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LACMTA
CITIZENS' ADVISORY COUNCIL
MINUTES - Corrected
OCTOBER 25, 1995

INFORMATIONAL

The meeting was called to order by Chairman Larry McFarland at 6:00 PM. Pat McLaughlin from MTA lead a discussion based on the "Community Focus Group" questionnaire. By 7:00 PM the group had reached the eleventh (11th) point of Part C in Section I. At that time a consensus was taken that we proceed to Section IV - OVERALL. Individuals on the CAC were asked to provide answers to the other questions in writing to Ms. McLaughlin by the end of the meeting or at the latest by the end of the week. Ms. McLaughlin promised to forward her notes to the Secretary of the LACMTA CAC for inclusion in the minutes. Due to the variety of members of the Council, the answers were both critical and complimentary, and mostly based on regional issues.

The second part of the informational Agenda began at 7:30. Peter DeHaan, Project Manager, SFV Area Team presented the DMU vehicle to the Council. Mr. DeHaan explained that DMU will be used on the Oceanside/Escondido Line. He also pointed out that there are some problems with DMA and FRA rules. Ms. Corradi asked if those rules had not been suspended in some areas in the United States. Mr. DeHaan replied "yes, they have". Mr. McCarthy suggested DMU could be effectively used in the Santa Monica area as well as the Glendale/Burbank Line. Where do we go from here, he asked. Mr. (Russ) stated that he had slides of various DMU's currently in use in the world. As a supplement to Mr. DeHaan's report, he ran a short slide presentation showing different vehicles now in use. Mr. DeHaan stated that although utilization of DMU's may not be "hi-tech", we could have service now.

AGENDA

Because there was no quorum, no action was taken on the minutes of the last meeting. Comment was made that we need additional Secretarial support to assist Ms. Corradi. She has been taking and transcribing all of the minutes and the Executive Committee has requested that she have help.

Committee Reports - Mr. McCarthy reported that he continues to monitor the Construction Committee meetings, as did Mr. Hart on the Ad Hoc HOV Committee. Mr. Hart gave Audry Noda, MTA staff, a "white paper" that will be forwarded to all members of the CAC for review. Other members of the CAC who have expertise in various areas are encouraged to follow Mr. Hart's example. These papers will be discussed at Executive Meetings for inclusion on the CAC general meeting Agenda. Mr. Sachar asked that his report on the Structure Committee be reserved for New Business.

Old Business - None

New Business - Mr. Sachar stated that our minutes were #2 on the agenda. He further reported that a resolution based on our suggestions in those minutes were passed at today's Regular MTA Board Meeting. That resolution (1) reigns in the alternate members of the MTA Board, i.e., they cannot speak when the member is present, when the member leaves they are to carry the members vote (not their own) and (2) extends the Chairman's term to 2 years, retroactive.

The members of the LACMTA CAC present at the meeting expressed concurrence with the MTA Board vote and commended Mr. Zarian for his fine work since taking the Chairmanship in July 1995. One councilmember stated the "Larry is doing a wonderful job and thank God that he has two (2) years.

Mr. Sachar further reported that the Structure Committee voted 4-2 against Mayor Riordan's restructure proposal. He reminded the

Council that the bill in the Assembly carried by S. Kuykendall must be watched carefully.

Discussion was held regarding the 2 meetings being held this week (one by Assemblyman Katz, the other by Senator Hayden). Suggestions that these legislators wish to dismantle the system, protect the AUW, drivers and mechanics in labor/comm. relations, and focus on construction rather than the political were expressed.

The next Executive Committee Meeting will be held on Friday, November 3 at 11:30 AM. The location will be announced.

The next General CAC Meeting will be held on Wednesday, November 15 at 6:00 PM. The location will be announced.

Respectfully submitted,

Pamela Corradi
Secretary

LACMTA
CITIZENS' ADVISORY COUNCIL
MINUTES
NOVEMBER 15, 1995

The meeting was called to order at 6:10PM by Chairman Larry McFarland.

Peter De Haan, Project Manager, SFV Area Team and Tom Frawley from Booz, Allan & Hamilton reviewed Alternate-Rail-Technology (ART).

Stan Phernambucca, Executive Officer, Construction outlined his program for his department. He invited the Council to take a tour of the tunnels. The Council members responded enthusiastically.

Dave Sievers, Deputy Executive Office, Pasadena Blue Line & Vehicle Acquisition Project brought the Council up-to-date on the Pasadena Project. He also answered some questions regarding the Green Line. Questions on the Pasadena Line ranged from budget to platform model vehicles to turn-key plans.

Richard Katz, assemblyman, will be the main speaker at the December meeting. We will also discuss the ART proposal. Neil Bjornborg suggested that we have a social meeting in December. Consensus of the Council was to delay the social meeting until January and combine that with a tunnel tour.

The meeting was adjourned at 8:30PM.

Respectfully submitted,

Pamela Corradi
Secretary

*Request to bring
in January.*

*M. Antenovich
Sub. mtr. #2*

Runyon Canyon:

A decision to move forward with the forced taking of easements beneath homes in the Runyon Canyon is potentially another safety and financial boondoggle for this agency that can be avoided by careful forethought.

By suspending all work on the Hollywood subway extension through the Hollywood Hills, the MTA could properly review the safety problems of our subcontractors, environmental effects of the 14 month dynamite blasting and massive dewatering effort that must be maintained, and tunneling through active earthquake faults.

I THEREFORE MOVE THAT THIS BOARD:

- 1) Suspend all construction activity on the Hollywood to North Hollywood tunnels until all outstanding issues have been addressed;
- 2) Defer action on the underground easements for Runyon Canyon until completion of a supplemental EIR that analyzes the dynamiting (including transporting and storage of explosives), effects of dewatering Runyon Canyon and an active earthquake fault;
- 3) Review the safety violations of the subcontractor on their current and previous projects;
- 4) Appoint an ad-hoc committee to look at alternatives to the subway extension from Hollywood to North Hollywood.