



LOS ANGELES COUNTY TRANSPORTATION COMMISSION • 354 SOUTH SPRING STREET—SUITE 500, LOS ANGELES, CALIFORNIA 90013 • (213) 626-0370

LACTC MINUTES

June 22, 1983

The regular Commission meeting was called to order by Mrs. Reed at 1:45 p.m. in the Board Room at the Department of Water and Power.

Members in attendance were:

Council Member Christine E. Reed
Councilwoman Jacki Bacharach
Councilman Ernie Kell
Blake Sanborn, alternate to Supervisor Schabarum
Burke Roche, alternate to Supervisor Hahn
Robert Geoghegan, alternate to Supervisor Edelman
Barna Szabo, alternate to Supervisor Dana
Ted Pierce, alternate to Supervisor Antonovich
Ray Remy, alternate to Mayor Bradley
Heinz Heckeroth, Ex-Officio for State of California

Staff members in attendance were:

Rick Richmond, Executive Director
Ronald Schneider, Principal Deputy County Counsel
Kathy Torigoe, Executive Secretary
Annette Honda, Secretary

APPROVAL OF MINUTES

The minutes of June 8, 1983 were unanimously approved, as submitted.

CHAIRWOMAN'S REMARKS

None

PUBLIC HEARING ON PROPOSED FISCAL YEAR 1983-84 LACTC BUDGET

At 1:47 p.m., Mrs. Reed opened the hearing for testimony from the public. Since there were no comments, Mrs. Bacharach moved to close the public hearing; seconded by Mr. Pierce. Hearing no objections, motion was carried.

COMMITTEE REPORTSFINANCE REVIEW COMMITTEE

Mr. Geoghegan reported on the FRC meeting of June 20, 1983. The committee had the following recommendations for Commission's approval:

FY 1983-84 LACTC Budget

Approve the proposed FY 1983-84 LACTC budget, as submitted by staff. Also recommended the one-year renewal of LACTC contracts with County Counsel and Smith & Howard Associates, Inc. (Washington representation).

Mr. Geoghegan moved for approval; seconded by Mr. Pierce. Hearing no objections, motion was carried.

Mr. Pierce commended staff for the excellent job done on the budget presentation.

At 1:55 p.m., a motion was moved and seconded to reopen the public hearing on the proposed LACTC budget to accommodate the members of audience who were late.

Mr. Greg Roberts commented on the Venice bus route, leasing of automobiles for staff, and hiring of additional staff.

Mr. Ed Duncan commented on the leasing of automobiles and asked the Commission to work out a dispatch program with RTD for use of their vehicles.

Mr. Roche also asked staff on the issue that was raised by members of the audience regarding the leasing of automobiles.

Mr. Richmond indicated that staff will look into the matter of a potential arrangement with RTD on the use of their vehicles by Commission staff and will report back to the Commission.

There was a roll call vote on the proposed LACTC budget;

ayes: Mr. Sanborn, Mr. Roche, Mr. Geoghegan,
Mr. Szabo, Mr. Pierce, Mr. Remy, Mrs. Reed,
Mrs. Bacharach, Mr. Kell

nays: none

Vote was unanimous; motion carried.

Mr. Geoghegan also reported on the following informational items:

FY 1984-88 SRTP/TIP Follow-up Issues

Issue was held over pending review by the Bus Operation Subcommittee

Proposition A Fare Reduction Program Quarterly Status Report

Updated information presented to the FRC:

- o Revised State Board of Equalization Proposition A revenue projection of \$218 million, reduced from \$224 million.
- o Current estimate of \$134,098 will be required for fare reduction program.
- o Current estimate of \$25,969,700 will be available for rapid transit at conclusion of current fiscal year.

INTERGOVERNMENTAL RELATIONS COMMITTEE

Mr. Remy reported on the IRC meeting of June 22, 1983. The recommendations of the committee are as follows:

Federal Legislation

The amendment which would have deleted the transit funding for the Los Angeles Metro Rail Project was defeated by 280 to 139.

State Legislation

SCA 37 (Foran) - Senator Foran has proposed a measure which would extend to local units of government the capability of levying gas tax for street and road purposes and potentially for state highway and guideway purposes. The constitutional amendment is an authorizing type of amendment and is not explicit on several issues. They will probably be covered in a trailer bill. The advantages of this measure is that it gives additional authorities tools and powers to local government to raise revenues to solve their own problems. The disadvantage is that the legislature could be in a position of saying that local problems for streets, roads, transit or other projects are no longer the problem of the state and, therefore, any gas tax raised at the state level will be exclusively for state purposes. The committee considered these

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different philosophical points of view. We had two amendments. One, we feel that the constitutional amendment should be absolutely explicit that funds raised must remain in the county of origin. It is implied these funds would remain in the county of origin, but that is not explicitly clear. That was the first amendment unanimously agreed to by the committee.

The second amendment concerns who ought to have the power to levy such a tax. The bill presently provides that the county board of supervisors would have the power to levy the tax assuming the people state-wide voted in support of SCA 37. The question arose as to whether this Commission should also have the power to levy the tax. The committee did not want to supplant the County Board of Supervisors but felt that the Commission should be an alternative body that could levy the tax. The committee was not unanimous at this point, but was 3 to 1 in favor of adding the Commission.

The last item is whether to support the bill even with amendments. The committee with $2\frac{1}{2}$ in favor and $\frac{1}{2}$ opposed and 1 abstention agreed to support the bill with amendments.

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Mr. Remy moved for approval to support SCA 37 with the two amendments as conditions of our support; seconded by Mr. Pierce.

There was considerable discussion that followed.

Mr. Szabo made a motion to delete the recommendation that county transportation commission wherever they exist would jointly have the ability to levy the tax. Mrs. Reed seconded the amendment.

There was a roll call vote on the amendment:

ayes -- Mr. Roche, Mr. Geoghegan, Mr. Szabo,
Mrs. Reed, Mr. Kell

nays -- Mr. Sanborn, Mr. Pierce, Mr. Remy,
Mrs. Bacharach

Motion failed.

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Mrs. Reed indicated that the main motion is the recommendation of the Committee to support SCA 37 with two amendments that we will work for: (1) to specify that the money stays in the county of origin and (2) to have county transportation commissions added as a direct taxing authority.

Mr. Geoghegan made a motion to seek language which would guarantee the existing gas tax pass throughs.

There was a voice vote on Mr. Geoghegan's amended motion. All Commissioners were in favor of the his motion.

Mrs. Reed indicated the main motion now has three amendments: the county of origin, the Commission have the ability to levy the tax, and the language to guarantee existing pass throughs.

There was a roll call vote on the main motion with the three amendments:

ayes -- Mr. Sanborn, Mr. Geoghegan, Mr. Szabo, Mr. Pierce, Mr. Remy, Mrs. Bacharach, Mr. Kell

nays -- Mr. Roche, Mrs. Reed

Motion carried.

Senator Foran's proposal - He had circulated a proposal regarding county minimum that may take the form of a bill. The committee's feeling was that we support the efforts of the Senator in trying to deal with the county minimum issue and that we have staff transmit to the Senator that we think the proposal should allow regions and county transportation commissions the opportunity to petition CTC to request a deviation from the county minimums, in addition to Caltrans doing that and secondly, the criteria for establishing highest priority projects be determined by CTC in cooperation with the regions, county transportation commissions, and Caltrans. And lastly, we make it quite clear that we haven't moved away from our initial policy of wanting to see the interstate funding removed from the formula which establishes county minimums. The committee felt that these points should be transmitted to Senator Foran.

Mr. Remy moved those recommendations for approval; seconded by Mr. Szabo. Hearing no objections, motion was carried.

SB 455 - This bill sponsored by the SCRTD in its initial form would have provided revenue bonding authority which the Commission could have used through joint powers agreement. That was deleted and we understand it has been amended back into the bill. There was the feeling that the Commission itself should develop its own bill. The recommendation of the committee is to support the preparation of legislation and to support the amendments into SB 455, which would also extend that authority under the joint powers agreement. Mr. Remy moved for approval; seconded by Mrs. Szabo. Hearing no objections, motion was carried.

AB 344 (Young) - Mr. Ed Duncan (public) spoke in support this bill which would authorize a city or county to impose an annual fee upon a person having or owning railroad tracks for the reasonable costs of maintaining railroad street crossings.

Mr. Remy indicated that he would have Mr. Duncan's comments discussed at the next Intergovernmental Relations Committee meeting and the bill will be considered by the committee at that time.

SB 1238 (Watson) - This bill creates benefit assessment districts for SCRTD. An amendment, suggested by the City of Los Angeles, is that when there is a public facility that is exclusively for public use, it be exempted from any benefit assessment district established. The committee recommends that amendment as an additional part of the Commission's position on SB 1238; seconded by Mrs. Bacharach. Hearing no objections, motion was carried.

CTC Policy - The CTC is developing a policy which encourages private sector participation in the funding of rail transit projects. The language of the policy was reviewed and while the committee was unanimous in support of the basic concept, the committee was concerned that if you don't have major private sector involvement, you might be jeopardizing the capability of getting state financial support for a project. The committee recommends that we work with the transit districts, the transportation task force, and the private sector in supporting the basic CTC objectives of encouraging private sector financial participation; and also comment that the assumptions tend to move that policy far too forward in the prioritization of state funding and that those assumptions should be modified. Mr. Remy moved for approval of the committee's recommendation; seconded by Mr. Pierce. Hearing no objections, motion was carried.

RAPID TRANSIT COMMITTEE

Mrs. Bacharach reported on the RTC meeting of June 20, 1983. The committee had the following recommendations for approval:

Selection of Consultants for Stage 2 of Rail Transit Implementation Strategy for Engineering/Cost and Financial Planning

- o Approve the selection of Daniel, Mann, Johnson and Mendenhall (DMJM) to provide engineering/cost consulting services for Stage 2 of the Rail Transit Implementation Strategy, authorize negotiation of a

contract not to exceed \$143,000, and, pending Commission approval of the contract, authorize staff to issue a Notice-to-Proceed on the work. The DMJM team had a very responsive proposal, a core staff with extensive experience in route evaluation in Los Angeles and other parts of the world, and a broad knowledge of rail operations. The DMJM proposal emphasized a rapid start-up and organized their team to respond to our tight schedule.

Mrs. Bacharach moved for approval; seconded by Mr. Pierce. Hearing no objections, motion was carried.

- o Approve selection of Peat, Marwick, Mitchell and Company to provide financial consulting services for Stage 2 of the Rail Transit Implementation Strategy, authorize negotiation of a contract not to exceed \$50,000, and, pending Commission approval of the contract, authorize staff to issue a Notice-to-Proceed on the work. Peat, Marwick's proposal was the most responsive to the Commission's request. Primary strengths were the technical quality of the proposal, simple management structure, and recent staff experience in very similar work.

Mrs. Bacharach moved for approval; seconded by Mr. Pierce. Hearing no objections, motion was carried.

Authorization to Proceed with Stage 2 Patronage Analysis Consultant

- o Select SCAG to provide patronage analysis work for Stage 2 of the Rail Transit Implementation Strategy authorize negotiation of a contract not to exceed \$200,000, and, pending Commission approval of the contract, authorize staff to issue a Notice-to-Proceed on the work.

Mrs. Bacharach moved for approval; seconded by Mr. Geoghegan. Hearing no objections, motion was carried.

Adoption of Revised Baseline Concept for Long Beach-Los Angeles Rail Transit Project

- o Adopt a "baseline concept" for the Long Beach-Los Angeles Rail Transit Project for use in the environmental document as a minimum configuration to which various options and alternatives may be added. This configuration has two tracks at-grade with street crossings; passenger tracks are separated from freight railroad tracks traveling to the Ports of Long Beach and Los Angeles. The "baseline concept" satisfies the objectives set by the Commission

for the project; compared to the baseline assumed in the 1981 feasibility study, this concept provides faster running time, much more reliable service, and much greater ability of the rail transit operation to maintain its own schedule. Quite simply, without the second track and railroad grade separations, the light rail schedule would be disrupted and dictated by frequent, unscheduled freight rail activities. The Rapid Transit Committee believes that such a situation would be unacceptable and strongly recommended the described "baseline concept" as the minimum configuration for the project.

Copies of a map were distributed to the Commissioners highlighting three railroad crossings. These crossings are Slauson Junction, Dominguez Junction, and Cota Crossing.

Mrs. Bacharach moved for approval; seconded by Mr. Pierce. Hearing no objections, motion was carried.

Mrs. Bacharach also reported on the following informational items:

Staff's Program for Community Involvement in the Long Beach-Los Angeles Rail Transit Project

This program envisions a low-profile period of meetings with community groups, followed by release of the Draft Environmental Document and a higher profile series of meetings and hearings.

Deliberations of the SCRTD Board regarding the Metro Rail Project

The Board has decided to add to the project a station at Crenshaw and Wilshire. It is also considering a change in the status of the Hollywood Bowl station, which was added to the project at a recent meeting; it will consider the Bowl station further at its next meeting.

Joint Meeting of the Rapid Transit Committees of the SCRTD and LACTC

A joint meeting has been scheduled for July 11 at 12 noon to discuss the Commission's rail transit implementation strategy.

SERVICE COORDINATION COMMITTEE

Mrs. Bacharach reported on the SCC meeting of June 15, 1983. The committee had the following recommendation for Commission approval:

Action Plan/Transit Operator Productivity Improvement Fund (TOPIF) Guidelines

Approve the Action Plan/TOPIF Guidelines and schedule which establishes August 15, 1983 as the deadline for Action Plan submittals, with one exception; the SCRTD would be allowed a 15-day delay (September 1, 1983) past the deadline date.

Mrs. Bacharach moved for approval; seconded by Mr. Pierce. Hearing no objections, motion was carried.

Mrs. Bacharach also reported, as an informational item, that the committee approved to allow the SCRTD two weeks (July 1, 1983) to respond, in writing, to the Performance Audit Phase II findings.

PRESENTATION OF DRAFT REGIONAL TRANSPORTATION PLAN BY SCAG

A presentation was made by Jim Gosnell of SCAG on the draft Regional Transportation Plan. A summary of the plan was distributed to the Commissioners. This plan combines SCAG's growth forecast, air quality management plan, and all of the major projects from county transportation commissions, Caltrans, and other local agencies.

EXECUTIVE DIRECTOR'S REPORT

Transportation Symposium - The Executive Director will be participating, along with other members of transportation agencies in Los Angeles and Orange Counties, in a transportation symposium on June 25, 1983 at Cerritos College.

NEW BUSINESS

Mrs. Reed indicated that she is proposing to the Finance Review Committee some rules for the Commission on how public comment on agenda items can be handled. Hearing no objections, Mrs. Reed will submit her proposed rules to the FRC at their next meeting.

NOTICE OF MEETINGS

Presentations will be made at the next Commission meeting of the public affairs audit by David Abel & Associates and the LACTC performance audit by Deloitte, Haskins & Sells.

At the second meeting in July, a follow-up discussion on the goals and objectives is anticipated and additional workshop discussions on the Commission's fare reduction program is planned.

The meeting with community support leaders will begin in August.

Notice of meetings was received and filed.

PUBLIC COMMENT

Mr. Robert Swan commented that the Long Beach City Council, at its regular meeting on June 21, 1983, acted on a request from him to consider rescinding their light rail routing recommendations to the LACTC that they made on April 26, to instead recommend that the Long Beach Boulevard routing now appears desirable.

Mr. Greg Roberts commented on the Metro Rail Project.

ADJOURNMENT

Meeting was adjourned at 3:20 p.m.



RICK RICHMOND
Executive Director

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