

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair, Bonnie Lowenthal, Director, MTA
December 7, 2005, 4:30 PM
Cerritos Senior Center
12340 South Street
Cerritos, CA

Item No.	Description	Recommended Action
I.	Call to Order – Self Introductions	
II.	Pledge of Allegiance	
III.	Approval of Meeting Minutes of November 02, 2005	Receive & File
IV.	Reports:	
1.	Revision of MTA Prop. A & C Local Return Guidelines	Discussion & Recommendation
2.	Support MTA Director Lowenthal/Roberts Motion Supporting Continuance of Municipal Operators Service Improvement Program (MOSIP)	Discussion & Recommendation
3.	Update – I-5 JPA	Receive & File
4.	Update – I-710 Major Corridor Study	Receive & File
5.	Update – SR 91/I-605 Needs Assessment	Receive & File
6.	New Business/Date of Next Meeting	
7.	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 Meeting of
November 2, 2005

**Transportation Committee Minutes of
November 2, 2005**

MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Cerritos Senior Center 12340 South Street, Cerritos
November 2, 2005

Call to Order – Chair Bonnie Lowenthal called the meeting to order at 4:37 p.m. Roll-call was taken by self-introduction.

COMMITTEE MEMBERS PRESENT: Bonnie Lowenthal, Chair; Bill Pagett, Max Withrow, James Parker, Sam Pena, Stan Carroll, Elba Guerrero, Ken Farfsing, Gary Milliman.

COMMITTEE MEMEBERS ABSENT: Greg Nordbak, Gene Daniels, Fred Latham, Don Knabe, Geraldine Knatz.

OTHERS PRESENT: Richard Powers, Gateway Cities COG Executive Director; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Karen Heit, Gateway Cities COG; Mohammad Mostahkami, City of South Gate; Marina Sueiro, City of Santa Fe Springs; Bob Dickey, City of South Gate; Dave Hershenson, MTA; Binti Harvey, City of South Gate; Dan Nguyen, MTA; Brynn Kernaghan, Long Beach Transit; Patrice Price, AQMD; Sumire Gant, City of Long Beach; Sharad Mulchand, MTA; Jerry Wood, Gateway Cities COG; Wally Shidler, Metro Gateway Cities Governance Council; Ruth Garcia, Port of Long Beach; Ray Harris; Los Angeles County Board of Supervisors.

A quorum was present and the Minutes of the September 7, 2005 meeting were approved.

Nancy Pfeffer, Sr. Transportation Planner – SCAG, gave a presentation on the recently released, *SCAG Port & Modal Elasticity Study*. She presented an overview that included: the project team, project approach, data sources and the study structure. She explained the savings to manufacturer's for "just in time" orders and shipping. The elasticity portion of the study presented two scenarios; container fees with and without port-serving access infrastructure improvements. Freight movement is less sensitive to fees [that serve port access] than it is to shipping delay. She went on to detail the positive impacts of transloading (shipping freight to one location and reloading to final destinations) freight, in terms of potential job generations and efficiency in freight movement. She outlined the inland Empire's desire to place a fee on containers to ameliorate their freight movement issues. She went on to discuss the public benefit to truck lanes and freeing up freeway capacity. She discussed public/private financing and the benefit to the trucking industry AND THE PUBLIC.

A question was asked about the types of projects that could be funded with container fees, she referenced an excerpt from the Regional Transportation Plan (RTP) that listed potential projects. Another question was asked concerning incorporation of the findings in the Governor's "Go California" initiative: they are included.

**Transportation Committee Minutes of
November 2, 2005**

The Committee discussed the following areas and moved the recommendations on to the Board of Directors: More work needed to be done on identification of specific projects for fee designation; continued stakeholder exposure and input on the findings; analysis of environmental mitigation (existing conditions and possible expansion); will fees be used to support revenue bonds? An analysis of impact of container fees on RTP adopted projects was needed.

Director Lowenthal gave an update on the MTA Long Range Transportation Plan (LRTP) update process including the following:

- This is a minor update to the 2001 LRTP, it extends the planning horizon from 2025 to 2030 and updates demographics, the financial forecast as well as projects. The MTA LRTP is the LA County portion of the 2007 SCAG Regional Transportation Plan.
- The Plan Strategy is to build on the existing LRTP, updating the cost of the existing Plan (notably increases in the cost of highway construction) for the Constrained Plan (funded) and the Strategic Plan (unfunded).
- The financial picture includes maintaining the priorities of the '01 LRTP, but updating the financial model to include changes in federal, state and local revenues. Notable are the \$2 billion increases in highway costs through 2030. Transit infrastructure costs will increase from \$1.1 – 1.9 billion as the project scopes are refined through 2030.
- Board actions/discussions in October Committees after plan presentation included: concern about ridership and mobility measurements; which projects produced the greatest ridership and mobility. There will be an item on the November agenda discussing the model inputs and how ridership, cost effectiveness and mobility are measured. There was a general feeling that the financial forecast was overly conservative and did not reflect items like a goods movement surcharge or specialize tax initiatives like the Perata Bill, the Murray Bill and the Lowenthal Bill. The Board wanted to see the Countywide Planning group come forward with some creative solutions to improve mobility. Unresolved operations and maintenance deficit needs to be addressed.
- The Plan update will follow this schedule:
 - November Board Meeting** - Report on Modeling inputs
 - January Board Meeting** - Performance Analysis from Transportation Demand Model; Update Financial Model; Preliminary LRTP recommendations
 - March Board Meeting** - Release draft document for public review
 - June Board Meeting** - Brief Board on Public Comment, Action on Final Plan

Chair Lowenthal led a discussion of the Gateway Cities profile update for the LRTP. A draft was distributed and some changes and additions were made. The committee moved approval on submission of the changed document to the Board of Directors.

**Transportation Committee Minutes of
November 2, 2005**

David Hershenson, Gateway Service Sector Community Relations Manager gave an update on the December bus service proposals and listed those that were withdrawn as they influenced service in other sectors and required additional coordination.

Jerry Wood, gave an update on the I-5 JPA activities; the Carmenita Interchange Project requires right-of-way certifications before right-of-way acquisition can begin (expected in January). The I-5 JPA is contributing \$4 million to the I-710 environmental process to cover the northern portion where the I-5 and I-710 interchange.

Gateway COG Executive Director, Richard Powers gave an update on the progress towards completing the outstanding items charged by the MTA Board before the I-710 project could proceed to the next phase: the funding plan is nearing completion, with the I-5 JPA contribution and the Port of Los Angeles agendaizing the matter for January; the Mini-study (East Los Angeles/ Commerce I-5 area) is completed and undergoing public review by the effected communities; and data gathering for the near-term air quality strategies is underway along with development of a governance structure.

IV. Reports

1. Revision of MTA Prop. A & C Local Return Guidelines

Transportation Committee Agenda

December 7, 2005

TO: Transportation Committee

FROM: Richard Powers, Executive Director

BY: Karen Heit, Transportation Deputy

SUBJECT: Revision of MTA Proposition A and Proposition C Local Return Guidelines

Background

The MTA distributes a portion of the Los Angeles County dedicated transit sales tax to cities on a formula basis. This portion is known as the Proposition A/Proposition C Local Return. From time to time the MTA revises its guidelines governing the expenditure of these funds.

In accordance with the original county ordinances, Proposition A is limited to direct transit uses, while Proposition C may be used for improvements to roadways utilized by transit either to repair damage caused by transit vehicles or to improve service to transit passengers.

Issue

MTA staff has drafted a number of revisions to the Proposition A and C Local Return Guidelines and wishes to present these to the COG for comment. This presentation has been made to the Gateway Cities Public Works Officers who have expressed some concerns. In addition, the City of South Gate wishes to propose a change that has not been proposed by the MTA staff.

The Committee may wish to recommend formal comments to the Board of Directors. The following areas are presented for consideration:

- Many cities use Local Return funds to participate in transportation planning activities through their COG membership dues or special project dues (such as I-710). The proposed guidelines will specify that this use of funds is allowed only if the regional agency, such as the COG, is engaged in transit planning and only as a proportion of the dues based on the transit proportion of the activity. This change is more restrictive for cities.
- MTA staff proposes allowing expenditures on amenities within 25 feet of transit stops, rather than the current limit of 8 feet. This change is beneficial to cities and was previously recommended by cities.
- MTA staff proposes language limiting safety improvements on transit routes to those that “benefit transit.” The current language appears to be sufficient since such expenditures benefit both transit vehicles and passengers.

Transportation Committee Agenda

December 7, 2005

- The City of South Gate has brought forth a proposal that Proposition C funds be eligible for upgrades to signals and street lights along established transit routes for the convenience and safety of transit passengers.

Attachments

Gateway Cities Municipal Operator Impacts

Recommended Action

Hear presentation, discuss and recommend comments.

Transportation Committee Agenda

December 7, 2005

Attachment "A"

Gateway Cities Municipal Operator Impacts

Long Beach Transit – receives \$3 million annually in MOSIP funds. This funds 60,000 Revenue Service Hours (RSH) or about 9% of LBT total service. All of the funds are used for overcrowding relief, late night service and service expansion.

Norwalk Transit – funds 3,925 RSH , this represents 1/3 of the total hours for Route 4, Metrolink – Metro Green Line shuttle.

Montebello Bus Lines – received \$1.27 million in FY 2005, funded 100% of operating expenses for Line 20 (extension to Metro Gold Line Station). Funded 29% of operating expenses for Line 50.

La Mirada Transit – has used \$112, 659 for replacement vehicles for elderly and disabled. Funds will also be used for security cameras on revenue vehicles and to implement the Universal fare System (UFS).

Commerce –uses MOSIP money combines with other funds for bus stop/shelter improvements, partial funding for a CNG fueling station and transit software and shop equipment.

IV. Reports
**2. Support MTA Director Lowenthal/
Roberts Motion Supporting
Continuance of MOSIP Program**

Transportation Committee Agenda

December 7, 2005

TO: Transportation Committee

FROM: MTA Director, Bonnie Lowenthal

SUBJECT: MTA Directors Lowenthal and Roberts Motion Supporting Continuance of the Municipal Operators Service Improvement Program (MOSIP)

Background

The MOSIP program was originally established as an ongoing program by the MTA Board on Directors in April of 2001 “to improve service to the transit dependent countywide by reducing overcrowding and expanding services.” The program recognizes that the municipal operators serve transit dependent riders just like the MTA; and often the same transit dependent riders as they move around the County. The MTA established the program to further the County wide goals of the Consent Decree by allocating Prop. C 40% Discretionary funds to municipal operators as well as to itself. The program has averaged between \$43-\$48 million per year with the municipal operators receiving between \$15 and \$17 million. Operators have used these funds for service expansion and over crowding relief as well as for capital projects.

The initial MOSIP Agreement funding runs from 2001 to 2006. MTA management has not factored continued funding into the 10-year financial forecast or the Long Range Plan. This will negatively impact service to the Gateway Cities area (see Attachment “A” for specifics) as rising fuel costs and reductions in other MTA funding programs do not allow municipal operators to continue funding these services from other sources.

Attachment

Lowenthal/ Roberts Board Motion for Continuance of the Municipal Operators Service Improvement Program (MOSIP).

Recommended Action

It is recommended that the Transportation Committee recommend to the Board of Directors to support to support the Draft Lowenthal/Roberts motion.

Transportation Committee Agenda

December 7, 2005

DRAFT

Lowenthal/Roberts *

**BOARD MOTION FOR
CONTINUANCE OF THE
MUNICIPAL OPERATORS
SERVICE IMPROVEMENT PROGRAM
(MOSIP)**

WHEREAS, in April 2001, Metro established the ongoing Municipal Operator Service Improvement Program (MOSIP), and

WHEREAS the program was formed to improve service to the transit dependent countywide by reducing overcrowding and expanding service, and

WHEREAS, Board originally funded the program for five years through FY 06, and therefore, the program needs to be refunded to continue, and

WHEREAS, municipal operators have added thousands of additional service hours or the capital equivalent to be able to provide service to the transit dependent, to expand service, and to reduce overcrowding, and

WHEREAS, the MOSIP program is funded with Prop C 40% funds which by statutory definition “will be used to improve and expand rail and bus transit County-wide” and

WHEREAS, reductions in other subsidies provided by Metro to municipal operators, and increasing fuel, insurance, healthcare and workers compensation costs have placed severe limitations on the ability of operators to maintain their existing service, and in some cases reductions have been needed, and If MOSIP funding is eliminated and the service it funds discontinued, thousands of County-wide residents will be negatively impacted and left with limited transit options,

WHEREAS, the MTA is dependent upon its partners, the municipal operators of Los Angeles County, to bridge transit needs resulting from the implementation of the Metro Connection’s Service Delivery Plan and is dependent these partners to provide bus service to non-Metro service areas, and there is currently no impact analysis on the elimination of regional MOSIP service.

NOW THEREFORE, we are hereby directing staff to continue MOSIP funding at the established levels, including an annual 3% increase, and include MOSIP funding in Metro's ten-year financial forecasts and Long Range Transportation Plan update.

* Exact language may change