



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

MINUTES

DECEMBER 10, 1980

The regular Commission meeting was called to order by Chairman Schabarum at 3:14 p.m.

Members in attendance were:

Chairman Peter Schabarum
Councilman Russell Rubley
Mayor Edmond Russ
Councilman John Zimmerman
Wendell Cox
Councilwoman Pat Russell, alternate to John Ferraro
Ray Remy, alternate to Mayor Bradley
Barna Szabo, alternate to Deane Dana
Robert Reeves, alternate to Kenneth Hahn
Robert Geoghegan, alternate to Edmund Edelman
Heinz Heckeroth, ex-officio representing the State
of California

Staff members in attendance were:

Rick Richmond, Executive Director
Ronald Schneider, Principal Deputy County Counsel
Kathy Torigoe, Executive Secretary
Phyllis Eder, Secretary

APPROVAL OF MINUTES:

A motion was made by Mr. Reeves, seconded by Mr. Cox, to approve the minutes of the November 26, 1980 meeting. No objection was heard.

CHAIRMAN'S REMARKS:

There were no remarks from the Chairman.

COMMITTEE REPORTS:

Finance Review Committee:

Mr. Rubley explained that a letter from Rick Richmond

to Secretary Goldschmidt had been discussed by the Finance Review Committee. The purpose of the letter was to follow up on a discussion Mr. Hahn had with Mr. Goldschmidt regarding a study of a former Pacific Electric right-of-way between downtown Los Angeles and the Long Beach area for possible implementation in the Prop. A mandated transit improvement program. There is a possibility that the Commission will receive federal funds for this study.

Mr. Rubley moved for approval that the Commission go ahead and send it to Mr. Goldschmidt. Mr. Reeves seconded the motion.

Mr. Szabo asked whether the Commission would receive the monies or would they go to another agency.

Mr. Richmond said he understood that if the money became available, the money would either come to the Commission or to the SCRTD.

Mr. Szabo also asked whether the Commission should seek this money, even though a legal decision is not final on Prop. A.

Mr. Remy agreed that it should be clarified who would receive the monies and who would be doing the work required.

Mr. Remy suggested that the Commission postpone sending the letter until a more definite position was received from UMTA, and until a more definite decision was made on the Prop. A legal issue.

Mr. Russ suggested that the letter be rewritten without specifying a particular corridor. He felt that \$100,000 was excessive for a study of one corridor. He also wondered whether accepting these monies would eliminate the possibility of the Commission receiving other funds for a countywide study.

Mr. Richmond explained that he had spoken to Supervisor Hahn about the possibility of not specifying a corridor in the letter. Supervisor Hahn indicated to Mr. Richmond that the purpose of the study, as discussed at his meeting in Washington, was to study the Long Beach right-of-way and that he wanted to see that specifically mentioned in the letter.

Mr. Reeves made a motion that the matter be set aside, since Mr. Hahn was expected to arrive at the meeting later, and Mr. Russ seconded the motion.

Intergovernmental Relations Committee:

Mr. Remy presented to the Commission a list of options on the subject of highway financing. The committee supported the stand that revenue needs to be increased to support the highway program.

The Committee did not come to any conclusion as to any specific form of financing and felt that it was important that the Commission address the issue of whether the Commission feels there is a need to increase highway funding. Caltrans estimates a deficit of \$915 million for the implementation of the 5-year State TIP; the legislative analyst's office estimates a deficit of \$2 billion, without addressing the shortfall of funding for the continuation of the Department of Motor Vehicles and Highway Patrol.

The feeling of the Committee was that the Commission is not in a position to determine the source of additional funding nor can it estimate the required funding increases. The Commission should go on record, however, as supporting legislation which would increase revenue to help meet the highway shortfall. Mr. Remy explained that if the Commission agrees with the Committee, the IRC will return to the Commissioners with specifics regarding the level of funding needed and funding options.

The second item discussed was the redistribution formula. The first option is to distribute interstate funds and non-capital outlay costs, according to need, and distribute the remainder with a minimum of 75% return to the county of origin.

Mr. Remy explained that this is the option that gives the Commission the greatest benefit and is also the least likely to have legislative success. The second option would be to support the 85% minimum return on all capital outlay, federal and state gas tax funds to county of origin, similar to the Commission-sponsored SB 939 of last session. Mr. Remy explained that these are two basic allocation recommendations; the Committee feels that these should be part of any legislative proposal relating to a tax or fee increase.

The third item dealt with AB 402 clean up legislation. The Committee feels that any deviation from regional priorities by the CTC should be transmitted to the regional agencies for review and comment before final action by the CTC.

Mr. Remy also reported to the Commission that the Committee had supported the staff's recommendation for inclusion of legislative provisions in any new revenue measure which will encourage the timely use of State Highway funds. The Committee did not support the accounting of funds on a yearly basis and explained that administrative practices may be difficult to enforce at this time.

Mr. Remy explained that the Committee was in favor of sponsoring legislation to rescind SB 512, if reallocation legislation is not possible.

Mr. Remy made a motion that the Committee's recommendations on Highway Financing be approved. Mr. Zimmerman seconded the motion.

Mr. Cox suggested that when considering its position on raising revenue and its possible sources, the Committee should provide some sort of equity between operators of automobiles and the operators of trucks in terms of their role in the degradation of the highways.

There were no objections to Mr. Remy's motion.

Mr. Remy informed the Commission that it was the recommendation of the Committee to endorse all five of the ridesharing incentives, including: the Employer Rideshare Incentive Act, the Ridesharing Energy Emergency Allocation Act, the Ridesharing Support and Improvement Act, the Individuals' Incentive Act, and the Model Law. The Committee supports this legislation in concept, but has requested that staff return with specific cost estimates and how these programs would be funded. Mr. Remy made a motion that the Commission support in concept each of the acts. Mr. Remy's motion was seconded by Mr. Zimmerman.

No objection was heard to the motion.

Mr. Remy presented to the Commission the Committee's recommendation on AB 1246 clean up legislation. The Committee recommends that the Commission continue to pursue the issue of expanded flexibility of the Prop. A local-return monies, but not pursue it too actively in Sacramento until there is a definitive legislative position.

It was recommended that staff continue to work with the legislature to insure that, should Prop. A be declared legal, there will not be a decrease in the SB 620 funds that would normally go to the operators. Staff has been requested to return with specific recommendations as to how this issue might be resolved.

Mr. Remy also mentioned the suggestion that certain areas of the county be excluded from the Prop. A tax. The only way to do this is through a special countywide election, and although the Committee is sympathetic to these areas, the Committee recommends that those areas should bear the cost of the election, should they be inclined to pursue this exclusion.

Service Coordination Committee:

Mr. Cox presented to the Commission for their approval the Taxicab Industry Report for submittal to the Board of Supervisors, the League of Cities, and the City of Los Angeles for their review and implementation.

Staff was also requested to explain the report in a presentation to the League of Cities.

Mr. Cox made a motion that the recommendation be approved and was seconded by Mr. Russ.

Concerning the taxicab study, Mr. Zimmerman asked that staff and the Commission follow-up on recommendations included in the report relating to the State Public Utilities Commission's role in taxicab regulations.

Mr. Cox informed the Commission that the Committee had investigated further a countywide origin/destination study and that the Committee found the cost excessive. One way to solve part of the problem is to create a countywide route map. The map would be the basis to determine what parts of the systems are being utilized.

Mr. Russ also suggested a telephone sampling be done. The sampling would find out where people are going and where they want to go. This would sample both bus-users and non-users.

Mr. Cox informed the Commissioners that an agreement was reached between SCRTD and Montebello with respect to service in the city of Pico Rivera. Essentially, the two agencies traded bus lines with a net benefit to the public.

Mr. Richmond gave the Commissioners a brief presentation regarding the Transit Coordination & Service Program (TCSP). Mr. Richmond gave a brief review of what the staff's investigation has found to date, the issues and the positions taken by the BOS.

Mr. Richmond then introduced Mr. Jack Doolittle of Simpson and Curtin to make his presentation.

Mr. Doolittle explained that the essence of the program was to attempt to implement a series of standards which will bring the rate of increase in operating costs closer to the rate of inflation that is represented in the Consumer Price Index.

The efforts of the consultants have been focused on a cost efficiency system. One of the objectives of the consultants is to develop a program which is consistent with Commission policy, that of broad oversight rather than intervention in policy direction.

Another objective is to design a program which is consistent, clear, and sound and also procedurally simple and flexible.

Mr. Doolittle explained that the essence of the entire TCSP is monitoring performance. This includes looking at seven indicators of performance. Mr. Doolittle reviewed the seven items and the various data that is necessary for the staff to figure the calculations.

Another reason for the TCSP is to establish productivity and financial standards for a monitoring program. Mr. Doolittle explained the standards that were being proposed.

Mr. Richmond summarized the presentation by saying that the TCSP was not going to solve all of the problems of transit operating cost issues. The staff feels, however, that it will not cause major disruption, or dislocation, and it puts the Commission on record as wanting to achieve some level of responsibility in the use of transit funds. It does not focus simply on cost, but also on the effective distribution of service and fare recovery policies.

EXECUTIVE DIRECTOR'S REPORT:

Mr. Richmond reminded the Commissioners that the next meeting will be on December 17, 1980 at the Hall of Administration in 374.

FINANCE REVIEW COMMITTEE: (CON'T)

Mr. Rubley agreed that the letter requesting Federal rapid transit planning funds could be laid over until the next meeting. It was requested that the matter be put on the agenda next week.

NEW BUSINESS:

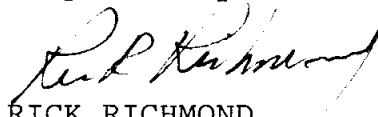
Mr. Greg Roberts, a private citizen, had questions and comments about the SCRTD. He was directed to speak to SCRTD personnel sitting in the audience.

Mr. Remy suggested that the Commission invite Ms. Eleanor Killeen to the next meeting to give her a resolution of appreciation for past service.

ADJOURNMENT:

Meeting adjourned at 4:45 p.m.

Respectfully submitted,



RICK RICHMOND
Executive Director