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LA COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

CITIZENS' ADVISORY COUNCIL

MEETING MINUTES - MARCH 26, 1997

MEMBERS PRESENT:

Nøil Bjomsen
Pam Corradi, Vice Chairperson
Nathan Chroman
Mike Dickerson, Secretary
Start Hart
Larry McFarland, Chairperson
Esperanz Rivera
Seymour Rosen
Howard Sachar
Peter Schick
Jim Seal

SPEAKERS

Mike Dickerson, CAC Secretary
Jim Seal, CAC Executive Committee Member
An Overview of the Special Bus Workshop

STAFF PRESENT:

DA Haydei, Board Research Services

Call to Order and Introductions

The meeting was called to order at 6:00 p.m. by CAC Secretary M. Dickerson

Chairman's Report

The members discussed the CAC proposed motion regarding the development of an Industry Oversight Task Force to review the MTA's Vision, Mission and Strategic Goals and present an implementation plan in the context of the Coopers and Lybrand organizational assessment study. This Industry Oversight Task Force would consist of representatives from a cross section of the Los Angeles business leaders, the Los Angeles County Construction Trades Union and include a management representative from the LA Times and the EA Daily.

The CAC has requested Board Research Services staff to arrange a meeting with the Director of Organizational Effectiveness to fully discuss this motion for agendaizing on the Executive Management Committee calendar for consideration.

III.

Guest Speakers

CAC Members Mike Dickerson and Jim Seal attended the Board Special Bus Workshop held today and made the following report. The Bus Riders Union purchased an ad in the New York Times advertising the Special Bus Workshop and provided a membership form for individuals to join this advocacy group.

J. Seal explained that the MTA peak fleet level is currently 1,681 buses. An estimated 325 buses is recommended by MTA staff as a strategy for relieving overcrowding and expanding services to bring the peak fleet to a high of 2,006 buses by the year 2002. The proposed procurement plan would:

- Provide \$1.0 billion through FY 2009 to replace buses on a 12 year cycle
- Facilitate a bus expansion plan
- Continue the agency's commitment to a clean air fleet
- Make provisions for application of Clark Advance Technology Transit Bus

The MTA bus plan would call for an ISTEA bus capital request in the amount of \$250 million of which \$120 million allocated to replace 333 methanol/ethanol buses; \$80 million to accelerate the replacement of buses; and \$50 million for bus demonstration projects.

The Bus Riders Union proposal for relieving overcrowding and expanding service calls for 1,002 additional buses by the year 2002 to bring the fleet up to the 1984 Olympic Year high of 3,219 vehicles. Bus Riders Union had hoped the MTA Board would have voted during this Special Bus Workshop to approve the purchase of 152 buses, along with approving a purchase plan for an additional 600 vehicles. According to the Bus Riders Union, if the MTA's highest priority is bus operations, than no funds should be committed to planning, design or construction of new rail projects until there is a strong guarantee that all of the Consent Decree requirements can be met. In addition, the MTA's financial priorities should consist of TDA, Section 9 Operating and Prop A 40% discretionary to be 100% dedicated to bus permanently and that bus operations has first priority for Prop C 40 % discretionary. Bus Riders Union recommends that the MTA lock in the first \$300 million of its ISTEA authorization exclusively for the bus system. Also, MTA must reallocate \$300 million in bus eligible HOV funds to the bus system.

In order for MTA Board members to analyze the aforementioned bus purchase plans and financial scenarios, Mayor Riordan presented a motion which was approved by the Board to refer all issues presented at the Special Bus Workshop to a joint meeting of Operations and Planning Committees, with the Mayor as an ad hoc committee member. Further, Riordan's motion required that this matter return to the full Board in May with a recommended implementation plan for bus procurement including compliance with the consent decree.

M. Dickerson informed the members that he reminded the Board during the Public Comment portion of the workshop that the ethanol purchase was opposed by the Citizens' Advisory Council because testimony at a previous CAC meeting predicted the problems that have subsequently occurred. In addition, Mr. Dickerson stated that it appears from testimony given at the CAC's CNG bus workshop held the night of March 26 and subsequent information, that a fatal flaw may exist in the CNG bus. Further, if the board does not maintain a balanced rail versus bus policy the support of Prop A and C could erode to the point where an initiative could pass whereby the proceeds are escrowed in a bond redemption fund. The sales taxes would be rescinded when the fund covers the outstanding bonds.

After this report to the members a full discussion ensued.

A brief report was made on the attempt to stage a test at a yard on the pressure wave involved with the CNG tank procedure. It was further discussed that the tanks could absorb high impact but were subject to failure from abrasion. Tanks placed under the bus could fail if the bus were driven over an obstruction such as a clearance. In response to a question it was pointed out that a battery powered hand tool could cut through these tanks.

Public Comment

Dana Gabbard stated that an elected MTA Board structure is unlikely.

John Walsh mentioned that Sun Valley Transit mechanics refuse to work with CNG technology.

VI. **New Business**
None

VII. **Approval of Minutes**
M. Dickerson, Secretary, approved March's meeting minutes prior to submitting to MTA Board Secretary's Office for distribution.

VIII. **Adjournment**
L. McFarland adjourned the meeting at 8:30 p.m.