



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

MINUTES

October 15, 1980

The regular Commission meeting was called to order by Chairman Schabarum at 3:13 p.m.

Members in attendance were:

Supervisor Peter F. Schabarum
Councilman Russell Rubley
Wendell Cox
Councilwoman Pat Russell, alternate to Councilman Ferraro
Councilman Wil Simendinger, alternate to Councilman Zimmerman
Ray Remy, alternate to Mayor Tom Bradley
Barna Szabo, alternate to Supervisor Burke
Eleanor Killeen, alternate to Supervisor Ward
Robert Reeves, alternate to Supervisor Hahn
Christine Reed, alternate to Mayor Edmond Russ

Staff members in attendance were:

Rick Richmond, Executive Director
Gerry Crump, Division Chief of Public Works
Kathy Torigoe, Executive Secretary
Phyllis Eder, Secretary

APPROVAL OF MINUTES:

A motion was made by Mr. Cox, seconded by Mr. Reeves to approve the minutes of the September 24, 1980 meeting. No objection was heard.

CHAIRMAN'S REMARKS:

Chairman Schabarum's remarks included informing the Commissioners of the passage of SB 759 and what it would mean to the Commission.

I. PRODUCTIVITY COMMITTEE (SB 759):

Mr. Richmond explained that this bill actually had been passed sometime ago, and the passage required the Commission to create a Productivity Committee. The bill further requires

that the Committee include representatives from transit management, transit labor, and transit users. The Committee shall then make suggestions to the Commission and if adopted as policy, the transit operators will be expected to try and achieve them. Chairman Schabarum indicated that he will solicit interest from the Commission members to assist in naming the citizen representatives to this Committee.

II. PRESENTATION BY COL. GWYNN TEAGUE:

The Chairman then introduced Col. Gwynn Teague of the Army Corps of Engineers regarding the preparation for the necessary Environmental Impact Survey for the 1984 Olympics as requested by the City of Los Angeles. The survey deals with the proposed sites for various events and other matters related to the upcoming Olympics.

Col. Teague introduced Mr. Bob Joe, Chief of his Environmental Resources Branch, Mr. Tom Larkin, with the consulting firm of Planning Research Corporation and Mr. Larry Hawthorne, his assistant Public Affairs Officer.

Col. Teague explained how over the years the Corps expanded their field of expertise from just engineering to include related fields such as planning, and the environmental sciences. The greater capability allowed the Corp to assume new responsibilities and roles and to also conduct special studies.

It was further explained to the Commissioners that the Engineer Corps would be working with the Economic Development Administration as a Federal Agency. The Corps was asked to be the lead agency in developing the Environmental Impact Studies by Mayor Tom Bradley. Certain suggested Olympic event sites, such as Sepulveda Basin, Hansen Dam, and Whittier Narrows Reservoir are Corps of Engineers Flood Control Projects in the Los Angeles area.

Col. Teague's outline included the environmental review process and some of the environmental findings that the Corps has made to date. The focus of the briefing was on transportation which was of most interest to the Commission.

Some of the goals that the LAOOC will try to meet will be to reduce traffic congestion at key intersections, and to keep the air quality at a reasonable level with no long term or regional air quality impacts. Some of the strategies for this are to encourage bus patronage by the Olympic spectators, to implement traffic control methods including signalization, one way streets, prohibition of on-street parking, and the use of traffic control officers. Also, efforts will be made in scheduling to avoid simultaneous Olympic events and peak traffic periods.

The LAOOC will complete a transportation plan for the Olympics as soon as site selection and scheduling has been determined.

Refurbishment plans for the Colliseum, the Sports Arena, and Jackie Robinson Stadium have been proposed which could have short term traffic congestion and noise impacts. The temporary adverse impacts could be offset by the long term benefits.

Existing facilities shall be used as much as possible where they can be brought up to standards. The only new facility to be built with Federal funds is a rowing course proposed for the Sepulveda Basin. Based on analysis of existing conditions, and public comment, the recommended master plan for the basin includes elements from all alternatives considered. The major recreational facility proposed is a 134 acre rowing lake for the Olympics which could be later used to meet the long term needs for boating and fishing in the San Fernando Valley.

For the shooting range, a facility next to the Pomona Freeway and Rosemead Blvd. is being considered for expansion with no adverse affects on the neighboring community.

A short question and answer period followed the Colonel's presentation.

Mr. Remy, as the City's Liaison to the 1984 Olympic Committee mentioned what a pleasure it was to work with Colonel Teague and his associates.

It was made clear to the Commissioners that the documents prepared by the Corps would meet State as well as Federal requirements for an EIS. Colonel Teague also made it clear that it would be possible for these documents to meet the ARB requirements if it was necessary.

A question was raised as to the figure of 30% bus utilization by Commissioner Szabo. It was explained to Commissioner Szabo that that was the goal of the LAOOC to meet for events in and around the Colliseum. Mr. Remy further explained that part of the LAOOC's idea was to incorporate the bus fare as part of the ticket price. You would go to a staging area and you would be picked up and taken to the event or you could choose not to do so and pay a steep parking price with congestion and give up your right to ride on the bus. The LAOOC is looking for private carriers to supplement the RTD. Mr. Remy felt that the 30% figure would be exceeded.

Chairman Schabarum further explained that he and Mr. Remy had met with the Olympic Committee to see where the LACTC might fit in with the Olympic Committee. The Olympic Committee envisions the event as something like a two week long convention. The figure of 175,000 visitors and participants, coming from outside the basin into L.A. is a number that they see as manageable.

III. COMMITTEE REPORTS:A. FINANCE REVIEW COMMITTEE:

Mr. Rubley presented to the Commission for approval the following recommendation from the Finance Review Committee on October 15:

1. Formally notify Hawaiian Gardens of our intended policy direction of limiting the 4.5 service ridership and inviting them to comment.

2. Also approve Caltrans' request for the FY 79-80 and FY 80-81 TIP Amendment to allocate \$5.6 million in Prop. 5 guideway reserve account and \$2.2 million in SB 620 Transportation Funding and Development Account which total \$7.8 million as State matching funds for the purpose of acquiring the Los Angeles Union Station Complex.

Mr. Richmond explained where the project stood. He explained that that money would represent the matching share of the total acquisition cost of the Union Station Complex. The other portion would be Federal funds in the amount of \$12.6 million. The current Federal appropriations bill contains language urging the favorable consideration of the application for the acquisition of Union Station. Presuming that the specific language mentioning Union Station acquisition results in timely receipt of Federal funds, Caltrans would be in the position to start negotiations in the very near future. The hope is that the acquisition would take place by summer in order to tie in with the DPM schedule. Caltrans is completing an appraisal now.

3. Approve a secured loan in the amount of \$300,000 to C.T.S. Inc. (Commuter Computer), from currently unallocated SB 620 Funds subject to the following conditions:

- In making the loan, the Commission express its intent that this is "one time only" action; i.e., that it is not an annual subsidy nor is it to be considered as part of the allocation procedures for TDA, Section 5 and SB 620 funds in Los Angeles County as adopted pursuant to AB 103;
- Only expenditures which are reimbursable to C.T.S., Inc. under existing or future contracts shall be made out of this fund.

Ms. Reed raised the question as to what exactly was used for collateral.

Chairman Schabarum explained that for all practical purposes, very little was actually used. The Chairman felt that this recommendation was very much in order because it reflected a long known short-coming - the very serious cash flow problem. It was further noted that Commuter Computer has a new Executive Director, has reorganized itself, and has a meaningful work program for the coming year. It was also mentioned that another \$75,000 would be coming from private sources to supplement this allocation to make up the cash flow problem.

4. The BOS recommends and the FRC concurs that the Commission in making the loan should explicitly state that it is doing so in full expectation that other identified funding organizations will contribute the remaining \$150,000 in working capital to C.T.S., Inc. as described in its September 10, 1980 memorandum "Improvement of Financial Position." The Commission should also express its support for increased private sector financial participation in C.T.S., Inc., and request that C.T.S. vigorously pursue this.

B. INTERGOVERNMENTAL RELATIONS COMMITTEE:

Mr. Remy informed the Commissioners that the Senate has approved their own Federal Public Transit Authorization Bill, and that the House Public Works and Transportation Committee Bill has not yet been approved by Congress. The House bill is a priority item when Congress reconvenes after the November recess. After the House takes action, then the House and Senate Conferees will begin work on the final version of the bill. The bill is of importance because it will relate to the amounts of money that can be expected. There will be differences in terms of levels of funding and there is a major hang up in terms of how the question of accessibility and the 504 handicapped regulations are addressed. Section 504 will not only have effect here in terms of the final language of this bill but ultimately will come back to this Commission when the Commission starts dealing with local options on accessibility for the handicapped.

Mr. Remy referred to the chart that showed the appropriations bills which have been approved and signed into law. (Exhibit A). Mr Remy made mention of certain items that were of particular interest to the Commissioners. One is that the level of funding in the final appropriations is the highest level that Congress has ever approved for transit. It was noted that \$435 million was designated for new starts which is important with regards to the Wilshire Corridor. Under the Downtown People Mover category, the \$50 million listed is more than we expected and will probably be enough to fund the Downtown People Mover (DPM) project.

Urban initiatives is at \$90 million and that we were able to specifically incorporate into the Conference Committee language that earmarks some of these funds for Union Station.

Regarding the Section 5 operating assistance formula, the staff followed the Commission's directive to work with other transit agencies throughout the State to see if there could be some concurrence and a common position on this matter before it comes before Congress in November. While population/population density formula favors Los Angeles the most, it became apparent at the APTA Conference, in San Diego, that a new formula would be adopted when Senator Harrison Williams who was originally in favor of this formula, said that a service based formula was inevitable.

While everything was not agreed to by all the agencies who participated in the development of the California position, they were able to agree on a common set of principles. The key elements that were agreed to were, shift in the amount of funds committed for operating use from 80% to 85%. Inclusion of language which would insure Federal funding beyond the four years of the bill for large capital projects like the Wilshire Subway was also agreed to.

The recommendation of the IRC is to reaffirm support for the California position and work with other California agencies to communicate the position hopefully to try and get each agency to sign a common letter of support, and in lieu of that, at least to get the agencies to send their own individual letters to Congress.

Mr. Remy moved that the IRC's recommendation be approved.

The purpose of the proposed LACTC's Legislative Program for 1981/82 was to bring the Commissioner's up to date on the general frame of reference of the types of items that the IRC is suggesting be looked at by staff. Staff will come back to the Commissioners with specific suggested actions and the IRC recommends that staff prepare work for a legislative program that could be initiated in December. It is also suggested that the LACTC either initiate or support other agencies that would introduce bills that would be consistent with these provisions. The report is broken down into three sections, Transportation Financing, Institutional Coordination, and Referrals from Other Committees.

1. Transportation Financing-Highways

Caltrans has indicated that their 5 year TIP is now \$915 million in deficit and that will have a very significant effect on our Commission's program. In addition, SB 512 was signed by the Governor and whatever losses the Commission has received are further escalated by the prospective shift of funds to meet the transportation minimum requirements in Orange County.

Fair Share Return:

There are several approaches in terms of the highway funding issue. One of the suggestions is to establish a fair share redistribution similar to what Senator Alan Sieroty introduced at the request of the Commission last year. Another option is to deal with the Interstate/Interstate rehabilitation discretionary fund, put them on a needs study basis. Mr. Remy felt that more information was needed on the second option in that area to find out what the actual dollar amount and figures are. But there were two ways of approaching the statewide fair share issue. Second approach on redistribution was the revision of the north/south split. Walt Ingalls had put in a bill last session (AB 65) to adjust the north/south split. It is obviously not well supported by the north. The third is a revised needs study process. This process would work on district minimums, similar to SB 512. This would virtually dismantle Caltrans and create countywide districts. Another approach or option would be to look at more local input and priorities and adopting a full change in the way need studies are developed. The last option for redistribtuin would be to repeal 512. Mr. Remy explained that it would probably be a combination including a more equitable solution be used to repeal 512.

Increased Allocations:

ACA 74 had been introduced last year by Assemblyman Walt Ingalls and the problems are expected to be further escalated by the problems with the projected State deficit. This is an area that people are going to look at again next year.

With regards to new revenues things that will be brought back before the Commission for discussion include the following: Truck weight auto registration fee--The State Commission is looking very much into this potential funding source; Gas Tax increase--Being talked about in the Legislature because of the highway shortfall. The solution is either to index or a cents per gallon gas tax increase; Expand LACTC authority for voter approved taxes--Staff is to take a look at more than one option in terms of putting things on the ballot in the future. There may be other methods that could be used as alternatives to present to the voters for their approval besides a sales tax increase. There are a number of things that should be looked at one of which was to give more flexibility to the Commission with the ½¢ approach; Increase FAU program to California--Federal highway legislation is up for reenactment next year.

Transportation Financing--Transit

The Commission may want to consider AB 1246 clean up legislation, which among other things would give the Commission flexibility in the boundaries of taxing jurisdictions.

RIDESHARING:

Staff convened and chaired a meeting of Statewide interests yesterday to try and develop a series of approaches that might be in a legislative program for promoting ridesharing. There are some administrative and regulatory steps that have to be taken in terms of legislation. There is also a question of tax incentives for the promotion of ridesharing. Specific legislation will be available in November for the Commission.

2. Institutional CoordinationRoute 7

Depending on future decisions of the Commission, Route 7, Legislative action may be needed.

3. AB 1429 Clean Up Legislation:

The Commission has entered into MOU's with the City of Los Angeles and SCRTD on transit guideway projects. Caltrans does not want to enter into an MOU with the Commission on the Freeway busway or commuter rail programs. It might be useful to pursue legislation to give direction to Caltrans on this issue.

4. Referrals From Other Committees

A referral from SCC was to take a look at the possibility of a law which would mandate a person to give up their seat on public transportation vehicle to any physically handicapped person. While the IRC agrees that that is a good moral position, one that we would encourage, legislatively it would be very difficult to try to enact. We would rather try and do it by moral persuasion with signs rather than making it a matter of law.

An AB 402 clean up referral from FRC is that we would require the State Commission to ask local agencies which projects they would want to delete when cuts would have to be made due to lack of funds. The IRC has added to this report, that if this Commission is going to do that, that the decision should be binding.

Mr. Remy suggested that the Commissioners take a good look at the report and to notify staff of any comments that they may wish to make. The recommendation of the Committee is to take each of the points and to come back to the IRC in November and/or the first part of December with specific recommendations for bills to be introduced, and also the Committee did recommend that they not take action on the two referral items.

Commissioner Cox also asked that staff report to the Committee on potential transit labor legislation which the Commission maybe interested in pursuing.

Mr. Remy made a motion that the recommendations be **accepted**. It was seconded by Ms. Killeen to accept the IRC's recommendation. No objection was heard.

C. SERVICE COORDINATION COMMITTEE:

Mr. Cox gave a report on the meeting of the SCC on October 10. The Committee unanimously recommended approval of the Final Countywide Transition Plan prepared in accordance with Section 504 of the Federal Rehabilitation Act of 1973. There were some minor changes in the final draft.

- o In the introduction of the plan, it is expanded to explain that the plan is not an overall plan for the elderly and handicapped transportation in the County; rather, it is merely a description of how the accessibility requirements of the 504 regulations will be achieved by July 1, 1982.
- o The second point was that the Elderly and Handicapped Advisory Council which the Commission established to assist in the preparation of this plan will be given an expanded role in monitoring the progress towards achieving the accessibility requirements.
- o Editorial changes were made in the Commission's Elderly and Handicapped Policy.
- o The substantive responses from a number of people at hearings and some written responses with regards to transit operators fell into four general areas:
 1. Lift equipment in some cases of local agencies is not being used and staff operators are looking into that.
 2. Some agencies are restricting the use of lift equipment to wheelchairs and others are not.
 3. The concern about the lack of sensitivity of drivers for the special needs of the handicapped in terms of driving habits, assistance in finding out where they are going, and announcing stops.
 4. Marketing was the last issue. Concerns were expressed for making people more aware of where the accessible services are, how they are operated, and what the time scheduling is.

The complete transcripts of the public hearings and the workshop are in the Appendix to the plan. Responses to all those who provided testimony are being prepared and will be mailed shortly.

Mr. Cox moved that the last item be separately approved.

Mr. Cox moved, was seconded by Ms. Russell and the Commission unanimously approved the Committee's recommendations.

Mr. Cox also mentioned that Commissioner Ed Russ had asked that an "Origin/Destination Study" countywide be made to find out where people who are not riding the bus would like to go if they could, and also find out if the system currently is taking people where they want to go on the best possible route. Staff and the Technical Advisory Committee are still trying to get an idea of what it would cost to conduct such a study, utilizing the minimum amount of monies, and still make such a study reliable. Mr. Cox felt that a more complete report could be presented at the first meeting in November.

IV. ROUTE 7 ENVIRONMENTAL IMPACT STATEMENT:

Mr. Richmond reported a legal finding that the Commission cannot be the author of the Environmental Impact Study (EIS) for Route 7 that is required by Federal and State laws and regulations. The Commission should do a study which would supply much of the input for an EIS document, however.

Funding such a study (estimated to cost \$500,000) would probably be unavailable from normal highway fund sources without the support of Caltrans and/or the Federal Highway Administration (FHWA). As an alternative to a further study, it may be possible to proceed with the northern and southern segments of Route 7, whose alignment is not controversial, based largely on existing environmental studies.

The Chairman asked the Commission's concurrence to direct staff to determine what legislative changes would be needed to allow the Commission to become the lead agency for the EIS Study. In addition, the Chairman suggested that the Commission request Caltrans to proceed with the northern (I-210 to Route 11) and southern portions (Valley to Huntington Drive) around which there is agreement on routing. No objection was heard to the suggestion.

V. ASSEMBLY TRANSPORTATION COMMITTEE HEARINGS:

Staff prepared testimony for the Chairman that was consistent with the discussion of the last Commission meeting. Chairman Schabarum, on behalf of the Commission, submitted that written testimony to the Committee. He added to it with his own comments. His comments were essentially in general support of the concept, but had some questions as to how public input would really be handled.

Chairman Schabarum felt that Assemblyman Ingalls was going to try and go ahead with the bill. He felt that the Commissioners would want to examine the bill properly sometime before the end of the calendar year. It would go to the Intergovernmental Relations Committee for analysis.

VI. EXECUTIVE DIRECTOR'S REPORT:

The performance audit of the Commission was distributed to all the Commissioners for their review. A more in-depth discussion will be scheduled at a later date.

Mr. Richmond felt that performance should be incorporated into a broader discussion for the full Commission in priorities and activities for next year.

VII. NEW BUSINESS:

Ms. Killeen felt that perhaps the Commission should have a representative who could act as a spokesperson for the Proposition A issue. She introduced two motions.

First, a public information officer should be nominated. She nominated Wendell Cox for the position as he had already given a speech about Proposition A.

The motion was read back to the Commissioners by the Chairman as follows: that amongst the Commissioners that one will be elected, presumably with his or her support, and act as a public information officer with regards to Proposition A.

Ms. Russell questioned what kind of activity is being done outside of the Commission in support of the proposition.

It was Mr. Szabo's understanding that a public relations firm had been assisting Supervisor Hahn in the coordinating of monies, editorials, and other public related duties. The committee is headed by Bob Bush. Mr. Szabo had been in contact with him. The amount of money that had been raised so far was somewhere around \$13,000 - \$15,000.

Ms. Killen felt that a full Commissioner and not an alternate be in the position, along with the Executive Director, to represent the Commission.

Mr. Szabo questioned whether the Commission as a whole can propogate its view pro and con on the measure. He felt that to appoint a specific Commissioner was not necessary as each person could speak independently at anytime and any where.

Mr. Crump explained to the Commissioners that it was true, that you cannot use any of the Commission funds to advocate the proposition. Insofar as a public information officer coordinating public information, Mr. Crump could see nothing wrong with that. The information would have to be with what the proposition actually means. A Commissioner could not go out and sell on behalf of the Commission. Any individual Commissioner can go out and debate the issue, but not acting as the public information officer.

Ms. Killeen felt that possibly a "canned speech" could be made up that represents both the pro and con.

Mr. Rubley questioned whether it was a legal motion or not due to the legality of the issue.

Mr. Crump explained the situation by saying that the Commission could provide an information source coordinator, a person who could inform. This person in his role cannot be a salesman for the proposition. It is a very fine line between what is selling and what is not selling. It is possible to have an information coordinator to provide strictly fair type information on what the proposition is.

Mr. Cox felt that substantive concerns had been brought up. He felt concerned that the one who is appointed to such a position would really be a problem, in that they could not even act as an individual. Mr. Cox felt that since it was such a fine line, possibly the action would not be advisable.

Mr. Szabo felt that with a staff person already handling public information, that in case of a debate or talk show, be on a list of Commissioners that would be willing to do this type of work. He could not see the reason for formally assigning a Commission member. Mr. Szabo also suggested that someone get in contact with Mr. Bush for the possibility of setting up some speaking engagements for whichever Commissioners might be interested.

Ms. Russell felt that it was important to have some sort of public understanding.

Ms. Killeen withdrew her motions.

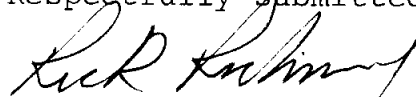
Mr. Cox mentioned that some people, including Supervisor Ward, have suggested that commuter rail service be sought not only in the lines that have been talked about already, but also of providing service to the Santa Clarita Valley through the east side of the San Fernando Valley. Mr. Cox requested that staff include that route in its future deliberations. Mr. Cox made a motion, seconded by Ms. Killeen.

No objection was heard.

VIII. ADJOURNMENT:

The meeting was adjourned at 5:00 p.m.

Respectfully submitted,



RICK RICHMOND
Executive Director