



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

MINUTES

January 13, 1982

The regular Commission meeting was called to order by Chairman Rubley at 3:20 p.m. at the Department of Water and Power.

Members in attendance were:

Chairman Russ Rubley
Supervisor Ed Edelman
Supervisor Pete Schabarum
Mayor Ed Russ
Councilwoman Pat Russell
Wendell Cox
Robert Reeves, alternate to Supervisor Hahn
Barna Szabo, alternate to Supervisor Dana
Ted Pierce, alternate to Supervisor Antonovich
Blake Sanborn, alternate to Supervisor Schabarum
Ray Remy, alternate for Mayor Bradley
John Van Doren, alternate to John Zimmerman
Heinz Heckerth, Ex-Officio for State of California

Staff members in attendance:

Rick Richmond, Executive Director
Ronald Schneider, Principal Deputy County Counsel
Kathy Torigoe, Executive Secretary
Annette Honda, Secretary

APPROVAL OF MINUTES

It was moved and seconded to approve the minutes of December 9 and December 16, 1981. Chairman Rubley indicated that minutes of December 16 should be amended that Greg Roberts did not complain but instead inquired about the reason for moving Commission meetings around the county and the impact of Mr. Taylor leaving RTD.

The minutes were approved unanimously, as amended.

CHAIRMAN'S REMARKS

Mr. Rubley stated that it had been a pleasure to serve as chairman of LACTC and that the Commission had made progress, always keeping the goal of better transportation in mind. He said that it had been a privilege to serve as chairman and commented on the Commission's outstanding staff.

Chairman Rubley also mentioned that he accepted an award on behalf of the Commission on Friday night from the American Society for Public Administration. The Henry Reining Award was presented to the Commission for its contributions to good government.

Mr. Rubley passed the chairmanship over to Supervisor Edelman.

ELECTION OF VICE CHAIRMAN

Mr. Edelman called for nominations for Vice Chairman.

Mrs. Russell was nominated by Mr. Russ; seconded by Messrs. Reeves and Cox. No other nominations were heard.

Roll call vote:

Mr. Schabarum - aye
Mr. Reeves - aye
Mr. Szabo - aye
Mr. Pierce - aye
Mr. Remy - aye
Mrs. Russell - aye
Mr. Russ - aye
Mr. Van Doren - aye
Mr. Cox - aye
Mr. Rubley - aye
Chairman Edelman - aye

Mrs. Russell was elected by unanimous vote.

NEW CHAIRMAN'S REMARKS

Mr. Edelman stated the following:

"I am looking forward to working with Mrs. Russell. I have worked with her on the City Council and I'm sure that she'll provide very important leadership to the Commission, as she's done in the past. So, Pat, welcome to the vice-chairmanship.

"Let me tell you what I see as some of our priorities for the coming year. But before I do that, I want to say a few words about Russ Rubley on behalf of the Commission. Russ has been a

very good chairman. In his low-keyed style, he ran a very good Commission. He's played a leadership role in developing the opportunity for a light rail system from Long Beach to Los Angeles. That proposal is being evaluated and we will get a report, as I understand it, by the end of February. This Commission will have to make some tough decisions in March.

"We have dealt aggressively with the challenges facing the Commission locally and in Washington. There are many difficult problems that exist now, especially funding transportation improvements. I think we owe Russ a good deal of gratitude for his work.

"He is serving as a city councilman of Long Beach and, unlike those of us who represent the county, he is not full-time in Long Beach. He's part-time, but he finds enough time, because of his civic interest, to devote himself to his work as a city councilman and to his important work here.

"Russ, we have a plaque which I believe symbolizes the appreciation of this Commission for your services."

Mr. Edelman presented Mr. Rubley with the plaque on behalf of the Commission, and thanked him for his contributions.

Chairman Edelman further stated, "I would like to indicate, from my perspective, what I see as some of our priorities and then we will move right into the agenda -- after we ask Mrs. Russell if she would like to say anything at this time.

"Obviously, the first priority is to determine what course we should follow after the Supreme Court rules on Prop. A, which we understand is due for a decision any day now. If Prop. A is declared constitutional, as we hope it will be, we will have the opportunity to keep the bus fares from rising. We will be able to help the bus operators in this county to keep their fares at 50¢ for the next few years. We'll have a good deal of money to develop rapid transit. Prop. A will make our work a lot easier and will give us the opportunity to make some strikes at starting rapid transit.

"If it should fail, we will have to move the bill that Assemblyman Berman has introduced, and to get the legislature, hopefully, to stand up with statesmanship, not partisanship (as we too often at the state level do these days). We will urge them to vote to allow this sales tax for the people of this county. After all, 54% of the people voted for it, and how can the legislature deny the 54% majority from getting their way? We know it takes two-thirds vote in the legislature. We think that we can muster bipartisan support, with Republicans

and Democrats from the county supporting the two-thirds vote to impose the sales tax so that we can get \$220 million to finance our bus operations and rapid transit.

"We may have problems heading into this new year, but hopefully, not with the RTD. We know too often we have had conflicts that have ended in strikes and work stoppages in our bus system. Hopefully, the negotiations will proceed at an earlier date rather than waiting until the final advisory arbitration, which is usually the starting point for negotiations. We've had these work stoppages -- strikes if you will -- and that's been disruptive, not only to bus service that people depend on but for transportation in general. We should be concerned about what's going on in Washington. And we would be remiss if we did not look with a good deal of disfavor on the cutbacks in operating subsidies to the bus operators. That will mean a rise in the bus fares to a \$1.40 and maybe \$2.00 if the operating subsidies are eliminated over the years.

"Also, if no new money is allowed for starter lines, then that will obviously put the Wilshire Corridor route in some jeopardy. We in this county deserve our fair share of money back from federal government. Our money has helped other transit districts get their rapid transit systems -- Detroit, Atlanta, Miami, Honolulu. Other places have gotten federal funding, and now we've got our act together, that money may not be available. We are concerned about that and, hopefully, we will be able to use the influence of this Commission, and the members on it, to try to help us in that direction. I know I plan to go to Washington, if need be, and fight that fight. And I plan to go to Sacramento and fight the fights that we have to, to get the necessary financing to provide transportation for the people in this county.

"We have one more dismal war, and that is there are some rumors from a few state legislators that the Commission should have its powers changed because they may not agree with the decisions that this Commission has made in the past. You can't have it both ways; you can't set up a local Commission, give that local Commission the power to make decisions, and then stand back many miles away and second guess it. You have to support the decisions of the Commission, even though you may disagree with them, because we arrived at them fairly and all the members have had an open opportunity to speak and the public has had an opportunity to be heard. Indeed, I think that we have to be on guard about what may happen in Sacramento in terms of this Commission's status.

"Bob Geoghegan has served as my representative, and has done an outstanding job for me and for this Commission when I have not been here. I am planning to be here; Bob, however,

is still going to be here and back up my role on the Commission. I'll be looking to each of you who have worked in these areas to give me your expertise and your wisdom during the next year. I would appreciate your help because I don't know all the answers, and I will be looking to you for guidance."

Chairman Edelman asked if Pat Russell had any comments to make.

Mrs. Russell stated, "One of my deepest satisfactions as an elected official has been working with this Commission and I'm proud of what we have accomplished up to now. I'm glad to be able to serve in this role and I look forward to serving with you, as our Chairman, Ed, -- just like old times. I look forward to a good year."

INTRODUCTION OF MR. SCHABARUM'S ALTERNATE

Mr. Schabarum introduced Mr. Blake Sanborn, who had agreed to serve as Mr. Schabarum's alternate. Schabarum said that Mr. Sanborn brings to this role a long history as mayor and city councilman in the City of Whittier. Mr. Schabarum also stated that he is most confident that Mr. Sanborn is going to articulate the views of the first supervisorial district in the County of Los Angeles on transportation in general.

COMMITTEE REPORTS

Finance Review Committee

Mr. Russ reported that the committee met on January 11, 1982. The actions taken at the meeting are attached as EXHIBIT A.

Mr. Russ moved for adoption of these recommendations; seconded by Mrs. Russell.

Mr. Remy questioned to what extent the Ports Area Highway Improvements Study will review the access problems of both harbors, relative to highway as well as rail.

Mr. Richmond indicated that the documentation on some of the work that is already going on could be provided within a 4-6 week time frame, enabling later consideration of highway TIP programming and the route recision issue by LACTC.

Mr. Russ indicated that one concern was that the future adequacy of the proposed Ports Area arterial network has not yet been addressed.

Mr. Richmond stated that the purpose of the Ports Advisory Committee activity was to coordinate all involved agencies in

planning for the optimal short- and long-term solutions to Ports access.

Mr. Van Doren requested clarification regarding the FRC consensus on future adequacy of the Ports Access arterial network.

Mr. Russ replied that LACTC doesn't have a summary of the facts that have been developed and that the committee as a whole thought the SCAG proposal might be too short term.

Mr. Cox asked for Commission's approval of the draft letter to Article 4.5 applicants. A copy of the draft letter was passed out to the Commissioners.

Chairman Edelman moved for approval for Items 1, 3, and 4. Item 2 on the Article 4.5 letter was held over for comment later in the meeting under Service Coordination Committee report.

Mr. Remy requested clarification regarding Item 3. He asked if the Transit Development Coordinator and Transit Development Officer positions are in addition to the five that are being requested in Item 3.

Mr. Richmond indicated that the two positions were previously approved and would be in addition.

Mr. Remy indicated support but requested a new staff organization chart.

Mr. Rubley emphasized the importance of early advertisement for the new staff positions.

Mr. Edelman moved for approval of Items 1, 3, and 4; seconded by Mrs. Russell. No objections were heard to the motion.

Intergovernmental Relations Committee

Mr. Remy reported on the IRC's meeting of today. The Committee's recommendations are as follows:

Federal Legislation

The consensus of the IRC was to support the concept of a revenue enhancement proposal being discussed by the federal government which would reverse deteriorating highway and transit conditions. The Cabinet Council has given Secretary Drew Lewis approval to go ahead and develop such a program and include it as part of the federal budget submittal.

The Committee felt that the proposal for a 4¢ gasoline tax and the fifth cent, either raised by a gasoline tax or by a combination of fees, is a good proposal.

The Committee's recommendation is to support the proposal and to notify the Administration, as well as members of Congress, of our support and to also indicate the general areas of concern pointed out in the memo from the Executive Director. The Committee has requested staff to return in two weeks with some specifics as to how the legislation should be developed.

Proposed Proposition 5 Legislation

Mr. Remy reported that Senator Foran has introduced a bill, SB 1331, which is Proposition 5 legislation. At this point, specifics of the bill are not known; however, staff will report back with an analysis of the bill. Assemblyman Young and Senator Mills are co-authors of this bill. It has a direct impact on the amounts of funds that we would have available here for any public transportation improvements, both Prop. 5 and SB 620.

Mr. Remy also mentioned that the Committee was further advised of a bill that Assemblyman Imbrecht has introduced and that there was a direct indication that the Chairman of the Assembly Transportation Committee, Assemblyman Young, wanted the bill returned to his committee so that a rider could be attached. This rider might relate to the powers and authorities of this Commission.

There is no action necessary on SB 1331 until we have the detailed legislation and analysis before us.

Referral from Ad Hoc Rapid Transit Committee

Mr. Remy indicated that there was some confusion as to what the powers and authority of this Commission are relative to Caltrans and their interest in putting rail transit on state freeways or state highways. The Committee suggested that the Commission circulate draft legislative language which would clarify the powers of this Commission and other commissions.

Proposed Relocation of Coast Guard District Headquarters

Congressman Glenn Anderson has advised our office that there is an effort to close down the Coast Guard operation in the Los Angeles/Long Beach ports area and consolidate them in the San Francisco Bay area. Congressman Anderson is concerned in terms of the safety of the harbors in Long Beach,

Los Angeles, and San Diego. The Committee suggested that Chairman Edelman correspond with Secretary Lewis, as well as the Los Angeles County Congressional Delegation about not going forward with such an action.

Mr. Remy moved for approval of Committee's suggestion; seconded by Mr. Szabo.

Mr. Cox questioned the proposal by U.S. DOT for the increased highway user charges -- asking if they have given us an indication on what kind of projects would be eligible for the 1¢ transit contributions.

Mr. Remy indicated there is no authorization at this point allowing new rail starts. The intent is more for rail improvement and bus expansion but, as legislation is developed, there are opportunities to make amendments to bills. The Committee had concerns as to how the transit funds would flow, what mechanisms would be used, whether it is a block grant, whether the funds flow through the states or through the MPO, or the operators. These are some of the details the Committee will work on.

Mr. Russ asked if there is any logic in and what the feasibility might be of doing something in California to try and get some "return to source" on the federal gas tax to guarantee that it will not all end up on the East coast.

Mr. Remy indicated that some of the key issues are: what are the formulas that are used and what are the eligible categories. If the funds are designated or allocated to areas for bridge replacement, we obviously are not going to do as well as if it is for something like FAU. Mr. Remy stated that the Commission will be corresponding with the Administration and Congress to try to get the funds allocated by some formula or designation to those categories that most favorably benefit Los Angeles.

With no further discussion, it was moved by Mr. Remy, seconded by Mr. Szabo, that the IRC report be approved. No objection was heard.

Service Coordination Committee

Mr. Cox reported on the SCC meeting of January 8. The recommendations for Commission's approval are attached as EXHIBIT B.

Mr. Cox moved for approval of the Committee's recommendations; seconded by Mr. Pierce. The cover memo which will transmit the Article 4.5 applications form to claimants was reviewed; no objections were raised.

Mr. Heckerth mentioned that Caltrans has no objections to serving as an ex-officio member of the Paratransit Operations Subcommittee.

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

PRESENTATION ON FREEWAY EXPRESS TRANSIT PROPOSAL BY
SOUTHERN CALIFORNIA TRANSPORTATION ACTION COMMITTEE

Messrs. Ed Martin, Chairman of SCTAC, and Dave Grayson, Secretary-Treasurer of SCTAC, were introduced to the Commission. They presented a proposal on Freeway Express Transit and urged the Commission to take the following actions:

- 1) take the lead, in cooperation with adjoining counties, to bring about implementation of this proposed regional transit service.
- 2) undertake more detailed studies including implementation phasing or scheduling and identification of transit corridors where Freeway Express Transit can most quickly improve regional transit service and generate demand for future higher capacity systems.
- 3) support priority inclusion of Freeway Express Transit as a multi-county transit service in the Regional Transportation Plan.

A question and answer period followed the presentation.

Mr. Cox moved that this proposal by SCTAC be referred to staff for a preliminary report and then referred to an appropriate committee of the Commission. Motion was seconded by Mr. Szabo. No objection was heard.

EXECUTIVE DIRECTOR'S REPORT

A. Appointments to Citizens Advisory Committee

Request was received from Supervisor Schabarum that John Pat Drohan and Charles Stapleton be reappointed to the CAC.

Motion was made by Mr. Sanborn, seconded by Mr. Pierce, to reappoint Messrs. Drohan and Stapleton. No objection was heard.

B. Appointment of TDA Article 8 Hearing Board

The hearing board, appointed by the Commission, conducts the hearings and makes recommendation to the full Commission. The public hearings are scheduled for February 25 - Valencia; March 4 - Antelope Valley; and March 26 - Avalon.

The FY 1982-83 hearing board for all three Article 3 hearings is recommended to consist of:

1. An at-large member of the LACTC, appointed by the Chairman;
2. Supervisor Antonovich or his designee;
3. Supervisor Dana or his designee;
4. A representative appointed by SCAG;
5. A member of the Citizens Advisory Committee, selected by the CAC.

Mr. Cox moved for approval of the board; seconded by Mrs. Russell. No objection was heard.

C. Amtrak Conference

The conference is scheduled for Thursday, January 21 at 10 a.m. at Union Station. The train leaves at noon for San Diego. Return train leaves San Diego after dinner and will arrive at Union Station at 9:40 p.m.

Commissioners will be receiving invitations to this event.

D. IDEA Improvement Development Forum

Conference is scheduled for January 27-29, 1982 in San Diego. This would be a good opportunity to observe the San Diego transit system. A meeting is being arranged with the members of the San Diego Metropolitan Transit Development Board for Thursday evening, January 28.

E. APTA Legislative Conference

Conference is scheduled for March 8-9, 1982 at the Hyatt Regency Capitol Hill in Washington, D.C.

NEW BUSINESSAir-Cushion Hybrid Electric Bus-Type Program

Mr. Pierce indicated that Supervisor Antonovich's office for the last year has been involved with a pilot program on mass transit utilizing air-cushion hybrid electric bus-type program which had been presented by Mr. Harry Laufman. Staff was asked to review this project and refer it to the Ad Hoc Rapid Transit Committee and then to the Finance Review Committee. The program is asking for funding for a 90-day period for approximately \$60,000.

Questions were asked by the Commissioners and answered by Mr. Laufman.

Motion that staff will review this project was approved with no objection.

AB 821 Bicycle Fund

Mr. Russ indicated that he attended a bicycle regional trail meeting and learned of a bill before the legislature last year which didn't get through, which was to allow AB 821 funds to be used for maintenance of bike paths. He requested that the Intergovernmental Relations Committee look into having the bill reinitiated and asked what the Commission can do to support this kind of legislation.

It was moved for approval and seconded; no objection was heard.

High-speed Train Between Las Vegas and Los Angeles

Mr. Remy mentioned that he was invited to a meeting in Las Vegas in which people were interviewed for request for proposals in which consultants could look at the high-speed train project. Mr. Remy suggested that an invitation be extended to the appropriate people in Las Vegas to appear before the Commission at our second meeting in February. He also suggested that an invitation be extended to Japan which is interested in the engineering of a high-speed system between San Diego and Los Angeles, at a later date.

Motion was made for approval of Mr. Remy's suggestion and seconded. No objection was heard.

NOTICE OF MEETINGS

Mr. Edelman indicated that he plans to talk to each Commissioner personally about changing the time and location of the meetings. He also indicated that he would appreciate receiving input from the Commissioners for any changes to committee assignments.

Meeting was adjourned at 4:50 p.m.

Respectfully submitted,


RICK RICHMOND
Executive Director

RR:ahh:kyt
Attachments