



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

MINUTES

May 28, 1980

The Commissioners were called into an Executive session by Chairman Schabarum at 3:10 p.m.

The regular Commission meeting was called to order by the Chairman at 3:40 p.m.

Members in attendance were:

Supervisor Peter Schabarum
Councilman Russell Rubley
Councilman John Zimmerman
Mayor Edmond J. Russ
Wendell Cox
Robert Geoghegan, alternate to Supervisor Edelman
Eleanor Killeen, alternate to Supervisor Ward
Barna Szabo, alternate to Supervisor Burke
Ray Remy, alternate to Mayor Bradley
Councilwoman Pat Russell, alternate to Councilman Ferraro
Heinz Heckeroth, Interim Commissioner, representing
State of California

Staff members present:

Jerome C. Premo, Executive Director
Rick Richmond, Transit Development Coordinator
Ronald Schneider, Principal Deputy County Council
Kathy Torigoe, Secretary to Executive Director
Elyse Nagafuchi, Secretary

Approval of Minutes

Commissioner Cox requested that the minutes of May 14, 1980 (page 9, first paragraph) be corrected to show that the Article 4.5 Farebox Recovery issue was continued at the request of the Chairman, not Commissioner Reed.

A motion was made by Mr. Cox, seconded by Mr. Geoghegan, to approve the minutes of May 14, as amended; and also the minutes of April 30, 1980. Hearing no objections, both sets of minutes were unanimously approved.

Chairman's Remarks

1. Trip to Washington by Commissioner Russ: The Chairman asked Commissioner Russ (Mayor of Gardena) to report on his trip to Washington, D.C. Mayor Russ indicated that he was invited by the President to meet with him and attend a White House briefing on energy.

Mr. Russ also met with Ted Lutz, Administrator, and Lillian Liburdi, Deputy Administrator, both of Urban Mass Transportation Administration (UMTA). The status of the Wilshire Starter Line preliminary engineering grant was discussed. A decision on it should be rendered in early June. He also indicated that the decision should be a favorable one. Mr. Russ also indicated that Mr. Lutz's major concern was the determination of feasibility of the project from the Federal government's point of view.

The Executive Director indicated that it is his understanding that no more staff work needs to be done on this grant. Further, that the grant itself, presuming that it is made, will be a grant for preliminary engineering with the actual funding representing the first year's allocation of money. The importance of proceeding soon is real since every month the project is delayed, its ultimate cost goes up millions of dollars due to inflation.

2. Search for New Executive Director: Mr. Norm Roberts, contract representative from Korn/Ferry International, distributed to the Commissioners a profile for the purpose of the selection of a new Executive Director. Mr. Roberts indicated that he has completed all interviews with the Commissioners and has developed the profile. Mr. Roberts will be working with the Subcommittee, consisting of Chairman Schabarum, Mr. Rubley, Mr. Russ and Mr. Remy, representing the City of Los Angeles.

A presentation of the final report of recommended candidates will be scheduled for July 9. Chairman Schabarum indicated that an Executive session will be held at that time for purposes of reviewing the list. Mr. Roberts suggested that candidates be scheduled for interviews one week following presentation of the final report.

Discussion of Transit Subsidies and the Upcoming TIP Allocations

Copies of the Executive Director's letter of May 19 to Jack Gilstrap (SCRTD) relating to transit subsidies and a response letter from Joe Scatchard (SCRTD), dated May 21, were distributed.

The Executive Director indicated that, in connection with the upcoming transit TIP discussions, staff will update how much money is currently available. He also indicated that staff has requested from SCRTD two plans, one in which all currently available funds would be spent in the upcoming fiscal year beginning July 1; and a plan in which a portion of the funds would be spent with some carried over. At this time, staff does not have a request from SCRTD of how much money they want for the next fiscal year. The Executive Director indicated that he did not believe that the impacts of the individual components of various fare alternatives, in terms of revenues they would generate, had been explicitly developed. The Commission had indicated an interest on this information in earlier discussions. The Executive Director will follow up with SCRTD on it.

Commissioner Geoghegan indicated that there has been discussion to the effect that even with the preexisting fare structure and the revenue assumptions that are currently being worked on, there may not be enough revenue generated to make it through the fiscal year. If the SCRTD is not basing their fare structure on what proves to be a realistic projection of the Consumer Price Index, then they will have to increase their fares in order to maintain a balanced budget.

A motion was made by Commissioner Cox, seconded by Commissioner Killeen, that the Commission endorse the Executive Director's letter to the SCRTD. After some discussion on the specifics of the letter and the intent of the motion, it was unanimously approved.

Update on Highway Funding Options in Los Angeles County

Linda Pendlebury and Don Camph prepared an update to the December 12, 1979 report on "Highway Funding Options in Los Angeles County." Copies of a summary and the report were distributed. Linda Pendlebury identified the funding problems confronting the state highway program in Los Angeles County and reported on the findings by the California Transportation Commission (CTC), regarding the uncertainties and problems with the STIP financial situation.

Don Camph summarized the first-three recommendations that are being proposed to generate additional money for the highway program:

1. Combined indexing (8% annually) and cents per gallon increase (2¢/gallon) with legislative review (would produce \$1.2 billion in 1981-85 period);

2. Fifty percent subvention of gasoline sales tax "windfall" to State General Fund:
 - o "windfall" amounts to \$1.1-\$1.7 billion in 1981-85 period (total)
 - o proposed legislation (Ingalls ACA 74, Mills SB 1630) would "tap" the windfall but would not generate enough additional revenues to fund new projects.
3. Increased truck weight fees - (\$300 million in 1981-85 period);

Linda Pendlebury summarized the last two recommendations. They are:

4. Local assessment districts - CTC-sponsored study on Route 30 recommended that growth-related charges should be studied as a financing option; exclusionary and inflationary problems are associated with this approach;
5. Program cutbacks - the CTC is considering cutting back the State cash and Primary-funded projects in the 1980 STIP as a way of demonstrating the seriousness of the highway funding problems. About \$50 million of State cash funded projects would be deleted.

The major issue discussed was CTC's recommendation of program cutbacks, cutting back the fifth year of the State TIP in order to match revenues to expenditures. CTC feels that, because of inflation, project cost increases and a \$325 million cash flow deficit by the 5-year, the program must be cut back in order to adopt a more feasible STIP.

Regarding the recent Federal freeze, Don Camph asked Commissioner Heckerth if there is a possibility of getting back the \$180 million lost to California in obligational authority for FY 80. Mr. Heckerth indicated that the Highway Trust Fund continues to accumulate the money and funds have been rereleased in the past under various options by the Federal Highway Administration. Mr. Heckerth further indicated that there is some possibility in obtaining the money.

Chairman Schabarum indicated that the Commission should insist on getting our fair share of highway dollars.

A motion was made by Commissioner Remy, seconded by Mr. Rubley, that the STIP items be referred back to the Finance Review Committee, and that the legislative items be monitored by the Intergovernmental Relations Committee.

Commissioner Geoghegan proposed that an amendment to the motion be made, with a request to seek legislation that states that the County TIP priorities we establish be respected, so that our high priority projects do not continue to slip. No objections were made on Mr. Geoghegan's amendment to the motion.

Committee Reports

Finance Review Committee

Commissioner Rubley had no items to report from the Committee. The next meetings are scheduled for June 4 and June 9, 1980.

Intergovernmental Relations Committee

Commissioner Remy reported that the Committee has not had a meeting. He briefly reported on the following item:

Federal Legislation Update: The authorizing legislation is under consideration, Budget considerations are currently underway. The Senate and House Conference Committee have agreed on a conference report, but there is growing opposition to that report. Mr. Remy indicated that because this report is much broader than transportation only, the Commission should not comment on it from a standpoint of concern about the level of transportation funding. The compromise is a clear reduction in the amount of money available to public and mass transit. If the Conference Committee report is not adopted in the House, there is always the potential of a reopening of the discussion about the level of public transportation funding. There are so many other aspects to it, that we are not able to take a position on that matter at this Commission.

Service Coordination Committee

Commissioner Cox reported that the Committee recommend that the Commission approve a scope-of-work Request for Proposal on the preparation of the L.A. County Transition Plan as required by the 504 regulations. The approval of the RFP would also carry with it, the appropriation of up to \$50,000 to complete this work.

Secondly, the Committee recommends that the Commission send a letter to SCRTD, recommending continuation of an interagency transfer system which recognizes the need to assess some fee.

A motion was made by Mr. Cox, seconded by Mr. Szabo, that the RFP be approved as modified and that a letter be sent to the SCRTD on the continuation of the interagency's transfer. Hearing no objections, motion was unanimously approved.

Executive Director's Report

- A. Citizen Advisory Committee: A meeting is scheduled tonight at the Commission offices.
- B. Half-Cent Sales Tax Proposal Update: The Executive Director spoke with Supervisor Ward today, who indicated that he wanted it made clear that the minutes reflect the comments of Mrs. Killeen at the last Commission meeting regarding opposition to the use of sales tax funds for the Wilshire Starter Line.

Continuous meetings have been held concerning this proposal with the Technical Advisory Committee, and the League of Cities. There have also been discussions with the Public Transportation Committee of the Chamber of Commerce. Mr. Premo indicated that staff is developing a system proposal for use of the revenues for the Finance Review Committee meetings scheduled for June 4 and 9.

- C. APTA Rapid Transit Conference in San Francisco, June 16-19, 1980: A motion was made by Chairman Schabarum, seconded by Mr. Geoghegan, to approve requests made by Commissioners Killeen and Geoghegan to attend the conference and the attendance of Commissioner Russ at a meeting in Washington, D.C. Hearing no objections, motion was unanimously approved.
- D. Route 7 Hearing Update: The City of South Pasadena submitted supplemental material in addition to their public testimony at the May 15, 1980 public hearing. A tentative follow up to the hearing has been set for June 5, 1980 in which a brief trip will be made to see the alternative alignments in advance of subsequent actions by the Commission on Route 7.
- E. Allocation of \$26 Million to SCRTD for Purchase of New Buses: The Federal government approved \$26 million to SCRTD for purchase of new buses.
- F. Commuter Computer: A Board meeting was held at Commuter Computer on May 27 and a meeting with Adriana Gianturco, Director of Caltrans, and Secretary Alan Stein was held on May 16.

As a result of the meeting held in Sacramento this morning, Commissioner Heckerth reported that in the negotiations, Caltrans lost in their bid to assume management and responsibility for Commuter Computer.

- G. Support for SB 620 Funds for Los Angeles County Agencies: Rick Richmond reported that one of the provisions of SB 620 was a \$10 million statewide program for special public transportation projects. A number of applications were received totaling \$173 million statewide. Funding criteria applied, reducing this amount to \$93 million and further criteria reduced it to a list \$13 million worth of projects which are now under consideration.

Mr. Richmond recommended that the Commission approve and support the projects within Los Angeles County that are on the \$13 million list. He indicated that the signal preemption project on Ventura Boulevard, which was designed to speed the flow of buses on that street, and which was applied for under this program and not included on the \$13 million list, be reiterated for recommendation. Further, that the Commission request this list from Caltrans, which has been unobtainable.

New Business

Chairman Schabarum reported that Mr. Rick Richmond will be the interim Executive Director. Commissioner Remy suggested that a notice be mailed to all agencies and the press, notifying them of Mr. Richmond's appointment.

Notice of Meetings

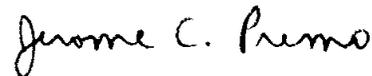
Chairman Schabarum indicated that on June 11, 1980, the Commissioners will meet at 2:30 p.m. for an Executive session and the regular Commission meeting will begin at 3:00 p.m.

Adjournment

Meeting was adjourned at 5:00 p.m.

The next meeting is scheduled for June 11, 1980 at 3:00 p.m. at the Department of Water and Power, Room 1555-H, 111 North Hope Street, Los Angeles.

Respectfully submitted,



JEROME C. PREMO
Executive Director

JCP:en
Attachments