



LOS ANGELES COUNTY TRANSPORTATION COMMISSION • 354 SOUTH SPRING STREET—SUITE 500, LOS ANGELES, CALIFORNIA 90013 • (213) 626-0370

MINUTES

July 14, 1982

The regular Commission meeting was called to order by Chairman Edelman at 1:50 p.m. in the Board of Supervisors' Hearing Room at the Hall of Administration.

Members in attendance were:

Supervisor Edmund Edelman
Councilwoman Pat Russell
Councilwoman Chris Reed
Mayor Jacki Bacharach
Wendell Cox
Blake Sanborn, alternate to Supervisor Schabarum
Burke Roche, alternate to Supervisor Hahn
Ted Pierce, alternate to Supervisor Antonovich
Barna Szabo, alternate to Supervisor Dana
Ray Remy, alternate to Mayor Bradley
Councilman James Wilson, alternate to Russ Rubley
Heinz Heckeroth, Ex-Officio for State of California

Staff members in attendance were:

Paul Taylor, Deputy Executive Director for
Programming and Fiscal Analysis
Ronald Schneider, Principal Deputy County Counsel
Kathy Torigoe, Executive Secretary
Annette Honda, Secretary

Chairman Edelman introduced James Wilson, Councilman for City of Long Beach; and Ivan Hinderaker, Chairman for the California Transportation Commission.

APPROVAL OF MINUTES

The minutes of June 23, 1982 were approved unanimously, as submitted.

CHAIRMAN'S REMARKS

Chairman Edelman asked Dr. Ivan Hinderaker, Chairman of the California Transportation Commission, to speak on the 1982 STIP adoption.

Dr. Hinderaker explained that the California Transportation Commission (CTC) feels an obligation to attempt to meet the county minimum requirement of SB 215. However, the CTC realizes that many important projects could not be funded in the 1982 STIP because of this strict interpretation of SB 215.

Members of the Commission spoke in support of Los Angeles County projects which were not included in the 1982 STIP.

COMMITTEE REPORTSFINANCE REVIEW COMMITTEE

Mr. Sanborn reported on the FRC meeting of July 12, 1982. The committee's recommendations are as follows:

● Report on 1982 STIP Adoption and Appeals Process

1. Appeal the CTC policy on the exclusion of counties over their minimum from competing for new funds in the STIP process.
2. Appeal the following specific high-priority project nominations for the 1982 STIP:

Primary/State Cash-Funded Project

Route 101 - Topanga Canyon to Mulholland Drive Widening \$4.0 million

Interstate-Funded Project

Route 5 - Griffith Park Equestrian Barrier \$0.1 million

Locally-Funded Projects

Route 71 - Rio Rancho Road Connection -----

Route 71 - Corona Expressway Corridor Study, PE Only -----

Mr. Sanborn moved for approval; seconded by Mr. Cox. Hearing no objection, motion was carried.

- Changeable Message Signs

Caltrans' Amendment Request

1. Approve Caltrans' request to amend the 1982-86 Los Angeles County TIP to include \$134,000 of Interstate funds solely for the preliminary engineering phase of the changeable message sign project. Approval is given on the following basis:
 - The Commission's approval of preliminary engineering funds is given with the understanding that Caltrans will not display public service messages on the expanded sign system.
 - It is the Commission's intent not to approve any subsequent request for construction funding for the expanded system, until the public service messages are removed from the current system.
 - The Commission believes that the present use of the changeable message sign system for public service messages is not cost-effective and derogates the public's perception of the value of the system.
 - Caltrans commits to actively support efforts to revise the SB 215 county minimum formula and CTC policy to allow programming of new highway projects, such as this one, in the 1984-88 Los Angeles County Highway TIP.
2. In order to be eligible to compete for construction funds for next year's TIP, require Caltrans to prioritize this project and recommend potential funding sources such as project deletions.
3. Direct staff to write a letter to the Director of the State Department of Transportation regarding the approval of this amendment with the above conditions.

Message Effectiveness of Current System

1. Request that Caltrans re-examine methods to increase traffic advisory message content. Such methods may include, but are not limited to:
 - More detailed warnings which give approximate distance and approximate speeds to dangerous situations;
 - Average travel time messages;

- Normal traffic advisories; and
 - Information on traffic conditions on other freeways.
2. Formally request that Caltrans remove the public service messages which are currently displayed on the changeable message signs through a letter to the Director of the Department of Transportation.

Other Warning and Information Systems

1. Encourage Caltrans to continue to assess other warning and information systems as a supplement to the changeable message sign system and to request the Federal Communications Commission (FCC) to consider moving the assigned dedicated radio frequency to a frequency which is receivable by all car radios.

Mr. Sanborn moved for approval; seconded by Mr. Cox.

Chairman Edelman proposed an amended recommendation as follows:

Caltrans' Amendment Request

1. Approve Caltrans' request to amend the 1982-86 Los Angeles County TIP to include \$134,000 of Interstate funds solely for the preliminary engineering phase of the changeable message sign project. Approval was given on the following basis:
 - It is the Commission's intent not to approve any subsequent request for construction funding for the expanded system, until Caltrans has presented to the Commission its philosophy and rationale for the public service messages, the present use of which the Commission believes is not cost-effective and derogates the public's perception of the value of the system.
 - Caltrans commits to actively support efforts to revise the SB 215 county minimum formula and CTC policy to allow programming of new highway projects, such as this one, in the 1984-88 Los Angeles County Highway TIP.
2. In order to be eligible to compete for construction funds for next year's TIP, require Caltrans to prioritize this project and recommend potential funding sources such as project deletions.

3. Direct staff to write a letter to the Director of the State Department of Transportation regarding approval of this amendment with the above conditions.

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Other Warning and Information Systems

1. Encourage Caltrans to continue to assess other warning and information systems as a supplement to the changeable message sign system and to request the Federal Communications Commission (FCC) to consider moving the assigned dedicated radio frequency to a frequency which is receivable by all car radios.

Chairman Edelman moved for approval of his amended recommendations; seconded by Mr. Szabo.

Roll call vote on substitute motion:

Ayes: Mr. Szabo, Mr. Pierce, Mr. Remy, Mrs. Russell,
Mr. Wilson, Chairman Edelman

Nays: Mr. Sanborn, Mr. Roche, Mrs. Reed, Mrs.
Bacharach, Mr. Cox

Substitute motion was carried by a 6-5 vote.

● Allocation of Article XIX Funds to Union Station

Approve the allocation of an additional \$2 million in Article XIX (Proposition 5) funds from the Los Angeles County Guideway Reserve for the purchase of Union Station.

Mr. Sanborn moved for approval; seconded by Mrs. Russell. Hearing no objection, motion was approved.

INTERGOVERNMENTAL RELATIONS COMMITTEE

Mr. Remy stated that the IRC did not have a meeting today, but there were several pieces of legislation to report on which the Governor recently signed:

SB 320: Commission-sponsored ridesharing bill

SB 513: Commission-supported community transit service bill

SB 1331: Commission-supported measure to revise state funding for mass transit guideways

SB 1335 and AB 2551: Commission-supported measures which would provide \$193 million for both FY 1982-83 and FY 1983-84 for the Transportation Planning and Development Account

Commissioner Remy made a motion calling for staff to write to the authors of these measures, thanking them for their efforts in getting the bills through the legislature. The motion was moved, seconded and approved.

Mr. Remy also asked staff to invite Senator Petris, author of SB 320 and Senator Alquist, author of SB 321, to joining the Commission at a meeting so they could be personally thanked by Commissioners for their efforts in the ridesharing bills.

RAPID TRANSIT COMMITTEE

Mrs. Russell reported on the committee's meeting of July 2, 1982. At that meeting, the committee received information on a number of items including high-speed intercity rail proposals, route and station location alternatives for the Wilshire rail project, our light rail transit development and the California Transportation Commission's staff recommendations on LACTC's request for light rail project funding.

The RTC also discussed possible sites where members of the Commission might best observe rail transit systems from which they can learn as LACTC begins rail development in Los Angeles.

Canadian cities offer a combination of "conventional" rapid transit, older light rail and new light rail. Potential site visits include:

Vancouver (beginning "advanced" light rail construction)
Edmonton (recently completed light rail line)
Calgary (recently completed light rail line)
Toronto (existing light and heavy rail system)
Kingston (site of UTDC test track)
Montreal (existing rubber tire system)

SCRTD is planning a trip to Toronto, Kingston and Montreal on July 20-23 on which the Commission was invited. However, the committee felt that more notice was needed to plan our visits. SCRTD is also considering a second trip to Canada in mid-September. The committee instructed staff to begin planning for a visit to four or five Canadian cities over a one-week period around September 1. Any Commissioners desiring to join the trip should notify Rick Richmond as soon as possible.

A large number of European cities have older heavy and light rail systems; one city has a new automated guideway system. The committee discussed the possibility of visiting cities in Europe after the issues, that will be crucial in LACTC's light rail project, have been identified more clearly during preliminary engineering. If the Commissioners are prepared with specific ideas and concerns they wish explored, the trip will be of maximum benefit.

EXECUTIVE DIRECTOR'S REPORT

Mr. Taylor reported on a business support program for transportation in Los Angeles County. Chairman Edelman recognized the work being done by Los Angeles Area Chamber of Commerce and Central City Association on behalf of transportation improvements.

Mr. Remy moved for Commission approval of the concept of developing a corporate support program for transportation improvements in Los Angeles County and refer it to the Intergovernmental Relation Committee for details to be worked out. Motion was seconded by Chairman Edelman and carried.

Norm Emerson, Atlantic Richfield Company, and Kevin Eckery, Los Angeles Area Chamber of Commerce, spoke in regards to federal transportation funding for Los Angeles.

NEW BUSINESS

Heinz Heckeroth announced that implementation of the Los Angeles to Oxnard Commuter Rail Line would begin immediately due to a recent court action.

He also stated that Caltrans is sponsoring a Freeway Maintenance Worker Awareness month because of the large number of injuries incurred by maintenance workers. The Commissioners commented on the need for greater public awareness on this issue.

NOTICE OF MEETINGS

Notice was received and filed.

Meeting was adjourned at 3:05 p.m.

Respectfully submitted,

Paul C. Taylor

PAUL C. TAYLOR
Deputy Executive Director for
Programming and Fiscal Analysis