



Metro

Daily Brief

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CEO Roger Snoble

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Board Action Needed To Waive ENA Requirement

The Daily News has inquired regarding an item going before the Planning and Programming Committee next week asking the Board to waive the requirement for an exclusive right to negotiate (ENA) between Metro and the proposed developer of Metro's Cesar Chavez/Soto site and approve the terms of a negotiated development agreement.

The reporter was told that this action is necessary since, although the Board voted six to zero to approve an ENA in December 2004, it was later determined that the six eligible voting members did not represent the necessary quorum of the Metro Board for such action. As a result, if the negotiated agreement is to be accepted, the Metro Board will need to waive the requirement for ENA approval. Approval of an ENA is a requirement of Board policy, not a legal requirement, and the Board may waive this policy in appropriate circumstances. The reporter was told that staff, in good faith and believing that the ENA had been properly authorized by the Board, negotiated terms and conditions with the developer and it was only recently discovered that the necessary quorum was not represented at the December 2004 meeting.

Metro Gold Line Eastside Extension Update

Yesterday, at about 11:00am, our Archeological Monitor was present at the First/Lorena Construction site inside the Crematorium easement where a storm drain excavation was being made, when a partial grave site was discovered at a depth of approximately twelve feet below the original surface. The storm drain excavation is at a depth below the previously cleared elevation. The discovery consists of coffin wood, coffin hardware and a partial human skeleton. The discovery was found in the immediate vicinity of old utility pipes and appears to have been damaged in the past when those old utility pipes were installed. Work was halted immediately and appropriate notifications were made. The area has

been isolated from the rest of the construction activity at the site.

The soils excavated from the area prior to the discovery are to be hand sifted for any additional items by our archeological monitors starting today. Cogstone has recovered the items encountered and took them back to the laboratory for analysis.

Of Note

On this date in 1953, Los Angeles County appropriated funds to the Los Angeles Metropolitan Transportation Authority (1951-1964) for the start of its engineering and economic studies on a proposed San Fernando-Long Beach Monorail Line. The joint study put together by Coverdale and Colpitts, Donald Baker and Gibbs and Hill concluded that the LAMTA did not have the appropriate authority to finance the project, thus laying the ground work for reassessment of the agency, its powers, and its jurisdictions. In 1958 LAMTA moved beyond its transit planning role and became the first publicly governed transit operator in Los Angeles.

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