

# MINUTES



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

## LOS ANGELES COUNTY TRANSPORTATION COMMISSION

OCTOBER 11, 1989

The Commissioners' issues meeting was called to order by Chair Reed at 1:45 p.m.

Members in attendance were:

Councilmember Christine E. Reed  
Mayor Jacki Bacharach  
Councilman Ray Grabinski  
Councilman Nate Holden  
Carole Stevens  
Mike Lewis, alternate for Supervisor Schabarum  
Walter King, alternate for Supervisor Hahn  
Rich Callahan, alternate for Supervisor Edelman  
Barna Szabo, alternate for Supervisor Dana  
John La Follette, alternate for Supervisor Antonovich  
Ray Remy, alternate for Mayor Bradley

Staff members present:

Neil Peterson, Executive Director  
David Kelsey, Assistant County Counsel  
Kathy Torigoe, Executive Secretary  
Tamiko Hirano-Monkawa, Secretary

**PUBLIC HEARING re. Resolution of Necessity Concerning Proposed Acquisitions of AS 396 (P. Erskine & G. Woelfle) and AS 397 (W. E. Turner & W. M. Turner) for the Long Beach-Los Angeles Rail Line**

Chair Reed opened the public hearing. Those persons who planned to testify in the condemnation of these parcels were sworn in by Mr. Kelsey.

Mr. Kelsey indicated that the public hearing is for the determination of the public necessity to acquire properties located at Willowbrook and Caldwell, in the City of Compton: Parcel AS 396 owned by Peter Erskine and Gretchen Woelfle; and Parcel AS 397 owned by Wilma E. Turner and Wilma M. Turner. After evidence is received, the Commission will be asked to approve a Resolution of Necessity which will require eight votes.

James Wiley, Manager of Real Estate for the Los Angeles County Transportation Commission, was asked to come forward and was asked the following questions by County Counsel:

Kelsey: Did you prepare the staff report which appears in the agenda?

Wiley: Yes, I did.

Kelsey: Are the matters contained in the report true and correct?

Wiley: To the best of my knowledge, they are true and correct.

Kelsey: Does the public's interest in necessity require the subject project?

Wiley: Yes, it does. The project was studied in great detail and proper environmental work was prepared on it. Those documents are available for review and there was a finding that the project was necessary.

Kelsey: Was the project planned or located in a manner that will be most compatible with the greatest public good and least private injury?

Wiley: Yes, there were a number of planning studies that were conducted to determine that. There were workshops held throughout the city and as part of the environmental findings, it was also ascertained that the project is located in a manner that will be most compatible with the greatest public good and least private injury.

Kelsey: Are the two parcels of property to be taken necessary for the project?

Wiley: Yes, they are. The purpose for this taking is connected with the construction of a pedestrian overpass bridge over Willowbrook. There is a long section of right-of-way which will be fenced off. Where previously people were able to cross at-grade, they will no longer be able to do so. We have reviewed the area and looked for the most appropriate place to locate this pedestrian bridge and we found a location where there were two vacant parcels of land across from each other. By selecting this particular location for the bridge, we were able to avoid any taking of residences or the relocation of anybody. I have with me pictures of the two sites and drawings of the pedestrian bridge, showing how it is sited.

Mr. La Follette thanked Mr. Wiley for the presentation of photographs and blueprint of the properties involved.

Mrs. Bacharach asked if the rest of the property still usable?

Mr. Wiley indicated that on one side it is still usable and can be developed to its zoned level. On the other side, a driveway was left to access the back portion of the site. There is damage to the site which is part of the compensation but it is still usable.

Mr. Kelsey asked if offers to acquire the two properties, based upon approved just compensation, have been made to the owners.

Mr. Wiley indicated that offers have been made and staff has attempted to negotiate with the owners for the acquisitions.

Mr. Kelsey requested that the staff report be received into evidence.

Mrs. Reed indicated that it will be so received.

Mr. Kelsey asked if there were any additional witnesses who wished to testify.

Wilma Mary Turner appeared before the Commission and indicated that there are a number of corrections to be made to make sure that the Commission is condemning the right parcel. The property that is being taken is not from the address of 102 East Caldwell. The map has the correct map numbers but the address would be 1308 South Willowbrook. She has an appraiser who must meet with Jim Wiley concerning proper compensation for damages.

Mr. Wiley indicated that the property is vacant so it doesn't actually have an address. The mailing address for the address described here was used; but in the resolution, it is the legal description of the property that governs, not the mailing address. Staff has the appropriate legal description and a letter was sent to Ms. Turner informing her of that.

Mr. Grabinski indicated that he wants to be sure that Ms. Turner understands exactly the property that is being condemned.

Mr. Wiley indicated that he believes she understands and will continue to talk to her after the meeting.

Hearing no other questions, Mr. Kelsey asked that voting be done separately on each parcel. He asked the Commission to agree to approve the staff recommendation and adopt the Resolution of Necessity for Turner property, Parcel AS 397.

Mr. King moved for approval which was seconded. Hearing no opposition, the Resolution was adopted with eight Commissioners present.

For adoption of the Resolution of Necessity for Parcel AS396 (Erskine/Woelfle), Mr. King moved approval, which was seconded. Hearing no objection, Resolution was adopted with eight Commissioners present.

#### APPROVAL OF MINUTES

The minutes of August 23 were corrected as follows:

Page 2 - Chair Reed opened the public hearing and indicated that she had been advised by County Counsel that the Commission can hold one hearing as it applies to all of the parcels regarding necessity for the acquisition of permanent fee.

Page 11 - Item #7 on Update on Reorganization Legislation - the substitute motion by Mr. Grabinski to retain the position of supporting 200,000 as the population floor level for one of those city seats was carried with two "no" votes (Schabarum and Bacharach).

The minutes were approved as amended.

#### GREEN LINE TECHNOLOGY AND BUDGET

Mrs. Bacharach indicated that the Rail Construction Committee has met five or six times to review the Norwalk-El Segundo budget and some of the project components. The original budget for the project was \$411 million in the budget planning process. In the future, a separate discussion will be necessary on how the Commission publicizes a budget number for any of these rail lines and how early it should be done. After planning, the project goes into preliminary engineering which is when the project is really defined. Based on experience of the Long Beach-Los Angeles line and on the preliminary design of the Green Line, the estimated project cost has now increased to \$650 million. The Committee was very concerned about this, and the Committee and staff have gone through every element of the project to see what could be done to bring costs down and what areas of the estimate are merely a more accurate reflection of what the true costs are going to be. At several meetings, the Committee discussed and finally recommended that the third rail power supply be changed to overhead catenary. This increases compatibility with the Long Beach facility for heavy maintenance. This decision allowed the RCC to be able to recommend partially deferring the Hawthorne maintenance yard. Because the cars will be able to get to the Long Beach facility easily, a full scale maintenance yard will not be needed at Hawthorne in the early years of Green Line operations. Those cars which are not stored in the Long Beach yard each night will be stored along the line both in tail tracks in Norwalk and in the Hawthorne Yard. Mrs. Bacharach made it clear that deferral of the maintenance yard is not a cost savings; it is a deferral because eventually the full maintenance yard will be needed. At the last meeting, the Committee spent a lot of time discussing when additional vehicles will be needed on the Blue Line and how many vehicles will be needed on the Green Line now and in the future. Committee members have strong feelings on the automation subject and reached a split vote of 2-2 with Mr. King being absent. Two members felt that the project with automation allows higher ridership due to more frequency of service and a higher level of service. The Committee recommends that this matter return in two weeks for Commission action, but staff would like comments from the Commissioners at this meeting.

Ed McSpedon presented an overview of the Green Line. He indicated that while capital cost is an important consideration, other non-cost issues are relevant; i.e., issues like operating costs, maintenance costs, safety and security, quality of service, and impacts on vehicle procurements for other lines. He outlined these technology issues along with cost data for the Commission's consideration. His general conclusion is that an automated or

non-automated system can be and will be safe. He recommended that a decision be made on automation sometime this month in order to maintain the project schedule and to ensure design and construction are completed at the lowest possible cost.

Mrs. Reed reiterated that the Commission has already made a decision for full automation and that the Commission is now being asked to revisit the decision. Much discussion followed.

Public comments were received from J. Handy and Bryan Allen on this item.

Question and answer period followed.

Further discussion followed.

Chair Reed indicated that the Rail Construction Corporation has another meeting scheduled on October 18 at 8:30 a.m. and the Green Line technology issue will be on the agenda for further discussion by the Committee. A final decision on automation will be made by the Commission at its October 25 meeting.

#### EXECUTIVE DIRECTOR'S REPORT

##### a. Full Funding Grant Agreement MOS-2 Update

Mr. Peterson gave an update on the full funding grant agreement for MOS-2. The Commission has every approval necessary to receive the grant with the exception of one, a 13(c) certification from the Department of Labor. Because the RTD Board, when they approved signing their 13(c) side letters for MOS-2, put a proviso in it that said that they would approve the side letters only if a contract was signed where in essence, they would construct the MOS-2 similarly to the way MOS-1 is being constructed. That is a proviso that is unacceptable by LACTC. Without the RTD approval, the process is being slowed up because the agreements reached with the unions included a 13(c) side letter from the RTD. Negotiations with the federal government in terms of the grant agreement itself have been proceeding and the Commission basically has an agreement. As soon as the 13(c) issue moves ahead, the Commission will have the Full Funding Grant Agreement and can move ahead with the project.

Mr. Lewis asked what specifically is being done to get the 13(c) matter resolved.

Mr. Peterson indicated that staff has actively met with a variety of people in the Department of Labor and they are working on the issue at this time.

Mr. Lewis suggested that the Commission ask the U.S. Senators to meet with Mrs. Dole on this matter.

Mrs. Reed indicated that meetings with RTD have not been fruitful on this matter but that the Commission will keep on trying to get this matter resolved.

b. **Personnel**

Jim Sims has been appointed as the new President of Commuter Computer.

Linda Bohlinger has returned to work for the Commission as Manager of Capital Grant Administration and Long-Range Financial Planning in the Rail Development Division.

Kathy Torigoe will serve as the Executive Secretary for the Commissioners.

**NOTICE OF MEETINGS**

The Transit Committee meeting has been changed to October 17 at 10:00 a.m.

**REPORT OF CHAIR AND COMMISSIONERS**

Governor's Steering Committee for Californians for SCA 1 - Mr. Szabo was asked to report on the first meeting of the Governor's Steering Committee for Californians for SCA 1. He attended the meeting in place of Mrs. Reed and reported that discussion was mainly on the campaign for support of SCA 1. Several pledges for financial commitment and volunteers to help in the effort were received at the meeting. Regular upcoming meetings have been scheduled and will consist of reviewing gathered information received in the Governor's office, select consultants who will assist in this effort, determine the budget for the campaign and what other steps will be taken in terms of organizing the effort, i.e., subcommittees, speakers' bureau, etc. Mr. Szabo has been appointed as a member of a subcommittee to meet with the Planning and Conservation League to be sure that their effort on the rail bonding will not jeopardize the effort of SCA 1. The Governor has indicated his full support to this effort.

Mr. Szabo will continue to represent the Commission in Sacramento on the Governor's Steering Committee.

Cost Reduction Panel - Mr. Lewis reported that the Cost Reduction Panel has been holding meetings to discuss how to reduce the costs on MOS-1 and MOS-2. At the last meeting, staff was directed to prepare a letter from the panel to SCRTD on MOS-1 costs. The letter will give directions to implement the steps needed to contain the project costs at existing levels or reduces them. Copies of the letter will be provided to the Commissioners when it has been signed.

Miami Commuter Line Visit - Commissioners King and Szabo reported on their trip to visit the Miami Commuter Line following the APTA Confernce in Georgia. They indicated that it was a worthwhile trip and that this Commission can benefit from Miami's experience in building the commuter line.

ADJOURNMENT

Meeting was adjourned at 4:35 p.m.

NEIL PETERSON  
Executive Director

NP:kyt