

# GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

## AGENDA

Chair – Diane DuBois, MTA Director

June 2, 2010, 4:30 PM  
Gateway Cities COG Offices  
16401 Paramount Blvd.  
Paramount, CA

<b>Item No.</b>	<b>Description</b>	<b>Recommended Action</b>
<b>I.</b>	<b>Call to Order – Self Introductions</b>	
<b>II.</b>	<b>Pledge of Allegiance</b>	
<b>III.</b>	<b>Meeting Minutes of May 5, 2010</b>	Approve
<b>IV.</b>	<b>Reports:</b>	
1.	MTA Board Highlights – Oral Report	Receive & File
2.	MTA Budget Adoption/Fare Increase	Receive & File
3.	Gateway Cities Service Sector Report By David Hershenson	Discussion/Action
4.	Railroad ROW Update	Discussion/Action
5.	Update – I-5 JPA	Receive & File
6.	Update – I-710 EIR/EIS	Receive & File
7.	Update – SR 91/ I-605/I-405 Major Corridor Study	Receive & File
8.	Update – California High Speed Rail	Receive & File
9.	Update – Orangeline Development Authority	Receive & File
10.	Communications	Receive & File
11.	New Business/Date of Next Meeting	Receive & File
12.	Adjournment	

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

## **Item III**

# **Approval of Minutes for the Meeting of May 5, 2010**

**Transportation Committee Minutes of  
May 5, 2010**

**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
TRANSPORTATION COMMITTEE  
Chair – MTA Director Diane DuBois  
Gateway Cities Office, 16401 Paramount Blvd. , Paramount  
May 5, 2010**

CALL TO ORDER: The meeting was called to order by Diane DuBois at 4:30 p.m. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Diane DuBois – Lakewood, Gordon Stefenhagen – Norwalk, Ray Harris – Supervisor Knabe's Office, Ken Farfsing – Signal Hill, Gene Daniels – Paramount, Mohammad Mostahkami – South Gate, Dana Lee – Long Beach Transit, Bill Pagett – Paramount, Gil Hurtado – South Gate.

COMMITTEE MEMBERS ABSENT: Fred Latham – Santa Fe Springs, Eric Shen – Port of Long Beach, Stan carroll – La Habra Heights.

OTHERS PRESENT: Karen Heit – Gateway Cities COG, Jerry Wood – Gateway Cities COG, Wally Shidler – Gateway Cities Metro, Ernest Morales – MTA, Gary Hamrick – Iteris, David Hershenson, Steven Hough – URS, Yvette Kirrin – I5 JPA.

The minutes of April 7, 2010 were approved.

Director DuBois discussed the MTA Board recap and highlighted the MTA Board's adoption of the highway program element to seek additional funds for accelerating highway projects. She discussed the DuBois/O'Connor Motion and the support on the Board. Karen Heit explained the Accelerate Los Angeles County Initiative and discussed the savings potential if the construction schedule is compressed into 10 years. The savings are anticipated to be in the \$3.2 billion range. She passed out an Accelerate LA brochure that summarized the benefit and savings.

David Hershenson – gave the MTA's Blue Ribbon Committee report and indicated that there was a website. He talked about the membership and the goals of the Committee. The report for the Blue Ribbon recommendations would be available in June. He also discussed the Special MTA Board Meeting next Saturday and how it was different from a fare hearing.

Yvette Kirrin, I-5 JPA Executive Director, gave an update on the I-5 projects; the I-5 Carmenita Interchange still expected to go to construction by the beginning of 2011. Design is still under review for the I-605 – I-710 portion of the I-5 project. The project is still estimated to commence for the Prop IB CMIA implementation deadline of 2012.

Jerry Wood, GCCOG Engineer, gave an update on the I-7190 Corridor Project which is still on track although the truck modeling needs an additional run as the results were higher than expected. There are new developments for Commerce and South Gate that will change the project and require additional time to address these changes. The AQAP contract negotiations are underway and almost complete, a contract award should go to the MTA Board in June.

**Transportation Committee Minutes of  
May 5, 2010**

Jerry Wood talked about the SR-91/I-605/I-405 working towards funding for initial hot spot projects and preparation of PSRs for the SR-91/I-605 interchange, I-5/I-605 Interchange and I-105/I-605 Interchange. The I-405 Orange County widening issue was brought up and it will be incorporated into the SR-91/I-605/I-405 program. The MTA will be coordinated with Orange County on both projects. The Orange County piece is slated for construction early next year and there is a need for coordination. Long Beach is concerned that traffic mitigation funding will be insufficient.

Jerry Wood continued with the CHSRA report and the impact on the individual COG cities. A TAC is meeting regularly and is reviewing concepts and sending individual and COG letters with comments. The review is of 30% plans. The publication of the draft EIR has been deferred by CHSRA to accommodate cities' concerns – CHSRA need's to identify a LPA by 2011 to meet ARRA funding deadlines. He also talked about the Phase II Extension that may come into Gateway Cities.

Karen Heit gave the OLDA report and update on the SCAG Alternate Analysis and the cities that will be involved participating on both a Steering Committee and TAC. She also discussed the addition of the Burbank Airport as a member of the OLDA Board and interest from a City of Los Angeles Council District.

Director DuBois reviewed the correspondence and thanked President Stefenhagen for his quick response to this request.

Gil Hurtado brought up a call from the press regarding the removal of the new divider on the I-710.

Mohammed Mostahkami brought up the graffiti, weeds and dumping on the Union Pacific (UP) ROW. He asked that the COG take a position to get UP to take responsibility. The cities need to develop a plan. There was a lot of discussion on what can be done. Director DuBois suggested that the COG Board take a formal position and join with the SGV COG to get something accomplished. Ideas for a study session included applying for permits for working on the Railroad ROWS. Have a sub-Committee to study ways to resolve the quality of life issues that are a problem with the railroads, also engage the SGV COG and the MTA who has similar issues.

The meeting adjourned at 5:30 pm after a minute of silence in honor of Larry Nelson.

## **IV. Reports**

### **2. MTA Budget Adoption/Fare Increase**

## **Transportation Committee Agenda of**

June 2, 2010

**TO:** Transportation Committee

**FROM:** Diane Dubois, MTA Director

**BY:** Karen Heit, Transportation Deputy

**SUBJECT:** MTA Budget Adoption/Fare Increase

### **Issue**

The MTA Board of Directors adopted a balanced budget of \$3.750 billion at the Special Board Meeting Budget Workshop held May 19th. Included in this budget are revenues from a fare increase scheduled for July 1, 2010.

### **Background**

At the beginning of the year, the MTA announced a projected budget deficit of \$251 million for FY11. Through reductions in overhead expenditures and administration as well as a 5% cut in bus service hours, the deficit was reduced with only minimum utilization of reserve funds. Budget highlights are attached. One of the assumptions with this budget is \$24 million in fare revenues from a fare increase.

The fare increase was approved by the MTA Board in 2007. The fares were scheduled for an increase July 1, 2007 and July 1, 2009. The first change went into effect in 2007, the second increase was deferred until July 2010 by the passage of Measure R and the utilization of Measure R receipts to backfill the revenue loss caused by not implementing the second fare increase.

In 2007, the Board established the Ridership Relief Program to mitigate the impact of the fare increase on low income riders. The MTA continues to fund this program.

The action taken by the Board to defer fares in 2008 included an action to defer the fare increases for senior, disabled and student fares until 2013. The schedule for the fare increases is attached.

There has been considerable protest against this fare increase, the Board held a Special Meeting on Saturday, May 8, 2010 to allow the public an additional chance to comment on the fare increase. Public input was received both in support and against the scheduled increase.

### **Attachments**

Fare Increase Table

Budget Highlights

Draft Letter to City Councils

**Transportation Committee Agenda of**  
 June 2, 2010

**CURRENT & PENDING FARES\***

	<b>Current Fares</b>	<b>July 2010</b>	<b>July 2013</b>
<b>REGULAR FARES</b>			
• Cash	1.25	1.50	1.50
• Token	1.25	1.50	1.50
• Day Pass	5.00	6.00	6.00
• Weekly	17.00	20.00	20.00
• Monthly	62.00	75.00	75.00
• EZ Transit Pass	70.00	84.00	84.00
• Metro to Muni Transfer	.30	.35	.35
<b>Senior/Disabled/Medicare</b>			
• Cash – Peak	.55	.55	.65
• Cash – Off-peak	.25	.25	.30
• Cash – zone 1	.30	.30	.35
• Cash – zone 2	.60	.60	.70
• Day Pass	1.80	1.80	2.15
• Monthly	14.00	14.00	17.00
• EZ Pass	35.00	35.00	42.00
• Metro to Muni Transfer	9.50	9.50	9.50
	.10	.10	.10
<b>STUDENT PASSES</b>			
• K-12	24.00	24.00	29.00
• College	36.00	36.00	43.00

Fares  
 Unchanged

\*Not all fare categories are represented

**Transportation Committee Agenda of**  
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**FY 11 MTA Budget Highlights**

- FY11 Budget balanced at \$3.749 billion
- FY 11 Budget reduced by 2.63% from FY 10
- Sales tax revenues are assumed to grow at 4.5% following a decline of 9.1% in FY09 and FY10
- Budget assumes a 5% decrease in Metro bus service through elimination of duplicative service and productivity improvements. Metro bus will run 7.2 million hours of bus service.
- The Budget assumes 705,846 hours of Metro Rail Service. The Expo Line Phase I will not begin in FY11.
- There will be 415 fewer employees, both contract and non-contract.
- Assumes no wage or salary increases for MTA employees
- Assumes the scheduled fare increase for \$24 million.
- Assumes the State of California makes good its commitment for timely issuance of Prop. 1B bonds that support current construction on the I-405 HOV Lane, the Orange Line Extension construction and Expo II Land Acquisition activities. Bond issuance will also impact the release of funding for the I-5 Carmenita Interchange project.

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**DRAFT**

Dear Mayor and City Council Member:

**RE: July 1, 2010 Metro Bus/Rail Fare Increase**

Effective July 1, 2010, the MTA will raise the price on regular fares for Metro bus/rail service. A summary of the increase is attached to this letter.

I would like to provide some background on the scheduled increase. The fare increase was approved by the MTA Board in 2007. The fares were scheduled for an increase July 1, 2007 and July 1, 2009. The first change went into effect in 2007, the second increase was deferred until July 2010 by the passage of Measure R and the utilization of Measure R receipts to backfill the revenue loss caused by not implementing the second fare increase. The action taken by the Board to defer fares in 2008 included an action to defer the fare increases for senior, disabled and student fares until 2013.

**This fare increase will not impact Elderly, Disabled, Student K-12 and Student College/Vocational fares.**

To help mitigate the impact of the increase on the lowest income transit riders In 2007, the Board established the Ridership Relief Program that protects riders with the greatest needs through providing vouchers to social service agencies. The MTA continues to fund the Ridership Relief program

In 2007, there were seven regional fare forums throughout Los Angeles County which were facilitated by hand-outs take-ones, and newspaper ads. 120 people provided testimony and over 600 letters and emails were received. Additionally, the MTA held a public hearing on May 24, 2007 where 206 people provided oral testimony.

On Saturday, May 8, 2010 the MTA Board held a Special Board meeting to again solicit public input and explain the upcoming fare increase.

This fare increase is only the third fare change in the past 15 years. The MTA has the lowest fares of any large transit system in the US as well as the lowest fare box recovery. Currently only 24% of Metro operations is supported by fares compared to 32% San Francisco Muni, 39% San Diego and 55% New York City Transit.

Farebox recovery will continue to decline without a proportional fare increase forcing the agency to curtail service expansion and rely on one-time revenues to balance the budget. Metro fares have not kept pace with inflation. The current FY11 budget assumes the utilization of all \$116.2 million in Measure R "20%" funding eligible for bus operations to support existing operations instead of service expansion as originally envisioned. The MTA cannot sustain existing operations or expand service without periodic fare changes.

If you wish to discuss this increase with me, please contact Karen Heit at 562 663-6850.

Sincerely,

Diane DuBois, Director  
Los Angeles County Metropolitan Transportation Authority.

Attachment: Fare Increase Table

**Transportation Committee Agenda of**  
June 2, 2010

Fare Increase Table

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