

MINUTES



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

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

March 28, 1990

The Commission meeting was called to order by Chairman Edelman at 1:50 p.m. in the Board of Supervisors' Hearing Room at the Hall of Administration.

Members in attendance:

Supervisor Ed Edelman
Councilman Richard Alatorre
Councilwoman Jacki Bacharach
Councilman Ray Grabinski
Carole Stevens
Mike Lewis, alternate to Supervisor Schabarum
Walter King, alternate to Supervisor Hahn
Barna Szabo, alternate to Supervisor Dana
Bill Korek, alternate to Supervisor Antonovich
Ray Remy, alternate to Mayor Bradley
Councilman Robert White, alternate to Councilmember Reed
Jerry Baxter, Ex-Officio for State of California

Staff members present:

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

CONSENT CALENDAR (Items 1 to 32)

Mr. Peterson read the following: Parties of interest who have made a contribution of \$250.00 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)

Mr. Alatorre abstained on Items 13, 15 and 29.

Chairman Edelman abstained from voting on Items 13 and 16.

Mrs. Bacharach abstained from voting on Item 15.

Mr. Korek abstained on Item 2 and opposed Item 4.

Mrs. Stevens asked to be recorded as a "no" vote on Item 3.

Mr. Baxter indicated that on Item 9, the paragraph under "Allocations" will be continued and the paragraph under "Policy" is before the Commission for approval.

Mr. Lewis asked to hold Item 15 for further discussion.

Mrs. Bacharach moved for approval of the Consent Calendar, which was seconded. Hearing no other objections or abstentions, motion was carried.

1. Approval of Minutes - February 28, 1990 Meeting

Minutes were approved as submitted.

2. California Monorail Project Ballot Initiative - Government Relations & Finance Committee (GRFC) recommended the Commission oppose this initiative and indicate its position to other transportation and transportation-related agencies throughout the state.

3. AB 4242 (W. Brown) - Creation of a Regional Government Agency - GRFC recommended the Commission monitor AB 4242 and share concerns and suggested amendments with the author.

4. SB 1263 (Robbins) - Amendments relating to Rail Development - GRFC recommended that the Commission support SB 1263, if it is amended as follows:

- a. To recognize that the LACTC is responsible for determining the location and alignment of the San Fernando Valley Rail transit project.
- b. If the bill is not amended to reflect the above point, to specify that the Commission will be reimbursed for a state-mandated cost.
- c. To identify the LACTC, rather than the RTD, as the agency constructing Metro Rail.

The Committee also directed staff to work with the author and the Sierra Club in regard to the CEQA provisions in the measure.

5. SB 1784 (Leonard) - Creation of Transportation Corridor Conservancy - Staff recommended that the Commission support SB 1784 with amendments to (1) ensure that the Conservancy Board has representation from local transportation entities, one representing Southern California and one representing Northern California, and (2) to clarify the process and funding for purchasing the land.

The GRFC recommends the Commission oppose SB 1784 unless it is amended as follows:

- a. To indicate that a statewide conservancy cannot act unless a local transportation agency requests assistance; or
 - b. To permit local transportation agencies to establish conservancies.
6. SB 1732 (Bergeson) - Second Validating Act of 1990 -GRFC recommended the Commission support SB 1732 with amendments to specifically note the county transportation commissions and service authorities for freeway emergencies (SAFE's).
 7. State Legislation for Vehicle Registration Fee to Fund AOMP Implementation - GRFC recommended that the Commission adopt a position on the several outstanding issues as listed in the agenda.
 8. APTA Dues Increase FY 1990 - Staff recommended approval of the FY 1990 APTA dues surcharge of \$25,000 and that the Executive Director be authorized to amend the LACTC FY 1990 general fund operating budget accordingly.

The GRFC recommended the Commission support the staff recommendation with an amendment that the LACTC also cover the amount specified by APTA for the SCRTD.

9. FY 1990-97 Transportation Improvement Program - Flexible Congestion Relief/Rail Bonding Element - Streets & Highways Committee (S&HC) recommended approval of the following temporary recommendation for purposes of interregional coordination and review. A final recommendation will be approved by the Commission in April.

Allocation - (Held over to the next meeting)

Policy - Adopt the following policy statements as part of this action. The Commission:

- a. Reserves the right to revise these funding recommendations in the event that the voters do not approve proposed revenue enhancement measures on the June ballot (Propositions 108 and 111).
 - b. Urges the CTC to adopt a 7-Year program for the Transit Capital Program funded from the Transportation Planning and Development Account, instead of the current one-year recommendation.
 - c. Will bid rail projects consistent with the LACTC Transit Financial Plan.
 - d. Requests that the CTC reconsider its FCR/Rail Bonding programming policy which given precedence to county minimums above congestion relief, thus penalizing congested urban county projects.
 - e. Places a high priority on reducing accidents and improving the efficiency of the existing highway network through commuter lanes (High Occupancy Vehicle (HOV)), traffic management and signal coordination projects.
 - f. Authorization for the Executive Director to negotiate a contract for the Smart Corridor Systems Manager Services with JHK and Associates contingent upon approval of the Disadvantaged Business Enterprises (DBE) portion of the proposal by the Commission's contract compliance office and certification of labor rates and overhead by the Commission's Finance Division.
10. Regional Combined Road Plan Allocation and Exchanges - (Held over to the next meeting)

11. Smart Corridor System Manager Contract - (Held over to the next meeting)
12. Actions Needed to Approve Rail Transit Projects - Transit Committee (TC) recommended that the Commission adopt the Resolutions identified as Coastal North Rail Transit Project; Pasadena-Los Angeles Rail Transit Project; and San Fernando Valley Rail Transit Project. These resolutions lead to the following actions for each projects:
 - a. Adopt the Findings and applicable Statement of Overriding Considerations;
 - b. Adopt a Mitigation Monitoring Program;
 - c. Approve a project; and
 - d. Authorize the filing of a Notice of Determination.

These actions must precede and are separate from funding or scheduling decisions.

The Transit Committee concurred with the staff recommendation and requested staff to clarify the lengths of the projects being approved. This clarification is provided as follows:

For the purposes of approving the project as a result of completing the Environmental Impact Report process, the full lengths of the projects along each of the three corridors are defined:

- a. Coastal Corridor Northern Segment: 5.7-mile line from El Segundo to Marina del Rey.
- b. Pasadena-Los Angeles Corridor: 13.7-mile line from Union Station to eastern Pasadena; additional subway segment from 7th/Flower to 4th/Flower.
- c. San Fernando Valley East-West Corridor: 14.1-mile line from North Hollywood to Canoga Park.

Each of these full-length alignments include phase length segments to provide flexibility in funding decisions. Discussion in the subsequent items regarding the rail capital financial plan and rail project sequencing may refer to these phased lengths:

- o Coastal Corridor Northern Segment: 2.0 or 2.6-mile segment to either the LAX Lot C station or Westchester station.
 - o Pasadena-Los Angeles Corridor: 9.1-mile segment to Del Mar station to downtown Pasadena.
 - o San Fernando Valley East-West Corridor: 5.6-mile segment to Sepulveda Boulevard.
13. Budget Amendment for Pasadena/Los Angeles EIR - Bechtel Civil, Inc. - \$45,000 - TC recommended that the Commission approve a \$45,000 contract amendment with Bechtel Civil, Inc. to cover additional costs incurred in preparing the Pasadena-Los Angeles Rail Transit Project EIR, as well as new engineering work in the Chinatown area.
 14. MOS-2 Full Funding Grant Agreement - Modification of Agreement and MOS-1 Guarantee of Performance - Transit Committee recommended that the Executive Director be authorized to execute on behalf of the Commission the Modification of Agreement and Guaranty of Performance.
 16. Downtown L.A./Sylmar Rail Study (Contract No. R99-E0020), Gannett Fleming, Inc. - \$299,486 - TC recommended the Commission award the contract for this study to Gannett Fleming, Inc. for an amount not to exceed \$199,486, of which 75% will be paid by the City of Los Angeles and 25% by the County of Los Angeles. Staff will negotiate with the consultant to change, or possible reduce, the scope of the study.
 17. Contract for Legal Services for the Acquisition of Six Railroad Properties - Dewey, Ballantine, Busby, Palmer & Wood - \$125,000 - TC recommended that the Executive Director be authorized to increase the contract limits of an existing contract for legal services with the firm of Dewey, Ballantine, Busby, Palmer & Wood for \$35,000 to an amount not to exceed \$125,000. The contract provides for legal services to assist the Commission in the acquisition of the Southern Pacific railroad properties listed below:

<u>LAW FIRM</u>	<u>RAILROAD RIGHTS-OF-WAY</u>	<u>CONTRACT AMOUNT</u>
Dewey, Ballantine Busby, Palmer & Wood	Santa Monica, Burbank West Santa Ana, Alla, Azusa, & Baldwin Park	Not to exceed \$125,000

18. Suburb-to-Suburb UMTA Section 3 Grant - TC recommended approval of change in the Suburban proposal and amend UMTA grant request accordingly.
19. Proposed Handicapped Accessibility Policy for Proposition A Local Return Demand Response Systems - TC recommended approval of the program accessibility policy for demand responsive systems and incorporate it into the Guidelines for the Proposition A Local Return Program. Staff recommended that the proposed policy take effect beginning July 1, 1990 or at the date of the next contract renewal.

Committee's revised recommendation - 1.4: Sedans and taxicabs may be used to provide many response services as long as jurisdictions comply with provisions 1.1, 1.2, and 1.3, To the maximum extent feasible or until otherwise specified in the ADA regulations.

The Committee also directed staff to explore Option C in the event that taxicab programs would be subject to ADA regulations.

20. Elderly and Disabled Transportation Advisory Council By-Laws Revisions and Dismissal of Inactive Members - TC recommended the adoption of the revised E&D TAC By-Laws and dismiss inactive members.
21. FY 1990 Transit Operator Mid-Year Funding Adjustments - Staff recommended the following:
 - a. Approve staff recommendations regarding FY 1990 Transit Operator's mid-year funding adjustments noted on Table I.
 - b. Authorize the Executive Director to take the necessary steps to administratively implement these adjustments.

Transit Committee approved the mid-year funding adjustments with the exception of the line items regarding State Transit Assistant Fund and Trades with Prop. A Development. A legal clarification was requested on trading bus and rail funds.

22. Bus Operations Subcommittee By-Laws - TC recommended approval of the BOS By-Laws, as presented in Attachment I.

23. Allocate Additional Funding to SCRTD for FY 1990 Foothill-Related Service - TC recommended approval of a \$10.3 million Proposition A Discretionary allocation to SCRTD for FY 1990-related expenses due to the Foothill Transit Zone implementation. Authorize the Executive Director to amend the SCRTD FY 1990 Proposition A Memorandum of Understanding.
24. Petition of U.S. Trade Commission for Tariff Elimination on Imported Rail Coaches - TC recommended the Executive Director be authorized to petition the United States Trade Commission for an accelerated Tariff Elimination on rail coaches imported from Canada.

**RAIL CONSTRUCTION CORPORATION
CONSENT CALENDAR**

25. Metro Blue Line (MBL) - Change Order No. 28 (Contract No. C560) - Contractor: Morrison-Knudsen, Inc. - \$278,329 - Recommended that the Commission approve Change Order No. 28 in the amount of \$278,329 for Main Yards and Shops.
26. MBL Contract No. R80-E0014, Funding for RCC Technical Advisory Board including Contract Amendment to Vladimir Khazak Company - Recommended that the Commission authorize the allocation of \$75,000 for this effort for the duration of calendar year 1990. Included in this authorization is an amendment to the professional services contract with Vladimir Khazak Company of \$41,748 which will increase the current contract amount from \$49,000 to \$90,748 and extend its duration through December 31, 1990.

The Board recommended that the Commission increase the current contract amount of Vladimir Khazak Company from \$49,000 to \$90,748 and extend its duration through December 31, 1990. The Board recommended delaying the decision on further compensation for the services of the Technical Advisory Board.

27. MBL - Government Code Claim of Joanne McCain - Recommended that the Commission formally reject the claim of Joanne McCain.
28. Metro Red Line (MRL) - Contract No. R81-E0002, Amendment No. 1 - Rail Transit Consultants - \$17,362,827 - Recommended that the Commission authorize the Executive Director to execute Amendment No. 1 to the subject contract in the amount of \$17,362,827.

With a vote of 2-1-1, Mike Lewis objecting and Carole Stevens abstaining, the Board recommended the Commission authorize the Executive Director to execute Amendment No. 1 to the subject contract in the amount of \$17,362,827.

29. MRL - RFIO 809-13. MOS-2 Final Design Services on Selected Phase II Stations - Recommended approval of the following five firms or teams for the A/E Final design services for the identified stations.

Recommended Firm to be Invited	Selected Station
Amman & Whitney Consulting Engineer	Vermont/Sunset
Anil Verma Associates	Vermont/Beverly
Delon Hampton & Associates, Escudero-Fribourg & Assoc., a joint venture	Hollywood/Western
Miralles Associates	Hollywood/Vine
STV/Seelye Stevenson Value & Knecht	Vermont/Santa Monica

30. Award Contract R01-T01-C4705 - Miscellaneous Construction Contracts - \$550,000 - The Board recommended that the Commission authorize the Executive Director to initiate contracts for miscellaneous construction services up to the approved budgeted amount of \$550,000 and approve the listing of selected firms categorized by the various work disciplines.

31. Award Contract R01-T01-C510 - Pedestrian Crossing - Morrison-Knudsen Company, Inc. - \$1,944,115 - It is recommended, based on the Evaluation Teams' findings that an award be made to the lowest responsive, responsible bidder, Morrison-Knudsen Company, Inc. for an estimated contract amount of \$1,944,115.

32. MBL - Amendment to Contract No. R01-E0017 between LACTC and O'Brien-Kreitzberg - \$65,669. Audit on Project Readiness - Recommended approval of an amendment to Contract No. R01-E0017 between the LACTC and O'Brien-Kreitzberg and Associates, Inc. (OKA), increase the value from \$207,751 to \$273,420. The \$65,669 increase will fund additional scheduling efforts, over and above those currently being provided by OKA personnel, identified as being necessary in the Deloitte-Kellogg Joint Venture (DKJV) report, "Performance Review of the Blue Line Startup and Test Schedule," dated February 15, 1990.

STAFF/COMMITTEE REPORTS

33. Metro Green Line (MGL) - Request for Competitive Negotiations - Contract No. R23-P1900, Rail Vehicles; Contract No. R23-H0900, Safety and Security Communications System; and Contract No. R23-H1100, Train Control System - Recommended that because of the highly specialized and unique nature of the equipment required for the subject contracts, the Commission authorize the use of competitive negotiation. This action requires a two-thirds vote of the Commission.

Mrs. Bacharach moved for approval, seconded by Mr. Lewis. Hearing no objection, motion was carried.

34. Transit Financial Plan - The Transit Committee received a presentation by LACTC staff regarding the LACTC Transit Financial Plan. The Transit members asked LACTC staff to begin working with the affected local agencies to identify additional financing.

The Committee also asked for additional information from staff.

Mr. Peterson gave a brief background on this item and the next item.

Discussion followed.

35. Rail Project Sequencing - Staff recommended that: (1) all three projects be approved for completion in the 1990's; (2) an aggressive construction timetable be approved that brings rail services to the three affected communities as soon as is practicable; and (3) the Commission seek the additional funding necessary to permit the proposed timetable to happen.

Specifically, the following aggressive construction schedule is proposed:

- a. In order to open the San Fernando Valley line in time to connect with the opening of the Metro Red Line (i.e., Metro Rail from Union Station to North Hollywood), the San Fernando Valley construction needs to be initiated by 1996 and completed by 2001. This will permit travelers in the Valley to go from the 405 Freeway, for example, to Universal City, Hollywood, Wilshire/Western and downtown Los Angeles, as well as to transfer to Long Beach and the airport.

- b. In order to take advantage of the construction that is currently underway on the Green Line (Norwalk to El Segundo), the LAX extension of the Green Line (North Coast) should be scheduled for construction between 1991 and 1994. This will allow rail access to the airport and the Westchester station when the Green Line begins revenue service.
- c. Taking advantage of the opportunity to acquire the railroad right-of-way, construction of the Pasadena Line can be initiated by 1994 and completed by 1998 from downtown Los Angeles to the Sierra Madre Villa station in East Pasadena.

Staff believes all three rail projects can be built by the year 2001, given that the North Coast Line is built concurrent with the Green Line in the early 1990's, the San Fernando Valley project is built concurrent with the MOS-3 segment of the Red Line in the late 1990's, and the Pasadena Line is built in the mid-1990's. The Transit Committee approved staff's recommendation on rail project sequencing.

Public Comment:

Senator Robbins; Senator Torres; Councilman Joel Wachs; Councilman Nate Holden; Councilwoman Ruth Galanter; Councilwoman Judy Wright, Claremont; Mayor Michael Blanco; Councilman Michael Woo; Mayor William Thompson; Councilman I. Richards; Mayor John Fasana, Duarte; David Kim, rep. for Senator Roberti; Sheila Holt, rep. for Senator Ed Davis; Susan Little, rep. for Senator Gary Hart; Nghia Tran, rep. for Assemblywoman Gwen Moore; Francine Oschin, rep. for Councilman Bernson; Keith Malone, rep. for Senator Polanco; Nick Patsaouras; Terry Marcellas, Westchester-LAX Chamber of Commerce; Dave Fleming, VICA; John Hisserich, Chambers of Commerce; Roger Stanard, VICA; Nat Reed; Dick Hannan; Gerald Silver; Steven Witkin; Julie Fine; Don Schultz.

Mrs. Bacharach moved that the Commission endorse the route sequencing plan as presented by staff and that the financial plan not be endorsed at this point. In addition, the Commission would direct staff to work with involved jurisdictions in possibly providing extra contributions and to come back with some of the questions that were asked at the Transit Committee meeting, involving different kinds of financial analysis. She also requested that the Commission have a workshop on the whole financial plan. This whole

motion would be predicated on the understanding that in June, if we find that the resources we were anticipating are not available, that we revisit the subject. Mr. Remy seconded the motion.

Mr. Lewis offered a substitute motion to defer the question of sequencing until the question of financing is resolved. Mr. Szabo seconded the motion.

Discussion followed on the substitute motion.

Roll call vote on the substitute motion.

Yes: Lewis, Szabo, Korek

No: King, Remy, Alatorre, Grabinski, White, Bacharach, Stevens, Edelman

Substitute motion failed.

Roll call vote on the main motion by Mrs. Bacharach.

Yes: King, Szabo, Remy, Alatorre, Grabinski, White, Bacharach, Stevens, Edelman

No: Lewis, Korek

36. Further Studies of Ventura Freeway Options - \$105,000 - Authorize staff to undertake additional studies of the Ventura Freeway Alternative.

Mr. Peterson indicated that Supervisor Antonovich had requested that we look at various other options on the Ventura Freeway Alternative that would have less negative impact on the surrounding community. This proposal in no way impacts the decision the Commission has already made with respect to the Burbank alignment as the preferred alignment in the EIR for the San Fernando Valley and in no way affects the timing of any actions that could be taken with respect to the Valley.

Mr. King moved for approval, seconded by Mr. Korek.

Mr. Alatorre offered a substitute motion to include in the motion a Ventura Boulevard subway route, to address the concerns that were raised by Mr. Patsaouras, which was seconded. This would include an examination of an alignment along Ventura Boulevard, which would add \$120,000 to the study.

Mr. King accepted the amendment.

Motion was carried with a "no" vote by Mrs. Bacharach.

Metro Blue Line Law Enforcement

An action was taken by the RTD Board yesterday and Mr. Peterson wanted this item brought before the Commission today. Mr. Kelsey indicated that eight votes were required to put this item on the agenda. Mrs. Bacharach moved to add this item to the agenda, which was seconded.

Roll call vote was taken to add this item to the agenda:

Yes: King, Szabo, Korek, Remy, Alatorre, Grabinski, White,
Bacharach, Stevens, Edelman

No: Lewis

Mr. Peterson explained that the RTD Board authorized their staff to negotiate a contract with the Sheriff's Department to provide security on the Blue Line during its first two years of operation. They also authorized their staff to negotiate an agreement with us regarding financing and funding certain portions of this agreement. First, the Commission needs to approve approximately a million dollars to allow the Sheriff to get going on acquiring the equipment that is necessary to get started by July 15. Secondly, at a later time LACTC staff will bring before the Commission other costs that will be associated with this agreement.

Mr. King moved approval, seconded by Mrs. Bacharach.

Discussion followed.

Roll call vote on Mr. King's motion:

Yes: Lewis, King, Szabo, Korek, Remy, Alatorre, Grabinski,
White, Bacharach, Stevens, Edelman

No: None

Motion was carried.

FURTHER DISCUSSION ON CONSENT CALENDAR ITEM

15. Consultant Selection for LAX-Sylmar High Speed Rail Study (Contract #R99-E0018). ICF Kaiser Engineers - \$386,008 - Staff recommended that the Executive Director be authorized to enter into a contract with ICF Kaiser Engineers for an estimated amount not to exceed \$386,008 for purposes of studying the feasibility of rail between LAX and Sylmar. The Commission share of \$193,004 will come from Proposition A Rail Development Funds.

The Transit Committee recommended to the Full Commission the staff recommendation for the selection of ICF Kaiser as consultant to perform a study of a rail connection from LAX to Sylmar. The Committee members asked staff to provide the Commission with an estimate of the cost to expand the scope of the contract, adding automated Light Rail Technology to the list to be studied.

In response to the Transit Committee's request, staff has investigated the cost of adding a fourth technology (Automated Guideway Transit as used on the Green Line) to the LAX-Sylmar Study. Staff estimates that the addition of a fourth technology would add approximately \$20,000 to the cost of the study if separate station drawings were required. If separate station drawings are not required (a footnote being added to the Metro Rail drawings stating that AGT would be similar but with reduced platform length) then the cost is estimated to be \$12,000.

If the Commission desire, staff can issue a contract amendment to add this fourth technology after the contract is approved.

Mr. Lewis indicated that he has a hard time understanding why we now, having committed to build a light rail automated system along the North coast, are suggesting that we should study a different kind of transit technology in that same corridor.

Mr. Peterson explained that this issue came up in the Committee meeting and staff was asked to look into the feasibility of adding the study.

Mr. King moved for approval, seconded by Mr. Lewis. The motion was carried with Mrs. Bacharach and Mr. Alatorre abstaining.

- o Rank these corridors in priority order and to identify and develop both long and short-term strategies that will relieve congestion in these heavily traveled corridors.
- o Identify other available resources to improve mobility in these particular corridors.
- b. A review of Proposition A fund expenditures.

A review of Proposition A guidelines to ensure their best utilization for reducing congestion.
- c. Availability of funds to help cities.
 - o Identify the availability of funds that cities could use in reducing congestion through projects such as synchronizing signalization, restricted parking during peak hours, bus turn-outs and one-way streets. He asked staff to identify potential resources to assist cities in their efforts to get the most mobility out of our existing road network.

He also handed out copies of the Committee Structure to the members.

The Committees are as follows:

Legislative & Internal Services Committee

Deane Dana/Barna Szabo (Chair)
Mike Antonovich/Bill Korek
Kenneth Hahn/Water King
Christine Reed/Robert White
Tom Bradley/Ray Remy

Finance & Programming Committee

Ray Grabinski/Clarence Smith (Chair)
Christine Reed/Robert White
Ed Edelman/Rich Callahan
Kenneth Hahn/Water King
Carole Stevens/Ed Bermudez
Jerry Baxter, Ex-Officio

Planning & Mobility Improvement Committee

Jacki Bacharach/Harold Croyts (Chair)
Tom Bradley/Ray Remy
Carole Stevens/Ed Bermudez
Richard Alatorre/Michael Woo
Peter Schabarum/Mike Lewis
Jerry Baxter, Ex-Officio

NEW BUSINESS

None

PUBLIC COMMENT

Sharon Papa, SCRTD Transit Police
Nicholas Aldana, SCRTD Transit Police
Leonard Shapiro
Bryan Allen
Sheldon Walters

Commission recessed into Closed Session at 5:20 p.m. to discuss real estate matters (Parcels No. B2-116 - American Civil Liberties Union and No. B2-121 - Sixth & Vermont Corp.); personnel matters; and right of way acquisitions.

The meeting was reconvened at 6:10 p.m.

Motion was made and seconded to approve just compensation of \$1,700,000 for Parcel No. B2-116 owned by the American Civil Liberties Union and property located at 633 South Shatto Place, Los Angeles; and \$4,925,000 for Parcel No. B2-121 owned by the Sixth & Vermont Corporation and property located at 600 South Vermont Avenue, Los Angeles.

There being no objection, the motion was approved.

Meeting was adjourned at 6:12 p.m.



NEIL PETERSON
Executive Director

NP:kyt

Planning & Mobility Improvement Committee

Jacki Bacharach/Harold Croyts (Chair)
Tom Bradley/Ray Remy
Carole Stevens/Ed Bermudez
Richard Alatorre/Michael Woo
Peter Schabarum/Mike Lewis
Jerry Baxter, Ex-Officio

NEW BUSINESS

None

PUBLIC COMMENT

Sharon Papa, SCRTD Transit Police
Nicholas Aldana, SCRTD Transit Police
Leonard Shapiro
Bryan Allen
Sheldon Walters

Commission recessed into Closed Session at 5:20 p.m. to discuss real estate matters (Parcels No. B2-116 - American Civil Liberties Union and No. B2-121 - Sixth & Vermont Corp.); personnel matters; and right of way acquisitions.

The meeting was reconvened at 6:10 p.m.

Motion was made and seconded to approve just compensation of \$1,700,000 for Parcel No. B2-116 owned by the American Civil Liberties Union and property located at 633 South Shatto Place, Los Angeles; and \$4,925,000 for Parcel No. B2-121 owned by the Sixth & Vermont Corporation and property located at 600 South Vermont Avenue, Los Angeles.

There being no objection, the motion was approved.

Meeting was adjourned at 6:12 p.m.



NEIL PETERSON
Executive Director

NP:kyt