CALL TO ORDER: Diane DuBois called the meeting to order at 4:11 pm. Roll-call was taken by self-introduction.


COMMITTEE MEMBERS ABSENT: Don Knabe Representative


Eric Carlson, MTA program manager, gave a presentation on the Metro Gold Line Eastern Extension Phase 2 including an update on the environmental review process and community involvement and activities leading up to release of draft environmental process. Four alternatives including No Build were discussed. The two build alternatives were discussed at length. Metro is pursuing an accelerated development plan that would move up the project a full decade. The goal is to release draft EIR for public review in January. In a previous meeting the FTA raised concern about the use of the most current forecast and census data that was not available yet at the start of this project. These data sources are now being used in models and projections. The project team is coordinating with the EPA to figure out about whether the project will disturb the superfund site. Ron Bates inquired about ridership projections, the accuracy of these projections, and the accuracy of the costs reflecting the crossing at the superfund site. The preferred alternative has not yet been determined. Bill Pagett stated that the Washington alternative serves the GCCOG area best and that its extra investment is well worth it. It would be the first light rail project in the GCCOG subregion. Bates asked about coordinating with OCTA in order to boost ridership. Carlson responded by saying that they are looking just into what is in the plan and are not yet addressing a connection with OCTA.
Karen Heit discussed project acceleration. The MTA Board considered this matter for two months and in the end did change the dates of the transit projects. Staff was charged with going back and looking at all projects in measure R, their completion dates and estimates. There are no certainties to be able to accelerate all Measure R projects. There were three projects with significant cost overruns. The $377 million overrun would have forced each subregion to go out of its own pockets to support project increases. The GCCOG portion was $153 million associated with the I-5 Project. The MTA Board decided to take all overruns and use some bond capacity in order to support them. The MTA has only utilized 15 percent of its bonding capacity. Therefore, the money went into a countywide bond instead of cannibalizing within the subregions. The $153 million will still be available to the COG in the future as Measure R funds come in. As projects move forward, tracking them and potential for cost increases will become very important.

MTA Chair DuBois discussed the state Public Employee Pension Reform Act (PEPRA) and Federal 13(c) issue. There is a conflict between the two sets of labor rules. PEPRA is not consistent with the federal law that protects transit workers from having their retirement changed without collective bargaining. At this point the MTA stands to lose close to $6 billion dollars if the governor does not decide to exclude transit from PEPRA. The governor would like to see the issue resolved through a court order. The MTA is hesitant to launch a lawsuit and is looking at legislative alternatives. The MTA Board members and staff assisted by Assemblymember Bonnie Lowenthal and are working very hard to try to convince the governor to find another avenue. We will keep everyone posted.

The consent calendar was approved; minutes were approved as corrected.

Chair DuBois talked about the additional work on the Congestion Mitigation Fee program. Director Richard Katz came up with the motion based on fact that there have been so many things that have changed over the past twenty years since the fee was installed. Changes include: Cap’n’trade, AB 375, MAP 21 with new performance measures, etc. This motion that dictated relooking at all of these was approved.

Chair DuBois discussed a potential for a new tax initiative for transportation projects. Former MTA Chair Mike Antonovich asked for the LA County COGs to create transportation priority lists that would assist in a bottoms-up approach to creating this new tax initiative. There was a meeting held by LA Mayor Eric Garcetti withal of the Los Angeles County mayors. A request was made to involve the cities in the process of creating this new measure. Chair DuBois drafted a new letter requesting input from individual cities. Tom Modica asked if it would actually increase the sales tax or extend the current sales tax initiative. Heit responded that we would look at it in both ways.
Chelsea Simandle, assistant transportation planner, spoke on the I-710/I-110 freeway maintenance demonstration project. This is a pilot project that aims to make freeway corridors within Los Angeles County more aesthetically pleasing because these systems are the gateways into our regions. Mohammad Moshtakami requested a timeline for these projects.

Karen Heit spoke on SB 811. Senator Lara is using legislative authority to include an additional alternative, Community Alternative 7 (CA-7), in the I-710 project. This alternative is currently already in the process of being analyzed. Many components of this alternative do not address the purpose and need of the project. If this legislation goes through, it will alter CEQA. The state will assume responsibility for funding as Caltrans is the lead agency on the project. There are three alternatives including CA-7 that will be addressed in the EIR. There was discussion about the implications of SB 811 on CEQA process. Jerry Wood stated that all of the components of CA-7 are already being studied in detail through Community Alternative 6D. Doug Failing and Frank Quon of the MTA are working on coming up with a final cost number for CA-7; it looks like it will be between $3 and $5 million.

Jerry Wood gave updates on projects. Modeling may result in slight delay in the I-710 project. Sound wall design is being finalized this month. An MTA meeting about the I-405 HOV widening project concluded that constituents wanted all information included in supplemental EIR. The 2 PSR’s are continuing along and we are continuing to coordinate with OCTA. The strategic transportation plan is moving along. Wood stated that looking at the eastside extension as a vacuum is a mistake; we need to look at entire corridor including Orange County for the project to be a success. Need to recommend to MTA to do something bigger along that corridor. Ron Bates asked Wood to write something up about looking further on eastside extension to be forward it along to the MTA. Wood will do this.

Diane DuBois gave an update on LOSSAN. The LOSSAN JPA was approved. It will be voted on later this month and we will keep you posted on the results.

Michael Kodama, the chairman of the organization was selected. Proposals are being reviewed to look at the next steps including: transit oriented development and parking.

David Hershenson gave an MTA oral report. Monthly Gateway Service Council meetings are being held. There is an OCTA project that will have a significant 20 hour full freeway closure of the I-405 at the I-605 on the weekend of August 17th. Word about this closure has not gotten out because of a lack of outreach. The MTA will try to step in and help with this outreach by working with OCTA.

Meeting adjourned at 5:30