

7.B.1

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LACMTA
CITIZENS' ADVISORY COUNCIL
DECEMBER 20, 1995

The meeting was called to order at 6:30 by Vice Chairman David Louie, followed by self-introductions.

Due to the closed session of the Board regarding CEO Franklin White, Joe Drew was unavailable to address the group. Art Leahy was available.

COMMITTEE REPORTS

Construction -- Sean McCarthy had no report
All other Committee Chairmen were absent.

COMMUNICATION PLAN - Warren Morse, Gary Clark, and Enrique Valenzuela presented the plan.

[The presentation was interrupted momentarily when the announcement came that Franklin White was put on Executive Leave until January 1 at which time Joe Drew would be acting Administrator]

The Council's comments were varied, however they were all critical.

Art Leahy (MTA) [213/922/4310] spoke about the bus system. Mr. Leahy and the Council had lengthy conversation, including comments regarding specific problems of headways at specific stops. Personal discussions regarding these issues will be topics of future conversation between Mr. Drew and those members of the Council who have information.

Following Mr. Drew's discussion, the Council returned to the Communication Plan. The general consensus was that this "Plan" is a perfect example of what is wrong with the MTA. Only Mr. Morse, a recently employed member of the "Team" remained to hear Council comments.

NEW BUSINESS

Cynthia Kurtz from the City of Pasadena brought an update for the Pasadena Blue Line and asked for our help.

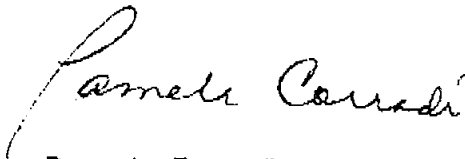
Mike Dickerson moved and Pam Corradi seconded that the issue be considered by the Executive Committee. Motion passed.

The minutes were approved as written.

Mike Dickerson requested a meeting with the tunnel diggers. Sean McCarthy would like to have the next "Town Hall Meeting" in Hollywood

The meeting was adjourned at 8:30 PM.

Respectfully submitted,

A handwritten signature in cursive script that reads "Pamela Corradi". The signature is written in dark ink and is positioned above the typed name.

Pamela Corradi
Secretary

7.B.2

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CITIZENS ADVISORY COUNCIL
EXECUTIVE BOARD MEETING
JAN. 19, 1996

Runyun Canyon issues were the main conversation when the secretary arrived. Tunneling equipment and the fact that water could collapse the tunnel -- or be of minimal importance dominated the conversation. Vibrations from work in and on the tunnel should be minimal. Caltech studied the area. A truck on the freeway causes more seismic activity than blasting in the area might. M.T.A. representatives are studying the Portland issue first-hand.

Questions regarding the number of law suits in relation to actual residents of the Runyan Canyon site brought about figures of 500 homes in the area. Chairman Larry McFarland persuaded the home-owners group of the area to delay action for one week. He hopes to gain a neutral position from that group.

Supervisor Mike Antonovich presented a motion to stop all construction east of Highland. The action will be presented to the Board on Jan. 24, 1996.

General discussions included tunneling throughout the entire project -- with specifics noted. These issues included hydrogen sulfates, oils and liquefaction (hydrofaction) of soils. Specific note was that water movement surrounding Phase I showed increase of 1" per month.

Staff reported on the status of the Kuykendall bill, supported by Mayor Riordan. The Board will review the bill at the Jan. 24 meeting. Bills introduced by Antonovitch and Zarian failed to pass out of the Executive Committee for review by the entire Board. Comment to the Exec. Board is that if no action is taken by the MTA Board that the Polanco bill will go into effect. The Exec Board discussed the percentage of the City of Los Angeles population versus the County of Los Angeles. No vote or consensus followed.

Mike Dickerson moved and it was seconded that the Citizen Advisory Council supports a concept of a less expensive rail technology under appropriate circumstances. A demonstration line to prove the value of Alternate Rail Vehicle seems to be a prudent expenditure. If the costs contemplated in the Booz-Allen Hamilton report on ARVs prove accurate then more projects can be completed in the next twenty years. Conversely this technology can prevent unnecessary expenditures.

Every effort should be taken to take advantage of the additional savings outlined in the report. A cost containment panel should review to determine if additional savings are possible.

Passed

Mike Dickerson moved and it was seconded that the Executive Committee of the MTA Citizens Advisory Council, at the direction of the members, encourages

the evaluation of a Turn Key Contract for the proposed Light Rail Line to Pasadena.

The people of Los Angeles County have voted for construction of a series of designated rail lines. The MTA must deliver on this mandate in an efficient and economical manner, if it hopes for community support. Conversely the history of, what the community perceives as, excessively expensive construction is now causing difficulty in implementing the important programs of the MTA.

We realize that great care should be taken to maintain local agreements for aspects of design that encourage maximum utilization and/or minimize disruptions during construction or operation. Passed.

Meeting adjourned - 1:30 P.M.

Respectfully submitted,

Pamela Corradi
Secretary