

# 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 25, 1989

The regular Commission meeting was called to order by Chair Reed at 1:40 p.m. in the Board of Supervisors' Hearing Room at the Hall of Administration.

### Members in attendance:

Councilmember Christine E. Reed  
Mayor Jacki Bacharach  
Councilman Ray Grabinski  
Councilman Nate Holden (arrived at 3:20 p.m.)  
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 (arrived at 2:20 p.m.)  
Jerry Baxter, Ex-Officio for State of California

### Staff members present:

Neil Peterson, Executive Director  
David Kelsey, Assistant County Counsel  
Kathy Torigoe, Executive Secretary  
Vicenta Becerral, Secretary

Chair Reed reported that the Commission did convene in a closed session at 12:30 p.m. with the majority of Commissioners present. The purpose of the meeting was for discussing pending litigation and a settlement in a real estate matter. She reported that an action was taken in the closed session. Mrs. Reed moved that, as the result of a recommendation in the closed session, the Commission approve settlement with the owners, Mr. and Mrs. Charles Dickson, for the acquisition of Parcel No. R01-R21-AS101 in the City of Compton for the amount of \$62,415. Motion was seconded by Mr. Szabo. Hearing no objection, motion was carried for the settlement for acquisition of property.

#### PRESENTATION OF RESOLUTIONS

- o Larry Jackson accepted the LACTC resolution on behalf of Long Beach Public Transportation Company, who received the best transit operator in North America award from the American Public Transit Association at its annual meeting in Atlanta.
- o Earl Docimo, who recently retired from the City of Montebello, Montebello Municipal Bus Lines, received a resolution for his outstanding contribution as Chairman of the LACTC Bus Operations Subcommittee.
- o Jim Sims, who is leaving the Commission to become President of Commuter Computer, received a resolution for his dedicated services as Director of Transportation and Fiscal Analysis of LACTC.

#### CONSENT CALENDAR

Mr. Grabinski moved, seconded by Mrs. Bacharach, to approve Items 2 through 18 with the exception of Items 1, 5, and 11.

Mr. Peterson read the following: Parties of interest who have made a contribution of \$250 or more in the past twelve months to any members of the Commission are asked to come forward and state for the record the Commissioner to whom such contribution was made and to identify the item involved. (None)

Hearing no objection, motion was carried.

2. Federal Clean Air Act Amendment - Government Relations & Finance Committee (GRF) recommended that the Commission request an amendment to the federal 1989-90 Clean Air Act to require that all rules and regulations promulgated to implement the Act address the social and economic impacts of those rules and regulations.

3. **Combined Road Plan Lapsing Policy - Streets & Highways Committee (SHC)** recommended that the Commission approve the staff recommendation directing staff to work with local agencies and Caltrans District 7 to prevent the loss of Combined Road Plan (CRP) funds from Los Angeles area jurisdictions.
4. **Funding for Route 105 (Glenn Anderson Fwy.) Call Box Services** - SHC recommended the Commission approve the Technical Advisory Committee's recommendation as follows:
  - a. Allocate \$680,000 of unallocated SAFE funds to Caltrans for design, engineering, and construction of conduits, cable pull boxes, call box pads, and related improvements on Route 105.
  - b. Authorize the Executive Director to amend the SAFE-Caltrans Agreement to formally authorize this work.
  - c. Defer a decision on funding for the fiber optics cable until additional information is provided regarding the comparative costs of installation, maintenance, and operation of both hard wire (copper) and fiber optics cable.
6. **Ports Highway Improvements Financial Plan** - SHC recommended the Commission authorize the Executive Director to execute the matching fund agreement for the Ports Highway Improvements Financial Plan. This agreement calls for the LACTC to act as an escrow agent for a portion of the matching funds.
7. **FY 1989 Bus Operators' Triennial Performance Audit -Phase II** - Transit Committee (TC) recommended the Commission authorize the Executive Director to amend the Booz, Allen & Hamilton, Inc. FY 1989 Triennial Performance Audit contract to include the scope of work outlined in Attachment III and IV, and amend the LACTC budget accordingly.
8. **Ten-Year Bus Capital Needs Study** - TC recommended the following:
  - a. Authorize the Executive Director to amend the contract with Fleet Maintenance Consultants, Inc. to incorporate Phase II of the Ten-Year Bus Capital Needs Study as outlined in Attachment I, and amend the LACTC FY 1990 budget accordingly.

- b. Work with the Bus Operations Subcommittee regarding the utilization of the life cycle bus costing model and return to the Transit Committee with recommendations by December, 1989.
9. Negotiations regarding the Pacific Electric Tunnel under the Harbor Freeway - TC recommended the Commission authorize staff to enter into discussion with the City of Los Angeles and other interested parties regarding potential transit use for the P.E. tunnel under the Harbor Freeway. If the project appears feasible, staff will bring back a detailed proposal covering engineering, cost, environmental, financing, and operational issues.
10. Authorization to Enter into a Joint Funding Agreement with Southern Pacific Transportation Company (SPTC) - TC recommended the Commission authorize the Executive Director to enter into joint funding agreements with Southern Pacific Transportation Company and the Santa Fe Transportation Company to perform Phase 1 of the Environmental Due Diligence Assessment process for all of the railroad properties currently being appraised by the Commission and by Los Angeles County. In addition, it recommends that the Executive Director be authorized to request proposals to perform the Phase 1 study estimated to cost \$300,000.
12. Matching Funds for Natural Gas Demonstration Bus Conversion - TC recommended Commission authorize commitment of \$290,000 in Incentive funds to match \$1,000,000 being offered by the Southern California Gas Company for the conversion of ten Carpenter buses to natural gas. The executed agreement with SCRTD is to include an option for LACTC to purchase the buses for residual UMTA value.

**RAIL CONSTRUCTION CORPORATION  
CONSENT CALENDAR**

13. TransCal I Contract Amendment No. 01 - RCC recommended the Commission authorize the Executive Director to execute Amendment 01 to Contract No. R01-S11-MC005 (Transit Consultant of Southern California) in the amount of \$18,744,991. It also recommends that Commission authorize the Executive Director to approve a contingency of \$3,994,046 for services for MC-5, Flower Street Station and Project Closeout Support.

14. Contract Change Orders -

- a. C435 - #028 - RCC recommended the Commission approve Change Order 028 in the amount of \$616,433. Sufficient contingency remains within the current Authorization for Expenditure (AFE) amount to cover the cost of this change order.
  - b. H825 - #011 - Recommended the Commission approve Change Order No. 011 in the amount of \$929,629. Sufficient contingency remains within the current AFE to cover the cost of this change order.
15. Property Dedication to the City of Los Angeles - Recommended the Commission approve the dedication of the referenced properties in the staff report and the authorization of the Manager of Real Estate to proceed with the dedication of said properties to the City of Los Angeles.
16. Government Code Claims - Recommended the Commission reject the claims of Tommy Joe McCain, Margaret McCain, Charlott McCain, Charles Lehr, Darlene Lehr, Alexander Salazar Romero, David Rutter, Southern California Edison Company.
17. Norwalk/El Segundo Construction Management Contract Amendment No. 01 - Recommended the Commission approve Amendment No. 1 to Contract No. R23-S12-MC01 (O'Brien- Kreitzberg & Associates) in the amount of \$330,965 increasing the current contract ceiling price to \$1,727,765. As this amended amount was deleted from the TransCal II contract, there is no net effect to the overall project budget.
18. Art for Rail Transit Program - Approval of Panelist List and Program Update - Recommended approval of the attached list of potential panelists, to be appointed to Art Panels as appropriate.

FURTHER DISCUSSION ON CONSENT CALENDAR

1. Approval of Minutes - September 13, 1989 Meeting. Mrs. Bacharach asked for clarification of Mr. Remy's motion on page 7, under the report of the Executive Director on Metro Rail Phase II Funding. Mr. Remy wants to proceed but would like the recommendation to reflect that the Commission's first desire is to obtain a suitable contract with RTD. Only if that fails, would LACTC then seek legislation. As a final

resort, we would seek project costs of \$58 million. Also the text (page 132, last paragraph) implies that the City is requesting the \$58 million in cuts, which is not the case. The Cost Reduction Panel may have to do this, but not at the City's request. With that, Mr. Remy moved approval with these clarifications which was seconded by Mr. King. Hearing no objections, motion was carried.

5. Request for Proposal (RFP) for the Bid Document for Call Box Design and Installation - SHC recommended the Commission authorize staff to release Request for Proposal (RFP) for the preparation of a bid document for the upgrade, additions to, and relocation of the call box system in Los Angeles County consistent with the plan approved by the SAFE in February, 1989. The amount budgeted for preparation of the bid documents is \$200,000.

Mrs. Bacharach noted that the memo included in the agenda attachment indicates that the Commission is going to hire a consultant for less than \$50,000 to prepare the RFP but the Committee's recommendation indicates the amount budgeted for preparation of the bid document is \$200,000. She asked if this action is a \$200,000 action or less than \$50,000 action. Vic Kamhi of staff indicated that there are actually two contracts being identified. One is a contract to design the RFP for the call boxes, specifically the electronics inside of them, which would be for less than \$50,000. The second contract would be an RFP which will be brought back before the Commission for approval for the remaining \$150,000. The \$200,000 was the amount budgeted in the budget that was approved in March.

Mrs. Reed asked if whether or not these call boxes are going to be solar powered.

Vic Kamhi indicated that it will be evaluated as part of the proposal. At the present time, the only electricity for the call boxes is the phone lines themselves and there is no additional source for that electricity. If a "smart call box" is installed, additional electricity will be need and may be provided by solar power.

Mrs. Reed asked if this will be addressed n the RFP, whereby bidders will be asked to provide in the evaluation a comparison of the price of solar versus connecting into the electricity power lines. She indicated that the ongoing cost of the electricity and the cost of the hard wiring need to be identified and asked staff to make sure that this is included in the RFP.

Mrs. Bacharach asked that the implementation schedule include the statement that there are two separate RFPs.

Mrs. Bacharach moved approval of the staff recommendation noting two separate RFPs, seconded by Mr. King. Hearing no objection, motion was carried.

11. **Metro Red Line Phase II Option for Direct Fixation Rail Fasteners** - It was noted that the Transit Committee had not made a recommendation. Mr. Lewis indicated that the Committee started out saying that it should exercise the options but the LACTC should be the owner of the equipment and by the time we finished, I think that the general consensus was why are we even bothering.

Mr. Peterson stated that it was a direction by the committee to develop additional information to determine whether or not that information had any impact. And the reason for bringing it before the Commission rather than going back to the Committee is that the option expires October 31. He briefed the Commission on additional data received since the Committee meeting. It was suggested that the Commission would need to get Federal approval through a letter of no prejudice prior to October 31. It was indicated that:

- a. it appears to be a good economic decision to buy them now versus later;
- b. he recommends that if the Commission chooses to pass this, that a proviso be included that its purchase is subject to approval by the Federal government so that those appropriate approvals have to come in before the 31st in order for the Commission to go ahead; and
- c. adopt the language suggested by legal counsel that reads as follows: "That staff recommends the Commission authorize \$2,444,900 of its share of Metro Red Line MOS-2 costs so that SCRTD may act as the commission's agent and exercise, on behalf of the Commission, Option 1B on Contract A-616 ('Direct Fixation Rail Fasteners') for the purchase of rail fasteners, for use on MOS-2 by October 31, 1989 as requested. Such authorization would be subject to the SCRTD's assurance that proper storage and security will be provided for the fasteners."

Mrs. Reed asked if the language directing the RTD to act as our agent implies that the Commission will be the owner. Mr. Kelsey replied that the intent is that they are acting as our

agent and that we would be the owner. It was suggested to add language specifying that RTD was acting as the Commission's agent or agent for the owner or words to that effect.

Mrs. Reed indicated that the detail on the agenda is requesting an authorization that addresses a general policy with regard to the other options on other pieces of equipment for the subway project and there are four conditions under which the Commission is asking that a policy be established and that in these specific cases the options will be exercised. She suggested that the specific language that RTD will be acting as agent for the Commission in all of these exercises of options be added into those four conditions

In addition, it recommends that the Commission consider future requests for authorization to exercise other MOS-1 contract options by SCRTD subject to the following:

- a. Documented justification being provided which indicates that exercising an MOS-1 contract option is economical and part of the Phase II Financial Plan.
- b. Ownership of MOS-2 materials or equipment to be optioned under MOS-1 contracts will be assigned or transferred to the Commission from SCRTD.
- c. Adequate storage and security for such optioned materials and equipment will be provided by SCRTD.
- d. Authorizations for exercising MOS-1 contract options will be part of the Commission's overall share of MOS-2 costs.

The RTD will be acting as agent for the Commission where it exercises all of these options.

Mrs. Reed asked for a motion which would include Mr. Peterson's two additions subject to approval from the Federal government and would also include language indicating that the RTD is acting as LACTC's agent and specifying that the LACTC will be the owner of the equipment and then approving the general policy as recommended with the addition that RTD in all cases will be acting as agent for the LACTC in acquiring MOS-2 equipment.

Mr. Szabo moved for approval as amended, seconded by Mr. King. Hearing no objection, motion was carried.



STAFF/COMMITTEE REPORT

20. Authorization for Study of Use of Flood Control Channels as Transportation Corridors

Mr. Peterson indicated that several months ago, Assemblyman Katz requested the LACTC to look into the feasibility of utilizing the flood control channels in the region as a possible additional right-of-way to help with the congestion problem in L.A. County. The Commission undertook a \$15,000 study and the results of the study are being reviewed by the Streets and Highways Committee. It has been recommended a more detailed study be undertaken to further determine the feasibility and the potential benefits and the costs of utilizing these possible rights-of-way.

SHC recommended the Commission authorize staff to prepare and distribute a RFP to prepare a plan for the possible transportation use of portions of the Los Angeles River and Tujunga Wash, including means to resolve the issues and constraints identified in the reconnaissance study and estimating construction costs and environmental mitigation. The cost of the study would not exceed \$100,000.

Public comments:

Assemblyman Richard Katz believes there are opportunities for joint use that will help the Army Corps of Engineers deal with their flood control problems and the opportunity to enhance the natural resources as well as relieve congestion. He offered the following proposals for Commission's consideration:

1. To use about one-third of the river floor from Tujunga Wash to downtown Los Angeles (two lanes into downtown and one for out of town) to be used as an expressway;
2. Maximize the river from above Long Beach to downtown Los Angeles by creating an expressway for trucks from the Harbor into downtown Los Angeles on half of the riverbed and ban trucks from the Long Beach and Harbor Freeways;
3. Greenbelt the top banks of the river from Tujunga Wash to the Harbor by creating a network of parks with trees and trails for hiking, biking, and equestrian.

Lewis McAdams, Director of Friends of the Los Angeles River - opposes the proposal.

N. Christine Perala, Botanist for Friends of Los Angeles River and Technical Advisory Board - favors restoring the river.

Anita Hoffman, resident of Atwater District - preserve this area for wild life and put money into public transportation.

Paul Sheldon, local businessman - opposes to the proposal.

Questions were asked and concerns were expressed by the Commissioners to Mr. Katz.

Chair Reed summarized the Commission's concerns as follows:

- Seismic safety of bridges and overpasses over the river must be considered
- Conflicts/protection of equestrian uses
- Need to maintain and improve flood protection
- Consideration of user tolls
- Determination of liability and responsibility of transportation operations
- Air rights and parking uses
- Determination of easement rights
- Examination and planning for problems caused by spills from Tillman Plant
- Different ways to deal with the low flow from Tillman, including reclamation uses of the effluent

It was indicated the the funds for this study will come from the Transportation Development Act (TDA) Planning funds.

Mr. Callahan moved for approval, seconded by Mr. Szabo, for a study not to exceed \$100,000 and add the items listed above. Hearing no objection, motion was carried.

A short break was taken. Meeting was reconvened at 3:15 p.m.

19. Norwalk/El Segundo Green Line

Mrs. Bacharach reported that at the Commission's Issues meeting on October 11, 1989, staff gave a presentation of the Green Line project's technology options and budget, specifically the benefits and costs of retaining the currently fully-automated driverless technology versus returning to a system which requires an operator on each train. The Committee did not change its recommendation from the last meeting.

The Rail Construction Corporation recommends the Commission take action on the technology issue of the Green Line at this time. This will enable staff to move forward with the design of the appropriate rail vehicles and train control system.

Mrs. Bacharach moved that the Commission authorize the Green Line to proceed as an automated line with catenary power control for the vehicles instead of third rail, that we do this predicated on the understanding that we will be buying new vehicles for the Green Line and that staff be asked to pursue the contributions that are listed on page 141 of the staff report that will be coming from the Federal Highways Administration and the El Segundo Employers Association. She also moved that staff be asked to return to the Rail Construction Corporation with a realistic budget based on the level of engineering the project is at. Mrs. Bacharach's motion was seconded by Mr. Szabo.

Mr. Bryan Allen appeared before the Commission and offered comments on this item.

Mr. Callahan offered a substitute motion that staff be directed to pursue the guarantees on the additional revenues and then return to the Commission in a three or four month timeframe with those guarantees so that the Commission can take final action being recommended which was seconded by Mr. Lewis.

Much discussion followed.

Mr. Donald Camph, Executive Director, El Segundo Employers Association, appeared before the Commission and reiterated the pledge from ESEA for contribution and support.

Further discussion followed.

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

Yes: Lewis, Callahan

No: King, Szabo, La Follette, Remy, Holden, Grabinski,  
Bacharach, Stevens, Reed

Motion failed.

Roll call vote on Mrs. Bacharach's main motion which she has agreed to add the suggestion of Mr. Bryan Allen that staff also be directed to continue to look for opportunities to save money and other revenue resources:

Yes: King, Szabo, La Follette, Remy, Holden, Grabinski,  
Bacharach, Stevens, Reed

No: Lewis, Callahan

Motion was carried.

Mrs. Bacharach asked staff to return to Committee with a policy having to do with establishment of a budget.

#### INFORMATION ITEMS

21. Recap of 1989 LACTC Legislative Agenda
22. Draft 1990 LACTC Legislative Agenda
23. American Public Transit Association Report - Transit 2000 Executive Summary
24. Legislative Matrix
25. Strategic Plan Briefing
26. Results of Employee Benefits Survey
27. Rail Construction Corporation Implementation Plan
28. Quarterly Blue Line Project Update
29. State Highway Projects Delayed Due to Lack of Available Funding
30. Smart Streets Status Report

31. Proposed Handicapped Accessibility Policy for Proposition A Local Return Program
32. Metro Red Line Central East-West Corridor Extensions, Transitional Analysis - Preliminary Route Identification
33. Long-Range Transit Financial Plan

REPORT OF EXECUTIVE DIRECTOR

34. Earthquake-Related Countywide Assessment of Los Angeles' Transportation Facilities

Mr. Peterson reported that staff has contacted all of the transit agencies in Northern California to offer any assistance that LACTC may be able to provide. They have not requested any at this time but this offer was made.

The Rail Construction Committee met the day after the earthquake and recommended that the Commission direct the Executive Director to initiate a countywide assessment of Los Angeles' transportation facilities to:

1. Determine the ability of our transportation system to safely withstand the effects of a major earthquake.
2. Develop a compilation of all ongoing and planned seismic upgrade programs on our countywide transportation system.
3. Develop prioritized recommendations for enhancing the ability of our transportation system to continue to function safely and effectively in the aftermath of a major earthquake.

Mrs. Bacharach requested staff to return in a couple of months with some analysis as to whether the Caltrans workload in both financial and labor is going to affect the time line of LACTC projects, i.e., Century and the Harbor Freeways. Caltrans may have to send their staff up to San Francisco to repair the bridges and she asked staff to monitor whether it will affect our projects in L.A.

Mr. King, with regard to the EIR on MOS-2, called staff's attention to the fact that it refers to the design of the station to a 7.0 on the richter scale. Because of the San Francisco earthquake, he asked staff to review the policy to change the design to a 8.0.

35. **Metro Red Line Locally-Preferred Alternative Environmental Impact Actions**

Staff recommends that the Commission take the following actions:

1. Review and consider the SFEIR prepared by SCRTD dated July, 1989;
2. Approve and adopt as findings of the Commission the "Statement of Findings" regarding the FSEIR as prepared by SCRTD;
3. Approve and adopt as a statement of the Commission the companion "Statement of Overriding Considerations" as prepared by SCRTD;
4. Adopt monitoring program of the Lead Agency to ensure compliance with the project changes and conditions adopted to mitigate or avoid significant effects on the environment.

After the Commission takes these actions, staff will file a required "Notice of Determination" with Los Angeles County and the State of California.

Mr. Grabinski moved approval, seconded by Mrs. Reed.

Mrs. Stevens asked about the SCRTD pursuing establishment of Benefit Assessment Districts (Statement of Findings - page 28). She recalled that the Commission had voted to seek legislation to have the power to seek benefit assessment district ourselves. She asked how this would impact the Commission approving this document. Mrs. Reed indicated that the Commission voted to underwrite the cost of the revenues if the SCRTD did not transfer the benefit assessment to LACTC and we were not successful in getting the authority. Mrs. Reed stated that an addition can be made to the motion that this motion in no way sets aside the commitment of this Commission to achieve the authority to have benefit assessment districts.

Hearing no objection, motion was carried with Mr. La Follette abstaining.

**Full Funding Grant Agreement** - Mr. Peterson reported on the status of the Full Funding Grant Agreement. Staff received good news last Friday that the Department of Labor has forwarded a Certification on 13(c) to the Department of Transportation to UMTA. As you will recall, this was one remaining roadblock in getting the Full Funding Grant Agreement to a position where it could be signed. The next step in getting the Full Funding Grant Agreement will be a signing ceremony which may occur in a couple of months.

36. **Feasibility Study of Los Angeles Connection to Potential Palmdale Airport Station on Las Vegas-California High-Speed Rail Line**

Staff recommends that the Commission take the following actions with regard to a Palmdale rail connection:

1. Authorize the Executive Director to undertake through consulting services a feasibility study of a rail line between LAX and Sylmar, the cost of such a study being shared with the Airport and possibly other parties, with the Commission's share no more than one-half the cost of such a study;
2. Authorize up to \$225,000 for the Commission's share of such a study.

The Commission has already said it will do a route refinement study between Sylmar and downtown Los Angeles (connecting with the Glendale corridor) if the County and the City provide the \$200,000 cost.

Mr. La Follette moved, seconded by Mr. Holden, to approve the staff recommendation.

Mr. Lewis offered an amendment to the motion to authorize the Commission to participate up to another \$225,000 for a feasibility study for the Ontario high-speed rail link into the urbanized area of Los Angeles County contingent upon a 50% cost-sharing agreement by some other group with LACTC, which was seconded. With "yes" votes by Mr. Lewis and Mrs. Reed, the amendment failed.

Main motion was carried with "no" votes by Mr. Lewis and Mr. Grabinski. Mr. Lewis asked that this item be placed on the Transit Committee agenda to review the action of the High-Speed Rail Commission.

In light of the fact that the High-Speed Rail Commission may be making some sorts of decision this Friday, Mr. Remy moved that the Commission support the route alignment that goes through the Palmdale area. If the Commission should make a decision to do a Las Vegas to Anaheim, that any alignment would also encompass a simultaneous construction to Palmdale, which was seconded. Motion was carried with a "no" vote by Mr. Lewis and Mr. Szabo and Mrs. Bacharach abstaining.

It was suggested that LACTC be represented at the High-Speed Rail Commission meeting on Friday.

37. **TOP Receives APTA Award** - The Commission's Transportation Occupations Program (TOP) received an American Public Transit Association Management Innovation Award at this year's APTA annual conference in Atlanta.

38. **Commission Travel Request**

As a member of the Los Angeles-San Diego Rail Corridor Joint Powers Authority, Commissioner Bacharach has been asked to participate in a series of meetings in Washington, D.C. to introduce the JPA to members of Congress and other government agencies on November 13-15, 1989. Commission approval was requested. Motion was made and seconded to approve Mrs. Bacharach's travel. Hearing no objection, motion was carried.

39. **Notice of Meetings** - Notice was received and filed.

**REPORTS FROM CHAIR AND COMMISSIONERS**

None

**NEW BUSINESS**

None

**PUBLIC COMMENT**

None

**ADJOURNMENT**

Meeting was adjourned at 4:50 p.m.

*Neil Peterson*  
NEIL PETERSON  
Executive Director