

LAC-1

AUG 29 1979

Trip Report, Los Angeles, California,
August 22, 1979

Steven A. Barsony *(initials)* signed
Director, Office of LCM Applications, UTD-60

Acting Deputy Administrator, UO2-2

Thru: Associate Administrator for Technology *(initials)* G. J. Pastor
Development and Deployment, UTD-1

George Pastor and Steve Barsony of UTD-1 and UTD-60 respectively attended the California State Transportation Commission August 23 and 24th meeting in Los Angeles, California. Also present were from the Feds Norm Emarson, Region IX Representative of the Secretary, John Taylor, Associate Administrator for Transit Assistance, Dee Jacobs, UMTA Regional Director, Robert Young, Deputy Director, FHWA, Region IX, and Al Galardo, FHWA, District Engineer.

The Commission decided to take up the LA DPM as their first item of business and to proceed with the hearings on the other agenda items later.

Only seven members of the nine member Commission were present for the August 23 hearings. Mr. Norton Simon, an eighth member, attended only the August 24 meeting. One member (Mr. Gravel) was on vacation. The subcommittee meeting was chaired by the Vice-Chairman of the Commission, Commissioner Dean Meyer.

Other Commissioners present were Judith Soley, permanent Chairman of the Commission, Dr. Ivan Hinderaker, Mr. Charles Reid, Mrs. Francis/Walan/Mossman, Mr. Claude Fernandez and Ms. Carole Onorato. Also present were Mr. Michael Evanhoe, Executive Secretary of the Commission and four or five staff members.

Commissioner Meyer opened the hearings and asked the Executive Secretary to read an August 22, 1979 letter to the Commission Chairman Judith Soley signed by State Senator John F. Foran, Chairman, Senate Transportation Committee and Walter M. Ingalls, Chairman, Assembly Transportation

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Committee urging the Commission to consider the need of LA County to develop a regional rail rapid transit system. The letter stressed that the Commission should address some serious questions before making a final decision on the DPM.

The chairman then called on Jerry Fresno, Executive Director, LA County Transportation Commission to give an overview of the LA County transportation situation. Jerry showed a color coded map, depicting major corridor movements and discussed the Federal Assistance of close to a 1/2 of billion dollar for the LA County Bus procurement - the largest ever issued in this country. He enforced the DPM project as an integral part of the LA transportation plan.

Worn Emerson followed Jerry with a general statement expressing Secretary Goldschmidt's support for the DPM program and specifically for the LA DPM project. He introduced all the Feds present and asked John Taylor to come forward and discuss the Federal Assistance to the LA DPM project. John assured the Commissioners that UMTA is firmly behind the project and will provide 80% of all allowable costs and expenditures even if it was above the original \$100 million committed. Upon questioning about the \$118 million UMTA share and the \$25 million FVWA share, John reiterated that the Department was behind the project and that if other agencies, or Federal sources were not available UMTA would cover the Federal share although UMTA would prefer participation by others as well. Commissioner Hinderaker questioned John whether the DPM funds could be diverted to other projects, i.e., Wilshire corridor rail starter line. Mr. Taylor answered that the money earmarked for DPM, namely the \$220 million can not be used for any other project, but for the people mover.

Taylor was followed by Mayor Bradley who expressed his strong support for the DPM project and his displeasure in the number of conditions that the Commission intends to levy on the LA officials before approving the project (based on the staff report which he said he received that morning). He considered these conditions as an indication of "lack of good faith." He said that many of the conditions were unnecessary, too confining and too restrictive. Mayor Bradley also expressed his unconditional support for the Wilshire corridor project and said that "nobody is more firmly committed to these projects than I am." He has offered to

cooperate with the Commission and asked in return that the Commission work in good faith with his office.

The Mayor was then followed by a number of people speaking out against the project. There were three University professors, Barbara Brinkley, Mrs. Margaret Meyer Bell from Tomona and Catherine Burke from LA. There was one gentleman who read someone else's statement as well as his own on behalf of the Sierra Club opposing the DDM project. Mrs. Burke's argument was that in her opinion, there was no valid cost benefit ratio to justify the people mover project. She said that she spoke to some assemblyman in Minnesota who told her that that was also the reason for the 20% cut which ended the DM in St. Paul. (Of course, there was no such argument in the Minnesota legislative debate. During intermission she was so advised.)

We were somewhat surprised that the opposition did not muster more muscle against the program. There were no "big guns" against the project. The strongest argument was coming from Commissioner Carole Onorato and Cathy Burke.

After all this opposition, it was a pleasant change to hear George Factor speak, who very "succinctly" was able to summarize the background of the DDM project- OTA report; industry experience; cost benefit analysis of 19 AGF systems in comparison with conventional transit systems. He made a very good parallel by showing the influence of our DDM project on the rest of the industrialized world. He pointed out that the Osaka and Kobe City systems under construction in Japan, the VNL system in France and the DDMC/MSB system in Hamburg are the direct results of our initiative with the DDM program, and that they all will be operational prior to LA's.

The morning paper, LA Times August 24 (next day), front page METRO Section, carried an article entitled, "State Indicates It May Not OK Funds for People Mover" subtitled, "Angry Mayor Bradley Claims transportation Commission's Conditions Show 'Lack of Good Faith'." The mood was dim. The meeting which was supposed to have started at 9:00 AM was postponed to 1:30 PM. All indications were that the vote would be close. At the start, two or three commissioners asked for the Feds to stay around just in case there was a need for clarification. Deputy Mayor Ray Rami was, however, the only one who was asked to clarify a point. The rest of the discussion was among the commissioners themselves - like a stream of conscience, each appeared to be saying that they were for it but

Then the vote came. The first vote was taken by the Commission as the responsible agency under the provisions of the California Environmental Quality Act by resolution L-73-12 adopting the findings with supporting statement of Facts. 7 to 1 in favor of the resolution. Only Mr. Onorato voted against it. Horton Simon, who during the previous day was believed to be an opponent, was present and led the discussions in favor of the project. The second vote was taken on L-73-13 which adopted the Statement of Overriding Considerations and approved the project for future Commission action subject to specified conditions. The vote was 7 to 1, again Mr. Onorato voting against it. The final vote was on SB-73-8, item 107 of the Budget Act of 1973 for the purchase of 5000 sq. ft. of land for parking available to the public to conduct final design, right-of-way acquisition and construction of the LA Blvd project. Again the vote was 7 to 1, Mr. Onorato voting against. A copy of the final resolution is attached as voted on with corrections.

Attachment

CC:
UTD-60/LA File
UTD-60/Barsony
UTD-5/Serial
UTD-1
UTD-60:SBarsony:GJPastor:hbj:8/29/79

P.S. Robert Young, FHWA Deputy Director Region IX, confirmed that as of now only \$4.9 million of the planned FAI funds of \$25 million satisfied FHWA requirements. Congressional action would be needed for additional FAI funds.

STATE HIGHWAY ACCOUNT FOR LOCAL ASSISTANCE
MASS TRANSPORTATION PROGRAM (1979-80) FISCAL YEAR

No. FMT-79-8

MB-22 Program
Article XIX Guideway
Funding
South

WHEREAS, Section 1(b), Article XIX of the California Constitution permits the use of motor vehicle tax revenues for the design and construction of public mass transit, guideways; and

WHEREAS, the Budget Act of 1979, Item 167, appropriates funds for Local Assistance, Mass Transportation Programs; and

WHEREAS, the City of Los Angeles has made application for \$15,900,000 of Article XIX funds in the State Highway Account for the purpose of final design, right-of-way acquisition and construction for the Downtown People Mover project; and

WHEREAS, the Los Angeles County Transportation Commission has approved the City of Los Angeles application of \$2,900,000 by resolution; and

WHEREAS, this Commission, as a responsible agency under the provisions of the California Environmental Quality Act, by resolution E-79-12, has adopted findings with supporting Statement of Facts;

WHEREAS, the California Transportation Commission, as a responsible agency under the provisions of CEQA, by resolution E-79-13, has adopted the attached Statement of Overriding Considerations and approved the project for future Commission action subject to specified conditions;

NOW THEREFORE, BE IT RESOLVED, that \$2,900,000.00 be allocated from Item 167 of the Budget Act of 1979, for the purpose of matching available Federal funding to conduct a portion of the final design, right-of-way acquisition and construction of the Downtown People Mover project by the City of Los Angeles; and

BE IT FURTHER RESOLVED, that such allocation be subject to the following conditions:

1. that Urban Mass Transportation Administration agree to commit to ^{at least a} an 80% match to the total project cost;

2. that the Federal Highway Administration, ^{via UMTA} agree to ^{participate in} ~~commit to~~ parking and related facilities at Union Station;

the financing

3. that the City of Los Angeles agree to pay its ~~proportionate~~ share of any cost overruns with cash (not increased valuation of land);
4. that these funds may be used to reimburse any eligible ^{Capital} project expenditure up to a maximum of 10 percent of total expenditures but not to exceed a total of \$15,900,000;
5. that the City of Los Angeles, through resolution, agree to assume all future risk for providing operational funding from fares, lease revenues, value capture funds, and other City funds;
6. that the City of Los Angeles and the Southern California Rapid Transit District sign an agreement, prior to any subsequent allocations by the California Transportation Commission, for Southern California Rapid Transit District to participate in final system planning, design, equipment procurement, and service integration;
7. that the City of Los Angeles create, prior to any subsequent allocations by the California Transportation Commission, a "value capture" assessment district consistent with the Los Angeles Community Development Agency's current financial plan;
8. that the City of Los Angeles present to the California Transportation Commission evidence that it has examined the feasibility and jurisdictional responsibility for providing on-site security personnel at Downtown People Mover stations and/or vehicles;
9. to ensure that maximum benefits are derived from the use of State funds to construct the DPM as a linkage between other planned transportation improvements in the Los Angeles area and to ensure that the various planned improvements will operate as a single, integrated system, California Transportation Commission and Department of Transportation retain the right to ensure system compatibility at the points of interface between the DPM and complementary Los Angeles area transportation projects in which the State has a financial or operating interest.
10. that the City of Los Angeles receive the requisite approvals of Caltrans pursuant to Section 14085 of the Government Code;
11. that Caltrans and the Urban Mass Transportation Administration approve scope of work;
12. that there be execution of a fund transfer agreement between the City of Los Angeles and Department of Transportation with review by the California Transportation Commission.

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