CALL TO ORDER: Diane DuBois called the meeting to order at 4:12 pm. Roll-call was taken by self-introduction.


COMMITTEE MEMBERS ABSENT: Ken Farfsing – Signal Hill


Director DuBois discussed the December Metro Board Meeting. The MTA Board approved the state and federal legislative goals for 2014. MTA Chair Diane DuBois made and passed a motion to include stronger active transportation components into these goals. MTA’s CEO, with the help of his consulting team, completed the agency’s reorganization of personnel in the upper management categories. Funding was allocated to other COG’s so that they can develop their own Mobility Matrices, similar to the Gateway Cities Strategic Transportation Plan.

Director DuBois spoke on the California Freight Advisory Committee. The Committee as a whole does not believe that California has been allocated enough miles in the Federal Freight Plan and that the federal plan does not have enough miles identified to resolve the nation’s freight movement issues. The Committee trying to get more miles allocated with funding in California.

Director DuBois discussed Metro’s Fare Restructuring plan. The MTA has fares three times in last 20 years and the current fare structure is not sustainable. This fare restructuring will be a real restructuring. Staff is looking at things like time-based fares so that riders can ride 90 minutes with one fare and not have to pay for transfers, along with increasing base fare prices. Fares have to help pay for operations and without an increase service and maintenance will have to be cut. David Hershenson, Metro Service Council Manager, discussed the need and reasons behind the fare restructuring further to the committee, such as the need to increase fare box recovery in order to
receive federal funding and grants. Mohammad Moshtakami inquired about the processes that other transit entities go through to raise fares. Chelsea Simandle explained that many other jurisdictions have increases built into policy system. Director DuBois discussed the costs of fares of other jurisdictions around the world and country, each of which are much higher than ours. She explained that transportation cannot be a free service; users must support a portion.

Shahrzad Amiri and Dillon Jones of the MTA presented the first/last mile transportation plan. The effort was born out of the county wide planning sustainability policy. The goal is to make it safer and more efficient for people to get to and from rail stations. Metro needs to start looking at active transportation based solutions to address connectivity. Staff went out into the community to look at and address issues and challenges related to getting to transit. Major problems and issues around station areas were identified and then addressed in this plan. Staff looked and 10 sites or case studies. Committee members discussed the use of the acronym PATH that is used throughout the document. In the Gateway Cities PATH stands for People Assisting The Homeless. MTA staff should consider using a different term. Tom Modica inquired about bike share integration and Jones explained that bike share programs could definitely be a part of first/last mile strategy. Modica then expressed his concern and interest in the resultant signage and branding once these strategies are implemented. Jones explained that at this stage, although it is noted that signage and wayfinding is an important part of this plan, there is no specific direction of what signage will look like. There was a motion at the MTA Board Meeting that directed staff to begin doing some pilot projects related to this plan for existing lines and future lines. There was major concern by the committee about funding sources for implementation of first/last mile strategies within the plan. There was positive discussion about the plan’s main goal of increasing ridership and the need to remain focused on that goal throughout the development process of it. Then there was major discussion about the narrow-focus of the plan on rail stations. It needs to expand out and look into major bus routes and stops and local bus systems as well as fixed guideway. Much of the Gateway Cities is not accessible by fixed guideway and therefore these cities would not be able to use this plan. Many of the Gateway Cities have bus stops, not train stations. Then the committee discussed best methods for communicating their concerns to Metro staff.

Jerry Wood discussed the Strategic Transportation Plan (STP). All different types of transit systems are being pulled together in order to connect the dots throughout the system. Starting next month, elements of the STP will be brought to the board for approval. The funding matrix element is coming along and providing interesting opportunities that will ultimately help the Gateway region. Wood discussed the popularity of the project around the country and the world even. The STP could be adopted and completed as early as July. The effectiveness of the STP as a tool for the whole county was discussed.

David Hershensen presented the MTA board recap. The Board is going to proceed with the process of fare restructuring and setting up a public hearing. Regional fare forums hosted by the Service Councils will also be held in March to address public comment
and concerns. There will also be public hearings held about rerouting Metro bus line 577.

Yvette Kirrin, I-5 JPA Executive Director, updated the committee about the I-5 Corridor project. Most segments are coming along in construction. The Shoemaker Bridge is nearly complete. Firestone is now open and realigned. Things are continuing to move along.

Jerry Wood reported on freeways projects within the Gateway Subregion. The traffic forecast for the I-710 is nearing completion and the I-710 TAC meeting will be held on January 28th. Project assumptions have changed significantly. Staff will be making suggestions on what looks like a different project. Wood discussed the status of the early action sound walls and then Cap &Trade funding availability. The COG and MTA are proceeding with the 33 intersection improvements that were approved for the SR-91/I-605/I-405 project. Wood updated the committee on the status of the Orange County I-405 improvement project and explained that they are only going to be adding one lane in each direction. With this, staff will look at how our project will link up with Orange County’s so that we don’t have a problem like the I-5. OCTA is trying to collaborate. There have been coordination meetings every few months and there is a good working relationship established. Rosa Perez discussed the importance of a good working relationship between OCTA, OCCOG, MTA, and GCCOG.

Lilian Burkenheim presented matters from Eco-Rapid Transit. The team has been working on a guideline book for the corridor. They are hoping to have it ready for review in April and then ready for adoption in May. Burkenheim updated the committee on all the work that has been done on the project in the last couple months. She then discussed the goals and objectives that the project team has come up with.

Lupe Valdez, director of public affairs for Union Pacific, addressed the committee. She discussed major rail issues that UP experiences such as homeless encampments and dumping along right of ways in great detail. Valdez then clarified some issues that are involved with the ICTF (near dock rail facility in long beach.) Mohommad Mostakami inquired about how often is the right of way is inspected for debris and people.

Meeting adjourned at 5:38 pm