



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

## MINUTES

April 14, 1982

The regular Commission meeting was called to order by Chairman Edelman at 1:45 p.m. in the Board of Supervisors Hearing Room at the Hall of Administration.

Members in attendance were:

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

Staff members in attendance were:

Paul Taylor, Deputy Executive Director  
Ronald Schneider, Principal Deputy County Counsel  
Kathy Torigoe, Executive Secretary  
Annette Honda, Secretary

## COMMITTEE REPORTS

### FINANCE REVIEW COMMITTEE

Mr. Russ reported on the meetings of March 29, 1982 and April 12, 1982. The committee's recommendations are as follows:

## FY 1981-82 UMTA 16(b) (2) Capital Assistance Program

- o Approve six UMTA 16 (b) (2) applications for inclusion in the budget year of the 1982-86 TIP
- o Authorize staff to monitor and report on applicants who are anticipating receipt of Article 4.5 funds from the Commission in future years

## Program of Ports Area Highway Improvements

- o Support the program of Ports area highway improvements as a substitute for the extension of Route 47 as a freeway to Route 405
- o Endorse the additions and deletions to the state highway system, shown in the FRC agenda, contingent upon a financial plan being developed which shows that financial participation by the state and by other affected jurisdictions will lead to construction of all proposed highway improvements

## UMTA Request Concerning Use of Funds Formerly Obligated to Downtown People Mover Project

- o Advise UMTA that the Commission would like to use deobligated DPM funds to complete preliminary engineering on the Wilshire Rail project
- o Support SCRTD's application for approximately \$2.8 million in Prop. 5 funds for Wilshire Rail preliminary engineering

Administrative Code Revisions

- o Approve the amendments to the Administrative Code and travel and expense reimbursement policy shown in the FRC agenda of March 29, 1982

## Follow-up Action on LRT

- o Apply to the CTC for Prop. 5 guideway reserve funds for preliminary engineering/environmental analysis as outlined below:

Projects(s)	<u>Amount</u>
Los Angeles to Long Beach	\$2.850 M
Firestone Boulevard, Exposition Boulevard and North Hollywood/Chatsworth	\$2.375 M

- o Allocate \$275,000 in local rapid transit set aside funds (SB 620: STAF) to match the Prop. 5 funds application
- o Act to amend the county, regional and state TIPs to reflect the projected financial requirements for Los Angeles County rail projects

#### STIP Programming of Commuter and Intercity Rail Projects

- o Inform the California Transportation Commission through testimony at their STIP hearing, that the LACTC believes that comparable rail transit projects competing for the same funds (TP&D) should be subject to the same prioritization system
- o Take a formal Commission position to support guideway projects such as the Wilshire Starter Line and light rail as higher priority projects than expansion of commuter/intercity rail services. (Existing commuter/intercity rail services, such as the Los Angeles-San Diego line, would continue to be supported by the Commission.)

The FRC deferred a decision on the classification of the Los Angeles to Oxnard commuter rail line as existing or proposed expansion until the next Commission meeting. Mr. Russ indicated that the Los Angeles to Oxnard commuter rail line should be examined carefully by the Commission because the passenger subsidy for this rail line is projected to be higher than existing passenger subsidies for bus service.

#### Alternative Policies for Maintaining Transit Mobility with State and Federal Funding Reductions

- o Confer with the SCRTD and municipal operators regarding potential service reductions and encourage that emphasis be placed on those services for which substitutions are most likely available.
- o Form an ad hoc committee which would include private bus operators to solicit comments and assess their willingness to operate lines on a no-subsidy basis. The Commission would offer to play a two-part role to facilitate this process: a) provide any available information, and b) assist the private operators in the regulatory process.

Mr. Russ commented that the purpose of the ad hoc committee would be to study the transfer of SCRTD bus lines currently operating with public subsidies to private operators who could operate the bus lines at a profit. He added that

this transfer would enable the taxpayer subsidies to be used in other areas, and that there is no absolute recommendation at this time.

- o Support the Pomona Valley study of local transit needs and service provision alternatives, including a review of pulse points and transit centers.
- o Begin investigating mechanisms for implementing user-side subsidies of public transit.

Transit Performance Audit: Section of Consultants  
for Interview

- o Invite the following consultants to be interviewed for the Commission's two-phase bus operator performance audit contract:
  - Arthur Andersen
  - Simpson & Curtin
  - Peat, Marwick & Mitchell

Mr. Russ moved for approval of these recommendations with the exception of the item regarding STIP programming of commuter and intercity rail projects. Action on this item was deferred until after Caltrans had made a presentation regarding the Los Angeles to Oxnard commuter rail line.

Motion was seconded by Mr. Remy. No objections were heard. Motion was carried.

INTERGOVERNMENTAL RELATIONS COMMITTEE

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

State Legislation

AB 2313 (Lockyer): This bill deals with preferential treatment of high-occupancy vehicle lanes, exclusive lanes, and diamond lanes. The committee recommends support of this bill.

AB 2316 (Lockyer): This bill deals with soundwalls on state highways. The committee recommends support and that this bill be amended to make sure that the soundwalls are being constructed by cities or counties at their own expense and are subject to reimbursement and should be subject to the prioritization by the Commission.

AB 2381 (Lockyer): The committee supports this bill, but recommends seeking an amendment which would grandfather existing projects that have been established and prioritized by the Commission in the STIP.

AB 3375 (Elder): This bill deals with Route 47 and to make additions and deletions from the state highway system. The committee was concerned relative to the financial plan requirement. IRC is suggesting to Assemblyman Elder that he include language that would require that a financial plan be prepared and adopted which identifies how the project would be funded; and secondly, the state freeway route not be deleted until the financial plan is completed and approved by the Commission.

SB 1925 (Foran): This bill deals with uncompleted segments of the state highway. The committee feels that any uncompleted segments constructed by a city or county should be consistent with the adopted Regional and State TIP.

#### Federal Legislation

Safe Harbor Leasing: The committee recommends to take no position on the first staff recommendation, which was the support of the continuation of the safe harbor leasing program. The committee deadlocked 2 to 2, based on the feeling that this is not the support of public entities. The committee supported the second staff recommendation that if Congress does eliminate this program, we should make sure that existing agreements that have been consummated, such as ARCO's agreement to purchase ownership in RTD buses, should be protected and continued since they're already consummated agreements.

Federal bills: The Administration has a mass transit bill which is being sent to Congress today. There will be major public hearings with testimonies from people in this area on this bill. It is not clear whether the proposal by Secretary Drew Lewis for a five-cent increase in the gasoline tax, with one-cent being diverted to transit, was included in the Administration's bill, but it is the committee's understanding that it is not. Also, there are very strong restrictions in the Administration's bill relative to all new rail starts. Congressman Anderson will introduce legislation next week for public transportation which would be much more comprehensive relation to opportunities for new rail starts.

Mr. Remy moved for approval of the committee's action items; seconded by Mr. Szabo. No objections were heard. Motion was carried.

RECOMMENDATIONS ON ORGANIZATION AND MANAGEMENT FOR PROCEEDING WITH LIGHT RAIL TRANSIT

Mr. Don Camph summarized the five recommendations for proceeding with light rail transit (Exhibit A).

There was a question and answer period that followed Mr. Camph's report.

Mr. Heinz Heckeroth made a presentation regarding an alternative way to managing the implementation of the light rail project of the Wilmington corridor (Exhibit B).

Chairman Edelman asked Mr. Schneider to review Caltrans' document on the light rail project.

Mr. Cox asked Mr. Schneider to look into the provisions of AB 1429, which significantly increases the responsibility and authority of this Commission in terms of this kind of project.

Mr. Russ remarked on the success of the San Diego Trolley and said that it was totally idiotic to try to do it a different way than San Diego did. The system was completed in a less time than was allotted, less money than was allotted, and came through with beautiful operations. Now Caltrans, because they want to get some glory, tells the Commission that we should do it the way Caltrans wants to do it. Mr. Russ hopes that this Commission holds firm and doesn't go for that kind of double-talk. He said the Commission should do it the way San Diego did, because you can't knock success.

Mr. Remy moved to table this matter until the next meeting. It was moved and seconded that the Commission continue this item, asking Mr. Schneider for his review of the legal question of the Commission moving ahead on staff's recommendation at the next Commission meeting.

Mr. Szabo asked Mr. Schneider for assistance, not only for reviewing the legal issues, but perhaps to some extent sensing the nature of the Commission's commitment and make some recommendations what the Commission may do relative to enhancing Commission's ability to deal with this particular type of decision-making; specifically, an amendment to PUC Section 130258 which deletes existing language.

Mr. Cox said that if there is a legal barrier, there may be other alternatives besides Caltrans' to do the job.

Mr. Zimmerman spoke against the motion. He said that he sees this as a start of a series of delays in getting this project started.

Mr. Remy said that the motion to table requires a vote.

Ayes: Mr. Sanborn, Mr. Reeves, Mr. Szabo,  
Mr. Pierce, Mr. Remy, Mrs. Russell,  
Mr. Rubley, Mr. Russ, Mr. Cox,  
Chairman Edelman

Nays: Mr. Zimmerman

Mr. Russ clarified that his comments are not directed to local Caltrans staff, but to Sacramento staff who control the operations.

Chairman Edelman asked Mr. Russ if he would continue as chairman of the Route 91/I-110 (Artesia/Harbor Freeway) Interchange Task Force and appear before the Commission at appropriate times to report on the progress of this project.

Mr. Russ agreed to serve as chairman of the Task Force.

Chairman Edelman asked Mr. Sanborn if he would serve as chairman of the Finance Review Committee.

Mr. Sanborn agreed to serve as chairman of the FRC.

PRESENTATION BY MICHAEL DALY ON THE LOS ANGELES-LAS VEGAS  
BULLET TRAIN STUDY

Mr. Michael Daly, City of Las Vegas, briefed the Commission on the possibility of a high-speed train system between Las Vegas and Los Angeles. A film was shown demonstrating different technologies from foreign countries.

At 2:55 p.m., Chairman Edelman turned the meeting over to Vice Chairwoman Russell.

A question and answer period followed Mr. Daly's presentation.

Mr. Cox moved that staff attempt to convene an informal or a formal project support group in Los Angeles for the bullet train study; seconded by Mr. Pierce.

Mr. Remy questioned whether staff is going to report back to the Commission as to how such a structure could be put together or with a group that is already put together.

No objections were heard to the motion. Motion was carried.

Mr. Remy thanked Mr. Daly and the Mayor of Las Vegas for the courtesy and friendship extended to him recently in Las Vegas. He mentioned that interest and high-level enthusiasm in Las Vegas were clearly evident for this project.

COST ESTIMATES FOR PRELIMINARY ENGINEERING OF CABLE SUSPENDED  
TRANSIT

Mr. Taylor indicated that the Sky Shuttle Corporation has estimated a total of \$3.5 million for the preliminary engineering design for such a system. Staff met with representatives of the Sky Shuttle group and has accepted that estimate as a base and surmises that there are four general task areas that, in addition, might require financing in the range of \$1 to \$2 million. Therefore, staff is estimating the preliminary engineering cost of such a system could range as high as \$5 to \$5.5 million by the time the project is completed.

The four general task areas were identified as:

- o Overall Project Management and Control
- o Detailed Patronage Forecasts
- o CBD Alternatives Analyses
- o Preparation of Environmental Impact Report (EIR)

Mrs. Russell asked Mr. Zimmerman if he would maintain the contact with the cable suspended transit system and inform the Commission of any developments.

Mr. Zimmerman said he would be happy to provide anything he could regarding the system.

STATE PROGRAMMING OF COMMUTER AND INTERCITY RAIL PROJECTS

Mr. Taylor introduced Susan Brown, Chief of Public Transportation Branch, of Caltrans, District 07. Ms. Brown made a presentation on the Los Angeles to Oxnard commuter line.

A question and answer period following her presentation.

Mr. Cox moved to approve staff's recommendation that the TP&D fund ought to be prioritized, based upon existing need without reserving certain amounts of money for new commuter rail services.

Mr. Russ seconded the motion with a possibility of an amendment later.

Recommendation: Based on the restricted amount of TP&D and Prop. 5 funds available, staff believes it is appropriate that all comparable projects competing for the same funds should be subject to prioritization. Given the anticipated difficulty of funding both a guideway program (i.e., the Wilshire



Starter Line and light rail) and a commuter/intercity rail program of the magnitude envisioned by Caltrans, and given the greater service levels and usage possible on a guideway program relative to commuter/intercity rail, staff believes the Commission should go on record supporting guideway projects (i.e., Wilshire Starter Line and light rail) as our first priority and discouraging expansion at this time of commuter/intercity rail services.

Mr. Russ clarified that, by the way the motion is worded and by what staff said at the FRC meeting, the Oxnard to Los Angeles project is listed as an existing project; therefore, it would get a priority status.

Mr. Cox clarified his view that the Commission not consider anything that doesn't exist.

Mr. Russ stated that he wished the Commission to follow the staff recommendation; therefore, he withdrew his second to the motion.

Mr. Russ moved for approval of the staff's recommendation; seconded by Mr. Sanborn.

Mr. Remy added an amendment to the motion that if this project should reach a point where the subsidy per passenger exceeds \$4, it should come back to the Commission for review.

Mr. Russ indicated that he accepts the amendment to the motion. Motion was carried with no objection.

#### EXECUTIVE DIRECTOR'S REPORT

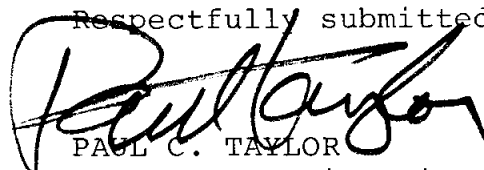
Mr. Taylor reported on the March 31, 1982 budget status report for the Commissioners' information. He also reported on the condition of Mr. Richmond and said that the Finance Review Committee authorized the transmittal of a plant in the name of the Commission to Mr. Richmond.

Mr. Russ requested for a copy of the resolution assigning him the duty for following up on the Route 91/I-110 project.

NEW BUSINESS: None

NOTICE OF MEETINGS: Notice was received and filed.

ADJOURNMENT: Meeting was adjourned at 3:35 p.m.

Respectfully submitted,  
  
PAUL C. TAYLOR  
Deputy Executive Director