trucks.
 - The ingress/egress points will be the same as the current HOV access points.

- The opportunity exists to add one additional HOT lane in each direction on the I-10 between the I-605 and the I-710 by re-striping the existing buffer area.
 - In addition, the intersection of Adams Blvd and the I-110 Freeway N off-ramp has been ranked on the top 100 most congested intersections for the past three fiscal years and it continues to experience congestion despite signal timing improvements. Therefore, this project is looking at different ways to mitigate that intersection; one option is to add another lane on Adams and a right turn lane on the off-ramp. There are a couple of options for replacing the sidewalk and Metro is working to address acceptable strategies that complement the community's long-term greening plans.
 - *ExpressLanes* are green corridors because they help to improve transit services through more frequent and reliable travel time, ease congestion, reduce green house gas emissions, and reduce fuel consumption.
 - Congestion pricing can regulate vehicles in the HOT lanes to the desirable fuel consumption speeds of 45-50 mph. In addition, fuel consumption will improve in the general purpose lanes as the speeds increase. Similarly, congestion pricing can reduce carbon dioxide emissions for all vehicle types in all lanes because as speeds approach the desirable 45-50 mph range, green house gas emissions are reduced.
- Draft *ExpressLanes* Goals, Toll Rates and Performance Measures – Stephanie Wiggins, Executive Officer, Congestion Reduction Demonstration Project
 - The following information was provided:
 - In order to go before the Metro Board Meeting on July 23rd with this proposal, the legislation (SB 1422) requires that Metro reach out to the public for feedback on the goals and business rules, the toll rate (minimum cost per mile and maximum cost per mile), the low income commuter assessment, and key performance measures.
 - Metro has looked at existing conditions along both corridors and found that there is already strong use by regular carpools: on the I-10 53% of people are carried in the Busway during the peak hours westbound and on the I-110 54% of people are carried in the Transitway during the peak hours northbound. There is a high violation rate - taking up 8% of the capacity. The legislation regarding single hybrids will sunset in 2011. Currently hybrids use 18% of the capacity on the I-110 Harbor during the evening commute. In addition, Metro has noted a high level of transit dependent residents living along the two corridors.
 - A license plate survey was conducted. It shows that a high number of commuters who use the HOV lanes on the I-110 Transitway originate in South LA and a high number of commuters who use the HOV lanes on the I-10 Busway originate from the east side of the corridor.
 - A study looking at the percentage of households with no vehicles was also conducted. It shows that there are a high percentage of no vehicle households in South LA. The availability of public transit has a major impact on mobility for many residents there.

- The draft goals for this project include the following policies: provide a safe, reliable, and predictable commute for the *Expresslanes*, reinforce Metro's ongoing efforts to increase vehicle occupancy rates and transit ridership, optimize vehicle throughput at free flow speeds through dynamic pricing – threshold is 45 mph, and generate sufficient revenue to sustain the financial viability of the *ExpressLanes*.
- The draft business rules for this project include the following policies: there will be toll-free travel for vehicles that meet minimum vehicle occupancy requirement, motorcycles, and privately operated buses; all existing carpools will continue to be able to access the lanes without a charge; trucks will not be allowed in the *ExpressLanes* (except for 2-axle trucks); minimum peak tolls should be no less than 150% of Metro transit fare on the *ExpressLanes*; every vehicle is a customer and therefore all vehicles will be required to have a transponder; and toll/transit credits will be available to frequent *ExpressLanes* transit riders.
- A survey of existing HOV users was conducted in March of 2009. In response to the comment, "If a transponder is required to verify my carpool status to use the *ExpressLanes*, I will continue to carpool.", 63% of regular carpools agreed and 61% of infrequent carpools also agreed.
- Responding to the issues of transponder access and enforcement Metro has proposed the following policies. Transponder access: At a minimum, the toll vendor will be required to communicate the availability of transponders to churches, non-profit organizations, employers, at community events, and at the same locations where TAP cards are located. Enforcement: Every toll system recognizes that even with significant outreach not all commuters will be aware of the business rules. Therefore, Metro is working with the CHP on an amnesty and grace period.
- The draft *ExpressLanes* toll range is proposed as follows: minimum toll per mile \$.25, maximum toll per mile \$1.40. The toll rates will vary within the range based upon demand. In addition, the toll rate is based on traffic levels in the *ExpressLanes* to ensure 45 miles per hour and the maximum toll represents a price to discourage more entry rather than generate additional revenue. If the speed in the *ExpressLanes* dips below 45 mph, SOVs will not be allowed to enter.
- During the peak commute hours, the average toll (end to end) for the I-10 *ExpressLanes* will be \$6 (average trip is nine miles) and the average toll (end to end) for the I-110 *ExpressLanes* will be \$4 (average trip is five miles).
- Metro is proposing an *ExpressLanes* rewards program which will provide a \$5 toll credit or transit credit to frequent transit riders on the I-10 and I-110. This will apply to all LA County transit lines operating during the peak period on the *ExpressLanes* (Torrance Transit, Gardena Transit, Foothill Transit, and LADOT Commuter Express). The toll revenues will reimburse transit lines for these toll credits.
- State Law (SB1422 – Ridley-Thomas) requires Metro to draft several key performance measures to evaluate the effectiveness of this program. These measures include the following: travel time savings in *ExpressLanes* AND

adjacent general purpose lanes; average vehicle delay, shift to transit, vanpool, carpool, and Metrolink; person throughput (moving more people); and access for low income commuters (survey, credits redeemed).

- As Metro approaches this project milestone, it is critical that the public is engaged. Therefore, Metro is holding three Corridor Advisory Group Meetings (June 9-11), six Public Hearings (June 13 – 22), a Media Briefing (June 8), and a Legislative Briefing (June 8). The project and Public Hearings are being advertised in newspapers, on TV and radio, and on the Metro website. The program will go before the Metro Board Meeting on Thursday, July 23, 2009 and the deadline for public comment is July 14th. Your feedback is important and we ask you to please spread the word.

III. Questions and Answers Discussion

▪ *Transit Facilities*

- I recommend that the bridge at Metro's County Medical hospital station be extended out to create a new station platform to serve Metrolink riders. The existing Metrolink station in this area is at CalState LA. Adding a Metrolink station connection to the hospital would tremendously enhance regional access to healthcare.

▪ *Toll Technology and Infrastructure*

- Are the fuel efficiency and GHG emissions curves the same for transit vehicles
- If the average speed is reduced, is travel time effectively reduced as well?
- What would the impact be for Downtown trips?
- What will the design exceptions on the I-10 include?
- What is the incentive for an SOV to pay the toll?
- How do scale models of HOT lanes here in Southern California compare to tolling in other parts of the country?
- If the frequent transit rider credits are a good discount, will people try to buy and sell them? People can be clever with regard to monitoring measures.
- Will there be a bill sent to drivers at the end of the month for payment? How will this work?
- Why are you being generous with the definition of low-income? In other words, why are you starting with a conservative definition – \$35,000 – instead of starting lower and increasing the threshold later? Why aren't we being more representative?
- Could commuters be excluded from entering at existing access points?
- If the existing access points on the I-10 are not being significantly modified, then who are the people using the HOV lanes? It may not be the people who are located adjacent to the lanes.
- Will the survey look at existing HOV users?
- Can low-income users of the existing HOV lanes start getting credits today?
- Would people be discouraged from carpooling due to the rewards program?
- Would the credit program also include Metrolink?
- Will Metrolink be included in the performance measure comparisons?

- o I am concerned that the planned enforcement “conditioning period” is only 15-30 days. This is a large urban area. Will there be an amnesty period while people become accustomed to the tolls?
- o How will the dynamic pricing work? Is the toll calculated at the point of ingress/egress? Is the cost of the toll frozen from the time a person accesses the toll lane and the rate won't change?
- o Will the transponder be available online or by order? I think many people – especially non-LA County residents – would benefit from that option.
- o How will the rewards/credit program work for high frequency transit riders? What is the nexus between ridership frequency and credits?
- o Will credits be uploaded to TAP cards?
- o Does your inventory of riders include Metrolink?

▪ ***ExpressPark Program***

- o Will the freeway tolls and ExpressPark meter fees be integrated?
- o How will the time of day and length of stay lend itself to demand-based parking? Is there an idea for combining these two concepts?
- o At UCLA you do not pay based on time spent, but there is a penalty if you underestimate the time you anticipated staying at a meter.
- o You mentioned that people may be able to pay via cell phone. How would that work?

IV. Closing Remarks & Next Steps

Lynda thanked all participants for sharing their time and contributions. She introduced Bronwen Trice as Metro's new Senior Community Relations Officer on the Congestion Reduction Demonstration Project. She also encouraged participants to spread the word about the upcoming six Public Hearings and to contact Metro if they have any outreach ideas. In addition, she reminded participants that Scott Marvel was recording video and encouraged people to stay if they wished to say something about the program on camera.



Metro

Meeting Notes

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

Date: Wednesday, June 10, 2009

Time: 6:00 PM – 8:00 PM

Location: Community Build Room, Leimert Park, 4305 Degnan Blvd.
Los Angeles, CA 90008

In Attendance:

CAG Members	Organization
Gwen Flynn	Community Health Council
Bill Watanabe	Little Tokyo Service Center
Charles Zacharie	Empowerment Congress West Area Neighborhood Development Council
Joyce Perkins	Los Angeles Neighborhood Initiative
Marianne Kim	Southern California Auto Club
Fernando Ramirez	Office of Supervisor Mark Ridley-Thomas
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Lynda Bybee	Metro
Stephanie Wiggins	Metro
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Other Attendees	Organization
MJ Idani	Resident
Kathy McCune	Metro
Bronwen Trice	Metro
Dana Coffey	Metro
Scott Greene	Metro
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Deborah Robertson	Caltrans
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- State Law (SB1422 – Ridley-Thomas) requires Metro to draft several key performance measures to evaluate the effectiveness of this program. These measures include the following: travel time savings in *ExpressLanes* AND

adjacent general purpose lanes; average vehicle delay, shift to transit, vanpool, carpool, and Metrolink; person throughput (moving more people); and access for low income commuters (survey, credits redeemed).

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III. Questions and Answers Discussion

▪ *Community Outreach*

- Will there be a Public Hearing for the I-110 North Corridor?

▪ *Transit Facilities*

- How would the project be impacted if the facility improvements are not completed by the time of the project launch?
- Will Metro be penalized if the construction projects go over schedule?
- Will the added transit amenities stay even after the demonstration project has concluded? If so, what will stay?
- What about other physical amenities such as lighting, streetscape improvements, greening, and parks that can be left in place? Are there other planned physical amenities? A lot of those corridors are bleak.
- Can the services/enhancements go beyond what is mentioned in the grant?

▪ *Toll Technology and Infrastructure*

- Will Metro be collecting data before or during the demonstration project?
- During the demonstration phase, can data be collected from the transponders?
- What is a “credit”?
- Are “credits” the only mitigation measure for low-income commuters, or are there others?
- Is the transponder battery operated?
- Is the transponder available now? How would you obtain a transponder and how would you pay? Can you pay via debit card?
- Are you looking at the pre-paid phone cards as a potential method for payment, especially for low-income drivers?
- Will the transponders have anti-fraud measures to prevent theft?
- You mentioned that you do not know the cost of the transponder. Do you know what the maximum cost will be?
- In other jurisdictions, how has it been determined what is or is not considered a carpool?
- How will the transponder distinguish between a carpool and a single driver?

- How long is the amnesty period? I don't understand how an amnesty period for enforcement will work for such a short one-year demonstration project. If it is too long or too short there could be an impact.

▪ ***Express Park Program***

- I think that the technology is great. However, as someone who works to beautify neighborhoods, I am concerned about the visual blight that will result from the toll signage. Is there a way to mitigate this?
- What is the schedule for installing the new parking meters?

IV. Closing Remarks & Next Steps

Lynda thanked all participants for sharing their time and contributions. She introduced Bronwen Trice as Metro's new Senior Community Relations Officer on the Congestion Reduction Demonstration Project. She also encouraged participants to spread the word about the upcoming six Public Hearings and to contact Metro if they have any outreach ideas. In addition, she reminded participants that Scott Marvel was recording video and encouraged people to stay if they wished to say something about the program on camera.



Metro

Meeting Notes

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

Date: Thursday, June 11, 2009

Time: 6:00 PM – 8:00 PM

Location: Gardena Japanese Cultural Institute, 1964 W. 162nd Street, Gardena, CA 90247

In Attendance:

CAG Members	Organization
Pat Tomcheck	Los Angeles World Airports
Edgar Saenz	Representative Maxine Waters
Fernando Ramirez	Supervisor Mark Ridley-Thomas
Ken Wong	Asian American Architects & Engineers
John Parsons	Redondo Beach Chamber of Commerce
Derick Mahome	City of Torrance
Councilman Steve Diels	City of Redondo Beach
Presenters	Organization
Susan Gilmore	Metro
Stephanie Wiggins	Metro
Tim Lindholm	Metro
Peer Ghent	LADOT
Darren Henderson	PB
Nancy Pfeffer	Network Public Affairs
Other Attendees	Organization
Bronwen Trice	Metro
Madeline Van Leuvan	Metro
Kathy McCune	Metro
Randy Lamm	Metro
Alice Wiggins-Tolbert	PB
Otis Jackson	Caltrans
Allison Morrow	Caltrans
Capt. Merritt Mielke	CHP
Roxi Reeves	LA Group
Veronica De Silva	LA Group
Kwame Smith	LA Group
Rochelle Hom	LA Group

I. Welcome and Introductions

Susan Gilmore, Director of Constituent Program Management, Metro Regional Communications, facilitated the meeting, welcomed and thanked the participants for their attendance. CAG members were asked to introduce themselves. Hand-outs were sent prior to the meetings via e-mail so that participants would have the opportunity to review the materials which included: meeting notes from the February, 2009 CAG meetings, the meeting agenda, and two articles on congestion pricing: "Using Pricing to Reduce Traffic Congestion", A CBO Study, March 2009; and "Income-Based Equity Impacts of Congestion Pricing", USDOT, Federal Highway Administration, December 2008. In addition, the following handouts were provided: *ExpressLanes* Experience Profiles, *ExpressLanes* Fact Sheets (The Plan, Low-Income Commuter, and Green Corridors), *ExpressLanes* Comment Sheet, and the Public Hearings Ad Announcement.

II. Project Update

- Project Overview –
Stephanie Wiggins, Executive Officer, Congestion Reduction Demonstration Project
 - The project goal was outlined ("Move more people, not more vehicles"), and the following information was provided:
 - Key components of this goal are increasing the throughput of HOT lanes, effectiveness (mode shift), efficiency (cost of project relative to benefits), equity (addressing the impact on low income commuters), educating the community (extensive community outreach), and executing the project by the grant deadline (toll operational by Dec. 31, 2010).
 - Metro forged a variety of partnerships (with Municipal operators, Metrolink, Metro Sectors, and SCAG) to implement the variety of improvements (including a network of HOT lanes and a transit corridor tailor made for LA County) along the I-10 and I-110 corridors.
 - The *ExpressLanes* Budget (\$291 million) was outlined: 50% will go toward transit facilities, 20% toward transit operations, 25% toward toll technology and infrastructure, 5% to ExpressPark.
- Update on Transit Facilities - Tim Lindholm, Director of Capital Projects, Facility Operations
 - At the previous CAG meeting in February, 2009, participants asked for an update on the progress of transit facility improvements. Therefore at this meeting, Tim Lindholm provided the following information on the status of the transit facility improvements:
 - The goal is to support *ExpressLanes* improvements to the transit services in the I-110 and I-10 corridors by implementing improvements/betterments to transit facilities, with a particular focus on security, safety, technology, and passenger environments.
 - The improvements to on the Harbor Transitway include improved security presence/surveillance, improved lighting at stations and park-and-ride lots, and improved passenger amenities. Design is ongoing, construction is

- scheduled to start in December, 2009, and construction is scheduled to finish in December, 2010.
- Improvements to the El Monte Busway/Transit Plaza Connector include a new plaza and a pedestrian passageway to Patsaouras Plaza. The design build award is scheduled for March, 2010 and an estimated finish date is December, 2010.
 - Improvements to the El Monte Transit Center include a two-level bus station, Foothill Transit Store, Sheriff Substation, and retail, a direct connection to the El Monte Busway, design for possible grade separation under Santa Anita directly into terminal, LEED Gold certification, and design in collaboration with Caltrans, Foothill Transit, and the City of El Monte. There will be no disruption in service as a temporary transit center will be built during construction. The goal is to award the contract in December, 2009/January, 2010 and finish construction by December, 2010.
 - Improvements at the Pomona Metrolink Station include more parking and a platform extension. The goal is to attract more riders at this station to get them off the freeway.
 - In addition, a site plan and conceptual rendering of a new Union Station Bus Division were shown. The Union Division is a three-story 200-bus operations and maintenance facility proposed for the corner of Cesar Chavez and Vignes in downtown Los Angeles. The new bus division is required to provide additional operations and maintenance capacity for buses operating in the Los Angeles area, including the buses purchased for transit improvements along the *ExpressLanes* corridors. The project is being designed to achieve a LEED Platinum rating, and will be completed by December 2011.
- Update on ExpressPark - Peer Ghent, LADOT
 - The following information was provided:
 - The goal of the program is to increase the availability of on-street parking, reduce traffic congestion and pollution, and encourage a shift in travel choices.
 - The project area is bounded by the I-10 and I-110, Alameda Street, and Adams Blvd.
 - The project includes 5,500 on-street metered spaces and 7,500 off-street public parking spaces in City operated facilities.
 - The project elements include new parking meter technology, vehicle sensors, a central management system, and a real time parking guidance system.
 - The new parking meter technology has various payment options and is capable of charging demand-based parking rates depending on the time of day and length of stay.
 - The vehicle sensors and central management system include real time data (occupancy, meter status) and are used to optimize rates, time limits, and hours of operation.

- The real time parking guidance system consists of on-street dynamic message signs, cell phones using voice navigation, web-enabled mobile devices, and in-vehicle navigation systems.
- Status of Low Income Commuter Assessment, Nancy Pfeffer, Network Public Affairs
 - The following information was provided:
 - Senate Bill 1422 directs LACMTA to assess the impacts of the program on commuters of low income and provide mitigation to those impacted commuters. Metro and Network Public Affairs are conducting an assessment and analysis for the low-income commuter in both the I-10 and I-110 *ExpressLanes* corridors.
 - The I-110 corridor demographics have been assessed. US census data was used to determine that 33.2% of the households fall below the federal poverty threshold: 41% of the households are in the lowest quintile of income distribution.
 - The proposed low-income eligibility threshold is \$35,000/year with a possible alternative threshold of \$10,000 higher. The consultant will examine the impact on users and on the project.
 - The proposed income threshold of \$35,000/year is higher than levels in SB 1422, higher than the County Supervisor's level, higher than Metro Rider Relief level, about equal to two times the poverty level, and slightly higher than the income category in the traffic model.
 - Network Public Affairs will estimate the demand for low-income credits, compare the share of time savings by income group with the share of tolls paid by income group (with and without credits), and evaluate the ability of the program to provide credits for HOT lane use and transit use with a benefit cost approach.
- Toll Concept of Operations, Darren Henderson, Parsons Brinckerhoff
 - The following information was provided:
 - The goal of the *ExpressLanes* project is to increase the operational efficiency of the HOV lanes on the I-10 and I-110. These corridors are the most heavily used in Los Angeles County. This project will help to ensure protection of the bus service, increase travel time savings, and introduce dynamic pricing. Carpoolers will still be rewarded for their good behavior. Single drivers may use the lanes for a price.
 - On the I-110 Harbor Transitway lanes, single occupancy vehicles will pay and HOVs (2+) will ride for free. On the I-10 El Monte Busway lanes, single occupancy vehicles will pay; HOVs (2) will pay during the peak hours (5 am – 9 am; 4 pm – 7 pm) and ride for free during the off peak hours. HOVs (3+) will ride for free at all times.
 - The HOT lanes will be all electronic “open road” tolling; dynamic, segmented pricing will be assembled by trip. There will be dedicated enforcement by CHP officers and dedicated incident response tow trucks.
 - The ingress/egress points will be the same as the current HOV access points.

- The opportunity exists to add one additional HOT lane in each direction on the I-10 between the I-605 and the I-710 by re-striping the existing buffer area.
 - In addition, the intersection of Adams Blvd and the I-110 Freeway N off-ramp has been ranked on the top 100 most congested intersections for the past three fiscal years and it continues to experience congestion despite signal timing improvements. Therefore, this project is looking at different ways to mitigate that intersection; one option is to add another lane on Adams and a right turn lane on the off-ramp. There are a couple of options for replacing the sidewalk and Metro is working to address acceptable strategies that complement the community's long-term greening plans.
 - *ExpressLanes* are green corridors because they help to improve transit services through more frequent and reliable travel time, ease congestion, reduce green house gas emissions, and reduce fuel consumption.
 - Congestion pricing can regulate vehicles in the HOT lanes to the desirable fuel consumption speeds of 45-50 mph. In addition, fuel consumption will improve in the general purpose lanes as the speeds increase. Similarly, congestion pricing can reduce carbon dioxide emissions for all vehicle types in all lanes because as speeds approach the desirable 45-50 mph range, green house gas emissions are reduced.
- Draft *ExpressLanes* Goals, Toll Rates and Performance Measures – Stephanie Wiggins, Executive Officer, Congestion Reduction Demonstration Project
 - The following information was provided:
 - In order to go before the Metro Board Meeting on July 23rd with this proposal, the legislation (SB 1422) requires that Metro reach out to the public for feedback on the goals and business rules, the toll rate (minimum cost per mile and maximum cost per mile), the low income commuter assessment, and key performance measures.
 - Metro has looked at existing conditions along both corridors and found that there is already strong use by regular carpools: on the I-10 53% of people are carried in the Busway during the peak hours westbound and on the I-110 54% of people are carried in the Transitway during the peak hours northbound. There is a high violation rate - taking up 8% of the capacity. The legislation regarding single hybrids will sunset in 2011. Currently hybrids use 18% of the capacity on the I-110 Harbor during the evening commute. In addition, Metro has noted a high level of transit dependent residents living along the two corridors.
 - A license plate survey was conducted. It shows that a high number of commuters who use the HOV lanes on the I-110 Transitway originate in South LA and a high number of commuters who use the HOV lanes on the I-10 Busway originate from the east side of the corridor.
 - A study looking at the percentage of households with no vehicles was also conducted. It shows that there are a high percentage of no vehicle households in South LA. The availability of public transit has a major impact on mobility for many residents there.

- The draft goals for this project include the following policies: provide a safe, reliable, and predictable commute for the *Expresslanes*, reinforce Metro's ongoing efforts to increase vehicle occupancy rates and transit ridership, optimize vehicle throughput at free flow speeds through dynamic pricing – threshold is 45 mph, and generate sufficient revenue to sustain the financial viability of the *ExpressLanes*.
- The draft business rules for this project include the following policies: there will be toll-free travel for vehicles that meet minimum vehicle occupancy requirement, motorcycles, and privately operated buses; all existing carpools will continue to be able to access the lanes without a charge; trucks will not be allowed in the *ExpressLanes* (except for 2-axle trucks); minimum peak tolls should be no less than 150% of Metro transit fare on the *ExpressLanes*; every vehicle is a customer and therefore all vehicles will be required to have a transponder; and toll/transit credits will be available to frequent *ExpressLanes* transit riders.
- A survey of existing HOV users was conducted in March of 2009. In response to the comment, "If a transponder is required to verify my carpool status to use the *ExpressLanes*, I will continue to carpool.", 63% of regular carpools agreed and 61% of infrequent carpools also agreed.
- Responding to the issues of transponder access and enforcement Metro has proposed the following policies. Transponder access: At a minimum, the toll vendor will be required to communicate the availability of transponders to churches, non-profit organizations, employers, at community events, and at the same locations where TAP cards are located. Enforcement: Every toll system recognizes that even with significant outreach not all commuters will be aware of the business rules. Therefore, Metro is working with the CHP on an amnesty and grace period.
- The draft *ExpressLanes* toll range is proposed as follows: minimum toll per mile \$.25, maximum toll per mile \$1.40. The toll rates will vary within the range based upon demand. In addition, the toll rate is based on traffic levels in the *ExpressLanes* to ensure 45 miles per hour and the maximum toll represents a price to discourage more entry rather than generate additional revenue. If the speed in the *ExpressLanes* dips below 45 mph, SOVs will not be allowed to enter.
- During the peak commute hours, the average toll (end to end) for the I-10 *ExpressLanes* will be \$6 (average trip is nine miles) and the average toll (end to end) for the I-110 *ExpressLanes* will be \$4 (average trip is five miles).
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III. Questions and Answers Discussion

▪ *Transit Operations (including van pool, bus, rideshare)*

- Is the frequent transit rider “credit” program a way to attract non-transit users to use transit? Will this “credit” program be like a frequent flier program? I think the rewards program is a great idea.

▪ *Transit Facilities*

- Will the mitigation projects be complete before the demonstration project begins?
- Is there any flexibility on the completion timelines for these projects?

▪ *Toll Technology and Infrastructure*

- Why will Metro be able to earn more revenue on the I-10?
- Can it be calculated how much gas is saved by implementing these congestion mitigation measures? Do you think over the course of one year savings could exceed one million dollars?
- How is Metro modeling pricing? When more space is created on the freeways, don't freeways become more attractive modes of transport?
- I am concerned about the transition on the HOT lanes from the 105 to the I-110 N. Have you found a solution for this transition? How will it be handled?
- How will an SOV know what price he or she is going to pay to use the HOT lanes?
- There needs to be coordination with the feeder bus lines and a headway is necessary. How is this being addressed?
- How will SOVs be informed of the toll price? Would travel-time signage defeat the purpose and discourage usage? I am concerned that there will be an overwhelming amount of signage for freeway commuters to read and comprehend; I am concerned that safety will be jeopardized.
- How will enforcement distinguish between cars that have transponders and those that do not?
- What is the stock symbol of the company that manufactures the transponders? Can a commuter who already has a transponder use the same transponder for these tolls?
- Will the HOT lanes force traffic into already congested general purpose lanes?

- o I'm not used to the toll experience. It is a mystery to me. How do you know if you are traveling on the general purpose lanes?
- o Will everyone in Los Angeles County need to get a transponder to ride in the HOT lanes? How will a commuter know if he or she will need to use the toll road? Drivers will need to plan ahead.
- o What is the estimated cost of the transponder?
- o What about billing? Will SOVs be billed after using the lanes or will they need to prepay?
- o How many vehicles use the 110 daily? How many drivers do you anticipate will switch to using the toll lanes?
- o Approximately how many transponders will Metro need to have available during the demonstration period?
- o I am concerned about the learning curve. Old habits are difficult to change. Will there be a warning or grace period and appeals process? How will human error be addressed?
- o Will drivers be charged monthly regardless of use?

▪ ***Express Park Program***

- o Can LADOT provide examples of price variations?
- o Has LADOT thought of including private parking lots in the program? Are you concerned with the participation or interference of the private sector?
- o Has LADOT thought about partnering with other agencies/municipalities to buy meters in bulk in order to get a better price?
- o Would the general 9 am – 6 pm parking hour restrictions remain?

IV. Closing Remarks & Next Steps

Susan thanked all participants for sharing their time and contributions. She introduced Bronwen Trice as Metro's new Senior Community Relations Officer on the Congestion Reduction Demonstration Project. She also encouraged participants to spread the word about the upcoming six Public Hearings and to contact Metro if they have any outreach ideas. In addition, she reminded participants that Scott Marvel was recording video and encouraged people to stay if they wished to say something about the program on camera.