



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

MINUTES

June 24, 1981

The regular Commission meeting was called to order by Chairman Rubley at 3:18 p.m.

Members in attendance were:

Chairman Russ Rubley
Mayor Ed Russ
Councilwoman Pat Russell
Councilman John Zimmerman
Wendell Cox
Peter Tweedt, alternate to Supervisor Schabarum
Ted Pierce, alternate to Supervisor Antonovich
Barna Szabo, alternate to Supervisor Dana
Ray Remy, alternate to Mayor Bradley
Heinz Heckeroth, Ex-Officio representing the State of California

Staff members in attendance were:

Rick Richmond, Executive Director
Ronald Schneider, Principal Deputy County Counsel
Kathy Torigoe, Executive Secretary
Phyllis Eder, Secretary

APPROVAL OF MINUTES

A motion was made by Mr. Cox, seconded by Mrs. Russell, to approve the minutes of June 10, 1981 meeting. No objection was heard.

CHAIRMAN'S REMARKS

Mr. Rubley asked Mr. Zimmerman to report on his trip to Washington, D.C. and the discussions that took place regarding the Century Freeway (I-105). Mr. Zimmerman's report was passed out to the Commissioners. Mr. Zimmerman felt that FHWA Administrator Barnhart and Secretary Lewis were in favor of the freeway and were willing to cooperate. He felt that the size and unity of the delegation was a definite asset and that a positive feeling of cooperation was reached.

COMMITTEE REPORTSFinance Review Committee (FRC)

Mr. Russ presented the FRC's recommended actions for Commission's approval:

- o Approve the FY 80-81 TIP Amendments for Arcadia, La Mirada and SCRTD (to include the bus capital program, fund swaps and Section 5 carryovers).
- o Approval of a revised SCRTD SB 620 claim to increase the amount available for bus operations or bus capital improvements by \$850,000, consistent with the current year program adopted by the Commission.
- o Approval of a revised Culver City TDA claim to release all funds programmed in the current year for Culver City.
- o Approval of FY 81-82 TIP Amendment for the Cities of Arcadia and La Mirada (fund swaps) and the SCRTD, and approval of SB 620 allocation resolutions implementing the Transit TIP adopted at our last meeting.
- o Approval of a finding of compliance with PUC Section 99244, which requires bus system productivity improvements.
- o Endorsement of the Caltrans District Office's recommendation for L.A. County funding under the UMTA Section 16(b)(2) program for elderly and handicapped transportation, with the exception of the East San Gabriel Consortium application which the Committee recommends be funded at 2 vehicles rather than the 5 suggested by Caltrans.

The Committee also received a report from the Commission's Counsel on the housing element requirements of the Consent Decree and discussed the cost history of the Century Freeway/Transitway. The Committee asked Counsel to return with further analysis of the housing element requirement under the Consent Decree. The Committee recommended that Chairman Rubley send a letter to Governor Brown pointing out the different assumptions concerning inflation between the Governor's prison construction program and the discrepancy within the Business, Transportation and Housing Agency on the cost of the housing element of the project.

Mr. Tweedt read a draft letter to Governor Brown from the Chairman.

Mr. Russ moved for approval of the FRC's recommended actions, seconded by Mr. Tweedt.

Article 4.5: Mary Ann Gaston from the East San Gabriel Valley Consortium spoke to the Commissioners and explained the Consortium's operation and emphasized the need for five vehicles instead of the proposed two. The estimated time before the vehicles would be ready for use would be approximately 18 months to 2 years.

Mr. Richmond, at the request of Mr. Russ, explained that initially the staff's recommendation was for no vehicles because the Consortium has access to up to 14 vehicles.

A short discussion followed the presentation for clarification.

Century Freeway/Transitway: Mr. Remy commented on the letter to Governor Brown and suggested that the tone of the letter should possibly be softened. He felt that the analogy with the prison costs was not necessary, but that the housing cost discrepancies were important. Mr. Remy requested that the general direction of the letter be changed.

Mr. Tweedt explained that the Administration had come up with a balloon cost, solely for political purposes, and that the reason for the prison item is valid because the prison construction program is something that Governor Brown wants. Mr. Tweedt felt that it was important to point out that the Governor does not want the Century Freeway.

Mr. Heckerath agreed with Mr. Remy. He felt that the letter treats two non-issues. Mr. Heckerath informed the Commissioners that there are two different cost estimates of the same program, costed out by different agencies probably using two different bases. Mr. Heckerath suggested that rather than sending a letter to the Governor, Caltrans should have a chance to return to the Commission with the reasons why the costs differ. Mr. Heckerath further explained that the costs differences can be found without sending a letter to the Governor. He further explained the issue of inflated costs is the way highway funds are programmed within the STIP process. He felt that the prison program was an entirely different concern.

Mr. Cox agreed with the concern for the tone of the letter and with sending the letter. Mr. Cox felt that it should be pointed out to the Governor that we should be approaching the federal government as other states are doing without escalated dollars in highway programs.

Mr. Russ suggested that the letter be written to point out to the Governor that by presenting the project with inflated dollars we are prejudicing ourselves.

Mr. Remy admitted that it is necessary to have the Governor and the state involved with this issue for their influence and political abilities and that clarification is necessary regarding the housing issue.

Mr. Zimmerman pointed out that the idea of meeting in Washington was to encourage the cooperation of the state and federal governments to accomplish the same things.

Mr. Pierce felt that a letter similar to Mr. Tweedt's was necessary, but not necessarily including the prison issue. Mr. Pierce expressed his desire to see set figures from Caltrans so that the Commission might present a united front to both the state and federal governments.

Mr. Tweedt will rewrite the letter deleting the part about the prisons and pointing out the discrepancies within the state agencies and adding the suggestions of Commissioners Cox, Russ, and Remy. (Final letter is attached - Exhibit A.)

No further discussion was heard on the motion by Mr. Russ.

Intergovernmental Relations Committee (IRC)

Mr. Remy reported on the IRC's meeting of June 24 and the recommendations are as follows:

State Legislation:

SB 215 (Foran) - This bill was approved by the Assembly Transportation Committee. It was amended to include the following provisions:

- o That in order to impose the 2¢ gasoline tax increase by January 1, 1983, it will require that the Board of Supervisors representing two-thirds of the state's population enact an affirmative resolution supporting such a tax by November 15, 1981. A separate provision was added stating that the cities within Los Angeles County could enact the resolution.
- o Any actions by the cities of Los Angeles County would be applied to the two-thirds population.
- o Truck weight fees would be raised 40% by January 1, 1982 and an addition of 10% on January 1, 1985.

It was Mr. Remy's understanding that the language of the amendments is supported by Assemblyman Imbrecht because it incorporates much of what was in his bill, AB 950. If it is true,

there is a chance for bi-partisan support for the Foran bill. The Governor has not taken a position on the bill, and is now in the Assembly Ways and Means Committee.

AB 1623 (Martinez) - This bill would allow Caltrans to construct Route 7 without a freeway agreement. This bill has moved on and passed the Assembly Ways and Means Committee.

AB 1176 (Ingalls) - This bill is a clean-up legislation sponsored by the Commission. The Commission had suggested amendments to the author, but has received opposition from the author. It was suggested that if Assemblyman Ingalls refuses to amend the bill, then the Commission will ask that it be dropped.

AB 2231 (Berman) - This is the Commission's bill which would implement the 1/2% transit sales tax which has passed the Assembly Transportation Committee and is now in the Ways and Means Committee.

SB 33 (Presley) - This is the annual vehicle inspection bill which has passed the Senate Finance Committee and is now on the Senate floor.

AB 1010 (Wray) - This bill would take a part of the SB 620 provisions that are related to commuter rail and intercity passenger service. The bill would allocate \$21 million to Caltrans: \$15 million by the Department to purchase passenger cars, and the balance to reimburse the PUC for support services. Staff recommended a neutral position because it does carve out of the SB 620 program a specific segment for commuter and intercity rail, and the bill would lead the state into a much stronger role in the whole development of rail transit. The Committee's recommendation was to discuss with the author the possibility of making it into a two-year bill. If not, then the suggestion position would be to remain neutral.

Contract with Smith and Howard Associates: The Committee recommended approval of an extension of the contract with Smith and Howard Associates. Questions had been raised as to the hours that had been inserted by Irving Smith. The issue of the hours has now been dropped completely. The contract, as renewed, will also include Mr. Smith providing an early warning service that will enable the Commission to move forward in contracting additional services.

Federal Legislation

Mr. Remy informed Commission members that progress is being made in putting forth alternatives to the transportation legislation in Washington. Mr. Richmond has been working with APTA to change some of the formula distribution of operating assistance funds.

Mr. Richmond explained the alternatives that would modify the reauthorization of the federal transit program. The most attractive formula gives 60% to the cities to be distributed on a formula based on bus system service mileage and population/population density; 20% would go to the rail systems based on a similar service type of formula; and 20% would be available to both rail and bus purposes for discretionary programs.

Staff has met with most interested parties in the county and found unanimous support for the 60/20/20 option. It will now be proposed to other areas that might find this attractive.

Mr. Remy moved, seconded by Mr. Szabo, to approve the IRC's recommendations.

Mr. Remy then amended the IRC's report to include an additional item. Mr. Remy informed the Commissioners that the Committee had discussed AB 1313 (Young). The bill would require Caltrans to pay interest on reimbursement to a city or county using public funds for the construction of a soundwall project from the time that the department accepts the project until the actual reimbursement. The Committee's decision was to support the bill.

Service Coordination Committee

Mr. Cox presented the following recommendations from the Service Coordination Committee of June 17, 1981.

Section 504 Regulations: The Committee recommended approval of the follow-up program with the understanding that staff will monitor the legislation on the federal Department of Transportation Section 504 Regulations and report back to the Commission with appropriate modifications.

Paratransit Subcommittee: The committee dealt with the issues of the proposed Paratransit Subcommittee and came up with a proposal that will require further work prior to presentation for approval by the Commission. The SCC unanimously supported the creation of a formal geographic representative Paratransit Subcommittee. This committee would actually be a subcommittee of the Technical Advisory Committee, requiring the hiring of an additional staff person. The issue of an additional staff person has been referred to the Finance Review Committee. The 14 geographic members are to be selected through a caucus of all paratransit agencies. Staff will report back to the SCC with recommendations for a ratification and selection process. Staff will review the composition and insure that relevant interests are represented and come back to the SCC with recommendations for additional members to the Subcommittee if it appeared to be warranted. The Committee felt that private sector operators needed to be guaranteed representation as well as social service providers.

Presentation by Hughes Aircraft Representative: A presentation was made by a representative of Hughes Aircraft with respect to its transportation development program for its new El Segundo plant. The issue was referred to the Bus Operations Subcommittee for their review and comment. There are some route restructuring proposals that Hughes would like to make.

Status Report on Paratransit Brokerage Study: Mr. Bob Goble of Carter-Goble Associates, Inc. gave a report on the Paratransit Brokerage Study.

Mr. Cox moved, seconded by Mr. Szabo, to approve the Service Coordination Committee report.

A short discussion followed Mr. Cox's Committee report. Mr. Remy suggested that if the Paratransit Subcommittee will be a subcommittee of the Commission, then the members should be appointed by the Chairman, either by nomination or recommendations from all interested parties. Mr. Remy felt it necessary to insure that the Subcommittee be responsible to the Commission.

Mr. Cox also agreed that the SCC will investigate the issue. His belief was that selection of members would be similar to those of the Bus Operations Committee (BOS) and the Technical Advisory Committee (TAC).

EXECUTIVE DIRECTOR'S REPORT

- A. Proposition A: The writ of mandate against the State Board of Equalization for collection of the 1/2% transit sales tax on July 1 was filed on June 17, 1981.
- B. Wilshire Starter Line: The mark-up coming out of the House Transportation Appropriations Subcommittee dealing with the 1982 transit budget will include \$16 million for preliminary engineering for the Wilshire Starter Line.
- C. Visit by Ray Barnhart: A visit is planned by Ray Barnhart of the Federal Highway Administration on July 2 to Los Angeles for the purpose of viewing the Century Freeway/Transitway corridor and meeting with interested local parties.

NOTICE OF MEETINGS

Notice of meetings was received and filed. The next full Commission meeting will be July 8, 1981 at Hawthorne City Hall.

NEW BUSINESS

Mr. Greg Roberts, a private citizen, spoke to the Commissioners regarding the SCRTD's recent fare increases.

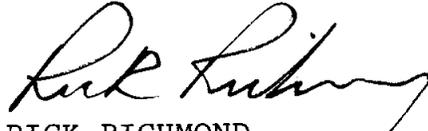
Mr. Remy announced that SB 320, ridesharing legislation, passed the Assembly Revenue and Tax Committee by a vote of 10-1. The next step is to go to the Assembly Ways and Means Committee.

Mr. Tweedt made a motion to approve the extension of the services of the County Counsel for the upcoming fiscal year. Mr. Szabo seconded Mr. Tweedt's motion. No objection or discussion was heard.

ADJOURNMENT

Meeting was adjourned at 4:38 p.m.

Respectfully submitted,


RICK RICHMOND
Executive Director

RR:pae:kyt
Attachment