

Metro ExpressLanes – How It Works

CARPOOLS, VANPOOLS AND MOTORCYCLES can use the ExpressLanes *toll free* with a FasTrak® transponder.

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SOLO DRIVERS on the I-10 and I-110 with a FasTrak® transponder can *choose to pay* a toll to use the ExpressLanes.

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(not to scale)

The I-110 and I-10 Metro ExpressLanes regulations will be enforced by the California Highway Patrol using visual and electronic means.

1. Prior to starting your trip, you will indicate the number of occupants in your vehicle by moving the switch on the transponder to the appropriate setting (1, 2, 3+).



2. The I-10 and I-110 Metro ExpressLanes will operate 24/7 and will be separated from the general purpose lanes by double solid white lines.

3. The first sign will be a FasTrak only ExpressLanes sign approximately 1/2 mile away from the entrance to signify the distance remaining to enter the ExpressLanes. Entry to and exit from the ExpressLanes will be indicated by a single dashed white line.

4. Tolls on the ExpressLanes are based on the current congestion level and the length of your trip. Approximately 1/4 mile away from the entrance to the ExpressLanes, the second overhead electronic sign displays two toll amounts: 1) The current toll from this entrance to the next major exit; and 2) the current toll from this entrance to the end of the ExpressLanes

5. The third sign indicates the entry point to the ExpressLanes and informs drivers that FasTrak is required to use the ExpressLanes.

6. The fourth sign marks the start of the ExpressLanes toll segment and is the final reminder to the driver that FasTrak is required beyond this point.

7. Once you are beyond the Expresslanes entry/exit point, where the dashed white line ends and the double solid white lines begin again, an overhead antenna will read the FasTrak transponder, and for solo drivers who choose to use the ExpressLanes, the correct toll amount will be automatically deducted from your FasTrak account based upon the toll amounts displayed to you on the second sign. Those vehicles that are carpooling and meet the minimum occupancy requirements will not have a toll deducted from their account.

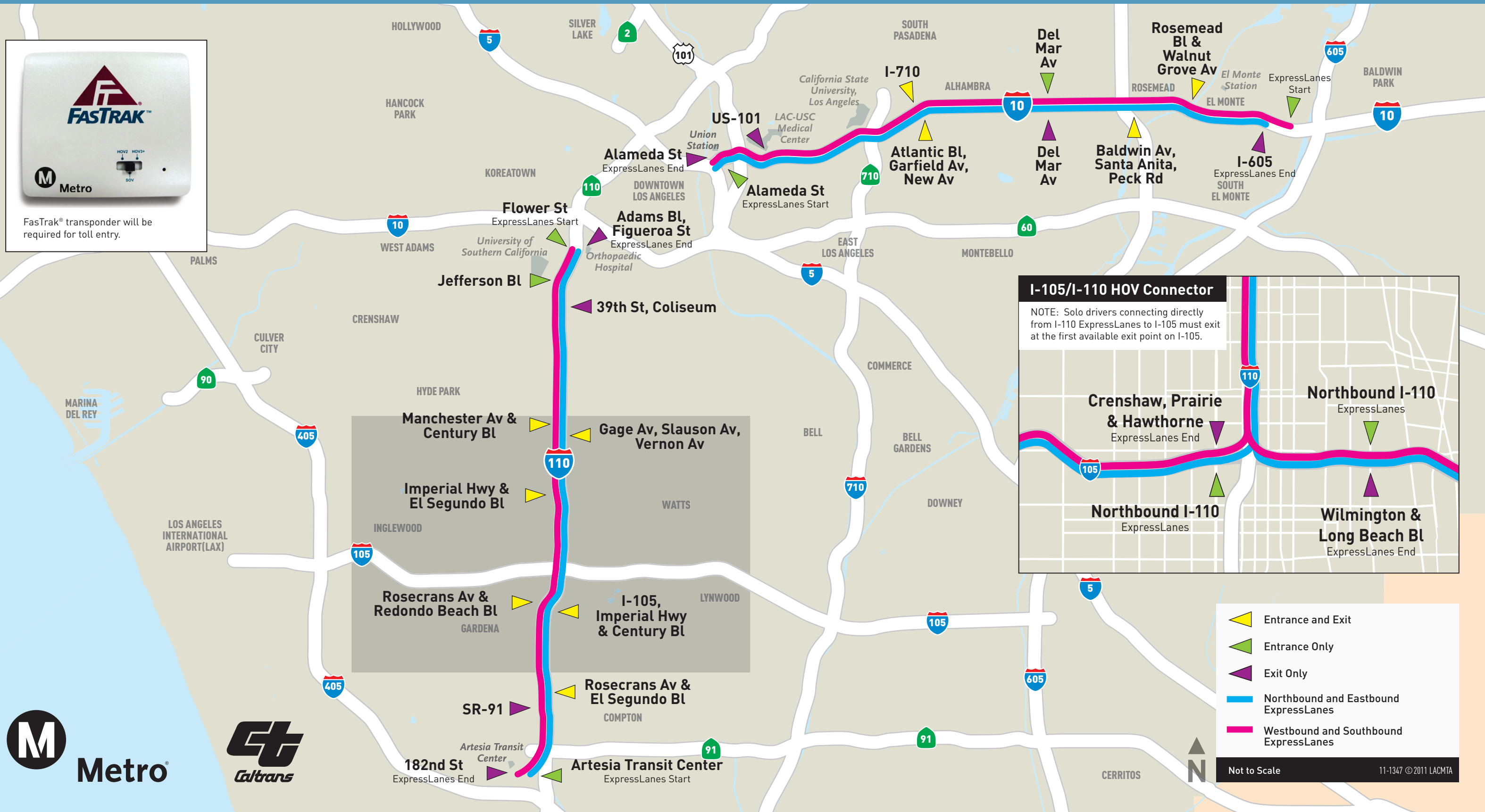


Metro ExpressLanes

FasTrak® Toll Entry and Exit Locations



FasTrak® transponder will be required for toll entry.



I-105/I-110 HOV Connector

NOTE: Solo drivers connecting directly from I-110 ExpressLanes to I-105 must exit at the first available exit point on I-105.

The inset map shows the following ExpressLanes routes:

- Northbound I-110 ExpressLanes:** Entrance and Exit at Wilmington & Long Beach Bl.
- Southbound I-110 ExpressLanes:** Entrance and Exit at Crenshaw, Prairie & Hawthorne.
- I-105 ExpressLanes:** Entrance and Exit at Rosecrans Av & El Segundo Bl.

- Entrance and Exit
- Entrance Only
- Exit Only
- Northbound and Eastbound ExpressLanes
- Westbound and Southbound ExpressLanes

Not to Scale

11-1347 © 2011 LACMTA

Beneficios del programa

- > Esfuerzos de construcción relacionados con el programa crearán 2,400 empleos relacionados con la construcción.
- > Mejor movilidad para los viajeros de todos los niveles económicos.
- > Ganancias netas del peaje serán reinvertidas en el corredor donde fueron generadas, en mejoras de tránsito y carriles de uso compartido.
- > Incremento en el servicio de tránsito y mejoras en las instalaciones de las estaciones.
- > El período de demostración es un año (para cada corredor). Todos los beneficios (autobuses adicionales, mejoras en el tránsito, mejoras en las carreteras) permanecerán en lugar aun cuando Metro decida no continuar con Metro ExpressLanes al finalizar el período piloto.

Más servicio de tránsito y expansión del programa de camionetas de uso compartido

- > 59 autobuses nuevos de combustible alternativo para incrementar el servicio de Metro Silver Line y de conexiones serán comprados.
- > Un subsidio operativo para el período de demostración de un año será proporcionado.
- > El programa de camionetas de uso compartido será promovido y un mínimo de 100 nuevas camionetas de uso compartido que viajan en Metro ExpressLanes en las autopistas 10 y 110 serán añadidas.

Mejoras en las estaciones de transporte

- > La estación El Monte será expandida para incluir un nuevo terminal de autobuses con 30 plataformas y 32 casilleros para bicicletas. Será construida de acuerdo a los estándares de oro de Diseño de Energía y Medioambiente (LEED, por sus siglas en inglés).
- > Una parada de transporte rápido de autobús con conexión directa en Patsaouras Plaza será construida.
- > El estacionamiento y andén de la estación de Metrolink en Pomona serán expandidos.
- > Una subestación de Sheriff's y 16 casilleros para bicicletas serán añadidos en Artesia Transit Center.
- > Luces, cámaras de circuito cerrado de televisión (CCTV), un programa de prueba de barreras de ruido/sonido y señalización mejorada serán instalados a lo largo de las estaciones de Harbor Transitway.
- > Nuevas paradas de autobús serán añadidas en las estaciones de Manchester y Slauson de Harbor Transitway.

Mejoras en las autopistas

- > Las líneas del separador serán remarcadas para crear un segundo carril ExpressLane entre las autopistas 605 y 710 en El Monte Busway de la autopista 10.
- > Adams Bl será ampliado entre Figueroa St y Flower St y un nuevo puente peatonal será construido.
- > Las líneas de la salida Adams Bl de la autopista 110 serán remarcadas para crear un segundo carril para dar vuelta a la derecha.
- > Carriles de transición serán creados entre Metro ExpressLanes de la autopista 110 y los carriles de uso general de la autopista 110 para incrementar el movimiento del tráfico entrando y saliendo de Metro ExpressLanes.

Cuotas

- > La gama de los peajes será entre \$0.25-\$1.40 por milla; los precios del peaje variarán dentro de la gama basados en la demanda.
- > Peajes están basados en los niveles de tráfico en Metro ExpressLanes para asegurar una velocidad mínima de 45 millas por hora.
- > El peaje máximo representa el precio para desalentar más entradas en vez de generar ingreso adicional.
- > El peaje promedio para Metro ExpressLanes durante el período de las horas pico (de comienzo a fin) será:
 - \$4 para la autopista 110
 - \$6 para la autopista 10

Estacionamiento Express Park

- > Precios de estacionamiento según la demanda serán implementados en los parquímetros del Centro de Los Angeles.

Normas del programa

- > Viajes libre de peaje para vehículos que cumplen con el requerimiento mínimo de pasajeros, motocicletas y autobuses operados privadamente.
- > Todos los autos de uso compartido existentes continuarían teniendo acceso a los carriles sin cargo alguno.
- > Camiones (aparte de los que tienen 2 ejes) no están permitidos entrada.
- > Los peajes altos mínimos no deberán ser menos de 150% de la tarifa de transporte en Metro ExpressLanes.
- > Todos los vehículos que usan Metro ExpressLanes deben tener un transponedor.
- > Los peajes dejarán de operar (por ejemplo, no se permitirá que los usuarios de cuotas entren en ExpressLanes) cuando la velocidad se mantenga a menos de 45 millas por hora por más de 10 minutos.
- > Vehículos de emergencia pueden usar Metro ExpressLanes cuando responden a incidentes.
- > Una política de privacidad fue establecida para proteger la información personal de los titulares de las cuentas.

Programa de crédito de peajes

- > Residentes del Condado de Los Angeles con un ingreso anual por familia (familia de 3) de \$35,000 o menos serán elegibles.
- > Las cuentas de las familias que califican serán acreditadas con \$25 para ser usados para la apertura de la cuenta/cuota de establecimiento. Este saldo puede ser aplicado al depósito del transponedor o el depósito de peaje prepago.
- > No aplicarán los \$3 mensuales para el mantenimiento de la cuenta.

Midiendo la efectividad de Metro ExpressLanes

Metro y Caltrans están obligados a reportar a la legislatura estatal y a USDOT sobre el desempeño del programa de demostración. Las medidas clave de desempeño incluyen:

- ¿Se han reducido los tiempos de viaje e incrementado las velocidades promedio de los vehículos en Metro ExpressLanes y los carriles de uso general?
- ¿Cuántos conductores han cambiado de conducir solos a compartir su viaje, usar transporte público y/o camionetas de uso compartido de Metro?
- ¿Ha sido incrementada la eficiencia de todos los carriles al mover más personas a Metro ExpressLanes en un período de tiempo específico?
- ¿Ha sido mejorado el acceso al transporte para los pasajeros de bajos ingresos?

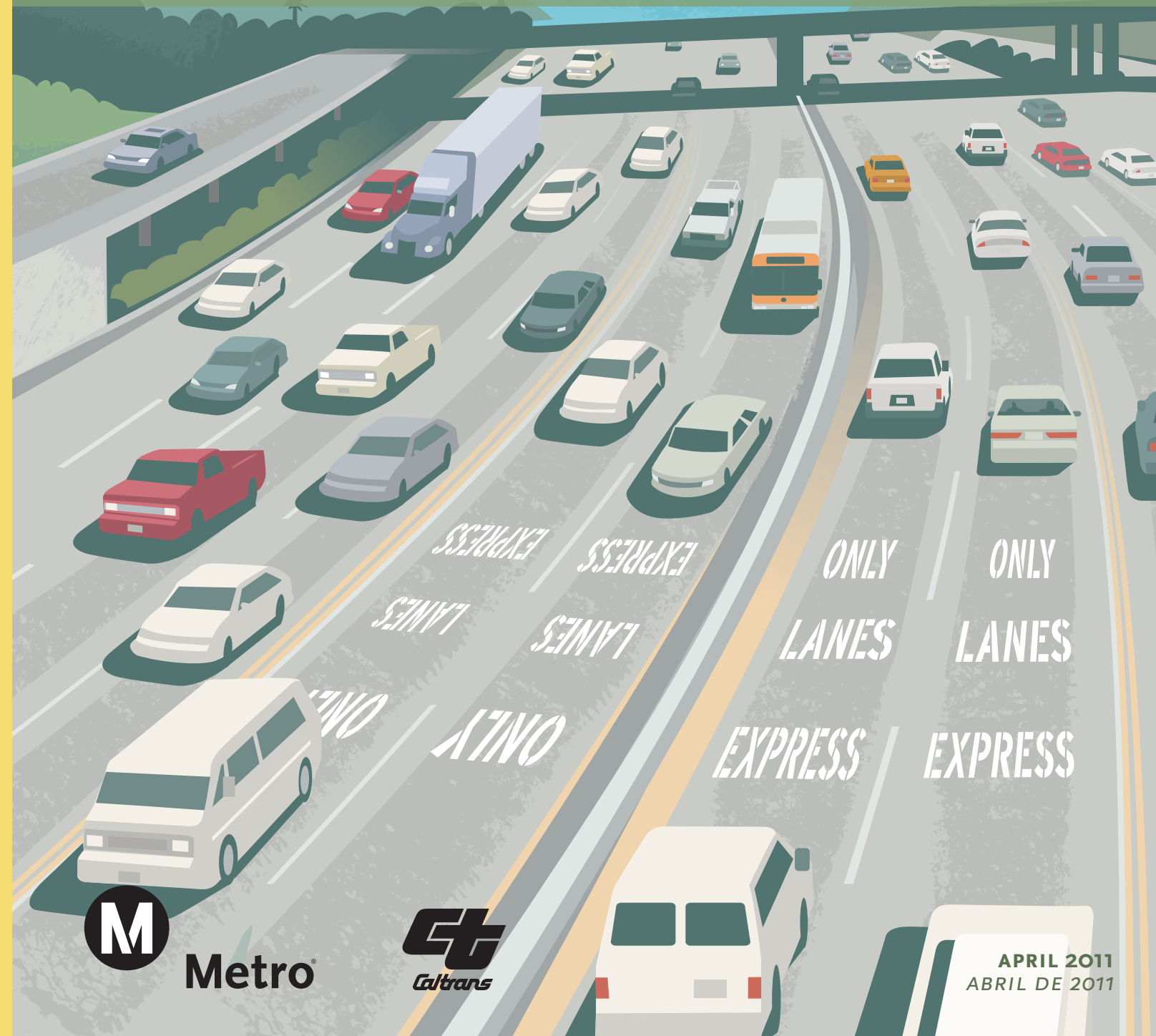
Plan de alcance público

- > En enero de 2009, la Junta Directiva de Metro aprobó un plan de alcance y comunicaciones que delinea una estrategia para alcanzar a diversos grupos de personas e intereses a lo largo de las áreas del proyecto de las autopistas 110 Harbor Transitway y 10 El Monte Busway.
- > Los socios del programa han facilitado una extensa participación de las personas interesadas y continuarán pidiendo comentarios de la comunidad a través de las fases de planeamiento e implementación.
- > En junio de 2009, se realizaron seis audiencias públicas para tratar las tarifas y la política de los peajes.
- > En marzo de 2010, se realizaron dos audiencias públicas para tratar el Borrador del Reporte de Impacto Ambiental/Evaluación Ambiental (Draft EIR/EA) para los proyectos de los carriles HOT de las autopistas 10 y 110.
- > En el verano de 2010, el EIR/EA Final para los proyectos de los carriles HOT de las autopistas 10 y 110 fue aprobado.

Metro ExpressLanes

Program Fact Sheet

Información del proyecto



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APRIL 2011
ABRIL DE 2011

ABOUT THE EXPRESSLANES DEMONSTRATION PROGRAM

The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans District 7, along with Foothill Transit Agency, Gardena Transit, Los Angeles Department of Transportation, Southern California Regional Rail Authority (Metrolink) and Torrance Transit, are partnering in a one-year demonstration program during which existing carpool lanes on the I-10 El Monte Busway (between Alameda St and I-605) and I-110 Harbor Transitway (between Adams Bl and Artesia Transit Center) will be converted to High-Occupancy Toll (HOT) lanes – called Metro ExpressLanes. Metro ExpressLanes are scheduled to open in 2012.

The Metro ExpressLanes Demonstration Program is primarily funded with a \$210 million congestion reduction demonstration grant from the U.S. Department of Transportation (USDOT).

Program Goal

The goal is to provide commuters, regardless of income level, with new and better travel options along two of LA County's most congested corridors. The program will:

- > Test strategies to alleviate congestion
- > Fund additional transit alternatives
- > Maximize freeway capacity usage
- > Increase travel time savings
- > Improve trip reliability and safety
- > Reduce air pollutants and greenhouse gas emissions

INFORMACIÓN SOBRE EL PROGRAMA DE DEMOSTRACIÓN METRO EXPRESSLANES

Los Angeles County Metropolitan Transportation Authority (Metro) y Caltrans District 7, junto con Foothill Transit Agency, Gardena Transit, Los Angeles Department of Transportation, Southern California Regional Rail Authority (Metrolink) y Torrance Transit, están trabajando juntos por un año en un programa de demostración en el cual los carriles de uso compartido existentes en el carril dedicado a autobuses de El Monte (El Monte Busway) de la autopista 10 (entre Alameda St y la autopista 605) y la vía de transporte de la autopista 110 Harbor Transitway (entre Adams Bl y Artesia Transit Center) serán convertidos en carriles de peaje de alta-ocupación (HOT)– llamados Metro ExpressLanes. La apertura de Metro ExpressLanes está programada para el 2012.

El Programa de Demostración Metro ExpressLanes está financiado principalmente con un subsidio de \$210 millones para la demostración de la reducción del congestionamiento del Departamento de Transporte de los Estados Unidos (USDOT).

Metas del programa

La meta es proporcionar a los pasajeros, sin importar su nivel de ingresos, nuevas y mejores opciones de viaje a lo largo de los dos corredores más congestionados del Condado de Los Angeles. El proyecto evaluará:

- > Estrategias para aliviar el congestionamiento
- > Financiar alternativas de tránsito adicionales
- > Maximizar la capacidad de uso de las autopistas
- > Incrementar el ahorro de tiempo de viaje
- > Mejorar la fiabilidad y seguridad del viaje

For more information, please visit our website at metro.net/expresslanes.

Program Benefits

- > Construction efforts related to the Program will create 2,400 construction-related jobs.
- > Improved mobility for commuters of all income levels.
- > Net toll revenues are reinvested in the corridor where generated in transit and carpool lane improvements.
- > Increased transit service and improved station facilities.
- > The demonstration period is one year (for each corridor). All benefits (additional buses, transit improvements, roadway improvements) remain in place even if Metro decides not to continue with the Metro ExpressLanes at the conclusion of the pilot period.

Increased Transit Service and Expanded Vanpool Program

- > Fifty-nine (59) new alternative fuel buses for increased Silver Line and feeder service will be purchased.
- > An operating subsidy for the one-year demonstration period will be provided.
- > The vanpool program will be promoted and a minimum of 100 new vanpools that travel on the I-10 and I-110 Metro ExpressLanes will be created.

Transit Station Improvements

- > El Monte Station will be expanded to include a new 30-bay bus terminal and 32 bike lockers. It will be built to Leadership in Energy and Environmental Design (LEED) Gold standards.
- > A direct connection bus rapid transit stop at Patsaouras Plaza will be built.
- > The Pomona Metrolink Station parking lot and platform will be expanded.
- > A Sheriff's substation and 16 bike lockers will be added at the Artesia Transit Center.
- > Lighting, closed-circuit television cameras (CCTV), a noise/sound barrier pilot program, and improved signage will be installed along the Harbor Transitway stations.
- > New bus stops will be added at the Manchester and Slauson Harbor Transitway stations.

Roadway Improvements

- > The enforcement buffer will be re-striped to create a second ExpressLane between I-605 and I-710 on the I-10 El Monte Busway.
- > Adams Bl will be widened between Figueroa and Flower Streets and a new pedestrian bridge will be constructed.
- > The I-110 Adams Bl off-ramp will be re-striped to create a second right-hand turning lane.
- > Access transition lanes will be created between I-110 Metro ExpressLanes and I-110 general purpose lanes to smooth the flow of traffic in and out of the Metro ExpressLanes.

Toll Rates

- > The toll range will be \$0.25-\$1.40 per mile; toll rates will vary within the range based upon demand.
- > The toll rate is based on traffic levels in the Metro ExpressLanes to ensure a minimum of 45 mph.
- > The maximum toll represents a price to discourage more entry rather than generate additional revenue.
- > The average toll for Metro ExpressLanes during the peak period (end to end) will be:
 - \$4 for the I-110
 - \$6 for the I-10

Express Park

- > Demand-based parking rates will be implemented at parking meters in Downtown LA.

Key Business Rules

- > Toll-free travel for vehicles that meet minimum vehicle occupancy requirement, motorcycles, and privately operated buses.
- > All existing carpools will continue to access the lanes toll-free.
- > Trucks (other than 2-axle) are not allowed entry.
- > Minimum peak tolls shall be no less than 150% of Metro transit fare on the Metro ExpressLanes.
- > All vehicles using Metro ExpressLanes are required to have a transponder.
- > Tolling will shut down (i.e. no toll users will be permitted to enter the ExpressLanes) when travel speeds fall below 45 mph for more than 10 minutes.
- > Emergency vehicles may use the Metro ExpressLanes when responding to incidents.
- > A privacy policy was established to protect account-holders' personal information.

Toll Credit Program

- > Residents of Los Angeles County with an annual household income (family of 3) at or below \$35,000 will qualify.
- > Accounts of qualifying households will be credited \$25 for the account set-up/establishment fee. This credit can be applied to either the transponder deposit or prepaid toll deposit.
- > The monthly \$3 monthly account maintenance fee will be waived.

Measuring the Effectiveness of Metro ExpressLanes

- > Metro and Caltrans are required to report back to the State legislature and the USDOT on the performance of the demonstration program. Key performance measures include:
 - Are travel times reduced and average vehicle speeds increased in the Metro ExpressLanes and general purpose lanes?
 - How many drivers shift from driving alone to using carpools, transit, and/or Metro vanpools?
 - Is the efficiency of all lanes increased by moving more people on the Metro ExpressLanes in a specified period of time?
 - Is transportation access improved for low-income commuters?

Public Outreach Plan

- > In January 2009, the Metro Board approved a Public Outreach and Communications Plan that outlines a strategy to reach diverse groups of people and interests throughout the I-110 Harbor Transitway and I-10 El Monte Busway project areas.
- > Program partners have facilitated extensive stakeholder participation and will continue to seek community feedback throughout the planning and implementation phases.
- > In June 2009, six public hearings were held on the toll rates and toll policy.
- > In March 2010, two public hearings were held on the Draft Environmental Impact Reports/Environmental Assessments (Draft EIR/EA) for the I-10 and I-110 HOT Lanes Projects.
- > In Summer 2010, the Final EIR/EA for the I-10 and I-110 HOT Lanes Projects were approved.

Metro ExpressLanes

Contact Us

Please use the following contact tools to access more project information, ask a question or provide comments:

MAIL:
Olga M. Lopez, *Community Relations Manager*, Metro ExpressLanes Construction
or
Bronwen Trice, *Senior Community Relations Officer*, Metro ExpressLanes Program
Metro
One Gateway Plaza, 99-13-1
Los Angeles, CA 90012

E-MAIL: expresslanes@metro.net

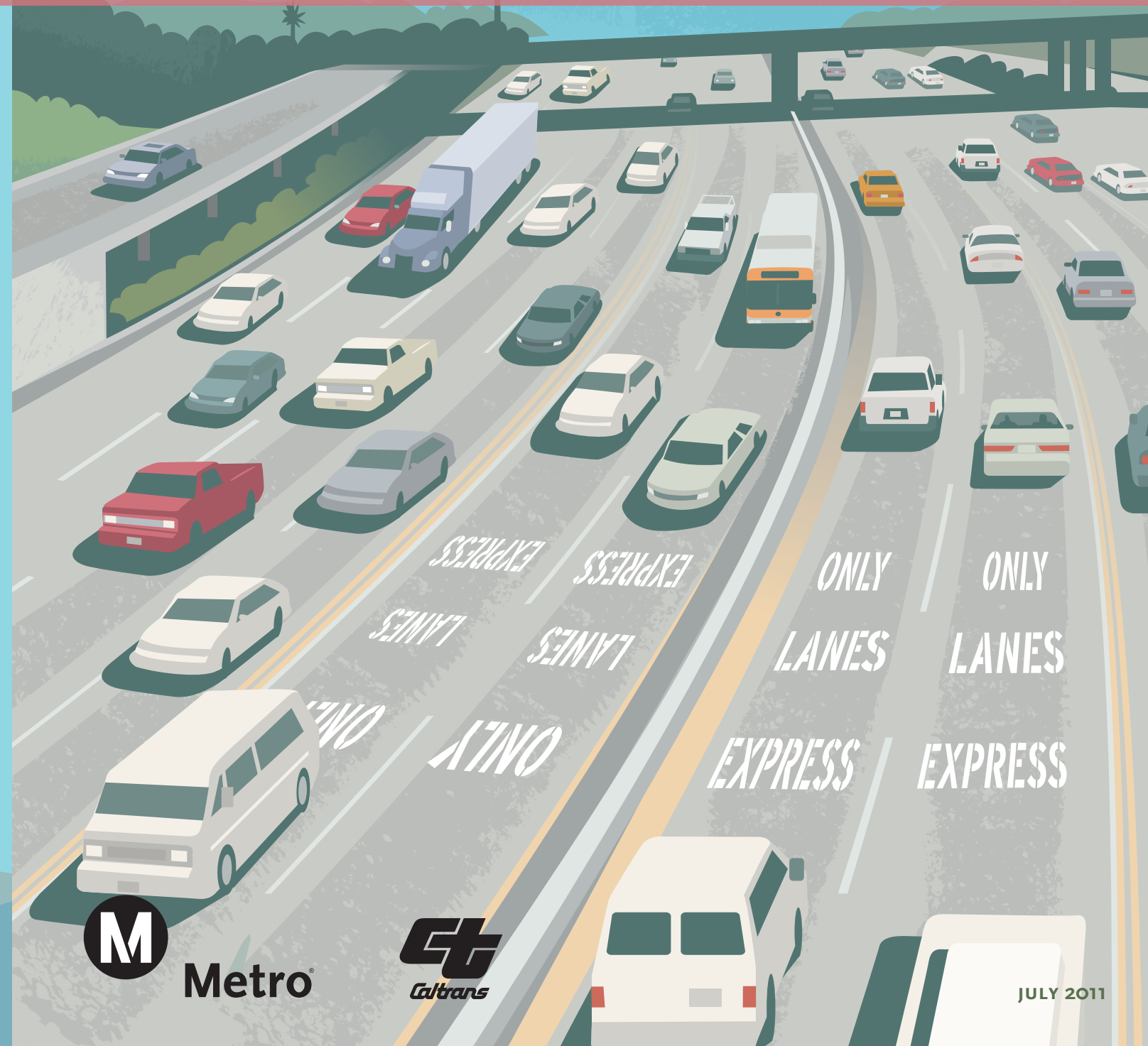
PHONE: Call 511 and say "Metro ExpressLanes" for the latest information about how the ExpressLanes will work. For construction related inquiries call 213.922.4200.

WEB: metro.net/expresslanes

TWITTER: twitter.com/expresslanes

NIXLE: nixle.com/metro-expresslanes-project

Frequently Asked Questions



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1. What is the Metro ExpressLanes Demonstration Program?

Metro ExpressLanes is a one-year demonstration/pilot program during which existing carpool lanes (HOV) on the I-10 El Monte Busway (between Alameda St and I-605 – approximately 14 miles) and I-110 Harbor Transitway (between Adams Bl and Artesia Transit Center – approximately 11 miles) will be converted to High-Occupancy Toll (HOT) lanes. Buses, motorcycles, vanpools and carpools that currently use HOV lanes will not be charged a toll. General purpose lanes will continue to remain toll-free.

Metro ExpressLanes are scheduled to open in 2012. This demonstration program is intended to ease congestion by better managing the flow of traffic through the implementation of pricing to improve all of the travel choices in the corridors. Under current conditions, there is capacity in the carpool lanes at certain times of the day to permit single occupant vehicles to use these lanes for a toll. By incorporating this “congestion pricing” strategy, it is hoped that more people will be encouraged to use transit, join a vanpool or carpool, and that solo drivers will be encouraged to travel at off-peak hours.

2. How will Metro ExpressLanes operate on the I-110 Harbor Transitway?

All vehicles that choose to enter the Metro ExpressLanes will need to be equipped with a transponder. Vehicles with two or more occupants per vehicle will be able to continue using the Metro ExpressLanes toll-free. Single occupant vehicles will now have the option to use Metro ExpressLanes but will be charged a toll.

3. How will Metro ExpressLanes operate on the I-10 El Monte Busway?

All vehicles will need a FasTrak® transponder to enter the Metro ExpressLanes. Vehicles with three or more occupants will be able to use Metro ExpressLanes toll-free at all hours. Vehicles with two occupants will pay a toll during peak hours (5am–9am; 4pm – 7pm), but will have toll-free use during off-peak hours. Single occupant vehicles will now have the option to use Metro ExpressLanes but will be charged a toll.

4. How much will it cost to use Metro ExpressLanes?

The minimum toll per mile will be \$0.25 and the maximum toll per mile will be \$1.40. Tolls will be adjusted according to traffic conditions to maintain a free-flowing level of traffic on the Metro ExpressLanes. The toll will vary depending on the level of congestion in the Metro ExpressLanes – the higher the demand, the higher the toll to discourage too many people from using the lane and to keep traffic moving at least 45 mph; if speeds fall below 45 mph for more than 10 minutes, the tolling system will be shut down to single drivers until the travel speeds climb back above 45 mph. The average toll during the peak period for the I-10 Metro ExpressLanes is anticipated to be \$6 (average trip is 9 miles); the average toll during the peak period for the I-110 Metro ExpressLanes is anticipated to be \$4 (average trip is 5 miles).

5. How will the tolls be collected—will there be toll booths on the freeway?

There will be no toll booths. All tolls will be collected electronically. All vehicles will need a FasTrak® transponder to access the Metro ExpressLanes. A FasTrak® transponder is a small radio-frequency device about the size of a credit card that adheres to the inside of a vehicle’s windshield near the rearview mirror and can be read by a sensor mounted over the roadway. As the vehicle enters the Metro ExpressLanes, an antenna will read the transponder and any toll will be automatically charged to the vehicle owner’s account. FasTrak® transponders will be portable and can be moved from one vehicle to another.

6. How will the system distinguish between carpools and solo drivers in charging tolls?

Metro ExpressLanes users will have a “self-declaration” FasTrak® transponder that can account for the different minimum occupancy requirements on the I-10 and I-110. With a “self-declaration” FasTrak® transponder, users will be able to self-declare the number of passengers in their vehicle. That way, even users who only carpool occasionally can indicate occupancy using a manual switch/button on the FasTrak® transponder. The “self-declaration” FasTrak® transponder will help enforce occupancy requirements aided by dedicated CHP officers who will provide visual verification.

7. How can I enroll for a pre-paid Metro ExpressLanes FasTrak® transponder account and how much will the transponder cost?

Customers will be able to establish their pre-paid Metro ExpressLanes FasTrak® transponder accounts in person, by mail or online using a credit/debitcard or cash/check.

CREDIT/DEBIT CARD

It will cost a total of \$40 to open a pre-paid account with a credit/debit card. The \$25 transponder deposit will be waived. When the account is closed, a \$25 fee will be charged if the transponder is not returned in good working condition.

For a qualifying low-income commuter, it will cost a total of \$15 to open a pre-paid account with a credit/debit card. The \$25 transponder deposit will be waived. Metro will provide a \$25 toll credit resulting in an opening pre-paid toll balance of \$40.

CASH/CHECK

It will cost a total of \$75 to open a pre-paid account with cash/check (\$50 for the pre-paid toll deposit and \$25 for the transponder deposit). When the account is closed, the \$25 transponder deposit will be refunded to the customer if the transponder is returned in good working condition.

For a qualifying low-income commuter, it will cost a total of \$50 to open a pre-paid account with cash/check. Metro will provide a \$25 credit that can be applied to the customer’s transponder deposit or pre-paid toll deposit.

Any remaining toll balances will be refunded to customers when their accounts are closed in good standing.

8. If people get Metro ExpressLanes FasTrak® transponders and don’t use them, will they be charged?

Yes. There is a fee of \$3 per month per Metro ExpressLanes account. The monthly account maintenance fee of \$3 is waived for commuters who use the Metro ExpressLanes at least four times (one-way trips) per month, whether they are in a carpool, vanpool or toll-paying single occupant vehicle. It is also waived for qualifying low-income commuters.

9. Can I use the transponder I currently have?

Yes. If you already own a FasTrak® transponder, you will not be required to get a Metro ExpressLanes transponder when traveling alone. State law requires that FasTrak® transponders be capable of being used on the Metro ExpressLanes.

10. Will all vehicles that use Metro ExpressLanes be required to have FasTrak® transponders?

Yes. This means that solo drivers, motorcycles, vanpools and carpools must be equipped with a FasTrak® transponder, which provides for easier identification of violators by CHP officers who will provide visual verification.

11. Will my privacy be protected?

Yes. State law requires that Metro protect the privacy and confidential information of all Metro ExpressLanes customers.

12. Will there be CHP officers to monitor the lanes?

Yes. There will be dedicated enforcement officers for the Metro ExpressLanes who will provide visual verification of occupancy requirements with the aid of the “self-declaration” FasTrak® transponder.

13. Where will the entrance/exits to the Metro ExpressLanes be located?

The Metro ExpressLanes’ entrances/exits will remain the same as the current carpool lane entrances/exits.

14. We all paid for the HOV lanes with our gas taxes, and now you want us to pay again for the right to use them? Shouldn’t freeways remain free?

These are optional tolls, and the choice is yours. While it’s true that the converted HOV lanes would become toll lanes, you only pay if you choose to use them—and in most cases, they will continue to be free for many commuters. Either way, all general purpose lanes will remain free.

What’s different under the Metro ExpressLanes program is that commuters will have more options. For example, whereas HOV lanes are currently restricted to cars with two or more passengers, Metro ExpressLanes will be open to solo drivers willing to pay a fee. And those drivers who choose to use the Metro ExpressLanes provide a benefit to drivers who do not choose to pay a toll by creating more capacity in the other lanes. As tolling pilot projects in other cities have shown, this extra capacity produces speedier trips for non-toll paying drivers as well.

15. Are low-income drivers priced out of certain lanes?

No. The toll policy includes a Toll Credit Program for low-income commuters. Residents of Los Angeles County with an annual household income (family of 3) at or below \$35,000 will qualify for a \$25 credit when they set up their account. This credit can then be applied to either the transponder deposit or pre-paid toll deposit. The monthly \$3 account maintenance fee will also be waived.

In addition, carpools, vanpools, transit and motorcycles will not be charged a toll, the Metro ExpressLanes project will provide increased transit service and net toll revenues will be reinvested in transit and carpool lane improvements.

16. Will alternative fuel/hybrid vehicles with stickers qualify to ride in the Metro ExpressLanes free of charge?

No. Driving alone in an alternative fuel/hybrid vehicle helps reduce pollution, but it does not reduce congestion. Alternative fuel/hybrid vehicles will be treated like all other vehicles.

17. What is Metro doing to improve transit options along the I-10 and I-110 corridors?

Before adding Metro ExpressLanes to the corridors, Metro and its transit partners will purchase 59 new buses to improve Silver Line and feeder service on the I-110 Harbor Transitway and I-10 El Monte Busway. In addition, Metro is embarking on several major transit station expansion and improvement projects along both corridors, including the expansion of El Monte Station and Pomona Metrolink Station, construction of a Patsaouras Plaza/Union Station Connection, improvement of Artesia Transit Center, and improvement of I-110 Harbor Transitway Park/Ride Lots and transit stations.





Motion to charter a standing Transportation committee

Agenda Item: GB111711-5

Date: 17 November 2011

Proposed By: Doug Fitzsimmons

Full Proposal

As the Washington and National stop of the Expo Line nears completion, the Expo begins to bridge Venice, the City Council threatens to force landowners to maintain their own sidewalks, and new development in Century City promises to increase through-traffic from the 10 Freeway, it becomes increasingly important that SORO NC have an active group managing transportation issues within our area.

In the past, transportation issues have been variously split between Public Safety and, on occasion, Land Use. Additional recent issues have included the lack of maintenance of alleys; traffic speed along Robertson and the proposed retiming of lights and installation of medians where feasible; the fight against the Pico/Olympic plan; the traffic limits on Motor Ave.; and proposed electronic signage on Santa Monica buses. As an NC, our response to these would have been more effective and better coordinated with an active Transportation committee.

In past surveys of Board priorities, one consistent theme has been making SORO and its business districts more walking-friendly. This committee would include that in its focus.

The motion simply charters the committee. Once the committee meets (schedule TBD), it will nominate a candidate for Chair.

Proposed Motion

- I. To charter a standing Transportation Committee responsible for issues pertaining to traffic, streets and sidewalks (including maintenance and safety), public and alternative transportation, and the development of South Robertson as a walking neighborhood.

Considerations

Committee review:
(highly recommended)

Votes For: 3

Against: 0

Amount previously allocated in Committee's working budget: \$
(applies to funding motions only)

Arguments for:

Gives focus to our transportation efforts.

SORO must proactively drive transportation issues. Pun intended.

Arguments against:

We may have too many committees already.

Most of these issues have been dealt with in other committees.

Doug Fitzsimmons
President

Brian Kite
Vice-President

Terrence Gomes
Treasurer

Nick Burkhardt
Secretary

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E: info@soronc.org

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Fresh Fruit on Fridays for Shenandoah Street Elementary School - \$4,999.00

Agenda Item: GB111711-6
Date: November 17, 2011
Proposed By: Barry E. Levine

Full Proposal

Fresh Fruit on Friday provides a taste of some type of fresh produce. A short summary of it's nutritional value, the geography where it is grown, and something about the farmer is relayed over the intercom to all the students before the product is given out on the school yard. This is the third year for funding and the program is greatly appreciated by all at Shenandoah Street Elementary School.

The cost is \$4999 and is in the Education Committee budget.

Proposed Motion

South Robertson Neighborhoods Council will fund \$4999.00 for Fresh Fruit on Fridays at Shenandoah Street Elementary School. The program will run for twenty weeks beginning in the Spring of 2012.

Doug Fitzsimmons
President

Brian Kite
Vice-President

Terrence Gomes
Treasurer

Nick Burkhardt
Secretary

Considerations

Committee review: Votes For: 3 Against: 0
(highly recommended)

Amount previously allocated in Committee's working budget: \$5,000.
(applies to funding motions only)

Arguments for:

This is a good program to help fight childhood obesity in a community that is under served by other programs

This program educates students on good nutrition and healthy eating.

Arguments against:

It uses money that could be used elsewhere and for other good causes

It only serves one group within SORONC

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Motion to co-sponsor Hamilton High's model congress trip to PMC \$200

Agenda Item: GB111711-7

Date: November 17th, 2011

Proposed By: Erick Morales and the Education Committee of the South Robertson Neighborhoods Council

Full Proposal

Every year, Hamilton High School sends a delegation to a model congress hosted by the University of Pennsylvania in Philadelphia, the Penn Model Congress (PMC). Hamilton High School is one of the few delegations that hail from the west of the Mississippi River and its delegates seek to reduce the cost of the trip by reaching out to community organizations.

The City Club at Hamilton High School (whose President is Erick Morales) asks that the South Robertson Neighborhoods Council provide \$200 to subsidize the cost of the trip with the Palms Neighborhood Council, which is also providing \$200 toward the trip. The Hamilton High School club was not budgeted for and the money will be coming from the allotted budget the Education Committee has for the We Are SORO project.

Proposed Motion

The motion calls for:

- I. \$200 dollars to be paid to the Friends of Humanities Organization for the trip.
 - a. This money will be put towards one student's airfare, but in essence, will be distributed throughout the delegation.

Considerations

Committee review:
(highly recommended)

Votes For: 3

Against: 0

Amount previously allocated in Committee's working budget: \$N/A
(applies to funding motions only)

Arguments for:

Helps out delegates struggling to pay for the trip

Outreach for the council

Arguments against:

We could use the money for something else; not enough money to actually make a dent in the delegation's cost

Cuts the We Are SORO budget

Doug Fitzsimmons
President

Brian Kite
Vice-President

Terrence Gomes
Treasurer

Nick Burkhart
Secretary

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Motion to request enforcement of medical marijuana ordinances

Agenda Item: GB111711-8

Date: 17 November 2011

Proposed By: Doug Fitzsimmons

Full Proposal

Within a few weeks of each other, two new medical marijuana dispensaries opened on South Robertson. These new dispensaries are within two blocks of two existing dispensaries; all four are a block away from Shenandoah Elementary School.

This is untenable and symptomatic of a larger problem.

While the voters of California have approved non-profit medical marijuana collectives, many of the current dispensaries in Los Angeles operate in flagrant disregard of City ordinances. A recent ruling (11 November 2011) by the 4th District Court of Appeal upheld the City's right to regulate dispensaries, just as it would other businesses. In September, the State of California passed a law (AB 1300) authorizing cities to use criminal and civil penalties to regulate the establishment, location and operation of medical marijuana collectives.

The City ordinance of January 2010 restricts dispensaries from opening within 1,000 feet of schools, parks, libraries and each other. The challenge, however, has been enforcement. The City Attorney's office has begun successfully prosecuting dispensaries operating illegally and, for the first time, their landlords. Nevertheless, resources within their department have been stretched thin and our neighborhood has suffered as a result.

The limits of the motion

It is important to note that this motion does not question the medical benefits of marijuana, the right of patients to have access to treatment, or the drug's legal status.

It does not necessarily seek to close all dispensaries in our area. As some dispensaries have proven, it is possible to operate responsibly and legally, in partnership with the business community.

Yet by any measure, the excessive concentration of dispensaries in the South Robertson neighborhood threatens future business investment. Four liquor stores within the same distance would destabilize the business district and would not be allowed; indeed, even four Starbucks that close together would be a problem. The current boom in dispensaries is not driven by a desire to improve patient access--one dispensary in the area would do that--but rather by pure greed.

The motion supports the City's land use and zoning authority and urges the City Attorney and City departments to aggressively enforce existing ordinances in cases where South Robertson dispensaries operate illegally.

Proposed Motion

- I. Given the recent unacceptable and illegal proliferation and concentration of medical marijuana dispensaries in South Robertson area, SORO NC demands immediate action by the City to enforce existing medical marijuana ordinances within our borders.

Doug Fitzsimmons
President

Brian Kite
Vice-President

Terrence Gomes
Treasurer

Nick Burkhart
Secretary

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Considerations

Committee review:
(highly recommended)

Votes For: 3

Against: 0

Amount previously allocated in Committee's working budget: \$
(applies to funding motions only)

Arguments for:

The concentration of dispensaries makes SORO NC a particularly heavily impacted zone and threatens to stifle economic development.

At stake here is the City's ability to enforce health and zoning laws.

Arguments against:

City resources are already stretched thin and must be prioritized.

The law is far from settled. Numerous lawsuits currently challenge local jurisdictions' rights to regulate a State law.



Jane Usher
Department of City Affairs
200 N. Spring Street, Room 750
Los Angeles, CA 90012

17 November 2011

Re: Illegal medical marijuana dispensaries in SORO NC

Dear Ms. Usher:

I am writing on behalf of the South Robertson Neighborhoods Council ("SORO NC") and our many upset residents to request your urgent help.

Recently and within a few weeks of each other, two new medical marijuana dispensaries have opened on South Robertson. These new dispensaries are within two blocks of two other, existing dispensaries; all four are a block away from Shenandoah Elementary School.

This concentration of dispensaries clearly violates the City's ordinances (they fall well within 1,000 feet of each other and the grade school), shows flagrant disregard for the interests of the community and local businesses, and makes mockery of the legitimate argument for safe and legal access to medication. At least two of the dispensaries are apparently operating as for-profit entities, contrary to State law.

Sadly, this is only one of several areas within SORO to be so affected. The Pico/Robertson corner has five dispensaries; Venice Blvd. has three, including two immediately adjacent to each other. Several other dispensaries are rumored to be opening soon.

We are a community of families, yet our area has battled drug-related crime for almost sixty years. The LAPD had made enormous progress in making the neighborhood safer, yet those gains are quickly being wiped away as we once again become the go-to supplier for nearby Beverly Hills.

Again, we ask for your help in regaining control of our neighborhood.

A list of known dispensaries is attached. Please do not hesitate to contact me if you have any questions or need additional information. We look forward to your reply.

Sincerely,

Doug Fitzsimmons
President

Brian Kite
Vice-President

Terrence Gomes
Treasurer

Nick Burkhart
Secretary

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First and Last Name
South Robertson Neighborhoods Council





Known SORO NC Medical Marijuana Dispensaries

All listings subject to verification

South Robertson:

Westside Care Givers / 2370 S. Robertson Blvd. (Opened Nov 2011)

Organic Green Tea / 2363 S. Robertson Blvd. (Opened Oct 2011)

Little Amsterdam / 2461 S. Robertson Blvd.

Robertson Care Givers / 2515 S. Robertson Blvd.

Pico/Robertson:

Greener Pastures Collective / 1101 S. Robertson Blvd., Suite 104

Live For Care Collective / 1147 S Robertson Blvd #102

Infinity Medical Alliance / 1151 S. Robertson Blvd. Suite 3

Platinum Healing Collective / 8777 W. Pico Blvd.

Kelly's Collective / 8638 W. Pico Blvd.

Organics Herbal Nutrition Center / 1435 S. La Cienega Blvd.

La Cienega:

Purelife Alternative Wellness Center / 1649 S. La Cienega Blvd.

Venice Blvd.:

Cali's Finest Compassionate Co-op / 8540 Venice Blvd.

Green Path Collective / 8707 Venice Blvd.



Motion to fund up to \$350 for a SORO NC Town Hall on the Medical Marijuana issue

Agenda Item: GB111711-9
Date: 11/17/2011
Proposed By: Marjan Safinia

Full Proposal

Since our last board meeting on 10/20/11, two new Medical Marijuana dispensaries have opened along Robertson Blvd. between 24th Street and David, making for a total of 4 dispensaries within a 2-block range, all within 1000 feet of each other and of Shenandoah Elementary School.

SORO NC's Bylaws call for us to organize Town Hall events where we offer stakeholders the opportunity to interact directly with City officials about issues that affect their lives. In response to considerable stakeholder pressure, we propose holding a second Town Hall event in 2011, or early 2012, so that we, and our many concerned stakeholders, may hear directly from our City partners as to why they are not effectively dealing with the problem, now many years in a holding pattern.

This funding motion is to cover the costs of outreach, so that we may organize a successful event. \$750 was assigned for Town Hall events in the Outreach Committee's working budget. Approximately \$400 was spent on our Town Hall Event earlier this month.

Proposed Motion

- I. That SORO NC approve up to \$350 of funding for costs associated with the production and outreach for a Town Hall event regarding the Medical Marijuana issue.

Considerations

Committee review: Votes For: 0 Against: 0

Amount previously allocated in Committee's working budget: \$750 (≤\$400 spent)

Arguments for:

It's a valuable opportunity to allow angry stakeholders to address their elected officials directly.

This issue has generated a lot of stakeholder concern already so a Town Hall would allow us to be responsive to the community's expressed needs.

Arguments against:

Cost.

We have already fulfilled our 2011 Bylaws obligation to host a Town Hall.

Doug Fitzsimmons
President

Brian Kite
Vice-President

Terrence Gomes
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Nick Burkhardt
Secretary

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