



San Gabriel Valley Council of Governments*

AGENDA AND NOTICE OF THE REGULAR MEETING OF THE SGVCOG PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE

Monday, October 19, 2020 – 12:00 PM

Teleconference Meeting: Livestream Available at <https://youtu.be/iLDkgnPkYhc>

Chair
Rene Guerrero
City of Pomona

Vice Chair
David Liu
City of Diamond Bar

Immediate Past Chair
Phil Doudar
L.A. County DPW

Members

Arcadia
Azusa
Baldwin Park
Claremont
Diamond Bar
El Monte
Glendora
Irwindale
Industry
La Verne
Monrovia
Monterey Park
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
South El Monte
South Pasadena
Temple City
Walnut
West Covina
L.A. County DPW

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to comment on agenda items.

MEETINGS: *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12:00 PM at the Monrovia Community Center – 119 W. Palm Ave., Monrovia, CA 91016.* The Public Works Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

PUBLIC PARTICIPATION: Your participation is welcomed and invited at all Public Works Technical Advisory Committee meetings. Time is reserved at each meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Public Works Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Public Works Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Public Works Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



***MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Board Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Public Works Technical Advisory Committee meeting scheduled for October 19, 2020 at 12:00pm will not be allowed. Members of the public may view the meeting live at <https://youtu.be/iLDkgnPkYhc>.

Submission of Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or by phone.

- Email: Please submit via email your public comment to SGVCOG Management Analyst, Alexander Fung (afung@sgvcog.org), at least 1 hour prior to the scheduled meeting time. Please indicate in the Subject Line of the email “FOR PUBLIC COMMENT.” Emailed public comments will be part of the recorded meeting minutes. Public comments may be summarized in the interest of time; however, the full texts will be provided to all members of the Committee prior to the meeting.
- Phone: Please email your name and phone number to SGVCOG Management Analyst, Alexander Fung (afung@sgvcog.org), at least 1 hour prior to the scheduled meeting time for the specific agenda item you wish to provide public comment on. Please indicate in the Subject Line of the email “FOR PUBLIC COMMENT.” You will be called on the phone number provided at the appropriate time, either during general public comment or specific agenda item. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes.

Any member of the public requiring a reasonable accommodation to participate in this meeting should contact SGVCOG Management Analyst, Alexander Fung, at least 48 hours prior to the meeting at (626) 457-1800 or email afung@sgvcog.org.

PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)
5. Changes to the Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting.

CONSENT CALENDAR (*It is anticipated that the Committee may take action on the following matters*)

6. Review Public Works TAC Meeting Minutes: 09/21/2020 (**Page 1**)
Recommended Action: Review and approve.
7. 2020 San Gabriel Valley Energy Champion Awards Progress Report (**Page 5**)
Recommended Action: Receive and file.

UPDATE ITEM (*It is anticipated that the Committee may take action on the following matters*)

8. San Gabriel Valley Council of Governments RFP/RFQ Updates – Mark Christoffels, Chief Engineer, SGVCOG & Memo Ponce, Contracts Manager, SGVCOG (**Page 39**)
Recommended Action: For information only.

PRESENTATIONS (*It is anticipated that the Committee may take action on the following matters*)

9. Franchised Utilities: Elements of a Strong Partnership – Geoffrey Danker, Franchise, Fees, and Planning Manager, SoCalGas (**Page 41**)
Recommended Action: For information only.
10. Metro Traffic Reduction Study – Tham Nguyen, Senior Director of Office of Extraordinary Innovation, Los Angeles County Metropolitan Transportation Authority (**Page 43**)
Recommended Action: For information only.

STAFF ANNOUNCEMENT

11. San Gabriel Valley Energy Wise Partnership – Energy Work Group Meeting
Recommended Action: For information only.
12. Next Committee Meeting
Recommended Action: For information only.

ANNOUNCEMENTS

ADJOURN



SGVCOG Public Works TAC Meeting Minutes

Date: September 21, 2020
Time: 12:00 P.M.
Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order

The meeting was called to order by R. Guerrero at 12:03pm.

2. Pledge of Allegiance

R. Guerrero led the Public Works TAC in the Pledge of Allegiance.

3. Roll Call

Members Present:

R. Delgadillo; Azusa
J. Beshay; Baldwin Park
D. Liu, H. Ghafari; Diamond Bar
Y. Choi, L. Torres, S. Mendez; El Monte
A. Sweet; Glendora
J. Nelson; Industry
G. Ramos, L. Pimentel; Irwindale
D. Keeseey, A. Ciotti; La Verne
R. Guerrero; Pomona
C. Daste; Rosemead
R. Salas; South El Monte
A. Avery; Temple City
M. Rooney; Walnut
A. Ross, J. Yang, S. Lai, T. Le; L.A. County DPW

Members Absent:

Arcadia
Claremont
Monrovia
Monterey Park
San Dimas
San Gabriel
San Marino
South Pasadena
West Covina

SGVCOG Staff:

A. Fung, Staff
A. Bordallo, Staff

Guests:

G. Roberts, Caltrans
H. Sui, Caltrans
K. Allen, Los Angeles County DPW
B. Janka, Transtech Engineers

4. Public Comment

There were no public comments at this meeting.

5. Changes to the Agenda Order

There were no changes to the agenda.

CONSENT CALENDAR

- 6. Review Public Works TAC Meeting Minutes: 07/20/2020
Recommended Action: Review and approve.

- 7. Election of FY 2020-2021 Committee Chair and Vice Chair
Recommended Action: Elect Rene Guerrero from the City of Pomona as the FY 2020-2021 Public Works TAC Chair and David Liu from the City of Diamond Bar as the FY 2020-2021 Public Works TAC Vice Chair.

There was a motion to approve consent calendar items 6-7. (M/S: Walnut/South El Monte)

[Motion Passed]

Ayes:	Azusa, Diamond Bar, El Monte, Glendora, Industry, La Verne, Pomona, Rosemead, South El Monte, Temple City, Walnut, Los Angeles County DPW
Noes:	
Abstain:	
No Vote Recorded:	Baldwin Park, Irwindale
Absent:	Arcadia, Claremont, Monrovia, Monterey Park, San Dimas, San Gabriel, San Marino, South Pasadena, West Covina

PRESENTATIONS

- 8. California Department of Transportation (Caltrans) District 7 City Ambassador Program Introductions
Caltrans Chief Deputy Director, Gloria Roberts, provided a presentation on this item. Caltrans has recently launched a City Ambassador Program to allow for additional comprehensive discussions regarding transportation-related projects in the region. This program will provide opportunities for cities to further engage and communicate and coordinate transportation and infrastructure projects with Caltrans representatives.

Key Questions/Discussions:

- A committee member inquired about the possibility of inviting one of the Caltrans City Ambassadors to join one of the committee meetings in the next few months. Ms. Roberts responded that she will be coordinating with the SGVCOG to have the City Ambassadors present at future committee meetings.
- Another committee member inquired about the program’s ambassador for unincorporated areas. Ms. Roberts responded that communications regarding unincorporated areas can be directed to Caltrans Executive Liaison, Hammer Sui, at hammer.sui@dot.ca.gov.

- 9. Safe Clean Water Program Overview and Progress
Los Angeles County Department of Public Works Civil Engineer, Kirk Allen, provided a presentation on this item. Los Angeles County residents voted to approve Measure W,

known as Safe Clean Water Program, in the recent November 2018 election. Revenue from the measure will fund projects, programs, and infrastructure to capture, treat, and recycle rainwater. This program generates approximately \$300 million a year through a special parcel tax of 2.5 cents per square foot for impermeable surface area. Of the \$281 million annual revenue, approximately \$140 million is allocated towards regional program implementation, another \$112 million is allocated for municipal program implementation, and the remaining \$28 million is allocated for flood control district programs. The Safe Clean Water Program call-for-projects for FY 2021-2022 funding is now open for applications in the categories of infrastructure program, technical resources program, and scientific studies program. Deadline for consideration for projects in FY 2021-2022 is set for October 15, 2020.

Key Questions/Discussions:

- A committee member inquired about the City of Glendora’s signed Transfer Agreement. Mr. Allen responded that the City will be receiving a copy of the signed Transfer Agreement.
- Another committee member inquired about additional flexibility for Watershed Area Steering Committees (WASCs) to adjust budgets if applicants are willing to adjust their budgets. Mr. Allen responded that the Department is currently reviewing the possibility of issuing partial funding while abiding to the regulations of the program. Cities will also have the opportunity to comment on the proposed Guiding Documents during the public review process.
- A committee member inquired about the timeline for cities to receive the local return funds. Mr. Allen responded that tax revenues from the first year of the program are accounted for and those funds are now encumbered. Upon execution of Transfer Agreements, the release of tax revenue funds will be processed and cities will be receiving the funds within the next few weeks.
- A committee member inquired about details for cities to include in their Annual Plans. Mr. Allen responded that cities should describe activities of eligible expenses in detail. The Los Angeles County Department of Public Works will thoroughly review the proposed activities to ensure that stormwater programs are advanced. A template of the Annual Plan can be found in Exhibit A of the Transfer Agreement.

UPDATE ITEM

10. 2020 San Gabriel Valley Energy Champion Awards Updates

SGVCOG Project Assistant, Ana Bordallo, provided a presentation on this item. The SGVCOG proudly introduces the 2020 San Gabriel Valley Energy Champion Awards to recognize San Gabriel Valley cities’ efforts for increasing energy efficiency in municipal facilities. San Gabriel Valley cities that meet certain thresholds in municipal and community energy efficiency and community outreach will receive awards and recognition from the SGVCOG towards the end of this year. Ms. Bordallo announced that the Cities of South El Monte and South Pasadena recently reached the Silver Tier and that the City of San Gabriel has reached the Bronze Tier. Additionally, the Cities of Alhambra, Arcadia, Diamond Bar, El Monte, Irwindale, Monrovia, Pomona, San Dimas, and Walnut are close to achieving the Bronze Tier.

CHAIR'S REPORT

11. Municipal Best Practice Sharing on COVID-19 Response

Key Questions/Discussions:

- The City of Pomona reported that its City Hall is currently open for walk-in appointments in the morning from 9:00am-11:30am. Afternoon appointments are only available by reservation. Residents that visit the City Hall must have their temperatures taken and sign a form stating that they are not experiencing any COVID-19 symptoms. Glass barriers were also installed at service counters to protect city staff and residents. The Pomona Public Works Department provides flexibility for employees with children who are telelearning and those with pre-existing conditions. Baseball and softball fields at parks are also closed to the public.
- The City of Diamond Bar reported its City Hall is not open to the public; however, a core group of city staff continues to work at City Hall and a maintenance crew continues to provide support to city facilities. The City also shared guidelines from the International City/County Management Association (ICMA) to support efforts to reopen municipal facilities.

STAFF ANNOUNCEMENTS

12. San Gabriel Valley Energy Wise Partnership – Energy Work Group Meeting

The Energy Work Group will reconvene on Tuesday, September 29, 2020 at 1:30pm.

13. Next Committee Meeting

The upcoming committee meeting is scheduled for Monday, October 19, 2020 at 12:00pm.

ANNOUNCEMENTS

There were no additional announcements.

ADJOURN

The meeting was adjourned at 1:08pm.



San Gabriel Valley Energy Wise Partnership

ENERGY CHAMPION AWARDS REPORT

OCTOBER
2020

Prepared by:
San Gabriel Valley Council of Governments



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	31	CITY OF WEST COVINA
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	33	EL MONTE UNION HIGH SCHOOL DISTRICT

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REPORT

DATE: October 19, 2020

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS RFP/RFQ UPDATES**

RECOMMENDED ACTION

For information only.


BACKGROUND

At the previous committee meeting, members of the committee requested SGVCOG staff to provide an update regarding the SGVCOG's ongoing and potential Request for Proposals (RFPs), Request for Quotations (RFQs), and Invitations for Bids (IFBs). Based on the committee's request, a list of ongoing and potential construction and professional services RFPs, RFQs, and IFBs has been developed for the committee's reference below.

RFP/RFQ/IFB	Type
Construction	
20-01: RFQ Gold Line Transit Development Pedestrian Bridge	Professional Services - Design
20-08: RFP Diamond Bar Golf Course CM Services	Professional Services – Construction Management
20-11: Fullerton Road Grade Separation Project IFB-2	Construction
20-XX: Montebello Blvd. Grade Separation Project (2021)	Construction
Professional Services	
20-14: Regional Homelessness, Mental Health, and Crisis Response Program	Professional Services
20-15: Regional Homelessness Services Coordination Program	Professional Services
20-16: Regional Housing Trust RFP	Professional Services

SGVCOG Chief Engineer, Mark Christoffels, and SGVCOG Contracts Manager, Memo Ponce, will provide a brief update on this item. Questions regarding the SGVCOG's RFPs, RFQs, and IFBs can be directed to Mr. Ponce at mponce@sgvcog.org.

REPORT

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

DATE: October 19, 2020

TO: Public Works Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **FRANCHISED UTILITIES: ELEMENTS OF A STRONG PARTNERSHIP**

RECOMMENDED ACTION

For information only.

BACKGROUND


Over the past century, franchised utilities companies have operated in local jurisdictions to serve residents in their respective service territories. These companies provide critical services, such as natural gas, electricity, and telephone services, and maintain and operate complex facilities. Franchised utility companies have franchise agreements with each county and submit annual franchise fees for the right to conduct business within the public right-of-way. These agreements serve as contracts with local jurisdictions and grant the franchised utilities the right of use public rights-of-way. The authority to provide service is granted under a Certificate of Public Convenience and Necessity that is issued by the California Public Utilities Commission (CPUC).

As franchised utilities, the companies bear the responsibilities to secure permits to work in the public right-of-way, comply with all ordinances that are not in conflict with the franchises, repair any damages to public properties, indemnify municipalities and their officials, relocate facilities at no cost for government projects, and follow local requirements and work standards.

As local jurisdictions, cities and counties can impose reasonable conditions on the time, place, and manner of utility works, such as designating utility operations to be implemented at times that would not heavily interfere with the travel or use of roadways. Local jurisdictions can restrict activities by adopting ordinances related to construction, passing moratorium ordinances, and establishing permit fees; however, jurisdictions cannot pass any laws that impair the obligation of contracts or substantially impairs rights under the franchise. Additionally, jurisdictions cannot later adopt an ordinance or fee that materially impairs or reduces the utility's franchise or contract rights. The imposed fees must also be generally related to services rendered by the local jurisdictions.

Local jurisdictions are encouraged to work with utilities to develop a balance perspective that provides effective public policies benefiting all stakeholders and ratepayers and meet with utilities to effectively plan utility projects and operations. SoCalGas Franchise, Fees, and Planning Manager, Geoffrey Danker, will provide a detailed presentation at this meeting.

REPORT

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

REPORT

DATE: October 19, 2020
TO: Public Works Technical Advisory Committee
FROM: Marisa Creter, Executive Director
RE: **METRO TRAFFIC REDUCTION STUDY**

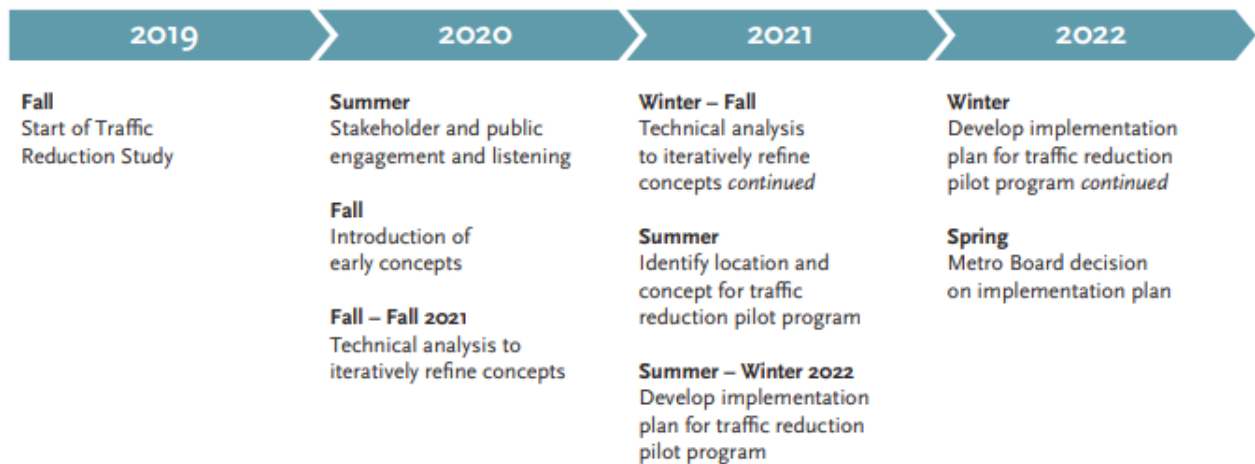
RECOMMENDED ACTION

For information only.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) launched the Traffic Reduction Study to examine traffic reduction methods by managing roadway demand through congestion pricing and high-quality transportation options. The Study will explore the possibility and feasibility of implementing a traffic reduction program pilot in Los Angeles County and identify willing local partners to collaborate on a potential pilot program.

Throughout the course of this Study, Metro commits to a process that is defined by transparency, data-driven decision-making, and inclusive engagement to gather input and inform the design of a recommended pilot traffic reduction program. Metro stated that engaging members of the public and a diverse range of stakeholders will continue to be a priority. The Study's anticipated timeline and schedule can be found below:




ONGOING PUBLIC PARTICIPATION

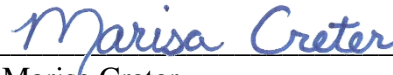
At the anticipated conclusion of the Study in 2022, a traffic reduction pilot program that reduces traffic, enhances mobility, supports environmental and economic justice, and improves public

REPORT

health and safety will be presented to the Metro Board of Directors for consideration. Additional information regarding the Metro Traffic Reduction Study can be found on the Metro website at <https://www.metro.net/projects/trafficreduction/>.

Metro Senior Director of Office of Extraordinary Innovation, Tham Nguyen, will provided a detailed presentation at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Metro Traffic Reduction Study Fact Sheet

We're studying ways to reduce traffic.

TRAFFIC REDUCTION STUDY

Fact Sheet

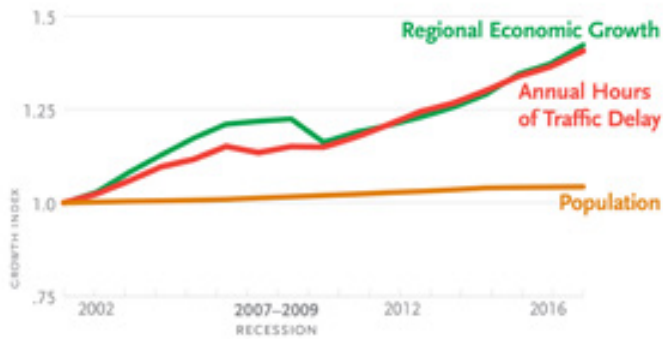


Metro

A New Approach to Easing Traffic

Gridlock steals valuable time and creates stress for us all as we go about our daily lives. Yet, efforts to ease traffic haven't kept up with the demands of regional growth. While the COVID-19 pandemic has reduced traffic congestion for the moment, traffic is likely to return as economic and population growth get back on track. Traffic will continue to get worse, unless we explore new ways to address it.

GREATER LA REGION GROWTH INDEXES



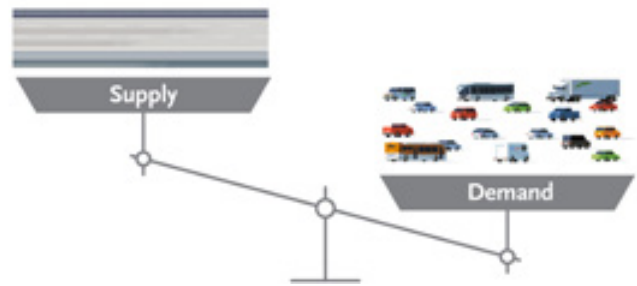
Source: TTI Urban Mobility Report 2019; Bureau of Economic Analysis

Metro has a plan to make it easier to get around LA. Traffic is complicated and there's no one solution, which is why Metro's strategic plan, Vision 2028, involves efforts and projects that span all aspects of our transportation system. This includes the Traffic Reduction Study, which will explore a new approach to this ongoing problem.

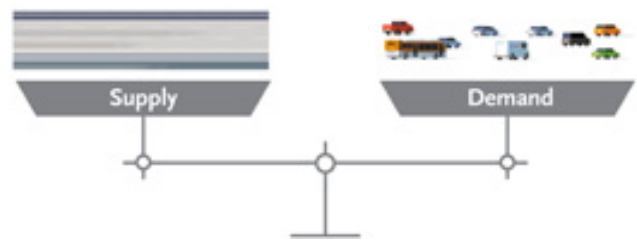
This study will explore how to reduce traffic through a two-pronged approach: 1) manage travel demand through congestion pricing, and 2) provide more high-quality transportation options. Together, these elements create a system that can help us spend less time traveling, while supporting the health of our communities and local economy.

Supply and Demand Applies to Roads

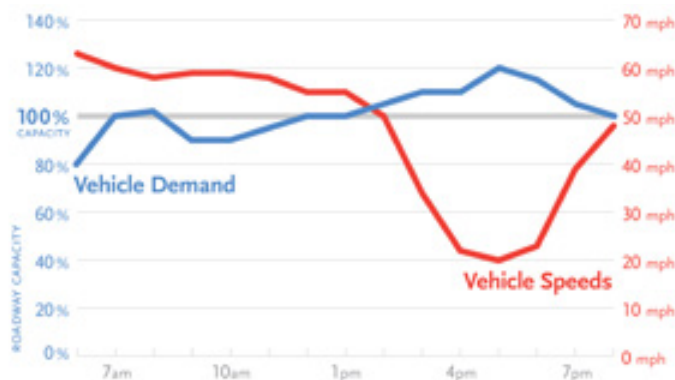
The *law of supply and demand* applies to nearly all products and services in the U.S, including housing, utilities, food and other forms of transportation. When a product or service is free or inexpensive, demand will be higher. That's why many businesses use pricing to manage demand, to ensure that products or services with a limited supply will be enough for everyone. When we sit in traffic, it's because the number of people in cars who want to use the road (demand) is greater than the space available (supply).



Roadway projects that add more supply, such as adding more lanes or increasing capacity of interchanges, are generally expensive, take a long time to complete, have not been able to keep up with rising demand, and can have a range of negative impacts. The Traffic Reduction Study will look at how we can manage demand to reduce traffic and make it easier for everyone to travel, regardless of how they choose to travel.

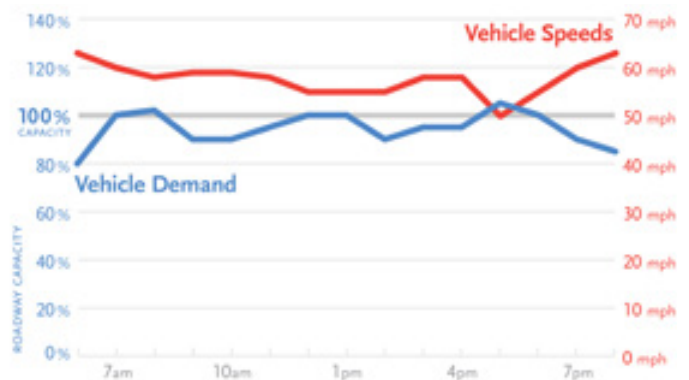


When demand exceeds supply, everyone slows.



Source: INRIX Travel Data 2019, 1-105

Even a small shift in demand improves speeds.



*Demand reduction is hypothetical consistent with observed reductions in real world programs.

Pricing is Part of a Comprehensive Strategy

When used as part of a comprehensive strategy to reduce traffic, congestion pricing can encourage some people to change the way they travel some of the time. This could include traveling at a different time; taking a different route; using a different mode, such as carpooling, transit, or walking, biking or rolling; combining and reducing trips; or traveling to another destination.

Most people will not be able to make a change, so the price must be low enough to allow people to continue to afford driving, but high enough to encourage some people to change their travel behavior. Providing more high-quality travel options is also important to any traffic reduction program – so that more people have more reliable choices for getting around besides driving. This could include improving bus or rail service and frequency, and creating safer places for people to walk, bike or roll to connect to transit or make short trips around their neighborhoods.

We can manage demand in multiple ways.



- 1 Buses and Trains
- 2 Staggered Commute Times
- 3 Walking, Biking or Rolling for Short Trips
- 4 Trips that Charge a Fee*
- 5 Combining and Reducing Trips
- 6 Carpools and Vanpools

**Equity is a key consideration in any program and fee structure*

Better options are part of this study.



- 1 Increased Bus Service
- 2 Improvements for Biking
- 3 Safer Pedestrian Routes
- 4 Increased Telecommuting
- 5 Better Carpool Incentives

Pricing to Manage Demand Works

Congestion pricing manages the demand for driving by charging in specific places, at specific times when there is congestion. Other world-class cities have applied this concept to roadways to reduce traffic, improve mobility and achieve other priorities.

LONDON

- > Reduced Trips 15–20%
- > Reduced Congestion:
 - 30% within zone
 - 20% approaching zone
- > Increased Bus Trips 38%
- > Decreased Bus Waiting 30%
- > Reduced Emissions 12–19%

MILAN

- > Reduced Congestion 30%
- > Increased Bus Speed 7%
- > Reduced Emissions 10–22%

STOCKHOLM

- > Reduced Vehicle Trips 22%
- > Reduced Congestion:
 - 33% in the mornings
 - 50% in the evenings
- > Increased Transit Trips 7%
- > Increased Bicycling Trips 22%
- > Reduced Emissions 7–14%

Figures represent reported local changes that occurred upon implementation of programs.

In the U.S., ExpressLanes, such as those currently in operation on the I-10 and I-110, are the most common form of congestion pricing. With the Traffic Reduction Study, Metro will consider more expansive applications like cordon zones, area and full corridor pricing that would cover larger areas and substantially reduce congestion during rush hour.



Traffic Reduction Study – Purpose and Process

Metro is conducting the Traffic Reduction Study to:



> Determine if a traffic reduction program pilot could be feasible and successful in LA County



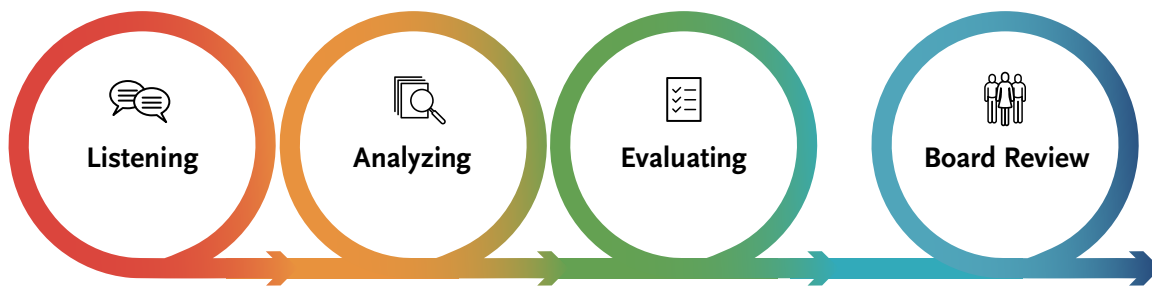
> Determine where and how a traffic reduction program pilot with congestion pricing and additional transportation options could reduce traffic to make it easier for everyone to get around



> Identify willing local partners to collaborate with on a potential pilot

Metro is committed to a study process defined by transparency, data-driven decision-making, and inclusive engagement to gather input and inform the design of a recommended pilot traffic reduction program.

Engaging the general public and a diverse range of stakeholders will be a priority throughout the process. There will be multiple milestones where potential pilot concepts, technical analysis, and public input will be brought forth for discussion and consideration.



Metro will be intentional in its efforts to engage communities historically marginalized in transportation decisions to ensure the recommended pilot would benefit these communities. Ultimately, any potential pilot will require partnership with one or more cities.

Metro will also seek to design the recommended pilot to support economic prosperity, environmental and economic justice, and improved public health and safety. Upon completion of the study, Metro’s Board of Directors will decide if this pilot will be implemented.

Traffic Reduction Pilot Program Framework



Less traffic through pricing and more high-quality options for getting around

POSITIVE OUTCOMES



Economic vitality



Environmental and economic justice

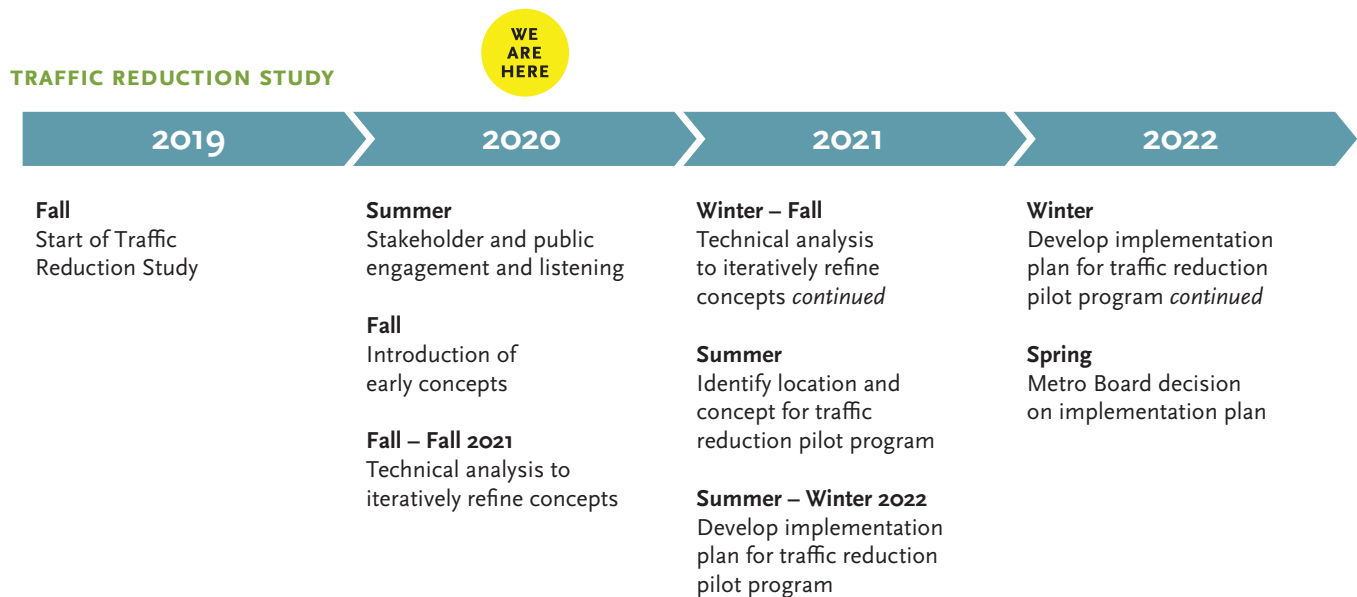


Health and safety improvements



Reinvested net revenues in communities served/impacted

Anticipated Schedule and Milestones



ONGOING PUBLIC PARTICIPATION

TRAFFIC REDUCTION PILOT PROGRAM



ONGOING PUBLIC PARTICIPATION


We want to hear from you.


What are your top priorities and concerns about traffic? What would make travel easier for you? We are listening to communities throughout LA County to learn more about their experiences with traffic as we develop and refine concepts for a pilot traffic reduction program. Traffic is one of LA County's biggest challenges and we welcome all ideas toward potential solutions.

Community input will be important to inform the work of this study and the eventual proposed traffic reduction program pilot. There will be opportunities to provide input throughout the process, including Metro-hosted discussions, conversations with organizations, businesses and cities, and more. Engagement with low-income and minority communities and organizations will be prioritized to ensure equity is at the center of the proposed pilot traffic reduction program.

CONTACT US

For project updates, to ask questions or provide comments, please use the following contact tools:

 Traffic Reduction Study
Metro
One Gateway Plaza, MS 99-25-1
Los Angeles, CA 90012

 Tham Nguyen, *Project Manager*
213.926.2724

 Ryan Wiggins, *Deputy Project Manager*
213.393.3905

 trafficreduction@metro.net

 metro.net/trafficreduction

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 [losangelesmetro](https://www.facebook.com/losangelesmetro)