

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair – Bonnie Lowenthal, Director, MTA

May 2, 2007, 4:30 PM
Gateway Cities COG Offices
16401 Paramount Blvd.
Paramount, CA

Item No.	Description	Recommended Action
I.	Call to Order – Self Introductions	
II.	Pledge of Allegiance	
III.	Approval of Meeting Minutes of April 4, 2007	Receive & File
IV.	Reports:	
1.	Congestion Mitigation Plan Fee – GCCOG Recommendation	Receive & File
2.	MTA Proposed Fare Increase	Receive & File
3.	Gateway Sector Report-Alex Clifford Gateway Service Sector General Manager	Receive & File
4.	2007 MTA Call for Projects Update Adoption Schedule and Funding Estimates	Receive & File
5.	OCTA/MTA Intercounty Study	Receive & File
6.	Update – I-5 JPA	Receive & File
7.	Update – I-710 EIR/EIS	Receive & File
8.	Update – SR 91/ I-605/I-405 Major Corridor Study	Receive & File
9.	New Business/Date of Next Meeting	
10.	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 April 4, 2007

**Transportation Committee Minutes of
April 4, 2007**

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Chair – MTA Director Bonnie Lowenthal
Gateway Cities Office, 16401 Paramount Blvd. , Paramount
April 4, 2007**

Call to order and roll call. The meeting was called to order by Gene Daniels at 4:40 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Bonnie Lowenthal – Long Beach, Stan Carroll – La Habra Heights, Bill Pagett, – Paramount, Ray Harris – Supervisor Knabe's Office, Mohammed Mostahkami – South Gate, Gene Daniels – Paramount, Laura Lee – Cerritos, Frank Gurule – Cudahy, Gary Milliman – South Gate, Jaime Beccera – Norwalk Transit.

COMMITTEE MEMBERS ABSENT: Elba Guerrero – Huntington Park, Fred Latham – Santa Fe Springs, Larry Nelson – Artesia, Ken Farfsing – Signal Hill, Kerry Cartwright – Port of Long Beach.

OTHERS PRESENT: Sharad Mulchand - Metro, Karen Heit – Gateway Cities COG, Deborah Chankin – Gateway Cities COG, Jerry Wood – Gateway Cities COG, Alex Clifford – Metro, David Hershenson – Metro, Jack Joseph – Gateway Cities COG, Jen Labrado – CHSRA, Sumire Gant – Long Beach, Betsy Lindsay – CHSRA, Brew Clark – CHSRA, Luis Marquez – Senator Lowenthal, Kip Field – CHSRA, Roderick Diaz - CHSRA .

A quorum was reached and the Minutes of the March 7, 2007 meeting were approved.

Karen Heit, Transportation Deputy to Director Lowenthal reported on the continued progress with the CMP fee proposal at the MTA. The guiding principles were undergoing revision to be presented to the MTA Board of Directors at the April Planning and Programming meeting for approval. There was a general discussion of the City Manager's Steering Committee recommendation to maintain the current system of debits and credits as an elective alternative for cities. A motion was passed to move the recommended proposal on to the GCCOG Board.

Luis Marquez, Field Deputy for State Senator Alan Lowenthal, gave an overview of SB 974, the Container Fee Bill. He read a communication from Senator Lowenthal and discussed the differences between SB 974 and SB 760. He also discussed what the fees would be used for ½ air quality improvement; ½ infrastructure development (excluding truckways and highway improvements), but would include railroads improvements and some on-ramps from the San Pedro Bay Ports area. There was general discussion on how the funds get allocated and how projects get adopted. The TC recommended a "Support work with author" position, to ensure that projects nearest the ports would receive priority and be generated locally.

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Alex Clifford, Gateway Cities Service Sector General Manager, reported on the implementation of Metro Connections and line segments and line cancellations. He highlighted the assumption of line 275 by Norwalk Transit and the start-up of Line 760 Long Beach Blvd. Rapid bus Line which would start this June. He discussed the continuing process of upgrades and additional enforcement taking place at the Artesia Metro Blue Line Station.

Jerry Wood, GCCOG Transportation Engineer gave an overview of the developments with the OCTA/MTA Intercounty study and shared a map with the all of the active projects that affect the county interface.

Karen Heit gave the update on the I-5 project progress. She distributed the I-5 JPA press conference materials and invited all to attend. The Carmenita project is continuing with property acquisitions and clearance. Certification of the EIR (to the 605) will occur within a few months

Jerry Wood gave an update on the I-710 EIR/EIS process, MTA Board approval of the award of contract is on schedule for April with a Notice to Proceed in May. The I-710 Corridor Air Quality Action Plan (AQAP) draft document is partly written and under staff review.

Lastly, Mr. Wood said the SR-91/I-605/405 study was underway.

Brew Clarke from CHSRA gave a presentation on the California High Speed Rail Authority's project through the LOSSAN corridor. He indicated that the project specific environmental analysis was beginning and that there would be project specific scoping sessions April 12 3-5 and 6-8 at the Norwalk Arts/Sports complex. There were questions about BNSF and the West Santa Ana Branch r.o.w., and discussion about conflict with the Orange Line Mag-lev proposal.

Director Lowenthal reported on the resignation of Gateway Cities Sector Governance Board member Cyndy Soto and reviewed the process for her replacement. GCCOG President Larry Nelson proposed a subcommittee of himself, GCCOG Vice-President Guerrero and Director Lowenthal. Director Lowenthal requested a volunteer to serve in her stead, Jaime Becerra, Norwalk Transit, volunteered

All received and file items were moved and approved.

The next Transportation Meeting will be May 2, 2007.

The meeting adjourned at 5:43 p.m.

IV. Reports
1. Congestion Mitigation
Plan Fee – GCCOG Recommendation

Transportation Committee Agenda

May 2, 2007

TO: Transportation Committee

FROM: Bonnie Lowenthal, Chair

BY: Karen Heit, Transportation Deputy

SUBJECT: Congestion Mitigation Plan Fee – GCCOG Recommendation

Issue

At the April Transportation Committee meeting, the Committee recommended support of the City Manager's Steering Committee proposal for an alternative to the Congestion Mitigation fee proposal for CMP compliance. The recommendation was approved by the GCCOG Board at the meeting the same evening. The recommendation proposed that cities be given the option to stay with the current system of debits/credits for CMP compliance

The attached letter was sent to MTA Roger Snoble on April 16th and presented to MTA Board members. The letter was also sent to MTA staff for distribution at the CMP Policy Advisory Committee meeting of April 25th.

Attachments:

Gateway Cities Council of Governments CMP letter



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

April 16, 2007

Mr. Roger Snoble, Chief Executive Officer
MTA
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Snoble:

Congestion Management Plan

The Board of Directors of the Gateway Cities Council of Governments (GCCOG) voted unanimously to submit an alternative proposal to the MTA Board of Directors and the Policy Advisory Committee (PAC) as an option to the current proposed Congestion Management Plan (CMP). The GCCOG has been an active member at the PAC meetings, voicing our concerns with the proposed development impact fee. MTA staff has been responsive to many of our issues raised, evidenced by the creation of the guiding principals, however, we still have major concerns with the proposed impact fee that your staff and consultants have not been able to resolve.

As you are aware, the current CMP system relies on "debits and credits." The CMP was an outgrowth of State legislation, tying receipt of local gas taxes to performance in reducing congestion. It is our understanding that the MTA staff intends to substitute the proposed CMP based on development impact fees for the current "debits and credits" system.

We remain concerned that our smaller fiscally constrained cities will be left behind in the switch to the CMP impact fee system for three reasons. First, many of these cities have low development activity, which translates into little or no potential to generate development impact fees. Since the CMP is being established as a "pay to play" system, these small cities are automatically at a disadvantage. A development fee may function as a deterrent to their efforts to attract development and to meet their affordable housing goals. Discussion on this issue has occurred in PAC meetings but there has not been a satisfactory resolution.

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Mr. Roger Snoble, Chief Executive Officer
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Secondly, the proposed CMP forces these smaller cities to pay for regional improvements outside of their communities. This will result in small sums of money accumulated that are inadequate to address a regional project.

There is a third, more grave, impact to the proposed CMP impact fee proposal. With the abandonment of the Federal Aid to Urban Highways with the first ISTEA in 1992, all federal funding for local street maintenance was eliminated. Local street maintenance was replaced by funding of multi-modal projects, on a competitive basis. This has resulted in the cities heavily relying upon gas taxes and general funds as their sole sources of maintaining streets. Moving small cities to the CMP impact fee will eliminate their access to their last remaining major sources of local street maintenance, other than general funds. We have attached a chart illustrating the annual losses in gas taxes to our communities, should this switch occur.

MTA designed the current "debit and credit" system over a decade ago. We do not believe that this system is "broken." The GCCOG Board proposes that cities be given the option to comply with the CMP by electing to continue with the existing system of debits and credits or adopting the CMP impact fee. This alternative will be especially beneficial to our smaller, fiscally constrained cities. Other higher growth areas of the County may wish to substitute the CMP development input fee for the current CMP debit/credit system. We believe this flexibility should be offered as an alternative, instead of the current proposal, which mandates the change.

We thank you for your consideration of our request. Please feel free to contact me at (562) 663-6850.

Sincerely,



Richard R. Powers
Executive Director

Cc: Gateway Cities COG Board of Directors
Gateway Cities COG City Managers
MTA Board of Directors
CMP Fee Project Advisory Committee (PAC)

IV. Reports

2. MTA Proposed Fare Increase

Transportation Committee Agenda

May 2, 2007

TO: Transportation Committee

FROM: Bonnie Lowenthal, Chair

BY: Karen Heit, Transportation Deputy

SUBJECT: MTA Proposed Fare Increase

Issue

The MTA has not substantially restructured fares since 1994. The last increase in pass fares was accompanied by a reduction in the cash fare in 2004. The result of fares not keeping pace with expenses has resulted in a \$1.8 billion deficit over 10 years. Passenger fares have gone from supporting 44% of system expenses in 1988 to 24% today. Most transit agencies the size of Metro recover about 38% of operational expenses from the fare box.

MTA currently has one of the lowest fare structures for any large operators in the country: (\$1.25 base fare; \$3.00 day pass) By comparison, Chicago Transit Authority, San Diego Transit Corporation, Sacramento Regional Transit and New York MTA all have base fares of \$2.00 or more and day passes that range between \$5.00 and \$7.00.

For the past ten years the MTA has expanded service to comply with Special Master's orders under a federal Consent Decree. Much of this service MTA cannot afford to operate.

During this period, Metro service has vastly improved, the bus fleet is newer with the acquisition of 2,000 new buses, service is more responsive to demand and more safety features are in place. Metro Rapid bus service has provided a service option that challenges driving.

The MTA Board of Directors will hear public testimony at a public hearing to be held May 24th at 9:00 a.m. in the MTA Board Room. The Board of Directors will consider adopting new changes in Metro fares.

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Proposed Restructuring (partial list, complete list available at Metro.net)

Fare Type	Current	Proposed July '07	Proposed July '09
Regular Fare			
Cash	\$1.25	\$1.25	\$2.00
Token	\$1.10	\$1.25	\$2.00
Day Pass	\$3.00	\$5.00	\$8.00
Weekly	\$14.00	\$20.00	\$32.00
Semi-monthly	\$27.00	Eliminated	-----
Month	\$52.00	\$75.00	\$120.00
EZ Pass	\$58.00	\$95.00	\$140.00
Senior/Disabled			
Cash	\$0.45	\$0.60	\$1.00
Day Pass	\$1.50	\$2.50	\$4.00
Month	\$12.00	\$37.50	\$60.00
EZ Pass	\$29.00	\$47.50	\$70.00
Student			
K-12	\$20.00	\$45.00	\$72.00
College	\$30.00	\$52.50	\$84.00

The public can provide input on these fares at the hearing, or in writing to:

Board Secretary
Attention: Fare Adjustments
One Gateway Plaza
Los Angeles CA 90012-2952

Or via email at: fares@metro.net
Via fax at: 213 922 4594

IV. Reports
4. 2007 MTA Call
for Projects Update

Transportation Committee Agenda

May 2, 2007

TO: Transportation Committee

FROM: Bonnie Lowenthal, Chair

BY: Karen Heit, Transportation Deputy

SUBJECT: 2007 MTA Call for Projects Update – Adoption Schedule and Funding Estimates

Issue

MTA staff is in the process of reviewing and ranking the 2007 Call for Projects (CFP) applications. The schedule presented below is the most current MTA 2007 Call for Projects Adoption Schedule.

2007 Call for Projects Adoption Schedule	
Feb. 3 – May 4	Project evaluation - subsequent presentations to TAC subcommittees, i.e., Streets and Freeways, LTSS, BOS and TDM (check MTA website for dates)
May 4	Preliminary rankings published (available on the Metro website)
May 21, 22 , 23	Special TAC meeting to review preliminary staff recommendations and hear appeals
June 4	TAC meets to take action on projects recommended for funding
Mid June	Special Board Workshop to review staff and TAC recommendation and hear Board member comments
July (TBD)	Draft transmittal to SCAG
July 18	Programming Committee action on the Call
July 26	MTA Board Action

The 2007 CFP fund estimate was approved at the April Board Meeting. The estimates by modal category are shown below. Funds can be shifted between the categories to fund meritorious projects.

Modal Category Funding Marks (\$ in thousands)	Total Funding Allocated (6 year program estimate)
Regional Service Transportation Improvements/Goods Movement	162,000
Signal Synchronization & Bus Speed Improvement	113,3000
Transportation Demand Management (TDM)	38,000
Regional Bikeways	36,000
Pedestrian Improvements	37,714
Transit Capital	52,080
Transportation Enhancements	11,000
TOTAL FUNDING MARK	450,094

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This funding will be applied to the following applications:

Modal Category	Number of Applications
Regional Service Transportation Improvements/Goods Movement	120 (including 17 ineligible Caltrans projects)
Signal Synchronization & Bus Speed Improvement	44
Transportation Demand Management (TDM)	24
Regional Bikeways	36
Pedestrian Improvements	63
Transit Capital	59
Transportation Enhancements	47
Supplemental Call Mode	13
Total	406