



LOS ANGELES COUNTY TRANSPORTATION COMMISSION • 311 SOUTH SPRING STREET—SUITE 1206, LOS ANGELES, CALIFORNIA 90013 • (213) 626-0370

MINUTES

March 14, 1979

Meeting was called to order by Chairman Russ at 3:15 p.m.

Members in attendance were:

Mayor Ed Russ
Councilman Russell Rubley
Councilman John Zimmerman
Wendell Cox
Peter Tweedt, alternate for Supervisor Schabarum
Robert Reeves, alternate for Supervisor Hahn
Robert Geoghegan, alternate for Supervisor Edelman
Councilwoman Pat Russell, alternate for Councilman Ferraro
Barna Szabo, alternate for Supervisor Hayes

Staff members present:

Jerome C. Premo, Executive Director
Ronald Schneider, Principal Deputy County Counsel

Approval of Minutes

Minutes of February 28, 1979, were approved as submitted. The Executive Director said a call had been received from Jerry Leonard of Supervisor Ward's office regarding Exhibit B of the minutes which is a memorandum on the consultant briefing on the status of Bus/Rail Study. After re-reading the memo, the Executive Director felt that the memo is sufficiently clear. The memo noted on page 2 that the freeway transit corridor ridership estimate is optimistic but that more work needs to be carried out; that is what the memo intended to say.

Chairman's Remarks

Chairman spoke about the APTA Conference, and commended the Executive Director for his work at the conference, adding that the Executive Director had introduced him to many top-level persons in UMTA and DOT. He added that the Commission was very fortunate to

have Mr. Premo as Executive Director, as he has an extremely good rapport with these people and that the Commission should take more advantage of that capability and that the Commission should send him to Washington as often as possible to lobby for the Commission.

Committee Reports

Finance Review Committee

Commissioner Tweedt reported on the committee's actions at the March 12 meeting. The following are recommendations from that meeting (EXHIBIT A):

- . Authorization for the Executive Director to indicate the Commission's intention to commit funds for the Century Freeway transit capital improvements and operations, in response to a request from the Center for Law in the Public Interest.
- . Approval of Caltrans' request for FY 78-79 Type I TIP for:
 - a. Right-of-way acquisition for Route 91/11.
 - b. A change in the fund category for the Kanan Road.
 - c. Preliminary engineering and environment assessment funding for Santa Ana Freeway and Harbor Freeway transit element.
- . Authorization for the Chairman to appoint a Commission member and staff member for the Route 30 Study Advisory Committee.
- . Approval of distribution of discretionary funds and fund type within the SCAG region.
- . Approval of the intercounty allocation of UMTA Section 5 bus capital funds, which provides for 86% to Los Angeles County, 12% to Orange County, and 2% to San Bernardino County; it is also recommended that a special committee, similar to the one working on highway matters, be set up to work on bus allocation funding to begin in 1981.

Regarding the Century Freeway, Commissioner Remy asked if our statement of intent to the Center for Law related to a transitway, either bus or rail, as opposed to a variety of other capital improvements that may not be transportation related. Commissioner Tweedt said it would be for transit stations. Commissioner Remy asked about the distribution of discretionary funds on interstate; what about Riverside's major interstate construction project for I-15? The Executive Director said that project was covered under the pre-existing federal acts.

Commissioner Geoghegan questioned item 2C of the FRC report regarding the preliminary engineering and environmental assessment funding for the Santa Ana and Harbor Freeway; would it be possible to make a motion for a no-vote on that particular item?

M/S/C to approve the FRC report with the exception of Item 2C.

Regarding Item 2C, Commissioner Geoghegan felt, until the bus/rail report was received from the consultants, approval of that item would be premature.

Commissioner Cox said when we approved the study of bus vs. rail a few months ago, we did so with the understanding that the study was not going to slow down any of the work already in process. The Harbor Busway is tied to the Century Freeway, which has been stalled for seven years, and after tenuous negotiations, has now been approved. We have prevailed upon Congressman Anderson to get us an Interstate redesignation of the Harbor Freeway, and at this point, we should not hold up action on the preliminary engineering.

Chairman Russ called for a roll call vote:

AYES

NOES

- Commissioner Tweedt
- Commissioner Remy
- Commissioner Russell
- Commissioner Reeves
- Commissioner Rubley
- Commissioner Cox
- Chairman Russ

- Commissioner Geoghegan
- Commissioner Zimmerman

Intergovernmental Relations Committee

Commissioner Remy went over the committee's report for the meeting of March 14, and the recommendations of that committee are as follows:

- . SCRTD Representation on LACTC: Commissioner Remy said AB 1246 prohibits appointment of a SCRTD Board member as an alternate on the Commission, although nothing precludes Board members from being appointed as full-time members. SCRTD would like to see the restrictive language removed. The IRC is recommending no change in the wording.
- . AB 120: Amendments will be ready Friday. Staff will review the amendments and report back. IRC recommends no position on the bill until review of the amendments.
- . AB 86: IRC recommends position of support, if amended as Commission requested.

- . SB 256: IRC recommends support if bill is amended to reflect the need for cooperation with local agencies in the development of plans for ridesharing, taxi pooling, and van pooling programs.
- . AB 663: IRC recommends no position.
- . AB 103: IRC recommends continued support of the bill and encourages its enactment. It is also suggested that the author consider that the SCRTD right of first refusal and the municipal protection clause not be deleted from legislation at this time; rather, deletion should be considered after the Commission has adopted the transit coordination and service program.
- . Prop. 5: IRC recommends staff meet with potential authors who might introduce a bill to authorize the banking of Prop. 5 funds. IRC recommends that staff put together the materials, talk to potential authors as to whether they'd be interested, but that specific recommendation be adopted on moving ahead at this time.
- . Ad-Hoc Committee Proposal: There have been discussions with perspective authors in Sacramento about pursuing the recommendations of the Ad-Hoc Task Force. Staff will have language prepared and submitted back with a specific recommendation for the Commission. There was some discussion as to the continuing involvement and role of the Ad-Hoc Task Force. This will be discussed again at the next IRC meeting.

Commissioner Remy said at the afternoon meeting of IRC, representatives of SCRTD expressed strong concern that either AB 103 or AB 86 include some assurance of 1/3 local revenue or farebox operating ratio. The Commission presented the point of view that we do not want to jeopardize AB 103. We are sympathetic to the ratio that's in AB 86; we have great reservations about it being inserted in AB 103.

M/S/C to approve the recommendations of the Intergovernmental Relations Committee.

Commissioner Zimmerman asked about the appointment of an SCRTD Board member to the Commission; he would feel more comfortable with a "no position" stance on this rather than "opposition." Commissioner Remy said the issue is not to appoint an SCRTD Board member, but to amend existing legislation which would remove any prohibition of an SCRTD member being an alternate to the Commission. The IRC is recommending that there be no change in the legislation.

Chairman Russ suggested contacting Assemblyman Ingalls and get some legislative history on this. Commissioner Zimmerman concurred.

Commissioner Tweedt stated SCRTD has their people walking the legislative halls just as the Commission does and felt the Committee's recommendation should be adopted.

Chairman Russ called for a roll call vote:

AYESNOES

Commissioner Tweedt	Commissioner Geoghegan
Commissioner Remy	
Commissioner Russell	
Commissioner Reeves	
Commissioner Szabo	
Commissioner Rubley	
Commissioner Zimmerman (with the exception that he is not opposed to RTD's suggestion)	
Commissioner Cox	
Chairman Russ	

The Executive Director commented on the APTA Conference and a question posed earlier, namely the 1/3 farebox recovery question. The Executive Director and Chairman Russ sat in on the appropriations hearing which is considering the federal transit budget. That committee is very concerned about the federal role in providing transit operating subsidies. Questions were raised about what the people at the non-federal level were doing to put a brake on subsidies. In considering this issue, staff could put a short report together that addressed this matter and to how operators in Los Angeles County are doing in farebox recovery and/or local support, compared to other cities around the country. Staff was so directed.

Chairman Russ said Mike Lewis has agreed to accept the appointment on the Route 30 Study Advisory Committee, and Commissioner Zimmerman has agreed to accept the Chairmanship of the Route 7 Committee.

Caltrans Presentation on Plans for Century Freeway Construction

Vince Paul of Caltrans introduced Sid Elicks, Chief of Project Development Branch A, who gave a brief status report on the Century Freeway. The present status of the lawsuit is that attorneys for the plaintiffs and Caltrns will be meeting next week, and most of the disagreements have been resolved. A chart, showing the project phases, and a map, showing the construction time schedule, were passed out. The freeway is expected to be completed in 1989.

The first construction contract to be let will be about six months after the injunction is lifted; within two years, a number of bridges will be under construction throughout the length of the corridor; Caltrns will concentrate on those bridge structures

where right-of-way has been purchased and is cleared, while continuing to acquire the additional right-of-way. As the bridges are completed, excavation contracts will be let to move the dirt from the excavation areas over these bridges within the right-of-way to the embankment areas to minimize truck traffic on the city streets. The final stages will be the contracts for pavement and the other purchases necessary to open the freeway to traffic.

Commissioner Zimmerman inquired as to the location of right-of-way that Caltrans has not yet purchased, Mr. Elicks said that would be in the western part of the project in the Hawthorne and Lennox area. Commissioner Zimmerman asked whether the Commission office has a map showing the properties that have been obtained and those that have not. Mr. Elicks said Caltrans has maps readily available if they are needed, and would furnish them for the Commission.

Commissioner Cox asked about the possibility of borrowing Interstate funds from other states where projects aren't moving, so that some of these completion dates could be moving up. Mr. Elicks answered that the completion dates are predicated mostly on the processing and ability of the contractors to work in the corridor, and are not constrained by money or manpower.

Commissioner Rubley asked about phasing one section so that people could travel through the Downey area and at least open part of the freeway a little earlier. Mr. Elicks said there is still quite a bit of right-of-way there that needs to be acquired and the length of time is required for the freeway-to-freeway interchanges to be built as they are particularly complex. Traffic must be rerouted as they are constructed.

Commissioner Zimmerman asked what governs the decision to go to depressed or elevated. Mr. Elicks replied community desire, earth work balance, drainage situations that may occur in the area, subsurface conditions, etc.

Commissioner Remy asked about the time frame for the lifting of the injunction. Mr. Elicks said probably not any sooner than a month and it could go longer.

The Executive Director said in the event that we don't get accelerated interstate funding of about \$350-\$400 million, the schedule before us will be pushed further back. The Executive Director said we should ask what happens if we don't get the accelerated money--what will that do to the schedule. Mr. Elicks said their people in programming are working on the funding for the freeway--and felt that the funding is possibly within our own ability to shift interstate projects around. The Executive Director said staff will try to answer this question at the next Finance Review Committee meeting and then to the full Commission.

Commissioner Szabo asked for the rationale behind building the freeway in segments with the interchanges being the last in each case. Mr. Elicks said the analysis of constructing the interchanges to acquire the balance of the right-of-way and to construct them in stages allowing for traffic to pass through the detour is that it would take that long to build them--there is no way, he felt, that they can accelerate the interchanges.

Commissioner Remy asked what discussions are currently underway to tie in the airport with the west end of the freeway. Mr. Elicks said those discussions are currently still going on.

Commissioner Szabo asked why the schedule progresses from east to west when it seems traffic problems are more acute at the other end. Mr. Elicks said this was because of the problem of acquisition of land.

There were no further questions. Chairman Russ thanked Mr. Elicks for his presentation.

Introduction of CAC Chairperson

Chairman Russ introduced Shirley Irwin, Chairperson of the Citizen Advisory Committee, who was in the audience.

Executive Director's Report

A. Railroad Rights-of-Way

The FRC had a discussion of railroad rights-of-way and their possible uses in the future for public transit. We will be coming back to the FRC with a report that focuses on the corridors that were identified as having potential transportation and transit use. We will be working on this and getting back through the FRC to you. The six corridors the FRC is interested in are in the San Fernando Valley, Redondo Beach, Route 2, Santa Monica Boulevard, Baldwin Park, the branch line down to Long Beach, and Santa Ana connection to Orange County. In particular, the FRC asked that we take a look at what the current train operations were in the SP line in the Valley, the line down to Long Beach and along Santa Monica Boulevard, in terms of frequencies and uses.

M/S/C - approve the action of the FRC, identifying the six corridors, plus further report.

B. Letter from Robert J. Datel regarding "Regional Transit Development Program"

Executive Director pointed out letter from Mr. Datel responding to the staff analysis on the RTDP. Mr. Datel raised a question about delays in I-105 that might occur if there's a shift from the current transitway proposal to some other transit proposal. We will be following up with Caltrans.

C. Governor Brown's proposal for use of new transportation funds

The Executive Director said staff will follow up on this proposal.

Chairman Russ asked if staff will be giving an analysis and recommendations on the 1¢ gas tax. The Executive Director said yes; Senator Foran questioned Secretary Stein about the Administration's proposal and specifically about the truck weight fees increase. The amount to be generated by the increase in the truck weight fees almost equals the amount of money that would come back to local government under this new proposal.

D. Letter to Congressional Delegation: Transit appropriations under 1978 Surface Transportation Assistance Act

The Executive Director pointed out the letter to the Congressional Delegation, and said we have an opportunity for a follow-up meeting with some members of our delegation, as well as with DOT officials, in the near future to discuss our four-year countywide bus program. SCRTD has asked the Executive Director to join them in this meeting, and he will be working with SCRTD on this.

Chairman Russ said he felt it was imperative that the Executive Director be present at these meetings.

Executive Session

At 4:25 p.m., the Commission adjourned into Executive Session and reconvened at 4:40 p.m.

Chairman Russ said items discussed in Executive Session were personnel matters.

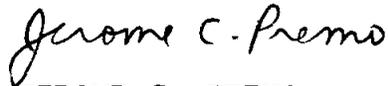
M/S/C unanimously to accept recommendation on the Commission's Washington representative and appointed Mr. Irving Smith, at a salary of \$1,000 per month.

M/S/C to extend contract for County Counsel assistance to LACTC until the end of July, 1979; and seek advice of Intergovernmental Relations Committee at that time.

Chairman Russ said there will be a meeting of the Committee of the Whole on Wednesday, April 4, 1979, at 3:00 p.m., in Room 739 of the Hall of Administration for the final presentation on the Sunset, Ltd., and Freeway Transit. No decisions will be made at that meeting.

Meeting adjourned at 4:45 p.m. The next Commission meeting is scheduled for March 28, 1979, 3:00 p.m., Department of Water and Power, Room 1550-H.

Respectfully submitted,



JEROME C. PREMO
Executive Director

JCP:cma:kyt

Attachment