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JOINT LACTC/SCRTD MEETING

SEPTEMBER 11, 1991

The joint meeting of the Los Angeles County Transportation Commission and the Southern California Rapid Transit District was called to order by Chairman Grabinski at 9:15 a.m. in the Board of Supervisors' Hearing Room at the Hall of Administration.

Members present:

Ray Grabinski
Tom Bradley
Dean Dana
Richard Alatorre
Gloria Molina
Mike Antonovich
Jerry Baxter
Charles Storing
Jacki Bacharach
Judy Hathaway-Francis
Jimmy Tolbert
Carl W. Raggio, Jr.
Evan Anderson Braude
Gordana Swanson

Staff present:

Alan F. Pegg, General Manager of the RTD
Suzanne Gifford, General counsel of the RTD
Neil Peterson, Executive Director of LACTC
Dave Kelsey, Assistant County Counsel, from County Counsel's office

2. Approval of Minutes - Minutes of June 5, 1991 were approved with correction to page 4, item #6, stating that Ms. Bacharach noted "that more bus service will be required while the HOV lanes and rail are under construction", she meant for the HOV lines and rail that are under construction.

It was moved and seconded to have approve the minutes as amended. Without objection, motion was carried.

3. Graffiti Removal Follow-Up

Oral presentations were made by Mr. Art Leahy; Sharon Papa, Head of SCRTD Security; Manny Hernandez; and Rich Davis covering some of the actions taken by SCRTD as follows:

In the recently concluded negotiations with the ATU, the SCRTD and the ATU came to an agreement that the County Probation (Anti-graffiti) Program may recommence in FY '92. After District Ratification of the ATU Contract the District will take immediate steps to ensure that the program can resume within 30 days of funding approval. The RTD and the ATU agreed that the Probationary Department Program whereby individuals are able to work on RTD buses has been negotiated successfully with the ATU. RTD is now authorized by the contract to allocate 35 individuals, 7 teams to work on the terminals to help with mid-day graffiti clean-up. To facilitate an increased level of effort, it will take approximately \$750,00 in new funds. The program is not currently funded.

In addition, is currently in the process of initiating the procurement of 203 methanol buses, which will include vandal resistant seats and flat glass windows which will be maintained as graffiti free.

Approximately 800 bus sets of windows will be replaced this year.

Ms. Papa briefly outlined the steps that have been taken in the abatement of graffiti and vandalism that occurred on District buses.

- a. Graffiti Habitual Offenders Suppression Team (GHOST) which consists of two Sergeants and 15 Patrol Officers who patrol active graffiti and vandalism areas during various shifts.

- b. When arrests are made by Transit Police Officers and/or other agencies, the offenders are put into the General Reporting Evaluation and Tracking (GREAT) system. This system tracks taggers and highlights repeat offenders and probation violators which aid successful prosecutions.
- c. The Transit Police Department also has two officers operating a "school car" which responds to various schools which have high incidents of graffiti and vandalism. The officers are able to educate the pupils and schools staff on the seriousness and cost of the problem and how it adversely affects their community.
- d. Within the San Fernando Valley, the District initiated the "Operation Sparkle" program. This program enhanced public awareness of the graffiti problem. Further, Transit Police concentrated on know "target" bus lines with uniformed officers. This uniformed presence is further deterring graffiti and vandalism.

In 1990-1991, the Graffiti Abatement program contacted 40 schools with the District's service area. A total of 43,442 students were contacted.

4. Report on LACTC/SCRTD Reorganization

Mayor Bradley's motion:

- a. The SCRTD and LACTC finalize two alternative models for reorganization. The first model shall be premised upon a single consolidated agency, with a single governing board and possibly subsidiary committees or boards. The second model shall be premised upon two independent agencies, with two governing boards participating in joint board meetings.
- b. The ad hoc committee on reorganization shall receive two reports, one from SCRTD staff and one from LACTC staff, recommending the best organizational structure and framework for proceeding under each of the two alternative models. These reports shall be received by the committees on or before October 11, 1991.

- c. The ad hoc committees shall meet, first separately and then jointly, to consider the two staff reports. Based upon their review of the two staff reports, each of the appropriate bill to submit to the Legislature. The recommendations shall be delivered to all members of the SCRTD board and to all LACTC Commissioners, together with the underlying staff reports, on or before November 11, 1991.
- d. Upon receipt of the recommendations of the ad hoc committees, the boards of SCRTD and LACTC shall meet, separately and/or jointly, and take action to direct the preparation of a bill for delivery to the Legislature by January 1, 1992.

Motion was seconded by Mr. Alatorre. Without objection, motion was carried.

After a lengthy discussion on the minority business enterprise program, an addendum to the Mayor's motion was made by Mr. Alatorre and Ms. Molina.

Mr. Alatorre recommended a motion that suspends any piecemeal reorganization of transit organization between the two agencies administrative actions for either or both agencies.

He recommended the following resolution:

- a. That LACTC and SCRTD are expressly prohibited from attempting by unilateral or administrative action to consolidate, acquire or otherwise reorganize each other's present assignment of functions, duties and responsibilities.
- b. As an oversight for the above directive the staffs of each agency shall provide to its respective Commission or Board at each and every LACTC Commission and RTD Board meeting a report containing following information:
 - 1) The number of jobs offered to employees of each other's agency by job category and department.
 - 2) An analysis of the impact such actions are expected to have on the respective agencies' operations.

- c. A summary of the reports with appropriate analysis shall be submitted to each Joint Board meeting until the sunset of AB 1784.

All rail construction functions performed by LACTC/RCC including those functions of the 10 individuals recently transferred from SCRTD shall continue to be performed by the LACTC/SCRTD. However, effective immediately, no piecemeal transfer of other functions shall occur without the express approval of the governing boards of both agencies.

An amendment was made to Mr. Alatorre's motion by Ms. Molina as follows:

A chronology and back up information be provided to members of the joint Board on how both agencies have been moving toward a transition and reorganization. Further that an emergency joint meeting be called to discuss this matter.

Also incorporated into the motion is that they come back in a week and get a presentation from the two agencies on the status of MOS-1 and MOS-2, on the functions, what has been signed and not signed and who does what.

Motion was made by Mr. Alatorre, seconded by Ms. Molina. Without objection, motion was carried.

Mr. Holen recommended that the motion by Mr. Alatorre and Ms. Molina be a separate motion and that the Mayor's original motion go forward.

Ms. Hathaway-Francis called for a vote on the Mayor's original motion, seconded by Mr. Alatorre. Without objection, motion was carried.

5. 30-Year Integrated Transportation Plan

Staff recommended that the Commission take the following actions:

- a. Adopt the proposed 30-Year Integrated Transportation Plan (Revised), Policies, and Implementation Actions presented

In contrast to the May 1991 Draft Proposed 30-Year Plan, this revised plan incorporates added financial capacity to build and operate six yet-to-be-specified rail projects. It outlines a balanced combination of transportation investments for Los Angeles County which will serve as an on-going guide for evaluating the consistency of proposed actions with Commission objectives. The plan can be amended as deemed necessary to reflect commission actions, new opportunities, and environmental changes. A comprehensive update for Commission approval would occur every two years.

b. Adopt the Local Funding Policy presented:

This policy provides a means for adding new projects or accelerating already-planned projects within the 30-Year Plan through enhanced local participation in defining and meeting resource requirements.

c. Review the Rail Project Evaluation Criteria and Fact Sheets presented:

Resource constraints require that choices be made as to scope, priority, and timing of projects in the 30-Year Plan. These evaluation criteria were developed by staff to provide a mechanism for assessing the relative merit of rail projects under consideration for inclusion in the 30-year plan. They are accompanied by Fact Sheets presenting these criteria for 14 potential rail projects.

In concert with existing mechanisms for programming and funding transportation programs at the federal, state, and local levels, the recommendations presented provide a foundation on which to build a comprehensive approach to defining, financing, and implementing the strategies identified by the LACTC to improve mobility in Los Angeles County.

Mr. Peterson gave a briefing on the thirty-year plan; listing what it is and what it does, as follows:

- a. It is a guide.
- b. It shows what capacity we have to fund the systems for the future.

- c. It's a building block for all the technical plans we are required to do.

The highway side of the operation for the thirty year plan is to deal with incidents. Fifty percent of all the congestion on freeways today is the result of an incident. Freeway Service Patrol now has 88 tow trucks serving 206 miles of freeway to remove the incidents. The other major component of the highway side of the plan is implementing a regional high occupancy vehicle network.

Also, there is a need for more buses to better feed the rail service and to serve areas that are not being served appropriately.

6. Public Comment:

Lothar Von Schoenborn, City of Burbank in support of the six generic lines
John Walsh, United Riders of America
Judy Abdo, Mayor of Santa Monica
James Cragin, Mayor Pro-Tem; City of Gardena
David Ramsay, City of Glendale

Meeting adjourned at 12:55 p.m.



KATHY TORIGOE
Executive Secretary

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