



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

MINUTES

June 11, 1980

The Commissioners were called into an Executive Session by Chairman Schabarum at 2:50 p.m.

The regular Commission meeting was called to order by the Chairman at 3:15 p.m.

Members in attendance were:

Supervisor Peter Schabarum  
Councilman Russell Rubley  
Supervisor Kenneth Hahn  
Councilman John Zimmerman  
Mayor Edmond J. Russ  
Councilman John Ferraro  
Wendell Cox  
Robert Reeves, alternate to Supervisor Hahn  
Eleanor Killeen, alternate to Supervisor Ward  
Robert Geoghegan, alternate to Supervisor Edelman  
Ray Remy, alternate to Mayor Bradley  
Barna Szabo, alternate to Supervisor Burke  
Councilwoman Pat Russell, alternate to Councilman Ferraro

Staff members present:

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

Approval of Minutes

A motion was made by Commissioner Cox, seconded by Commissioner Geoghegan, to approve the minutes of May 28, 1980. Hearing no objections, minutes were unanimously approved.

Chairman's Remarks

Chairman Schabarum indicated that this will be the Executive Director's last Commission meeting.

A resolution, signed by the Commission members, was presented to Mr. Premo by Commissioner Hahn who commended Jerry on the fine job he has accomplished.

A second resolution signed by Assemblyman Walt Ingalls and Senator John Foran, honoring Mr. Premo, was presented by Chairman Schabarum.

City of Claremont's Base Line Road Request:

Mayor Eleanor Cohen, City of Claremont, requested that the LACTC expedite the funding of the Cities of Claremont and La Verne-sponsored Base Line Road widening project, between Claremont and the current terminus of Foothill Boulevard in La Verne. Mayor Cohen explained that the City of Claremont was recently notified by Caltrans that the project was not included in the PSTIP. This late notification, she felt, excluded the City of Claremont from meeting the deadlines for requesting FAU funds from the LACTC. (The LACTC adopted their TIP on February 27, 1980.) The two cities want to identify funding for the EIR and Feasibility Study for FY 1981 and, therefore, asked the Commission to amend its TIP to include the Base Line Road project with Regional FAU funds. The Cities of Claremont and La Verne have both voted to contribute \$20,000 a piece, which amounts to a fourth of the cost of the EIR and Feasibility Study.

Linda Pendlebury stated that the FAU Policy Committee, which met that afternoon, did not act to approve the last three years of the Regional FAU Program, for which this project is under consideration. Instead, the FAU Policy Committee voted to ask Caltrans to pursue the exception process in order to use Caltrans' support funds on this project. It was stated that there is no guarantee that the project can be funded out of the last three years of the Regional FAU Program, but since this program has not been adopted, it is premature to identify funds now. Possible funding sources for the project are Caltrans' portion of the Regional FAU Program (however, this project is large enough to take up one year's worth (or \$3 million) of the Caltrans program), 80% Local FAU funds or State funds. Claremont and La Verne have obligated most of their 80% FAU funds.

Linda Pendlebury indicated that the Commission can wait for the FAU Policy Committee to develop their program and urge that this project be considered, or ask Caltrans to use Capital Outlay State cash funds on this project in a TIP amendment. Another option would be to have Caltrans work on the project now with Non-Capital Outlay State cash support funds through the exception process, without being in the TIP.

Mayor Cohen stated that, at the FAU Policy Committee today, it was mentioned that Mr. Heinz Heckeroth will recommend that Caltrans fund the preliminary project study with support funds. She indicated that, since this statement is not in writing, there is no guarantee that this recommendation will go through.

Commissioner Zimmerman suggested that the Cities of Claremont and La Verne write to Mr. Heckeroth for verification of his statement. A motion was made by Mr. Zimmerman, seconded by Mr. Rubley, that the Commission write to Mr. Heckeroth, urging him to recommend that Caltrans conduct a Base Line Road project study using State support funds on an exception basis. Hearing no objections, the motion was unanimously approved.

### Committee Reports

#### Finance Review Committee

Commissioner Rubley reported on the following recommendations discussed at the meetings of June 4 and June 9, 1980:

#### June 4, 1980

Approval of TDA Article 4 eligibility for the City of Claremont's taxi-contract service.

Approval of 1979-80 TDA Article 8 Claims for streets and road purposes.

#### June 9, 1980

FY 1980-81 Transit TIP: Approval of allocation of \$242 million in State and Federal transit subsidy funds (TDA, SB 620, Section 5).

Mr. Rubley indicated that the SCRTD Board did agree to their budget and rate increase, based on the \$190 million budget allocation.

The committee recommended that:

- . \$1.6 million be allocated and reserved for community transit projects (TDA Article 4.5);
- . \$10.7 million of SB 620 funds be set aside as an annual installment toward the Wilshire Starter Line;
- . \$8 million be reserved for bus operating and capital needs in FY 81-82.

The Executive Director indicated that following their FRC meeting of June 9, some questions arose about the proposed Service Coordination Fund. Staff had recommended that the

Commission establish funds in West Los Angeles and the South Bay. These will be funds that are discretionary to the Commission but will have to be spent by the municipal operators to improve service in these two parts of the county. There has been considerable discussion previously, both the ATE Studies 1 and 2 have addressed West Los Angeles transit coordination and South Bay coordination. In the South Bay, there were some questions that arose and there has been discussion with the FRC members regarding slight modification in the South Bay coordination fund. The amount of money set aside for the South Bay Coordination Program should be reviewed through the Service Coordination/Finance Review Committees on the suggested use of these funds prior to their expenditure.

Commissioner Russ reported that the City of Gardena had submitted a budget of a 100% proposal, plus \$300,000 to do the service coordination service expansion. Further, that the cities of Gardena and Torrance figures are appropriately equal.

Also, the committee recommended that staff be authorized to make technical adjustments to the allocations in order to accommodate restrictions of specific funding sources arising from TDA regulations or from the Gann initiative.

A motion was made by Commissioner Rubley, seconded by Mr. Cox, to approve all of the above recommendations.

Supervisor Hahn asked if there is \$10 million in funds to be allocated to SCRTD.

The Executive Director explained that the SCRTD's share of the unallocated funds is \$4.493 million.

Mr. Thomas Neusom, President of SCRTD Board, indicated that a nickel increase in the base fare represents approximately \$4.5 million. An analysis of the financial impact of the various components of SCRTD's fare increase, which is currently in the process of preparation, will be provided to the Commission.

Mike Lewis, Chairman of the Finance Committee of the SCRTD Board, reported that the recent fare increase was a total of \$30 million. He also indicated that the fare increase, which was recently adopted, will generate \$30 million in added revenue. Next year, \$143 million will be generated out of the farebox.

Mr. Neusom indicated that there will be a Board meeting on June 12, 1980, at which time a formal request will be made requesting additional funds.

Commissioner Russ stated that the Commission staff did a study on what percentage the fare would have to be increased. Joe Misner reported that, in the event that a subsidy this year at

the \$194 million level is approved, a fare increase this year would be 23%; a fare increase next year would be 32%. By comparison, at a \$190 million subsidy level, this year's fare increase would be 24%; next year, the increase would be 27%.

Commissioner Geoghegan stated that Supervisor Edelman indicated his concern that the fare increase at a given point in time should be minimized.

A substitute motion was made by Supervisor Hahn, seconded by Mrs. Russell, to increase the Commission's allocation of funds to SCRTD by \$4.498 million.

Mr. Cox spoke against Mr. Hahn's motion because allocation of funds would create a situation whereby fares would have to be highly increased next year. Mr. Cox indicated that the basic cause of SCRTD's high fares was its high hourly cost of operations, and that the municipal operators were able to charge lower fares because their lower operating cost.

Roll call vote on the substitute motion by Mr. Hahn:

<u>Ayes</u>	<u>Nays</u>
Mr. Hahn	Mr. Remy
Mr. Russ	Mr. Geoghegan
Mrs. Killeen	Mr. Szabo
Mr. Ferraro	Mr. Rubley
	Mr. Zimmerman
	Mr. Cox
	Chairman Schabarum

7 Nays, 4 Ayes - substitute motion failed.

Following this vote on the substitute motion, discussion resumed on the main motion by Commissioner Rubley to approve the Finance Review Committee recommendations.

Mr. Russ asked for clarification on the status of the South Bay Coordination Fund--specifically, whether it would be available to the municipal operators for immediate expenditure. Mr. Premo stated that the staff recommendation called for the immediate allocation of \$196,000, and the withholding of \$368,000 pending review by the staff and the Service Coordination Committee of the proposed new services to be operated.

After further discussion, a motion was made by Mr. Szabo, seconded by Mr. Russ, to release the deep freeze monies contained in the South Bay Coordination Fund for Gardena and Torrance, allocating \$564,000 to be proportionately split between the two cities.

Roll call vote on motion by Mr. Szabo:

<u>Ayes</u>	<u>Nayes</u>
Mr. Russ	None
Mr. Ferraro	
Mr. Hahn	
Mr. Rubley	
Mr. Zimmerman	
Mr. Cox	
Mr. Remy	
Mrs. Killeen	
Mr. Geoghegan	
Mr. Szabo	
Chairman Schabarum	

11 Ayes - motion was unanimously approved.

Following this action, Commissioner Rubley's main motion, as amended, was approved without objection.

SB 821 Regional Bicycle and Pedestrian Facilities Claims: The committee recommended approval to allocate \$2,584 million in SB 821 (TDA Article 3 funds including five regional projects for pedestrian and bicycle facilities in the amount of \$1.187 million as 40% regional share.)

A motion was made by Commissioner Rubley, seconded by Mr. Remy, to approve the request from the City of Los Angeles claiming \$68,000 from FY 1979-80 funds for their previously approved Regional Project (98th Street Bikeway).

A motion was made by Mr. Rubley, seconded by Mr. Russ, to approve the following recommendations:

- . approval of carryover and reprogramming of \$1.2 million in Federal planning funds for SCRTD and the City and County of Los Angeles for FY 1980-81;
- . Approval of Amtrak station sites within Los Angeles County;
- . Approve amendment of the 1981-85 Los Angeles County TIP to include the preliminary engineering phase for federal projects;
- . Approve selection of firm of Peat, Marwick, Mitchell & Company to conduct SB 759 performance audit of the LACTC and authorize the Executive Director to execute a contract in an amount not to exceed \$23,840.35.

Hearing no objections, motion was unanimously approved.

Mr. Rubley commended the Citizens Advisory Committee for their outstanding job on the Amtrak sites.

## Intergovernmental Relations Committee

Commissioner Remy reported on the meeting of June 6, 1980. He indicated the following changes were made in the minutes:

AB 1964 (Ivers): No action is needed on this bill, it is a continuation of existing position.

AB 654 (Foran): It is recommended that this bill be supported. This bill has been amended to provide a greater degree of local control in the development of Union Station.

SB 1639 (Mills): A recommendation for a neutral position is needed. This bill will be a vehicle for some major changes in the way transportation is funded in the State. The general consensus is that this will be the bill used by Assemblyman Ingalls and Senator Mills as trailer legislation to ACA 74.

SB 512 (Briggs): This bill would establish Caltrans District No. 12. The purpose of this bill is to guarantee Orange County a larger share of State Highway funds beginning July 1, 1983. It has been estimated that Los Angeles County could lose as much as \$84.5 million in highway funds should SB 512 pass.

The Commission has opposed this bill in the past. SB 512 passed out of the Assembly Transportation Committee yesterday and its next hearing will be before the Assembly Ways and Means in a couple of weeks.

A motion was made by Mr. Remy, seconded by Mr. Geoghegan, that the recommendations as indicated for AB 1964, SB 654, AB 1630 and SB 512 be approved. Hearing no objections, the motion was unanimously approved.

An additional motion on SB 512 was made by Mr. Remy, seconded by Mrs. Killeen, that the Commission send to the Los Angeles County delegation the Commission's position and that contacts be made with the Governor's office should the bill clear the Assembly. Hearing no objections, the motion was unanimously approved.

ACA 74 (Ingalls): This constitutional amendment, should it pass the Legislature, would go on the ballot in November. It provides for the continuation of the sales tax on motor vehicle fuel and the sales tax on gasoline will be on the gallage only, instead of the gallage plus the tax. ACA 74 constitutionally dedicates revenues from the sales tax on gasoline for public transportation systems local streets and roads and State highways. The ACA 74 would transfer the 325 "spillover" now going

into the General Fund to the Transportation Planning and Development (TP&D) Account. Presently, these additional dollars that come from sales tax on gasoline constitute a "windfall" to the State General Fund. Because of this, the State Department of Finance is in opposition to this bill; it is a net transference of funds from the General Fund to be set aside for public transportation and transportation support from the TP&D Account.

AB 2678 (Ingalls) and SB 1630 (Mills): The trailer bill may be AB 2768 or SB 1630. The trailer bill would legislatively explain what will happen if the Constitutional Amendment is approved. The Intergovernmental Relations Committee is very concerned about the way the trailer bill is written. All major transportation decisions would rest with the Legislative Committees, whether in the Assembly or Senate. The recommendation from IRC is that the ACA 74 include language to maintain the current Prop. 5 program.

Tim Egan, responding to Chairman Schabarum's question, explained that Assemblyman Ingalls has indicated that because of the loss of the TDA Program, which is the basic source of funds for transit in the Los Angeles area, that the trailer bill would transfer enough money to make transit whole with no increase the first year. The local streets and roads program would lose approximately \$144 million through the tax shuffle in the ACA. Assemblyman Ingalls is transferring a like amount to prevent the cities and counties from losing streets and roads funding. The State Highway Program would increase by \$227 million under the Ingalls proposal. Sixty (\$60) million of that amount would be funds set aside for recapture of Prop. 5.

Mr. Remy indicated Mr. Ingalls' concern of inadequate funds at the State level to fund the current State TIP.

A motion was made by Mr. Remy, seconded by Mrs. Killeen, to support ACA 74, AB 2678 or SB 1630 subject to the following amendments; maintain the current Prop. 5 program in the constitution, and maintain the local decision-making process presently in existence on matters of local streets and roads and public transportation. Hearing no objections, the motion was unanimously approved.

AB 3417 and AB 2588 (Ingalls): Commissioner Remy also discussed AB 3417 and SB 2588, both introduced by Assemblyman Ingalls.

AB 3417 would make a technical amendment to AB 1246 to ensure that new TDA operators in Los Angeles County would retain eligibility for funding after July 1, 1980.

AB 2588 is an amendment to AB 402 that requires the California Transportation Commission to use the adopted State Transportation

Improvement Program (STIP), not the Caltrans proposed STIP, as the base program in considering changes to the program from the year before.

Motion was made by Mr. Remy, seconded by Mr. Geoghegan, to support AB 3417 and AB 2588. Hearing no objections, motion was unanimously approved.

### Federal Legislation

#### Public Transportation Authorization Bills

Modifications have been made on the Senate Bill in the amounts of money that the urbanized area would be able to receive under the Section 5 operating assistance formula. Mr. Remy indicated that the House bill appears to be more favorable in terms of the amounts of money allocated to Los Angeles for operating assistance and the bus capital program.

Mr. Tom Neusom, President of SCRTD Board, indicated that the position of the District is to oppose the Senate legislation and support the provisions of the House bill as to the Section 5 formula.

A motion was made by Mr. Remy, seconded by Mr. Cox, that this Commission continue to work with both the Senate and House Committees in an attempt to get the best possible formula. Hearing no objections, the motion was unanimously approved.

Regarding the Incentive Tier, there is some disadvantage given to operators receiving major increases in operating assistance, and some benefit given to those receiving little or no new operating assistance. IRC recommends that the Commission support an approach that would give additional Section 5 funds to transit systems who have increased ridership even though federal operating assistance has been decreased.

A motion was made by Mr. Remy, seconded by Mr. Szabo, that the recommended position on the Section 5 Incentive Tier be approved. Hearing no objections, the motion was unanimously approved.

The IRC recommends support of S. 2696 which was recently introduced by Senator Hayakawa. The bill would establish the National Office of Ridesharing in DOT with the responsibilities to coordinate, promote and make grant allocations for ride-sharing.

A motion was made by Mr. Remy, seconded by Mr. Szabo, that the Commission support S. 2696. Hearing no objections, motion was unanimously approved.

### Half-Percent Sales Tax Proposal

The Executive Director indicated that staff would present a brief summary on the status of the proposed 1/2% sales tax for transit and that a member of the Citizens Advisory Committee was here to present its recommendations on the matter. A summary outline was handed out to the Commissioners for discussion.

Councilman Ferraro excused himself, indicating to the Chairman that he had dropped by the meeting to congratulate Jerry Premo for doing an outstanding job as Executive Director for the Commission.

Mr. Richmond indicated that in March the Commission directed staff to develop a transit program which could be implemented should the 1/2% sales tax be implemented. The purpose of today's report was to recommend Commission's adoption of a preliminary program for purposes of soliciting public review and comment. Mr. Richmond reviewed the parameters that were established by the Commission in March, specifically the funds would be split on a 50/40/10 basis, 50% available for guideway purposes, 40% for short-term bus and paratransit improvements, and 10% for transportation systems efficiency improvements. In developing the recommended program, staff has had meetings with a number of agencies and individuals around the county for the last couple of months, specifically the Technical Advisory Committee, Citizens Advisory Committee, Chambers of Commerce in the area, the Los Angeles County Division of the League of California Cities and various community and business leaders.

Mr. Richmond further explained that the preliminary program is divided into two basic components: a short and medium range components, which would be implemented with half of the revenues and long-range component which would use the other half. The short-range component would consist of bus and paratransit improvements. The specific type of improvements are listed in the memo dated June 11, 1980 (EXHIBIT A). The long-range component is the exclusive transit guideway system. Staff recommends that the system be identified at this point serving the following corridors: San Fernando Valley Extension, San Diego Freeway, Wilshire Extension, Century Freeway, Harbor, Long Beach, Santa Ana Freeway, and Pasadena; in addition to the El Monte Busway and Wilshire Starter Line corridors. The estimated cost for the kind of corridor system, assuming a mix of rail and bus technology, would be about \$3 billion in 1980 dollars, not including the Wilshire Starter Line. Staff's analysis at this point indicates that the system would be feasible over 20-25 year timeframe, based on a variety of assumptions about what mode will be used in each corridor and the availability of federal funding. Staff has also included a proposed sunset provision that, upon completion of the guideway program, that portion of the sales tax which had been devoted to its construction would be removed. This represents a variation from the "full" sunset provision proposed by the Commission in March.

Staff is proposing that the Commission preliminarily adopt this program and then circulate it to a wide variety of interested groups and also the public at large for further review and comment. In doing so, general reaction would be requested, along with specific comments on two issues. One is the issue of the guideway mode--input from those who receive this report as to whether a mode for each of these corridors should be identified in advance of putting it on the ballot; and if so, what that mode should be. The second issue relates to the funding. The 50/40/10 concept has been discussed. An alternative could be that funds for the local transit service portion of the program could be allocated directly to local jurisdictions on a population basis. Staff believes that such an option to be feasible, assuming that the local transit portion did not exceed 25% of the overall funding. If this option were to be adopted, staff would recommend doing so on a number of understandings and assumptions to ensure that the funds be used for eligible improvements, that their use would not compete with existing services, and that they would be used in a timely fashion.

Mr. Premo summarized the schedule for the program. The staff's recommendation is that the Commission adopt a preliminary transit program for the purpose of soliciting public review and comment today. Public hearings are contemplated for July. The possible locations include Long Beach, Santa Monica, Van Nuys, Pomona, downtown Los Angeles, and Pasadena. Review of comments from interested parties is due on July 30. A special Commission meeting is scheduled for August 6 for the purpose of considering and acting on the language for the 1/2% sale tax ballot. The deadline for getting this issue on the ballot in November is August 22, 1980.

Mr. Steve Lantz of the Citizens Advisory Committee explained the committee's recommendations and position, which is included in the attached outline.

Commissioner Zimmerman indicated that the transitway proposed for the Century Freeway median should not terminate on the easterly end at I-605, but should be extended to I-5, the Santa Ana Freeway.

Commissioner Szabo indicated Supervisor Burke's interest in the financing option which insures a return of a portion of the funds to local jurisdictions. He also expressed the Supervisor's view that the South Bay area should be served in whatever transit guideway program is adopted and that in the future it be possible to extend the system to tie into guideway plans in Orange County.

After much discussion, a motion was made by Mr. Cox, seconded by Mrs. Russell, that the commission adopt this preliminary transit program for soliciting review and comment.

A motion was made by Mr. Remy, seconded by Mr. Reeves, that the Commission approve the suggested schedule with the understanding that staff will lay out the locations and indicate what Commission members they want to attend so that it can be scheduled now. Hearing no objections, the motion was unanimously approved.

Mr. Richmond indicated that staff intends to report back with more details at the next Commission meeting.

#### Proposed LACTC FY 1980-81 Budget

The Executive Director presented the proposed LACTC FY 1980-81 budget for discussion and action. Copies of the budget were distributed to the Commissioners.

Chairman Schabarum invited the public to address the Commission on the proposed budget.

A motion was made by Commissioner Remy, seconded by Commissioner Zimmerman, that discussion of the proposed budget be continued to the next Commission meeting, at which time the Commission will take action.

The Executive Director suggested that the Commission take action for the purposes of retaining Ronald Schneider, Principal Deputy County Counsel.

A motion was made by Mr. Russ, seconded by Mr. Remy, that a request to the Board of Supervisors be made to enter into a contract relative to the employment of the County Counsel as legal counsel for the Commission for the coming fiscal year. Hearing no objections, the motion was unanimously approved.

#### Executive Director's Report

1. Federal Grant for Wilshire Rapid Transit: Approval was received by letter dated June 4, to Mr. Jack Gilstrap of SCRTD, from Ted Lutz, UMTA Administrator, committing \$12 million at this time and amendments considered to complete the rest of the \$40 million preliminary engineering project when Congress acts on the budget.
2. Commuter Computer Status Report: The Executive Director explained that various discussions have been held with regard to Caltrans taking over the management of Commuter Computer. It was the understanding of all agencies involved that a satisfactory Caltrans contract could be achieved. The revised Caltrans contract proposal was delivered to Commuter Computer late on June 10; it contains many problematic sections. Caltrans has said that without execution of the contract by Commuter Computer on June 16, the contract could not be in operation starting July 1, 1980.

Ms. Nancy Klein, Acting Director of Commuter Computer, was asked to comment on the position of her Board of Directors. Commuter Computer may be in need of interim funding to continue their operation until this contract issue is resolved.

A motion was made by Mr. Remy, seconded by Mr. Geoghegan, that the Commission send a telegram to Mr. Alan Stein, Secretary of the Business and Transportation Agency, and refer this matter to the Finance Review Committee for review and recommendation involving an allocation of \$200,000 to Commuter Computer for the Commission's next regular meeting on June 25, 1980. Hearing no objections, motion was unanimously approved.

3. Other issues: The Executive Director thanked everyone present for their friendship and willingness to consider a variety of views, including those presented by staff.

### New Business

#### El Monte Busway Extension

Chairman Schabarum indicated that it has come to his attention that there is now being circulated a draft DIR on the El Monte Busway Extension. He asked for Commission's support to inquire of Caltrans the current status of the project and the schedule for its completion. He indicated that he would like Caltrans to give a brief presentation on the status of the project.

#### West Los Angeles Coordination Fund

Commissioner Russ indicated that it has been brought to his attention by the people from Santa Monica that the West Los Angeles coordination fund presents the same questions posed by the South Bay fund discussed earlier. He indicated that this matter should be referred to the Finance Review Committee and then before the full Commission at the next meeting.

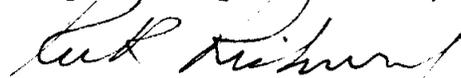
### Notice of Meetings

Notice was received and filed.

Meeting was adjourned at 5:50 p.m.

The next Commission meeting is scheduled for June 25, 1980, 3:00 p.m., at the Department of Water and Power, Room 1555-H, 111 North Hope Street, Los Angeles.

Respectfully submitted,



RICK RICHMOND  
Acting Executive Director

RR:en:kyt  
Attachments