



Minutes

~~* REVISED 2-23-93 *~~

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Wednesday, January 27, 1993

The regular Commission meeting was called to order by Chairman Antonovich at 2:00 p.m. in the Board of Supervisor's Hearing Room in the Kenneth Hahn Hall of Administration.

Members present were:

Supervisor Michael Antonovich
Supervisor Yvonne Brathwaite Burke
Supervisor Ed Edelman
Mayor Tom Bradley
Councilman Richard Alatorre
Councilwoman Jacki Bacharach
Councilmember Judy Hathaway-Francis
Councilman Ray Grabinski
James Tolbert
Gerry Hertzberg, Alternate to Supervisor Molina
Mas Fukai, Alternate to Supervisor Burke
Marvin Holen, Alternate to Supervisor Edelman
Don Knabe, Alternate to Supervisor Dana
Ray Remy, Alternate to Mayor Bradley
Jerry Baxter, Ex-Officio, representing State of California

Staff Members present:

Neil Peterson, Executive Director
David Kelsey, Assistant County Counsel



Chairman Antonovich introduced the new MTA Board members and their alternates as follows:

Councilman Larry Zarian
Councilman John Fasana
Councilman Jim Cragin
Mayor Raul Perez, Alternate to Evan Braude
Councilman Hal Croyts, Alternate to Jim Cragin
Councilwoman Phyllis Papen, Alternate to John Fasana
Councilman Marvin Braude

CHAIRMAN ANTONOVICH'S FAREWELL SPEECH

Chairman Antonovich addressed the Commission stating that the past year had been an exciting year, a very progressive one in which we attempted to bring the future to Los Angeles County for a comprehensive transportation system. When I became Chairman in 1992, I talked about having a modern comprehensive efficient and cost-effective transportation system for the people of Los Angeles County.

I'm proud to say that we did complete the Santa Fe Acquisition and have started and have had a very successful commuter rail operation in existence, serving not only our county but up to five other counties. I tried to have an aggressive graffiti on buses campaign; I'm sorry that we were unable to do that because of one of the agencies' inability to stand up to the labor demands but I am proud to say that this will be one of the top items that this Commission will have when we are under the MTA.

Mayor Bradley moved that the Commission congratulate, commend and thank Chairman Antonovich for his great leadership during the course of the past year.

Chairman Antonovich thanked staff, members of the Commission and their Alternates.

CHAIRMAN'S REPORT

o **San Fernando Valley East/West Rail Project Procurement Processes - Response to Brown Act Correspondence**

Chairman Antonovich addressed the Commission on the action to adopt the Ventura Freeway as the preferred East/West alignment for San Fernando Valley. That action was on the agenda and complied fully with the Brown Act requirements. In connection with that action staff was instructed to do certain actions, including entering into a negotiated procurement under ST-009. Since staff already had the authority to proceed with the Commission-approved procurement process, this instruction was unnecessary.

Recently, the Commission received a letter taking the position that, while the action on the alignment selection complied with the Brown Act, the related instruction to enter into a negotiated procurement under ST-009 had not been adequately identified in the agenda.

Without arguing the merits of the position taken in the letter, Chairman Antonovich moved that the Commission negate any Brown Act issues by deleting the instruction to staff to enter into a negotiated procurement under ST-009.

Ms. Bacharach seconded the motion. Hearing no objection, motion was carried.

52
53a.

SAN FERNANDO VALLEY EAST/WEST LINE RAIL PROJECT, LIFE CYCLE COST REPORT--VENTURA FREEWAY AERIAL ALIGNMENT VS. BURBANK/CHANDLER SUBWAY ALIGNMENT

Following a presentation by Norm Jester of LACTC staff on life cycle costs, Chairman Antonovich stated that this item would be for information only. Discussion followed with a question-and-answer period.

Chairman Antonovich asked Mr. Kelsey about whether a motion could be made on an information item and Mr. Kelsey stated that a motion would be supported under the Brown Act.

Mr. Edelman indicated that at the meeting on December 16, Mr. Hertzberg made the motion that there be a provisional decision, to come back with the information. We have that information today and we should not be afraid to vote on matters relating to that item as the county counsel says we can do today.

Mr. Edelman stated that it was understood that this item would be coming back today, the people are down here today not just to listen to this, but to hear a vote.

Chairman Antonovich asked Mr. Baxter about the point made by Mr. Edelman relative to constructing the aerial guideway over the freeway. He asked whether, in Mr. Baxter's experience, such an alignment would be feasible along the 101 freeway.

Mr. Baxter answered that he had looked at the column supports and the question was whether or not the median was wide enough to support a column without outside widening the freeway and answer to that was yes. Mr. Baxter stated, "In terms of the column supports I've never studied the stations and obviously, I suppose that any alignment is going to have park-and-ride lots, if you're referring to the letter from Mr. Katz, there's obviously going to be additional right-of-way required for any line for park-and-ride lots and so forth. What we did was look at the median and concluded that it was wide enough to build the columns to support a rail line on existing freeway."

A question-and-answer period followed.

Mr. Edelman stated that the Commission must decide today on the preferred alignment for the San Fernando Valley East/West Rail Transit project so that the close to two million people who live in the valley will finally get mass transit. He stated that while there are differences of opinions as to costs of the Burbank Branch Subway versus the Freeway Elevated Train, these facts are indisputable:

1. The Commission has purchased the entire Burbank Branch right-of-way for \$115 million and the Sepulveda Drive-In property for a park and ride lot for \$24 million.
2. Construction can begin quickly on the Burbank Branch immediately creating local jobs, unlike the Freeway Elevated Train which will require numerous additional governmental approvals prior to construction. These additional approvals will require at least two years to acquire, even if they are obtainable.
3. The Burbank Branch alignment is an extension of the Metrorail coming to the Valley and does not create yet another rail technology for the County.

4. The type of rail technology for the Freeway Elevated Transit is unknown and the costs are speculative; as they are based, in part, on a non-binding, non-compliant private sector proposal.
5. As identified by the EIRs, construction and operation of the Freeway Elevated Train alignment will cause unavoidable significant adverse impacts to Valley businesses and residential communities, including severe disruption to the Ventura Freeway for at least two years. The added congestion on the Freeway will reduce the quality of our air.
6. Only the Burbank Branch alignment will go through the North Hollywood Redevelopment area, Pierce and Valley Colleges, and the Van Nuys civic and administrative center.

Public comments were received from:

Francine Oschin, Representing Councilman Bernson
City of LA
Jerry Blaz, Reseda Community Association
Julie Fine, Western Sector Transit Coalition
Chairperson
Don Schultz, Van Nuys Homeowners Assoc.
Naomi Klar, East Valley Coalition
Bob Silver, Eastern Sector Transit Coalition
Marilyn Minkle, Tampa Estates
Tony Sandifer, Western Transit Coalition
Diana Brueggemann, Representing Councilman Woo
Con Howe, Planning Director LA City
Melanie Fallon, Deputy Planning Director, LA City
Rita Schneir, Representing Councilwoman Joy Picus
Mikie Maloney, Valley-Wide Transportation Council
Bonny Matheson, President Valley Industry and Commerce
Association
Jim Mahfet, Exec. V.P. Universal City Chamber of
Commerce

Mr. Edelman offered the following motion:

That the Commission re-affirm the Burbank Branch as the preferred alignment for the San Fernando Valley East-West Rail Transit Project, consistent with the existing State legislation, and that staff study possible ways to improve cost effectiveness and operational efficiencies, and identify cost reduction measures.

Seconded by Mr. Tolbert.

Mr. Grabinski offered a substitute motion:

That we instruct staff to immediately initiate and sponsor in coordination with Caltrans a state-required Project Studies Report for the Ventura Freeway aerial alignment;

Instruct staff to immediately initiate pre-preliminary engineering activities for the Burbank-Chandler subway alignment. Engineering studies should include as a minimum, geotechnical and underground utilities identification to a sufficient level of detail to provide the Commission with a more precise understanding of engineering problems associated with the subway alignment; and

That the MTA be the ones to help decide what kind of transportation is going in the Valley."

Seconded by Gerry Hertzberg.

Further discussion continued.

Chairman Antonovich stated that he had returned the contributions he had received in order to vote on the proposals today.

Mr. Antonovich called for the roll on the substitute motion by Mr. Grabinski.

Ms. Bacharach asked for a point of personal privilege. She asked if there were any conflicts on this because the Commission would not be choosing any technology or letting any contracts.

Chairman Antonovich answered that he was advised by counsel to say that. There would be no conflict on Mr. Grabinski's motion, but there would be a conflict on Mr. Edelman's motion.

After some discussion in which Mr. Kelsey clarified his understanding of Mr. Grabinski's motion, he stated that it was his opinion that Commissioners could vote on Mr. Grabinski's motion.

Roll call vote on substitute motion by Mr. Grabinski:

Yes: Hertzberg, Burke, Knabe, Grabinski, Bacharach,
Hathaway-Francis, Antonovich

No: Edelman, Bradley, Tolbert, Alatorre

Substitute motion passed with a 7-4 vote.

14. Transition of Operation Food Basket to the Immediate Need
Transportation Program

The motion made by Ms. Bacharach at the PMIC meeting was that support for Operation Food Basket be continued in the current area that we're working in and that staff report back the expansion of the program with a budget and a scope of what that program entails. Motion was seconded by Mr. Knabe.

A question-and-answer period followed.

Mr. Alatorre offered the following substitute motion:

To provide adequate coverage for the entire county during this very important startup period, I move that the appropriation be increased by \$1,000,000 to a total of \$2,000,000 countywide for the remainder of FY 1992-1993. This should ensure that all of those who might need this safety net service will have access to it.

Roll call vote on Mr. Alatorre's substitute motion:

Yes: Burke, Holen, Bradley, Alatorre, Tolbert,
Antonovich

No: Hertzberg, Knabe, Bacharach, Hathaway-Francis

Substitute motion passed with a 6-4 vote.

38. Metro Red Line Security/Segment 1

The staff recommended that the Commission make a decision regarding Metro Red Line Security. That the Commission either approve funding for the SCRTD Transit Police Department to provide security for Metro Red Line pursuant to the vote of the SCRTD Board of Directors or concur with the December 9, 1992, recommendation of the Planning and Mobility Improvement Committee to direct the Executive

Director to issue a work order to the Los Angeles Police Department to provide security for the Metro Red Line, under the Master Cooperative Agreement with the City of Los Angeles.

Public comments were received from:

Councilman John Ferraro
Councilman Mike Hernandez
Chief Willie Williams, LAPD
Assistant Chief Bernard Parks
Lt. McGentie
Carol Schatz, Central City Assoc.
Dan Woodard, Westlake Neighborhood Group
Gloria Soto, Pico-Union Home Improvement Assoc.
Dr. Bryan, Westlake Neighborhood Task Force
Chief Sharon Papa, RTD Police Chief
Jack A. Herman, Jr., Lt. RTD Transit Police
Patrick J. Thistle, Attorney for RTD Police
Officers Assn.
John Walsh, URLA

Mayor Bradley asked that Mr. Kelsey of County Counsel respond to the remarks about the 13c provision and how that affects the RTD Police.

Mr. Kelsey stated that it is his understanding of the 13c provision guarantee's that were incorporated into the federal funding guaranteed jobs for the security police, during the construction of the Red Line not during operations. We reached that conclusion because of certain guarantees that were given to the operators and to the mechanics in side-letters for operations that were not given to security police.

A question-and-answer period followed.

Mayor Bradley offered the following motion:

I move that this Commission contract with the Los Angeles Police Department to provide security on the Metro Red Line for a period of eighteen months at a cost of \$6.4 million and also move that an on-going comprehensive study dealing with the issue of security on all of our buses and trains be made and that a report be brought back to the MTA at the earliest possible time.

Mr. Antonovich asked Mayor Bradley if he would accept an amendment that would dedicate Prop. C security funds to enhance the RTD's bus security by thirty-five transit officers to be deployed in areas experiencing high crime on the buses. Mayor Bradley answered no. A question-and-answer period followed.

Mr. Alatorre offered a substitute motion:

To support the recommendation made by the Board of Directors of the RTD to contract with the RTD Transit Police to provide security on the Red Line and that will be part a;

Part b is: To support the independent, not members of one particular law enforcement agency or not, but an independent analysis of all transit security and forward whatever recommendations to the MTA for consideration by that body in it's deliberations on the question of security; so my motion would be to: Contract to approve the motion that was passed by the RTD to contract with the RTD Transit Police. Seconded by Mr. Hertzberg.

Further discussion continued.

Ms. Hathaway-Francis called for the vote on Mr. Alatorre's substitute motion:

Yes: Hertzberg, Alatorre, Grabinski, Bacharach,
Hathaway-Francis, Antonovich,

No: Burke, Edelman, Knabe, Bradley, Tolbert

Substitute motion passed with a 6-5 vote.

Chairman Antonovich then turned the gavel over to Richard Alatorre, the new Chairman for 1993.

On behalf of the LACTC, Mr. Alatorre thanked Mr. Antonovich and congratulated him for all of the accomplishments made over this past year, on the many decisions that were made to improve the mobility of people here in the city and county of Los Angeles, and presented him with a gift certificate.

INTRODUCTION OF NEW CHAIRMAN

o **Merger Steering Committee - Status Report**

Mr. Alatorre gave a brief summary on the status of the MTA merger issues and committee recommendations from the meetings held on December 17, 1992, January 7 and January 26, 1993 meetings.

o **Councilman Richard Alatorre's Mission Statement 1993**

As Chairman, I want to ensure that this timely investment in our public transportation system will not only support, but strengthen our region's vision for viable communities. We must continue to work with each and every community to provide the best possible service... service which will integrate our transportation system with that community's vision. Transit centers should encourage and create useable public spaces and support historically pedestrian-oriented commercial corridors and districts.

Economic Development

Our new transit system presents an enormous opportunity to help rebuild our communities and local economy. We must use this opportunity to maximize the community benefits from this investment. These benefits include:

- o Creation of new jobs as well as providing convenient access to regional and local job centers.
- o Supporting local businesses and industries.
- o Helping in the revitalization of our communities and local shopping districts.
- o Pursuing Joint Development opportunities at rail stations and major transit stations and facilities.

Local and Express Buses

LACTC currently provides funding for approximately 1.3 million bus riders every weekday on over 150 bus lines. The local bus system will continue to carry the majority of transit users; therefore we must ensure that:

- o Adequate buses are assigned to the major bus corridors to avoid over crowding.
- o Buses will be clean and safety will be our highest priority.
- o There will be well-planned and coordinated bus operations providing a good interface with other transportation systems.

Urban Rail System

The LACTC will plan and build the most ambitious rail expansion program in the country. The success of this system depends on careful and coordinated planning of the different transportation modes. The transit system must be designed to provide the user with increased transportation options including:

- o Well-planned interface between bus and rail systems to allow for accessible transfers from one system to the other.
- o Convenient regional intercept parking facilities at rail stations to encourage transit use and reduce freeway congestion.
- o Development of an in-house modeling capability to provide patronage forecast and system simulation analysis.

Construction

As Chairman of the LACTC Board I will ensure that the construction of the Metro Rail and Commuter Rail is cost effective, on time, built to the highest professional standards, and that it respond to the concerns of impacted communities and businesses. We must strive together to ensure that creative yet cost effective design are implemented, bringing the most service to the greatest number of people, as soon as possible.

We also need to focus more attention on low cost solutions to our transportation needs, like providing better information on bus routes, more flexible working hours, van pools, and other new ideas.

ELECTION OF VICE CHAIR

Chairman Alatorre's motion to nominate Supervisor Edelman as Vice Chair for 1993, was seconded. Hearing no objection, motion was carried.

APPROVAL OF MINUTES

The December 16, 1992 meeting minutes were approved with the following amendments: Ms. Bacharach asked that on page 3 of the minutes, a motion made by Mr. Patsaouras that the Red Line be a free fare operation until the end of the fiscal year (June 1993) reflect it not passing. Also on page 10, item 22, change it to read Prop. C 10% funds instead of Prop. L 10% funds. On page 26, let the record show Ms. Burke abstaining on item 44.

CLOSED SESSION - The Commissioners went into closed session at 6:20 p.m. to discuss the following:

Real Estate Matters Re: (Gov't. Code Sec. #54956.8)

- a. Real Estate Negotiations: Request for Proposal #RA-153
- b. Parcel No. R81-B2-116: American Civil Liberties Union
- c. Parcel No. R81-B2-117: Franklin and Rex Optometric Corporation d.b.a. Wilshire Eye Care Center
- d. Parcel No. R81-B2-191: Midway Motors, Inc.
- e. Parcel No. R81-B2-213: Laundryland
- f. Parcel No. R81-B2-213: Santa Monica - Vermont Company
- g. Parcel No. R82-C3-821: Philip A. Young, Jr., Scott C. Young, and Young Properties

Pending Litigation: (Gov't. Code Sec. #54956.9(a))

- a. Case #BC0-48678 - Sacramento vs. LACTC - (held over from 12/16/93 LACTC Meeting)
- b. Case #BCO 33718 - Robert S. Inouye vs. LACTC
- c. Coalition for Rapid Transit, et. al. vs. LACTC

In closed session the Commission authorized just compensation as follows:

<u>PARCEL NO.</u>	<u>OWNER</u>	<u>JUST COMPENSATION</u>
B2-116 (633 S. Shatto Place between 6th St. & Wilshire Blvd.)	American Civil Liberties Union	\$1,925,000.00 (Administrative Settlement)
B2-117 (3185 Wilshire Blvd.)	Franklin & Rex Optometric Group d.b.a. Wilshire Eye Care Center	\$ 70,310.00 (Relocation Expense)

<u>PARCEL NO.</u>	<u>OWNER</u>	<u>JUST COMPENSATION</u>
B2-191 (309 N. Vermont Ave. on the northwest side of Vermont Ave. & Beverly Blvd.)	Midway Motors, Inc.	\$1,000,000.00 (Fee interest 290,000.00 Lease- hold interest) 54,325.00 (Fixtures & Equipment)
B2-213 (southwest corner of Vermont Ave. and Santa Monica Blvd.)	Laundryland	\$ 157,000.00
B2-213 (south-west corner of Vermont Ave. & Santa Monica Blvd.)	Santa Monica- Vermont Company	\$1,500,000.00 plus) 25,000.00 (refinancing fee)
C3-821 (east side of Lankershim & Cumpston St.)	Philip A. Young Jr. Scott C. Young &	Not-to-exceed 7,849,015.00

The Commission met in closed session to instruct its negotiator with respect to RFP RA-153, "Los Angeles County Transportation Commission Occupancy and Site Alternatives". Five options were discussed: (1) 900 N. Alameda, (Straight Lease); (2) 818 W. Seventh Street (Straight Lease); (3) 818 W. Seventh Street (Purchase); (4) 1076 W. Seventh Street (Build-to-suit for Purchase); (5) Union Gateway Center (Build-to-suit for Purchase).

The Commission instructed its negotiator to enter into negotiations with Watt City Center/Watt Industries for purchase of a build-to-suit project at 1076 W. Seventh Street.

The decision to purchase the property and related documents are subject to approval by the MTA Board.

PUBLIC HEARING re: Necessity for the Acquisition of Real Property Interests for the following parcel:

- o Parcel No. R81-B2-213 - Santa Monica/Vermont Company, Southwest corner of Santa Monica Boulevard and Vermont Avenue in the City of Los Angeles

Chairman Alatorre moved that the Public Hearing of Necessity be held over until the next regular meeting. Hearing no objection, motion was carried.

CONSENT CALENDAR

The following items were held over for further discussion: #4, 6, 8, 10, 14, 19, 20, 25, 26, 28, 29, 37.

Mr. Hertzberg abstained on the following items: #6, 12, 21, 28 and 37. Mr. Edelman abstained on item #12. Mr. Alatorre abstained on item #37. Mr. Antonovich abstained on items #6, 21, 25, 26 and 27. Mr. Knabe abstained on items #6, 12, 22, 23, 28 and 30.

Motion was made and seconded to approve the remaining consent calendar items. Without objection, motion was carried.

1. **Amendments to the 1993 State Legislative Program**

The Commission approved staff's recommendation to pursue legislation which would do the following:

- a. increase the fine for rail grade crossing violations and additional \$100.00.
- b. mandate traffic school for violators of rail grade crossing safety stations.
- c. require local transportation authorities to develop a film on railroad grade crossing safety to be shown by traffic schools.

Staff was directed to solicit comments and suggestions on a draft legislation from the cities along the Blue Line and the Metrolink counties.

Staff was further directed to explore a campaign for preventative measures such as wrecked car display at grade crossings.

2. **SB 11, SB 12, and SB 13 (Bergeson) Validation Act of 1993**

The Commission approved staff recommendation to support the Validating Acts of 1993 with an amendment to change a reference from the Los Angeles County Transportation Commission to the Los Angeles County Metropolitan Transportation Authority.

5. **Proposition 116 Bicycle Funding recommendations for FY 1992-93**

The Commission approved staff recommendation to approve the project ranking as listed in the staff report for submittal to Caltrans. Caltrans' subsequent ranked list will be forwarded to the California Transportation Commission for adoption.

6. **Contract Award for Arbitrage Rebate Calculation Services**

The Commission approved staff recommendation to authorize the Executive Director to award a contract to Orrick, Herrington & Sutcliffe along with the Law Offices of Marilyn L. Garcia for an amount not-to-exceed \$100,000. The Committee requested staff to provide further information prior to the Commission meeting including other firms that submitted proposals, their price and staff's reason for selection.

Mr. Knabe, Mr. Hertzberg and Mr. Antonovich abstained on this item.

7. **Implementation of the November 18, 1992 Commission Action To Correct the SCRTD FY 92-93 Budget Shortfall - Phase 2**

The Commission approved staff recommendation as follows:

- a. That the Commission direct the Executive Director to credit SCRTD with \$2.1 million of the \$5.7 million credit due to SCRTD from the bus service expansion reserve. This \$2.1 million is 37.5% of the \$5.7 million and represents 37.5% success in meeting the \$20 million shortfall reduction goal established by the November 18, 1992 motion by Bradley and Antonovich.

- b. That the Commission adopt the following policy statement, which has been reviewed and accepted by the external auditors of LACTC, with regards to worker's compensation and Personal Liability and Property Damage (PL/PD) self-insurance reserves:

In accordance with generally accepted accounting principles, it is LACTC's policy to fully recognize its claims liability and to fund such liability, over time. Such funding policy shall include discounting and other appropriate means that consider the claims payment stream as well as the cash flow needs of LACTC;

- c. Direct staff to return with a presentation detailing the opportunities for savings generated by the above policy statement; and,
- d. That the Commission instruct the SCRTD President to establish joint meetings between the District's bargaining units' leadership, the SCRTD General Manager, the LACTC Executive Director, and the Joint Pension Plan Administrative Committee for the purpose of gaining access to the funds which have been over-committed to the pensions.

9. Sponsorship of CSCAPE/EDF Congestion Pricing Exhibit

The Commission approved staff recommendation that the Commission support the congestion pricing exhibit jointly sponsored by Cleaning Southern California's Air and Protecting its Economy (CSCAPE) and the Environmental Defense Fund (EDF). The Commission would contribute \$10,000 in budgeted funds toward financing an educational interactive multimedia display on congestion pricing at the Los Angeles County Natural History Museum from April 23 through July 25, 1993.

11. Addition of Three Members to Technical Advisory Committee (TAC)

The Commission approved the addition of three new TAC members:

Jano Baghdanian, Traffic and Transportation Administrator, City of Glendale - representing Los Angeles County Division, League of California Cities.

Jeanne Olwin, Executive Director, Glendale Transportation Management Association - representing Los Angeles County Transportation Management Associations and Transportation Management Organizations.

Gill Hicks, General Manager, Alameda Corridor Transportation Authority - representing Goods Movement interest.

12. **Selection of Consultant to Prepare Environmental Impact Report (EIR) for Northern San Gabriel/San Bernardino Valley Rail Transit Corridor**

The Commission approved PMIC recommendations as follows:

- a. Approve selection of the consultant team headed by Gruen Associates, and consisting of Benito A. Sinclair & Associates, Kaku Associates, Harris Miller Miller & Hanson, Inc., Hintz & Balvin, and Manuel Pardon & Associates, to conduct route refinement analysis and to prepare the EIR.
- b. Authorize staff to negotiate a contract with Gruen Associates for an amount not-to-exceed \$350,000 to be borne by the LACTC (\$175,000), and participating jurisdictions along the corridor in Los Angeles County (\$175,000).
- c. Upon successful conclusion of contract negotiations, award the contract for the Northern San Gabriel/San Bernardino Valley EIR to the Gruen Associates team.

Mr. Knabe and Mr. Edelman abstained on this item.

13. **Annual Update to Los Angeles County Coordinated Paratransit Plan**

The Commission approved PMIC recommendation to adopt the Annual Update to the Los Angeles County Coordinated Paratransit Plan and authorize its submission to the Federal Transit Administration on January 27, 1993.

15. Proposal to Enhance Bus Transit Security Graffiti Program

The Commission approved staff recommendation to:

- o Award \$1,000,000 to the SCRTD for a 12-month graffiti abatement program.
- o Report to the full Commission on the success of the program on a regular basis.

16. Burbank/Glendale/Los Angeles Rail Line Certification of Final EIR

The Commission approved PMIC recommendation to adopt a resolution certifying the adequacy of the EIR; adopt the Findings, Statement of Overriding Considerations and Mitigation Monitoring Program; approving the project; and authorizing the Notice of Determination. The Committee also recommended the following changes to the Findings and Mitigation Monitoring Program:

Mitigation Measure 3.1: Change third bullet point to read as follow:

- o Equipping rail transit stations with commuter hotline service, which could involve conventional phone and/or interactive video or other electronic medium, to provide transit riders with a convenient opportunity to find commuter matches.

Mitigation Measure 7.2: Change fifth bullet point to read as follows:

- o Transit District Police should consider setting up substations as necessary to ensure adequate systemwide response time to rail-related emergency situations.

MITIGATION MONITORING PROGRAM:

Mitigation Measure G.9: Change to read as follows:

- o Transit Police should consider substations, as needed, to ensure adequate systemwide response.

17. Request for LACTC Funds for Design and Construction at Cal-State Metrolink Station

The Commission approved staff recommendation to approve up to \$380,000 in LACTC funds to match local dollars for rail design construction and an art component at the Metrolink Station at Cal-State University at Los Angeles.

18. Policy Direction for Metrolink Trackwork Funding

The Commission approved staff recommendation to approve the following policy regarding Metrolink trackwork:

- a. Cities developing Metrolink stations are eligible to request LACTC Commuter Rail funds for trackwork costs if they are able to meet the following conditions: (a) cities successfully demonstrate a sound financial plan for remaining station costs; (b) cities successfully demonstrate an ability to proceed in a timely manner, and (c) cities commit to a long-term transit use at that location. If cities discontinue station use, the LACTC must be reimbursed for the full cost of the trackwork.
- b. LACTC staff will evaluate requests and consider special conditions, such as whether a city's site selection placed an undue burden for trackwork costs.
- c. LACTC staff will request LACTC funding approval on a case-by-case basis, authorization to enter into a Memorandum of Understanding with the requesting city, and authorization to amend the Metrolink capital program budget.

22. Metro Red Line, Segment 1 - Contract No. A640 Communications, Radio Subsystem Modification for LAPD Radio Channel Expansion and Supervision, Change Order No. 99

The Commission approved Change Order No. A640-CO-99 which modifies the Radio Subsystem in the amount of \$1,247,000, which increases the total contract value to \$63,272,306. This change order is within the contract forecast and funding is available within the \$1,450,000,000 Segment 1 budget.

Mr. Knabe abstained on this item.

23. Metro Red Line, Segment 1 - Contract No. A167
7th and Flower Street Station, Contract Close-out

The Commission approved the following recommendations:

- a. Approve the acceptance of the subject contract completion as of 12/17/92.
- b. Authorize the filing of the Notice of Completion.
- c. Retain \$34,258 for adjustment to Home Office G & A costs originally paid at 3.51% and now reduced to 2.2% for Change Orders No. 219, 243, and 259.
- d. Retain \$9,800 for waiver of "As-Built Schedule" submission.
- e. Retain \$5,000.00 until pending third-party insurance issues are resolved.
- f. Retain \$9,900 for Labor Compliance Assessment.
- g. Retain \$480 for Safety and Security Identification Pouches.
- h. **TOTAL** \$59,438 to be retained from the current retention value of \$441,650. The balance will be released after all claims have been satisfied.

Mr. Knabe abstained on this item.

24. Metro Red Line, Segment 3 - Contract No. 3369
Parsons-Dillingham Construction Management Services Advisory Board

The Commission authorized the RCC staff to obtain a proposal from Parsons-Dillingham for the North Hollywood extension scope of work which is expected to be in excess of \$50,000.000.

25. Metro Green Line - Contract No. C0100
Redesign of Aerial Station, Change Order No. 9

The Commission authorized the Executive Director to approve Unilateral Change Order No. 009, which modifies the Guideway I-105 to Compton Blvd., in the amount of <\$1,587,053.90>, which decreases the total contract value to \$59,118,674. The current AFE amount of \$68,800,000 will remain unchanged

26. Metro Green Line - Contract No. C0100
Additional Stairs at El Segundo Station, Change Order No. 37

The Commission authorized the Executive Director to approve Unilateral Change Order No. 37 which modifies the Guideway I-105 to Compton Blvd., in the amount of \$281,272.24, which increases the total contract value to \$59,399,948. This Change Order is within the contract forecast and funding is available within the \$722,000,000 budget.

27. Metro Green Line - Contract No. C0100
Nash Street Lighting, Change Order No. 38

The Commission authorized the Executive Director to approve Unilateral Change Order No. 38 which modifies the Guideway I-105 to Compton Blvd, in the amount of \$226,113 which increases the contract value to \$59,626,061. This Change Order is within the contract forecast and funding is available within the \$722,000,000 budget.

30. Metro Red Line, Segment 1 - Contract No. A135
Union Station, Stage 1 and Baggage Handling Facility
Acceptance of Contract Closeout

The Commission approved the following recommendations:

- a. Approve the acceptance of the subject Contract completion as of 12/29/92
- b. Authorize the filing of the Notice of Completion.
- c. Retain \$13,417.00 until pending third-party insurance issues are resolved.
- d. Retain \$12,750.00 for DBE deficiency assessment.
- e. Retain \$41,360.00 Monthly Employment Utilization Employment Report (MEUR) penalty assessment.
- f. TOTAL \$67,527.00 to be retained from the current retention value of \$100,000.00. The balance will be released after all claims have been satisfied.

Mr. Knabe abstained on this item.

31. Metro Red Line, Segment 1 - Contract No. A640
Communications - Radiax Installation, Change Order No. 92

The Commission approved Change Order No. A640-CO-92 which modifies the Radio Subsystem in the amount of \$396,675.00, which increases the total contract value to \$62,421,981.00. This change order is within the contract forecast and funding is available within the \$1,450,000,000 Segment 1 budget.

32. Metro Rail Projects - Contract No. FM014
Systemwide Project Management Oversight Amendment No. 5

The Commission authorized the Executive Director to execute Amendment No. 5 with FDI to obligate \$3,650,800 in funds to enable staff to task FDI for continued services during the second Option Year.

33. Metro Green Line - Contract No. H0889
Light Rail Radio System

The Commission authorized the Executive Director to award Metro Green Line, Contract No. H0889, Light Rail Radio System to Steiny and Company, Inc., the low bidder, who is a responsive bidder. This award is contingent upon receipt of Contractor supplied bonds and insurance certificates, and resolution of protests, if any filed in a timely manner. The Contract award will be for a total amount of \$3,938,759.

The commitment for this Contract is as follows:

Total Contract Award	\$3,938,759.00
10% Contract Reserve Fund	\$ 393,876.00
Insurance	25,000.00
Disputes Review Board	\$ 20,000.00
Total Commitment Request:	\$4,377,635.00

34. Metro Blue Line - Contract C6680
Watts Urban Greenway Project, Recommendation for Award

The Commission approved the following recommendations:

- a. That the Watts Urban Greenway Project be increased from an amount of \$90,000.00, to \$165,000.00 (to be allocated from Proposition A Rail Program Development funds); and

- b. That the Commission authorize the award of Metro Blue Line, Contract No. C6680, to Ja-Mar Engineering, Inc.

This award is contingent upon receipt of Contractor supplied bond and insurance certificates, and resolution of protests, if any, filed in a timely manner. The Contract award amount will be a total amount of \$139,500.00. The commitment request for this Contract is as follows:

Total Contract Award Amount:	\$139,500.00
11% Contract Reserve Fund (excluded from award amount):	<u>\$ 15,500.00</u>
TOTAL CONTRACT COMMITMENT REQUEST:	\$155,000.00
Prior Commitment - Design Costs:	<u>\$ 10,000.00</u>
TOTAL COMMITMENT (Construction + Design)	\$165,000.00

35. Metro Blue Line - Contract C6360
ADA Key Stations, Platform Edge Warning Strip Replacement

The Commission authorized the Executive Director to award Contract No. C6360, Platform Edge Warning Strip Replacement to Morrison Knudsen Corporation, pending resolution of any and all protests that are timely filed. A ten percent contract reserve fund is requested to cover possible changes and extra work concerning this contract. The Commitment for this contract is as follows:

Total Contract Award Amount:	\$1,192,082
10% Contract Reserve Fund (excluded from award amount):	<u>\$ 119,208</u>
TOTAL CONTRACT COMMITMENT REQUEST:	\$1,311,290

36. Metro Blue Line - Endorsement of the Grade Crossing Safety Improvement Program

This was an information item.

CONSENT CALENDAR ITEMS HELD FOR FURTHER DISCUSSION

40. Certification of Final Supplemental Environmental Impact Report, Project Approval and Budget Adoption for Pasadena - Los Angeles Light Rail Transit Project

PMIC approved the following revised staff recommendations:

- a. Certify the adequacy and completeness of the original EIR completed in 1990, as revised by the Final SEIR.
- b. Adopt the findings applicable Statement of Overriding Considerations and Mitigation Monitoring Program for the amended project;
- c. Approve the following modifications to the project approved in 1990:
 - 1) Eliminate storage and maintenance facilities at Taylor Yard, and retain Midway Yard for these activities.
 - 2) Reduce and revise station locations in the City of Pasadena to be at the following sites: Fillmore Street, Del Mar Avenue, Holly Street, Lake Avenue, Allen Avenue, and Sierra Madre Villa Avenue.
 - 3) Add the Southwest Museum Station, and a below-grade separation at the intersection of Marmion Way and Figueroa Street to the approved project. This grade separation would shift the Marmion Way/Figueroa station south of the intersection and provide a park-and-ride lot.
 - 4) Add a below-grade separation under Green Street, Colorado Boulevard, and Union Street in the City of Pasadena.
- d. Authorize the filing of a Notice of Determination for the approved project.
- e. Adopt a project budget of \$841 million and transfer the Project to the Rail Construction Corporation for final design and construction. Part of this budget may be offset by funding participation by the City of Pasadena to be determined as a separate action.

- f. The Committee also approved clarification that the Metro Pasadena project would be opened as an entire line from Union Station to Sierra Madre Villa in 1997.

Mr. Hertzberg moved approval of the committee recommendations with the following amendment:

Direct staff to hold meetings with the affected communities surrounding Midway Yard, and return to the MTA board with a recommended approach for addressing community issues raised. Elements would include whether greenways, pedestrian and bicycle access could be accommodated during the time Midway Yard is to be used as a temporary facility as well as in the long term.

A question-and-answer period followed.

Ms. Hathaway-Francis added the following amendment, and asked that it be incorporated into Mr. Hertzberg motion:

Amend the Pasadena Blue Line Project scope and budget to include the Pasadena grade separation and 600 parking spaces at the Del Mar Transportation Center to be paid for.

- o \$34 million loan from Pasadena for the light rail power system (to be repaid by electric rate surcharge on MTA power bill).
- o \$7.2 million State TCI Grant for Transportation Center at Del Mar.
- o Balance from the project construction fund.

Mr. Hertzberg agreed to the amendment.

A question-and-answer period followed.

Public comment was received from Councilman Thomson of Pasadena.

Mr. Bradley stated he would vote against this motion.

Mr. Alatorre moved approval of the recommendation of the grade separation and asked for a report back at the next meeting on the \$34 million loan.

Motion was made and seconded that the recommendations be approved with a report back on the financing at the next LACTC meeting.

Public comment received from Pat Moser, SCTA.

Motion was carried with Mayor Bradley voting "no".

39. **Metro Red Line Opening and Promotional Fare**

PMIC recommended that the Executive Director be directed to provide free fares on the Metro Red Line Segment 1 to the public from the January 30, 1993, opening through the end of FY 1992-1993.

Mayor Bradley asked that this item be received and filed and proposed a 30-day trial period with a twenty-five cent fare on the Metro Red Line and that we need to extend, if needed.

A question-and-answer period followed.

Motion was moved, seconded, and carried with Ms. Bacharach and Mr. Hertzberg objecting.

21. **METRO RAIL PROJECTS ENGINEERING MANAGEMENT CONSULTANT (EMC) SELECTION TO AWARD SIGNAGE AND GRAPHICS CONTRACT**

This item was deferred from the December 16 meeting.

The staff recommended the Engineering Management Consultant's (EMC) selection of Cambridge Seven Associates and its subcontractors 2D3D Design and Sussman/Prizza. Contract to be in a lump sum of \$625,000 with a negotiated DBE Participation of 40%.

The RCC Board approved staff's recommendation contingent upon the Planning and Mobility Improvement Committee's approval of the EMC's Contracting Plan/List of Subconsultants, Contract E0070 for Metro Rail Projects.

Public comment was received from Johnathan Louie, 2D3D Design.

Mayor Bradley offered the following motion:

That the original RFP responses be re-evaluated with a concern with local impact on our economy in the ultimate recommendation for who should get this

contract and that they report it back to us within 30-days.

Motion was seconded.

A question-and-answer period followed.

Ms. Bacharach made the following substitute motion to approve staff recommendation which is to move on with this and have the team that was selected based on quality and local input; seconded by Mr. Knabe.

Further discussion followed.

Mr. Peterson stated that in order to implement the intent of the Mayor's motion LACTC would have to go out again and re-bid the entire project, because I don't think it's legal to go back and re-evaluate on criteria that the bidders were not told that was going to be part of the criteria.

Ms. Cusick of staff answered questions of the Commission.

Chairman Alatorre asked County Counsel whether in fact it could be done or whether LACTC would be in violation.

Mr. Kelsey said that Mr. Peterson had restated the advice that was given, we need to follow the criteria that was in the RFP if we want to change them, then we would have to reject these bids and do it again with the new criteria so that the proposers understand what they will be evaluated on.

Chairman Alatorre said the more appropriate thing to do is to reject the bids and send it back out.

Roll call vote on Ms. Bacharach's substitute motion:

Yes: Knabe, Grabinski, Bacharach,

No: Burke, Holen, Bradley, Alatorre, Hathaway-Francis,
Tolbert

Abstain: Hertzberg

Therefore, Chairman Alatorre moved to reject the bids and return to the Commission and asked for a roll call vote:

Yes: Burke, Holen, Bradley, Alatorre, Hathaway-Francis, Tolbert

No: Knabe, Grabinski, Bacharach

Abstain: Hertzberg

Chairman Alatorre's motion passed with a 6-3 vote.

Mr. Grabinski asked that staff come back and report after this is all done as to how much it costs this Commission to re-bid this contract and if the same contractor gets this bid, we would like to know how much we've lost in terms of time and dollars.

4. Amendment to Contract for Fleet Vehicle Leases

At the LISC meeting, staff recommended that the Commission authorize the Executive Director to provide funding to fund the existing agreement with Enterprise Leasing Company at a cost not-to-exceed \$808,280 through 1995.

The Committee voted to forward this item to the Commission without recommendation. Staff was directed to provide the Committee with the following information prior to the next Commission meeting:

- a. A copy of the report entitled, "Limited Financial Review - Recommendation #8 - Vehicle Fleet Size" contained in the January 4, 1993 Audit Ad Hoc Committee agenda.
- b. An analysis of what other options are available including a 12-month lease.
- c. A report detailing what other lease options were explored.
- d. An analysis rationalizing this item and the "Limited Financial Review - Recommendation #8 - Vehicle Fleet Size" report.

Mr. Alatorre moved to adopt the revised numbers on the staff recommendation, which was seconded. Hearing an objection, from Mr. Tolbert, motion was carried as amended with the

revised numbers on attachment 1 of the report (see attachment 1).

8. FY 1993-94 Call for Projects Application Package

Staff recommended that the Finance and Programming Committee take the following action:

- a. Approve the FY 1993-1994 Call for Projects applications package;
- b. Establish a special Call for Projects Policy Committee comprised of two members of the MTA Planning and Programming Committee, two members of the MTA Finance and Budget Committee, and the Caltrans ex-officio member of the MTA to participate in the FY 1993-1994 Call for Projects evaluation process.

The FPC approved the staff recommendation with the following conditions:

- a. Clarify footnote {1} on the Revenue Source Funding Targets matrix.
- b. Provide a written response to the letter received from the City of West Hollywood concerning the FY 1993-1994 Call for Projects.

Public comments received from:

Gill Hicks, General Manager Alameda Corridor
Transportation Authority

Debra Chankin, City of Long Beach

Linda Bohlinger of staff stated that she could solve the speakers' concerns with Exhibit E, that shows 30-Year Plan funding targets, by splitting the issue in half. Staff would like the Commission to release Exhibit D, the amount of estimated revenues that the Commission will be adopting in June for the program. The Commission could hold the Exhibit E chart that shows the 30-Year Plan targets where there is concern about the new category. That staff stipulate that funding is currently available to meet these funding marks. There are no negative marks showing. Ms. Bohlinger said that the funds on Exhibit D are available to the best of their knowledge for discretion by the Commission for new projects.

Motion was made and seconded to approve staff recommendation. Hearing no objection, motion was carried.

10. Metro Blue Line - Exposition Park Branch Extension Certification of Final EIR

At the PMIC meeting, the staff recommendations were as follows:

- a. Certify the adequacy and completeness of the Final EIR for the Exposition Park Branch Extension.
- b. Adopt the resolutions, which includes:
 1. Adoption of the Statement of Findings and Overriding Conditions;
 2. Adopt the Mitigation Monitoring Program;
 3. Approve the project; and,
 4. Authorize staff to file a Notice of Determination for the FEIR.

These actions must precede, and are separate from, funding or scheduling decisions for this project.

PMIC asked that staff recommendation be approved to certify the adequacy and completeness of the Final EIR for the Exposition Park Branch Extension and adopt the resolutions with the following modifications:

- a. Change language in recommendation number two (2) from "...approve the project; and...." to "...approve the project environmentally; and...."
- b. Staff may move forward with drafting a cooperative agreement with Caltrans and LADOT to resolve structural compatibility issues between the Harbor Freeway Transitway and the proposed rail project but the agreement and any additional cost would be brought to the Commission/MTA for review and approval.

Ms. Bacharach indicated that the community had been waiting for nearly a year to select the consultant to prepare the Exposition Right-of-Way EIR and read into the record the following motion:

That the LACTC ask staff to return in February with the patronage data and the recommendation for consultant selection for the entire study with a limited notice to proceed authorized on step one (1) only.

The intent of the motion is to require LACMTA approval of the alternatives to be included in the EIR prior to authorizing the consultant to proceed with the second step of their study process.

Motion was made and seconded to approve Ms. Bacharach's motion. Hearing no objection, motion was carried.

19. Triennial Performance Audit - Special Areas of Review

This item was deferred to the next Commission meeting.

Public comments received from:

Tim Roberts
John Walsh, URLA

20. Triennial Performance Audit - Approval of Sampling Method on Contract Review

The Audit Ad Hoc Committee approved staff recommendations as follows:

- a. Use the 7/01/91 through 12/02/92 data to update prior OIA findings and determine if agreed-to-changes have been implemented.
- b. Review the approximately seventy-five (75) contracts meeting the state criteria. Because of prior OIA studies and policy/procedural changes, we recommend the majority (50) be selected from the post July 1991 period. However, the earlier contracts represents the large construction commitments and show large variances. Therefore, we suggest selecting the twenty-five (25) largest variance contracts (measured by \$ or %) for review from the 7/1/88 to 6/30/91 period.

Motion was made and seconded to approve staff recommendation. Without objection, motion was carried.

28. Metro Pasadena Project - Engineering Management Consultant (EMC) Selection to Award EMC Contracts for Three Section Designers

The RCC Board asked that the following recommendations for selection be approved:

a. Los Angeles River Aerial Structure

LoBuono, Armstrong & Associates-Prime

W. Koo & Associates (DBE), VLG Engineering (DBE),
Martin & Huang (DBE)

b. Arroyo Seco Bridge Reconstruction

Moffatt & Nichol, Engineers-Prime

Abratique & Associates (DBE), Athayle Consulting
Engineers (DBE), Caltrop Engineering Consultants (DBE),
Fred Huang & Associates (DBE)

c. Chinatown Aerial Structure

Martin & Huang International DBE)-Prime

Inca Engineers, W. Koo & Associates (DBE), KaWes &
Associates (DBE), William J. Yang & Associates (DBE),
Katz, Okitsu & Associates (DBE), G. V. Diversified
(DBE), The Lamb Associates (WBE), RSA Consultants (DBE)

Ms. Ellison stated that she had talked with Laurence Weldon, Project Manager of Metro Pasadena Project, and he confirmed for the record that all the recommended awards go to local Los Angeles County firms.

Motion was made and seconded to approve staff recommendations which was carried without objection.

Mr. Knabe and Mr. Hertzberg abstained on this item.

29. Metro Red Line, Segments 2 & 3 - Contract No. B630
Traction Power Substation Equipment

The RCC Board asked that the Commission authorize the Executive Director to execute Contract No. B630 with Powell/TPS Joint Venture, the lowest-priced, responsive and responsible bidder, for the Contract Award amount of \$11,570,125.

Public comments received from:

Jean Boylan, Attorney Gibbs, Giden, Locher, Fleming
(Representing Controlled Power)

James Tracy (Representing Powell/TPS)

Mr. Kelsey stated that he had reviewed the matter and felt that the Commission was protected if we waive the informality and award to the lowest bidder.

Mr. Kelsey's recommendation is to award the contract to the lowest bidder as per the RCC and staff recommendation.

Motion was made and seconded to approve staff recommendation to award to the lowest bidder. Motion was carried without objection. Notice has been given by the representative of Controlled Power that they will litigate.

37. Metro Rail Projects - Contract No. EN030
Waste Handling Services, Recommendation for Award

This item was put over to the next meeting.

Mr. Alatorre and Mr. Hertzberg abstained on this item.

42. Construction Enhancement Loan Program - Selection of
Financial Intermediaries

Staff recommendations are as follows:

1. Authorize staff to negotiate and execute agreements with Union Bank to serve as the Commission's financial intermediary for commercial and real estate loans funded under the CELP.

2. Approve amendment to Walker & Co.'s contract for:
 - a) technical assistance in structuring each intermediary's participation in the CELP;
 - b) development and implementation of procedures to monitor the performance of financial intermediaries; and
 - c) initial monitoring of CELP performance through June 30, 1993.

Motion was made to approve staff recommendations. Hearing no objection, motion was carried.

EXECUTIVE DIRECTOR'S REPORT

41. Introduction of Metro Ambassadors

The group of Metro Ambassadors was introduced at the meeting.

43. Commission Travel Request

Staff recommended that the Commission approve ratification of travel for Commissioner James Tolbert who attended the American Public Transit Foundation/Federal Transit Administration Civil Rights Seminar in New Orleans, Louisiana - January 25-27, 1993.

Motion was made and seconded to approve the ratification of travel for Mr. Tolbert. Without objection, motion was carried.

Commissioner Hathaway-Francis had expressed an interest to attend the Independent Cities Association Fifth Annual Winter Seminar to be held February 12-14, 1993.

Her request for travel was denied by the Commission.

44. Monthly Director's Report - received and filed
45. Meeting Notice - received and filed

INFORMATION ITEMS

46. Federal Update
47. Update on Proposition 156
48. "Our Federal Focus - California's Early Action Transportation Priorities"
49. National Transportation Policy
50. Comprehensive Annual Financial Report
51. Monthly Treasurer's Report
52. Capital Project Status Report
54. Norwalk Transit Restructuring
55. Report on Federal Program for Congestion Pricing
56. Ventura/Santa Clarita Rail Study Final Report
57. Status Report on the Planning of the Child Care Facilities at the Chatsworth and Sylmar/San Fernando Metrolink Stations
58. Triennial Performance Audit - Status Report
59. Forecast of Unexecuted Construction/Procurement Contract Changes Over \$200,000.
60. Forecast of Unexecuted Professional Services Contract Changes Over \$200,000.

PUBLIC COMMENT

Comments were received from John Walsh, URLA and Bob D'Amato

Chairman Alatorre asked that staff investigate comments made by John Walsh regarding Los Feliz Elementary School. Ms. Ellison asked that a report be made at the appropriate committee meeting on what's going on at Los Feliz Elementary School. She requested staff report go to RCC and PMIC with a report back to this Commission.

ADJOURNMENT - Meeting adjourned at 7:30 p.m.

Kathy Torigoe
rmg
Kathy Torigoe
Executive Secretary
to the Commission

KYT:rmg