

TRANSPORTATION ZONE

LOS ANGELES COUNTY TRANSPORTATION COMMISSION



NEIL PETERSON
EXECUTIVE DIRECTOR



Los Angeles County
Transportation Commission
818 West Seventh Street
Suite 1100
Los Angeles, CA 90017
213/ 623-1194

September 10, 1990

MEMO TO: PLANNING AND MOBILITY IMPROVEMENT COMMITTEE -
9/19 MEETING

FROM: NEIL PETERSON

SUBJECT: TRANSPORTATION ZONES - OVERVIEW

ISSUE

At the August 15 PMIC Meeting, Commissioner Bacharach asked staff to prepare an overview of the transportation zone concept and the current legal status of the Foothill Transit Zone for the benefit of new Commissioners and alternates.

BACKGROUND

An historical summary of transportation zones is presented below and supplemented by attachments, including an LACTC Fact Sheet on Transportation Zones (Attachment I). Mr. Ken Klein of Riordan & McKinzie will be present at the PMIC meeting to brief Commissioners on the current legal status of the Foothill Transit Zone.

When Proposition A became effective in Fiscal Year 1982, 40 percent of the revenues were allocated by LACTC to bus operators under a Discretionary Fund. For the first three years of funding, the operators' share was required to be used to reduce fares under what was known as the Fare Reduction Program. At the end of three years (FY 1985), the 40% Discretionary Funds would be available for allocation for bus transit purposes approved by the LACTC.

In preparation for the end of the Fare Reduction Program, and in order to maximize the use of the Discretionary Funds, LACTC directed staff to prepare nine issue papers examining various methods of allocating the Proposition A 40% Discretionary Fund. These issue papers dealt with the following topics:

- Transportation Zones
- Formula Allocation
- Service Allocation
- Contracting for Transit Services
- Paratransit Substitution and Ridesharing Options
- User-Side Subsidy
- Role of Local Return
- Rail Operating Issues
- Mobility Policy

OCT 10 1997

The Zone Concept

The authority to create transportation zones is part of the LACTC's enabling legislation (AB 1246, 1976). After reviewing the issue paper outlining the advantages and disadvantages of creating Transportation Zones, the LACTC ordered the development of Transportation Zone Guidelines. The zone concept was developed as a means of replacing high-cost public transportation services with competitively-bid public or private bus operations (see Attachment I). The LACTC wanted to give localities more responsibility for designing and providing local transit services and improve responsiveness to public needs. This concept was in keeping with LACTC's goal of maximizing transit service and minimizing costs to the taxpayer. It is also in keeping with LACTC's current goal of providing greater mobility.

Zone Guidelines

As summarized in Attachment II, LACTC staff prepared Transportation Zone Guidelines. Input was solicited from the SCRTD, municipal bus operators, cities, and other interested parties. The process, which involved a great deal of debate and compromise, ultimately took nearly two years. When this process was completed and all comments from operators were addressed, LACTC approval was delayed due to a request by the SCRTD Board to resolve their concerns regarding cost, eligible service, and legal issues related to the zone concept. A joint LACTC/SCRTD Board Committee was established to resolve these issues, and the Transportation Zone Guidelines were approved by LACTC in February of 1986.

Zone Application Process

A Zone may be created only in those areas where the LACTC determines that the SCRTD or included municipal operator(s) cannot otherwise provide adequate and responsive local transportation in a cost-effective manner. The Zone Guidelines require, in part, that any application to create a Zone show a 15 to 25 percent savings in operating costs over the costs incurred by the affected operator.

A Zone Application may be submitted by the County or municipalities to the LACTC. A summary of the application process is presented in Attachment III. The Commission reviews applications against the adopted Zone Guidelines and eligible service (Attachment IV). Upon approval, the Commission will fund the Zone for the first three years of operation with Proposition A Discretionary Funds, based on a subsidy level calculated under the methodology stipulated in the Zone Guidelines. During the first three years of operation, the Zone is required to comply with all applicable state, federal and

LACTC requirements. An independent consultant evaluates the "success" of the Zone according to the Success Criteria in the Guidelines.

Foothill Transit Zone

The Foothill Zone was approved in December, 1987, and currently operates two express lines and five local lines. The Zone approval allows a phase-in of service, whereby the Zone will eventually operate fourteen of the 56 SCRTD lines serving the San Gabriel Valley, or 111 of the 438 buses previously operated by the SCRTD. The Zone is administered by the County and a 20-city Joint Powers Authority.

The Commission has recently entered into a contract with Ernst & Young to evaluate the success of the Foothill Transit Zone. The final report is due in December of 1992. Preliminary estimates indicate the Foothill Zone has achieved a 20 percent increase in ridership and 40 percent cost savings. If the evaluation verifies the Zone's success, Foothill Transit will be included in the formula allocation funding program beginning in FY 1994.

Legal Issues

LACTC Attorney Ken Klein of Riordan & McKinzie will brief the Committee on legal issues currently before the Appellate Court.

Additional Zones

Under the Eight-Point Agreement between the LACTC and the SCRTD, no new zones may be implemented prior to January 1992. Two zone studies have been initiated by the County of Los Angeles, and are under consideration at this time: one in the Mid-Cities (Southeast) area, and one in the San Fernando Valley. A consultant has been hired by the County to develop an application for the proposed Mid-Cities Zone, and a Feasibility Report has been prepared for the proposed San Fernando Valley Zone. According to the adopted application process, which includes public hearings and numerous working group meetings, it is not anticipated that either of these Zones will be prepared for implementation prior to January 1992.

PREPARED BY: JULIE AUSTIN
Project Manager, Policy Analysis

Neil Peterson

NEIL PETERSON
Executive Director

Attachments

NP:JA.PMIC919.TZO

FACT SHEET



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 818 West 7th. St., Suite 1100, Los Angeles, Calif. 90017 (213) 623 1194

TRANSPORTATION ZONES

WHAT IS THE TRANSPORTATION ZONE CONCEPT

Replace the operation of high cost public-sector bus lines with service that is competitively bid by public or private transit operators and operated under more locally centered policy oversight. The purpose is to use savings for additional service and/or lower bus fares.

LACTC'S ROLE

The Los Angeles County Transportation Commission (LACTC) has state legislative authority to create transportation zones. LACTC adopted zone guidelines in 1986. LACTC determines whether applicants who wish to form a transportation zone have met the guidelines. A zone may be funded with revenues from Proposition A, the local half-cent sales tax dedicated to transit uses.

FOOTHILL TRANSIT

The County of L.A. and 20 cities received approval to create a transportation zone in the San Gabriel Valley in December 1987. Fourteen of the 56 SCRTD lines serving the San Gabriel Valley will be operated by a joint-powers authority representing the county and participating cities under the name of Foothill Transit; two lines are exclusively express, five are combined local and express and seven will provide local service. In other terms, 111 buses of the total 438 buses previously operated by the SCRTD in the San Gabriel Valley will be operated by the new zone.

JURISDICTIONS IN ZONE

Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Duarte, El Monte, Glendora, Industry, Irwindale, La Habra Heights, La Verne, Monrovia, Pomona, San Dimas, South El Monte, Temple City, Walnut, West Covina, County of Los Angeles.

Leading the Way to Greater Mobility

(MORE)

WHEN DOES ZONE
BEGIN

Seven of the 14 lines have been implemented. The remaining lines are expected to be phased in after the court case described below is resolved. Phase in of the total 14 lines will correspond to SCRTD's employee-turnover rate, in order not to adversely affect the jobs of SCRTD employees. LACTC will monitor the zone annually. At the end of a three-year period, LACTC will determine if the zone has met the success tests specified in the zone guidelines, (e.g., cost savings, etc.). If met, the zone will become a permanent operator like the other municipal operators, eligible for state and federal funds.

COST SAVINGS

Foothill Transit's service was projected to cost 34 percent less than SCRTD's service, a \$7.8 million savings over the three-year demonstration period. However, once the zone is in full swing in 1992, \$8.9 million is now expected to be saved each year over current SCRTD operating expenses. Preliminary findings have found a 40% savings and a 20% increase in ridership (see attached).

Cost savings come in great part from more efficient use of manpower and lower overhead. Savings will be used for additional service and maintaining low fares.

Savings to the SCRTD will come in two ways. They can shift the \$3.7 million subsidy they receive to pay for San Gabriel Valley service to other lines in the county. They will also be reimbursed \$1.4 million/year by the zone for their customer information and other support services provided by the SCRTD in the San Gabriel Valley.

ROUTES
SCHEDULES

The same routes, transfer agreements, route & numbers and route information available from SCRTD are being offered by the zone service. The basic fare is 85 cents, instead of the current \$1.10 SCRTD basic fare.

ACCESSIBILITY

All Foothill Transit's buses have wheelchair lifts, so that people in wheelchairs can use the bus service.

SCRTD IN SGV

SCRTD will continue to be the regional operator in the San Gabriel Valley, operating 42 lines.

Existing SCRTD employees will be reimbursed for any adverse impacts, such as changes in wages, work schedules, or the need to relocate. No employee layoffs are required as a result of the zone.

UNIONS APPEAL
TO COURT

The unions requested a court injunction to stop the implementation of the Foothill Transit Zone, alleging that state laws had been violated; LACTC had not followed their own guidelines in establishing the zone; and the zone was not "local" as required by state law.

COURT'S
DECISION

The Superior Court denied the requested injunction and found that the LACTC established the Foothill Transit Zone consistent with state law, the zone was a "local" transportation zone, and the Commission followed its guidelines. The case has been appealed by the unions and is currently before the appellate court.

#



Los Angeles County
Transportation
Commission
403 West Eighth Street
Suite 500
Los Angeles
California 90014-3096
(213) 626-0370

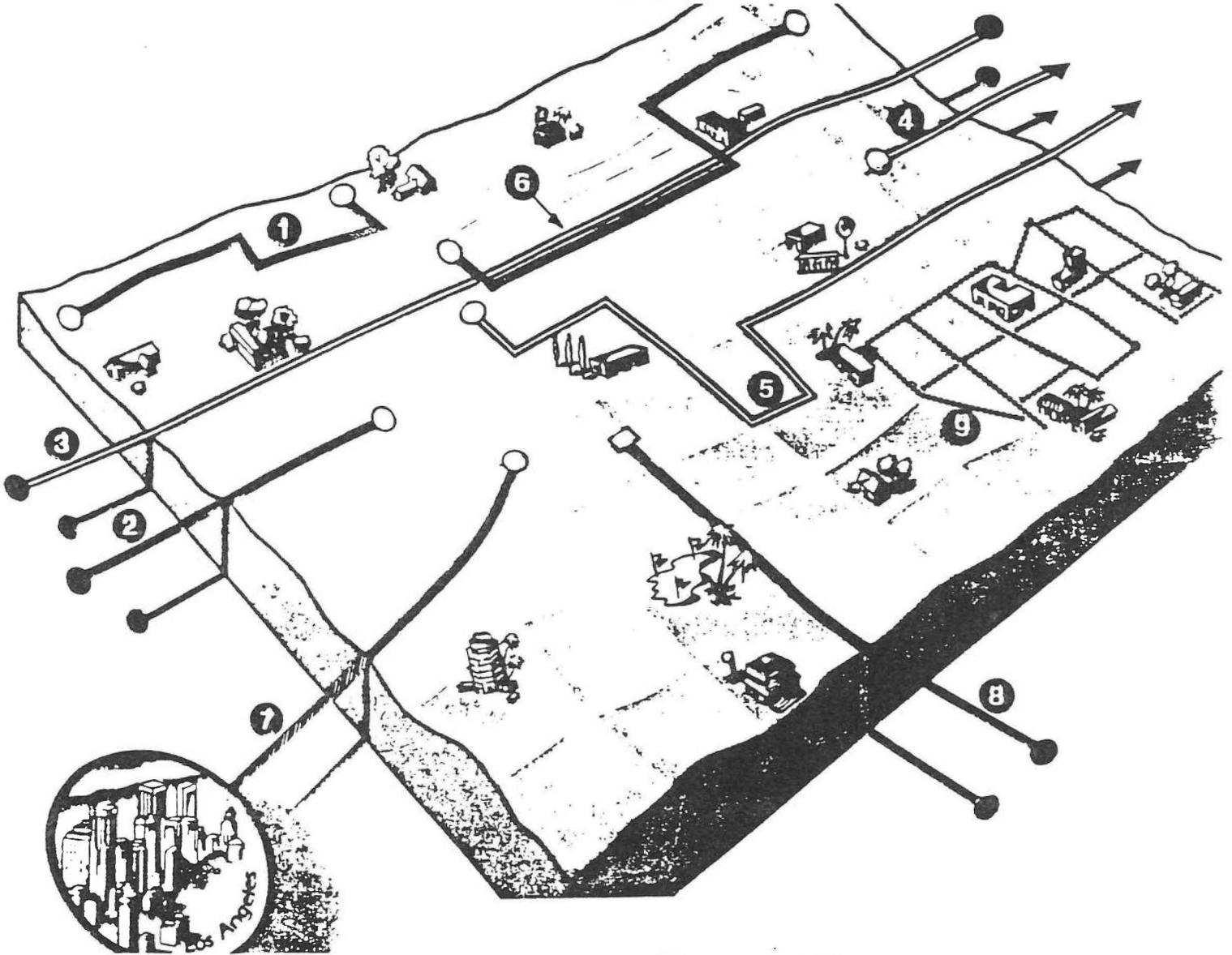
TRANSPORTATION ZONE GUIDELINES
REVIEW SCHEDULE

<u>Action</u>	<u>Date</u>
Transportation Zone Issue Paper	BOS PAROS TAC FRC } June/November, 1984
Review Preliminary Draft Guidelines	BOS PAROS TAC } June/July, 1985
Recommendation re Issues in Guidelines	PAROS 7/16 TAC 8/9 BOS 8/15
Commission Workshop on Guidelines	8/21
Action re Issues	FRC 9/30 LACTC 10/2
LACTC/SCRTD Board Workshop on Guidelines (SCRTD Board requests delay until cost, eligible service, and legal issues resolved)	11/1
LACTC/SCRTD Board Committees Discuss Issues	November/January
Approval of Guidelines	CAC 1/22/86 PAROS 2/11/86 BOS 2/20/86 TAC 2/21/86 FRC 2/24/86 LACTC 2/26/86
Distribute Guidelines to Cities/County	3/7/86

TABLE I
TRANSPORTATION ZONE
SUMMARY OF APPLICATION PROCESS

- o Notice to LACTC of intention to file application by Cities/County.
- o Meeting with Applicant/LACTC to review process.
- o Pre-application filed with LACTC and circulated to affected operator(s) summarizing extent of service to be transferred.
- o LACTC approves/disapproves proceeding with full application and development of Operational and Financial Plan.
- o Applicant prepares necessary documentation as required under Guidelines.
- o Participating cities approve application (and Operational and Financial Plan).
- o Commission circulates application to affected operator(s) for review and comment and negotiation over any differences between the affected operator and the Zone.
- o The Commission will hold a public hearing and receive public testimony in relation to the above submittals.
- o Commission approves Zone application (requires eight votes) and makes the following determinations:
 - Cost savings are identified
 - No adverse impact to public
 - No degradation of overall system efficiency
- o Zone phases in service and LACTC/Zone monitors impacts of change.
- o (After three years) LACTC approves/disapproves permanent funding of Zone based upon criteria for successful Zone. Allocation of formula funds will be based on available audited data and service implemented at a later date (and therefore audited data not yet available) will continue to receive credit under the Proposition A Discretionary formula.

Examples Of Service Types Within Transit Zones



EXAMPLE SERVICE TYPES

SERVICE ELIGIBLE FOR TRANSFERS TO ZONE

1. LINES ENTIRELY WITHIN ZONE	YES
2. LINES PREDOMINATELY WITHIN ZONE TO NEAREST MAJOR TRANSIT GENERATOR OUTSIDE ZONE	YES
3. LINES THAT TRAVEL THROUGH ZONES	NO
4. LINES PARTIALLY WITHIN ZONE	NO
5. LINES THAT HAVE CIRCULATORY "TAILS"	NO - ON REGIONAL SERVICE OUTSIDE OF ZONE YES - ON CIRCULATORY PORTION WITHIN ZONE
6. LINES DUPLICATING REGIONAL ROUTES	YES - CONTINGENT UPON COORDINATED ("DOVE-TAILING") SCHEDULES
7. EXPRESS LINES WITH CATCHMENT AREAS WITHIN ZONE TO MAJOR GENERATOR (DOWNTOWN LA)	YES
8. EXPRESS LINES SPECIAL SERVICES OPERATING FROM OUTSIDE ZONE TO GENERATOR WITHIN ZONE	CONTINGENT UPON ALL AGENCIES
9. DIAL-A-RIDE SERVICE PROVIDED WITH REGIONAL SUBSIDIES	YES (GENERAL PUBLIC)

5/11/86

Transportation Zone Guidelines



LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Transit Section
Effective February 26, 1986

TABLE OF CONTENTS

Page

I. INTRODUCTION 1

 A. Legislative Authority 1

 B. Definition of a Zone 1

 C. Purpose of a Zone 1

 D. Summary of Application Process 2

II. GENERAL REQUIREMENTS 4

 A. Entry Criteria 4

 B. Local Contribution Requirements 6

 C. Definition of Eligible Service 6

 D. Method for Computing Cost Savings 6

 E. Eligible Costs 9

 F. Short-Term/Long-Term Funding 10

 G. Criteria For Determining Success 12

III. APPLICATION REQUIREMENTS 13

 A. Agency Responsibilities 13

 1. Applicant

 2. Existing Operator

 3. LACTC

 B. Pre-Application Requirements 14

 C. Application Requirements 14

 1. Operational Plan

 2. Financial Plan

 3. Assurances

 o CEQA

 o Public Hearing

 o City Approvals

 o Documentation of Consultation with Existing Operator

IV. OPTIONS FOR ZONE ADMINISTRATION 18

V. LACTC APPROVAL PROCESS 19

 A. Staff Review 19

 B. LACTC Public Hearing 19

 C. Commission Findings 19

 D. LACTC Action 19

 E. Contract 19

 F. Monitoring 20

 G. Final Determination 20

 H. Failure to Meet Success Criteria 20

APPENDIX

I. Legislative Authority 21

II. Pre-Application 23

III. Application 24

I. INTRODUCTION

The Los Angeles County Transportation Commission's enabling legislation (AB 1246, 1976) requires the Commission to maximize the effectiveness of existing resources by giving priority to low cost transit improvements. In addition, AB 1246 declares that local communities should be given more responsibilities for designing and providing local transit services to improve the responsiveness of public transit to public needs, and specifically empowers LACTC to create local Transportation Zones where the existing transit operator cannot otherwise provide adequate and responsive local transportation services in a cost effective manner.

These guidelines provide a mechanism for establishing and operating Transportation Zones in Los Angeles County as provided for under Section §130259 of the Public Utilities Code.

Since the Zone applicant is a partner with the LACTC in demonstrating savings under the Zone concept, it is required that the applicant and LACTC shall work closely to ensure all requirements under the guidelines are satisfied. This section provides background information in the following areas: Legislative Authority; Definition of a Zone; Purpose of a Zone; and Summary of the Application Process.

A. Legislative Authority

The Commission has broad latitude in establishing Zones as well as the method of governing a Zone. However, the law stresses the importance of involving the county, cities and other local public agencies in establishing local Transportation Zones. A summary of the legislative authority which addresses creation; funding authority; development of guidelines; and approval by affected jurisdictions is included as Appendix I.

B. Definition of a Zone

According to PUC §130003, a Transportation Zone means Cities or unincorporated areas which contain at least one economic center (or major trip generator) in which there is a large percentage of short- and medium-length transit trips. LACTC may establish Zones only in those areas where the Commission determines that the SCRTD or included municipal operators cannot otherwise provide adequate and responsive local transportation services in a cost-effective manner.

C. Purpose of a Transportation Zone

A Transportation Zone provides local jurisdictions the option to establish transit service within a specific geographic area where it can be shown that adequate and responsive local

transportation services can be provided in a more cost effective manner. By reducing the overall cost of providing transit service in the County, creation of a Zone can increase likelihood of continuing existing levels of service or increasing levels of service with no additional regional subsidies.

A Transportation Zone can also provide cost-effective sub-regional transit service augmenting the regional network. This becomes especially critical as Federal operating subsidies are reduced.

A Transportation Zone must be initiated by interested localities. By creating a local board to determine service structure and allocation, transit service could be made more responsive to local needs. By contracting for transit service through competitive bidding, a Zone may be able to reduce costs and provide more service under reduced subsidies than would otherwise be possible. Lastly, the Zone could bring more local funding support to the Zone.

D. Summary of Application Process

Creation of a Transportation Zone should be considered by interested localities who are proposing to administer public transit service(s) operated by SCRTD and included municipal operators who are funded by LACTC. A summary of the application process is highlighted in Table I.

TABLE I

TRANSPORTATION ZONE

SUMMARY OF APPLICATION PROCESS

- o Notice to LACTC of intention to file application by Cities/County.
- o Meeting with Applicant/LACTC to review process.
- o Pre-application filed with LACTC and circulated to affected operator(s) summarizing extent of service to be transferred.
- o LACTC approves/disapproves proceeding with full application and development of Operational and Financial Plan.
- o Applicant prepares necessary documentation as required under Guidelines.
- o Participating cities approve application (and Operational and Financial Plan).
- o Commission circulates application to affected operator(s) for review and comment and negotiation over any differences between the affected operator and the Zone.
- o The Commission will hold a public hearing and receive public testimony in relation to the above submittals.
- o Commission approves Zone application (requires eight votes) and makes the following determinations:
 - Cost savings are identified
 - No adverse impact to public
 - No degradation of overall system efficiency
- o Zone phases in service and LACTC/Zone monitors impacts of change.
- o (After three years) LACTC approves/disapproves permanent funding of Zone based upon criteria for successful Zone. Allocation of formula funds will be based on available audited data and service implemented at a later date (and therefore audited data not yet available) will continue to receive credit under the Proposition A Discretionary formula.

II. GENERAL REQUIREMENTS

This section addresses how to determine eligibility for establishment of a Zone as well as clarifying eligible use of applicable funding. This section addresses: Entry Criteria; Local Contribution Requirements; Definition of Eligible Service; Methodology for Computing Cost Savings; Short-Term/Long-Term Funding; and Criteria for Determining Success.

A. Entry Criteria

In order to establish a Transportation Zone, the Commission must make a determination that the existing transit operator "cannot otherwise provide adequate and responsive local transportation service in a cost-effective manner" (Section §130261). The following factors will be considered by the Commission in making such a determination:

1. Restructuring Existing Service - The Commission will create Zones only where the local jurisdictions are proposing to restructure public transit funded by LACTC. 'Restructure' is defined as where the existing or modified service will be contracted to lower cost providers. 'Service funded by LACTC' is defined as service funded to "Included" operators under state law.

The applicant must demonstrate that the existing operator is unable or unwilling to provide cost-effective service and that the Zone can demonstrate through contracting and/or restructuring that service can be provided more cost-effectively.

2. Common Transit Problem and Goals - A Zone appears most appropriate in areas where it can be demonstrated that local jurisdictions share similar transit problems and goals. The jurisdictions would initiate the request to form a Zone and they would indicate a willingness to form some type of a cooperative arrangement such as a Joint Powers Authority.
3. Commitment to Basic Level of Service - A clear plan for financing and operating the services provided within the Zone for the first three years must be available before the establishment of a Zone (the requirements of the plan are discussed further in Section III. C.)
4. Potential for Cost Savings - A key justification for the formation of a Zone is the potential for cost savings. The Financial Plan should show a 25% cost savings by the end of the second year in at least one of the following ways:

- o A minimum of 25% savings in Commission subsidy per passenger; or
- o A minimum of 25% total cost savings; or
- o A minimum of 25% savings in cost per passenger; or
- o A minimum of 25% savings in cost per vehicle service hour.

It should be noted that the annual average cost savings could be something less than 25% if a phased implementation was proposed.

5. Size of the Zone - In order to effectively provide sub-regional service, Zones must be of sufficient size. To be considered for approval, a Zone must include:
 - a. A minimum of three contiguous communities (municipality or county); and/or
 - b. A minimum of 50 square miles.

6. Propensity to Travel - The Commission is attempting to maximize the effective use of local, state and federal funds by promoting the most cost-effective inter-community and regional transit service. As a result, a Zone's propensity to use transit should be clearly identifiable in the operating and financial plan. Indicators of the propensity to use transit would include:
 - o Identification of economic centers within the Zone (using SCAG's definitions under the Regional Transportation Plan)*;
 - o Population density per square mile;
 - o Population of senior citizens;
 - o Population of lower income residents; and
 - o Number of current transit trips as a percentage of total trips.

7. Significant Adverse Impact to the Affected Operator - Section III requires that an Operational and Financial Plan must be submitted. The plan must show mitigation of significant adverse impacts that are identified by the affected operator. LACTC shall resolve any disputes on whether the impacts have been mitigated.

*LACTC staff will provide excerpts from the SCAG RTP for assistance in defining economic centers.

B. Local Contribution Requirement

A local commitment to contribute funding is also required. The Commission will fund up to 95% of the net operating budget (total costs less operating revenues) and the Zone would fund 5% of the total budget. Under any circumstances the Zone is not required to provide more than 25% of their Local Return funds. In no case can the Commission contribution exceed the funding credit defined in Section II. G.

The 5% local contribution requirement can be satisfied by currently funded Proposition A Local Return projects if they are open to the general public, operated by the Zone, and are compatible with the proposed service. For example; where only express service is proposed by the Zone, the local contribution requirement could be satisfied either by applying 5% of local funds not currently committed to other projects or by incorporating a currently 100% locally funded express project whose operating costs total at least 5% of the proposed costs of the Zone. Another example where there is a restructuring of all types of service within the Zone, the existing locally funded Dial-A-Ride service could satisfy the 5% local contribution requirement as long as the service was open to the general public and operated by the Zone. It should be noted that capital projects funded with Local Return are not an eligible expense to satisfy the local contribution requirement (with the exception noted in II.E.3).

C. Definition of Eligible Service

While all types of service can be provided within a Zone, one of the key aspects of establishing a Zone is determining what transit service is eligible for Commission subsidies. The proposed Operational and Financial Plan must indicate that the existing service level on the regional system will be maintained either by the Zone or the existing carrier. However, any increased efficiencies (through cost savings or re-scheduling) may be allocated by the Zone to any type of service open to the general public.

Figure 1 has been provided as a clarification of the type of services that can be transferred from an existing operator to the Zone. This will be used as a guide for the Commission in determining the amount of subsidy credit to be transferred to the Zone.

D. Method For Computing Cost Savings

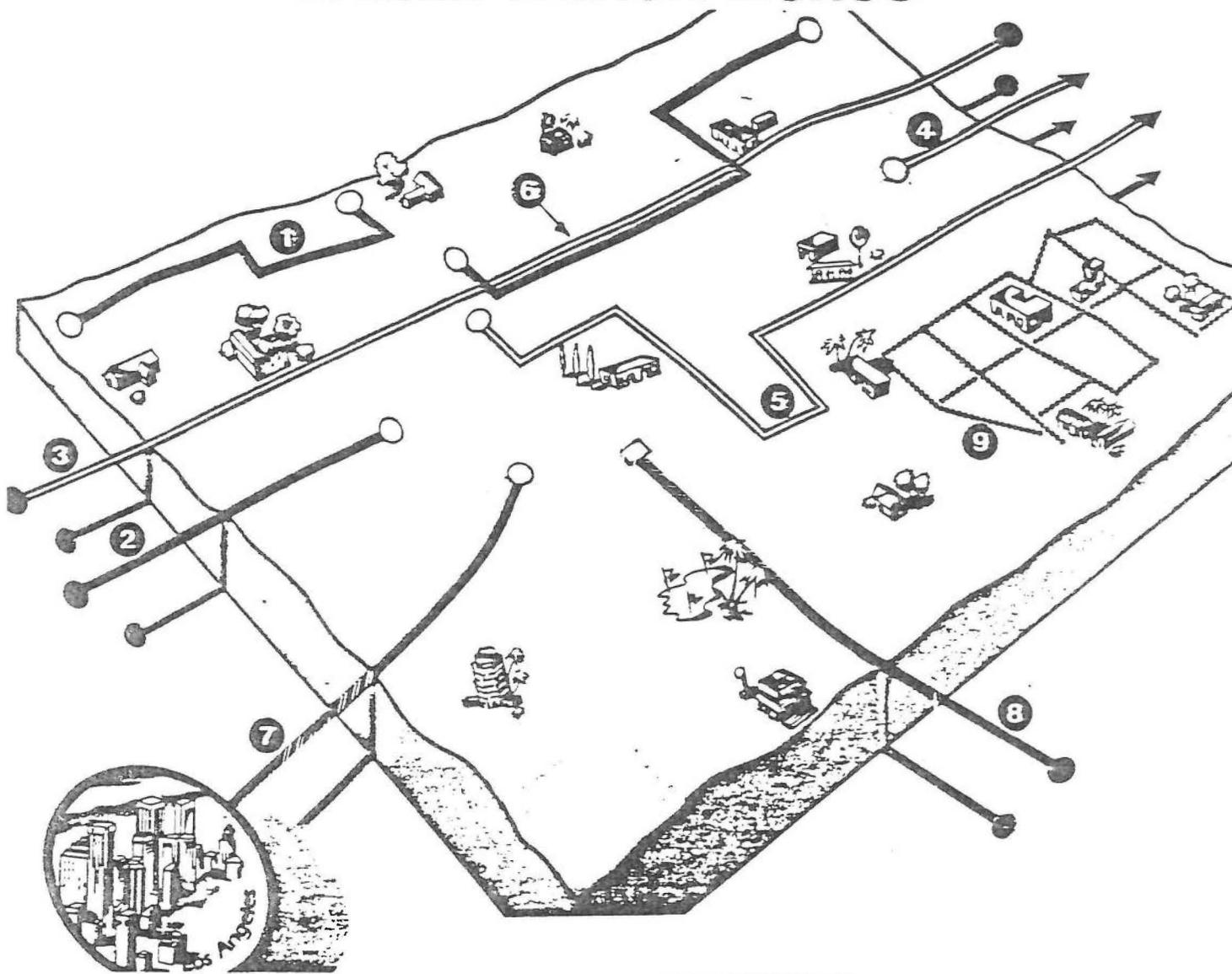
For purposes of cost comparison between the affected operator and the Transportation Zone applicant shall take into account the following:

1. Cost comparisons shall be based upon total operating costs;

2. Capital costs shall be provided by the applicant, but listed separately from the operating costs;
3. The applicant shall include all applicable administrative costs, including administrative, planning, and indirect costs, when computing total operating costs;
4. When reporting on the cost comparisons, LACTC shall note any difference in costs from the affected operator that are due to a difference in service quality (e.g., security, customer information system, etc.).

Any savings would stay in the Zone and could be used to improve mobility of the Zone's residents.

Examples Of Service Types Within Transit Zones



EXAMPLE SERVICE TYPES

SERVICE ELIGIBLE FOR TRANSFERS TO ZONE

1. LINES ENTIRELY WITHIN ZONE	YES
2. LINES PREDOMINATELY WITHIN ZONE TO NEAREST MAJOR TRANSIT GENERATOR OUTSIDE ZONE	YES
3. LINES THAT TRAVEL THROUGH ZONES	NO
4. LINES PARTIALLY WITHIN ZONE	NO
5. LINES THAT HAVE CIRCULATORY "TAILS"	NO - ON REGIONAL SERVICE OUTSIDE OF ZONE YES - ON CIRCULATORY PORTION WITHIN ZONE
6. LINES DUPLICATING REGIONAL ROUTES	YES - CONTINGENT UPON COORDINATED ("DOVE-TAILING") SCHEDULES
7. EXPRESS LINES WITH CATCHMENT AREAS WITHIN ZONE TO MAJOR GENERATOR (DOWNTOWN LA)	YES
8. EXPRESS LINES SPECIAL SERVICES OPERATING FROM OUTSIDE ZONE TO GENERATOR WITHIN ZONE	CONTINGENT UPON ALL AGENCIES
9. DIAL-A-RIDE SERVICE PROVIDED WITH REGIONAL SUBSIDIES	YES (GENERAL PUBLIC)

E. Eligible Costs

In order to protect public resources and maximize LACTC funding for operating purposes, the following conditions shall be in force:

1. Total operating costs are eligible including planning, administrative, and indirect costs. Costs for leasing of fixed facilities and revenue vehicles are eligible but should be reported separately from operating costs.
2. Proposition A Discretionary funds may not be used to purchase or construct fixed facilities, or to purchase revenue vehicles, except as noted in (3) below.
3. The following options are allowable for procurement of revenue vehicles. LACTC must pre-approve any contract which involves revenue vehicle procurement including lease of revenue vehicles:
 - a. Contractor to Zone Provides Revenue Vehicles - Under this option, the Zone specifies in the RFP that the contractor provides vehicles. A pro rata share (based upon UMTA's policy for the average useful life of the revenue vehicles) is an eligible capital cost.
 - b. Zone Purchases Revenue Vehicles Using Local Return Funds - Under this option, the Zone procures the vehicles and retains ownership. In this option, the Local Return funds used to purchase revenue vehicles can be used to satisfy the local contribution requirement described in Section II. B.
 - c. Zone Purchases Revenue Vehicles Using LACTC Proposition A Discretionary Funds - Under this option, the Zone procures the vehicles and has the contractor maintain the vehicles. Using LACTC pro rata share defined in Section a. above, the LACTC funding credit can be used to procure revenue vehicles for the Zone. Disposition and ownership at the end of the three year period shall be clarified in the contract.
 - d. Zone Purchases Revenue Vehicles Using Federal UMTA Section 3 Discretionary Funds - Under this option, LACTC will work with Zone and UMTA to justify federal support using Section 3 capital funds for revenue vehicles. UMTA requires a 25% local match. LACTC Discretionary funds can be used up to credit limit. In order to speed up the procurement process, LACTC may consider (at the applicant's request) a loan to finance the local share over and above the eligible funding credit limit.

4. Long Term (4th Year) - If the Zone is determined to be a "success" by Commission standards (see Section II. G.), the Zone will be designated as an operator and eligible for Federal capital funds in accordance with the rules applicable to included municipal operators.

F. Short Term and Long Term Funding Mechanisms

When the authority was given to the Commission to create Zones, the law specified that federal and state funds could be used immediately. These funds (Federal Section 9, State TDA, and State STA funds) are allocated by the Commission through what is known as the 'Formula Allocation Procedure'. This formula is based upon distributing funds through the number of miles operated (50% weight) and passengers carried (50% weight) by each of the eligible operators. A percentage share is determined for each operator based upon the statistics mentioned above and funds are distributed according to that percentage. The formula process is updated and approved by the Commission every two years.

The Formula Allocation Procedure is based upon audited operating statistics in accordance with Federal reporting practices. It is impossible to include a Zone in the Formula Allocation Procedure without any audited operating statistics. As a result, the funding mechanism for the Zone will occur in two phases: Proposition A Discretionary funds will be used in place of formula funds for the first three years operation of a Transportation Zone. A Commission funding credit will be calculated based upon the number of service hours to be transferred from the existing operator to the Zone.

Based upon the date of pre-application, the Commission will calculate the amount of Commission subsidy per service hour (TDA, STA, Section 9, and Proposition A Discretionary funds) to be credited to the Zone. See the formula in Table 2 which will be used for the first three years of Zone Guidelines. Any difference in the credit transferred to the Zone and the amount utilized can be carried over for two years.

Formula for Credit - Short Term Funding

A. First Year

Step 1:

A. $\frac{\text{Total Operator Commission Subsidy}}{\text{Total Operator Express Service Hours}} = \text{Operators subsidy per hour express service}$

B. $\frac{\text{Total Operator Commission Subsidy}}{\text{Total Operator Local Service Hours}} = \text{Operators subsidy per hour local service}$

Step 2:

Operator subsidy X # Express hours transferred to the zone per express hour	+		=	Credit of Commission operating funds transferred from current operator Prop A Discretionary Allocation
Operator subsidy X # Local hours transferred to the zone per local service hour				

B. Second and Third Year

Commission Credit x Proposition A Sales Tax Growth each year.

EXAMPLE:

- o Operator subsidy from LACTC per local service hour* = \$45.50
- o Operator subsidy from LACTC per express service hour* = \$61.67
- o Annual VSHs transferred from existing operator to Zone = 98,768
- o Zone funding credit transferred from existing operator =
 - 1. 98,768 local service VSH x \$45.50 = \$4,718,600
 - o express VSH x 61.67 : \$0
 - First year credit \$4,718,600
 - 2. Second year = \$4,718,600 x 1.05 (Estimated Prop. A Sales Tax Growth)
 - 3. Third year = \$4,954,530 x 1.05 (Prop. A Sales Tax Growth)

NOTE:

*Includes operator STA, TDA, Section 9 and Prop A Discretionary Funds allocated to local and express services.

G. Criteria for Determining Success

The Commission shall use, at minimum, the following four criteria for defining a successful Zone. Each of the following criteria must be met (Note: analysis will be done in the third year of operation based upon the first two years of data and an estimation of third year data);

1. The Zone has demonstrated cost savings (which can be measured in one of four ways defined under Section II. A.) and savings are verified by an independent auditor. If the Zone demonstrates a 25% or greater savings then this criterion shall be satisfied. If the Zone demonstrates a 15-24% savings, then conditions may be placed on the Zone in order to "pass" on this criterion. If the Zone demonstrates less than a 15% savings, this criterion shall not be satisfied.
2. There is demonstrated public support for the Zone expressed through ridership, public reception, and support of local governments in the Zone. A public hearing shall be held by LACTC.
3. The overall system impacts have not worsened (i.e., regional coordination is maintained). Success of this criterion shall be measured in two ways: A) verification that the transfer agreement required in Section III. C. has been implemented; and B) the affected operator's performance as measured by the TPM program has not been significantly impacted.
4. The likelihood of continued successful operation by the Zone under the LACTC rules governing included transit operators (i.e., Transit Performance Measurement Program, Formula Allocation Procedure, Short Range Transit Plan). Success under this criterion shall be measured as follows:
 - a. Assurance that the Zone will submit a Short Range Transit Plan in accordance with LACTC Guidelines;
 - b. Assurance that state and federal reporting requirements have been satisfied (e.g., TDA and Section 15 forms); and
 - c. Demonstrated ability to continue operations (with reasonable impact on service and fares) under the adopted TPM program.

LACTC will periodically evaluate the operation of the Zone as measured against the success criteria and TPM program. If the Zone is found to be not meeting the criteria, the Commission may require steps to bring the Zone into conformance with the criteria.

III. APPLICATION REQUIREMENTS

This section clarifies necessary submittals and who is responsible for what. Specifically, this section addresses: agency responsibilities; pre-application requirements; and application requirements.

A. Agency Responsibilities

Creation of a Zone is a complex undertaking and it should be clear what responsibilities are to be assumed when undertaking the application process.

1. Applicant - The applicant representative is responsible for submitting all documentation, including the pre-application, application (and appropriate attachments) described elsewhere in the Guidelines. In addition, the applicant must coordinate with the LACTC and the existing operator. The following conditions would apply.

All cities and/or county agree to support the Zone for a minimum of one year once service has been initiated. After one year, should a city wish to withdraw from the Zone, the following conditions would apply:

- o City(s) withdrawing from the Zone shall provide a minimum 120 day notice; and
 - o City(s) shall acknowledge that SCRTD/LACTC are not required to provide replacement service.
2. Existing Operator - The existing operator, whose service will be replaced by the Zone, shall have the following responsibilities: The operator shall supply cost data and operational data for the affected service; the operator shall review the pre-application and application for significant impact; and the operator shall coordinate with the applicant in development of a transfer agreement summarized in Section III.C.2. All of these requirements shall occur in a timely manner.
 3. LACTC - The Commission staff shall be available for assistance to the applicant; determining compliance with the Guidelines; review and circulate the pre-application and application to the affected operator; as well as coordinate unresolved issues between the affected operator and the applicant. Issues that cannot be resolved at the staff level will be resolved by the Commission. In addition, the Commission will establish a Zone in accordance with steps described in Section IV.

B. Pre-Application Requirements

A pre-application is required which would identify existing services proposed by the applicant to be transferred to the Zone (see Appendix II). The proposed changes in service will be reviewed for consistency with the Guidelines and impacts on existing operators before the applicant proceeds with the formal application and preparation of the Operational and Financial Plan.

LACTC will circulate the proposed pre-application to affected operator(s) for review and comment. If there are significant differences between the Zone and the affected operator on what constitutes eligible service (defined in Section II.C.), the LACTC shall notify the applicant to not proceed with the application until LACTC resolves the differences.

C. Application Requirements

The application for creating a Transportation Zone is shown in Appendix III. The information leading to justification in submitting an application which must be attached to the application is summarized below.

1. Operational Plan

- o Description of proposed Zone (include: map; square mileage of Zone; list of jurisdictions);
- o Description of current transit service (including: map of existing service; headways; span of service; vehicle service hours; number of vehicles; number of lift equipped vehicles; number of passengers);
- o Description of any unmet transit needs;
- o Description of the proposed service, including: map (showing restructured service including, service to be deleted, service to be rerouted and new service); operating characteristics (headways, span of service; summarize service hour plan -- identify VSH's which will be administered by the Zone, service which will be deleted, and service which will be restructured; note any data justifying propensity to travel (Criterion #6, Section II.)).
- o The Operational Plan must demonstrate that the capacity of the proposed system will be adequate to carry the actual ridership using the current operator services. In this instance, capacity is defined as the number of available seats in conjunction with the operator's adopted standing load policy.

- o The Operational Plan must have attached, a formal transfer agreement between the applicant and regional carrier for fixed-route and general public operation. It is intended that the transfer agreement will spell out how to best coordinate service between the two entities. Need for transfer agreements for E&H Dial-A-Ride will be considered on a case-by-case basis. At a minimum, the transfer agreement must include the following:
 - a. Applicant is required to identify coordinated transfer locations within the service area. There should be at least one transfer location along each line of the regional carrier serving the Zone. Where possible, transfer locations should be located so as to serve multiple lines.
 - b. Applicant assures that shared bus stops will be used at transfer location(s) unless specified otherwise due to space or safety constraints;
 - c. Applicant assures that schedules will be created to minimize wait time between feeder service and regional carrier.
 - d. Where pulse point transfer locations are identified, the applicant assures that the following amenities will be provided: bus benches; bus shelters; and special bus stop signs to explain regional transfer routing opportunities.
 - e. Assurance that applicant will provide customer information service (through contract) either through Zone operator or regional carrier. At a minimum, the applicant assures the regional carrier that transfer locations will be provided to customers over telephone and on applicable marketing information. Regional carrier agrees to reciprocal provision.
 - f. Assurance that the applicant and regional carrier will accept interagency transfers. Note: The approved fare tariff schedule must be finalized 14 days prior to commencement of service.
 - g. No closed door bus stop policy for regional service will be allowed.
- o The Operational Plan must include a description of transition plan from existing to proposed service.

2. Financial Plan

The plan should include a description of the following:

- o Existing transit costs within the Zone (breakout costs for service to be administered by the Zone as described above);
- o Identification of 25% cost savings in accordance with the criteria summarized in Section II.A., Criterion #4;
- o Summary of proposed fares;
- o Proposed budget; and
- o Identification of fund sources.

Refinements and revisions to the above Plan are probable as service moves to implementation. Significant expansion and/or significant changes in types of service, or inclusion of new service areas could require the readoption process.

3. Assurances and Understandings

The Zone agrees to provide the following assurances and understandings:

- o That the Zone will assume all responsibilities for compliance with applicable state laws (including CEQA requirements regarding projects to be funded in part or in whole with Proposition A. funds); and
- o That the Zone will comply with all applicable federal, state and local requirements as to affirmative action, fair labor practices, transit accessibility, safety, and public health;
- o That the Zone will utilize the State Controller's Uniform System of Accounts and Records to accommodate uses and disbursements of Proposition A funds;
- o The Zone agrees to comply with the reporting requirements currently required by other Commission funded transit operators (including: financial and performance audits, Transit Performance Measurement data; and a Short Range Transit Plan).
- o Documentation of consultation with the affected operator and/or the regional carrier (documentation shall include approval letter from the regional carrier of formal transfer agreement required under Section III.C. If approval letter cannot be secured then LACTC shall negotiate with applicant and

regional carrier prior to submittal of application. Unresolved issues of service coordination after LACTC staff negotiation attempts will be resolved by the Commission as required by PUC §130262. Both applicant and regional carrier will abide by LACTC determination.)

- o Description of a local review process appropriate for the geographic size of the Zone (including public hearing(s) and/or other means of communication). It should be noted that the required number of public hearings should be commensurate with the size of the Zone. Consequently, discussion with Commission staff prior to embarking on the local review process will be necessary.
- o Certification that the Administrative Structure and Operational/Financial Plan has been approved by the jurisdictions within the Zone.

IV. OPTIONS FOR ADMINISTERING A ZONE

The affected jurisdictions would propose the administrative structure used. There are numerous options for administering a transportation Zone and Commission approval of the administrative structure is necessary. Regardless of the administrative structure chosen, the operation of service must be contracted to private or public operators through a competitive selection process rather than competitive bidding based solely on costs. Contracting out service instead of operating service directly encourages lower cost through competition and avoids additional administrative cost. The Zone will determine criteria for accepting a responsive bid. There are two options that best facilitate an efficient operation: a Joint Powers Authority (JPA) or a Public Transit Authority.

Joint Powers Agreement - One structure to administer a Transportation Zone would be a Joint Powers Authority (JPA). A Joint Power Agreement would specify the authority that would administer the Zone. The formation of a JPA is initiated by the cities and it is this local commitment that is necessary for the success of the Zone. Under a JPA, cities may enter into cooperative agreements for the purpose of exercising any power (service) common to the contracting parties. The intent of the JPA is to allow local governments opportunities to exercise cost efficient management techniques while at the same time preserving local discretion and territorial boundaries.

The JPA could consist of an elected official from each of the cities/or county within the Zone. Or, if the Zone was composed of a large number of cities, the JPA could appoint representatives to a transit authority (see below). Additionally, a technical advisory committee could be created in the by-laws that could consist of staff from the cities, representatives from SCRTD, and private service organizations. This would insure coordination between the Zone and the rest of the region and would insure that the needs of the transit dependent were being met.

Public Transit Authority - There are instances where a JPA cannot be set-up. For example, the Zone can propose an alternative administrative structure for areas that are subsets of a city (i.e., the San Fernando Valley) or a group of cities that are willing to make a financial commitment but it is not feasible to create a JPA. The members of the board could be one elected official or an appointee from each of the areas within the Zone.

V. LACTC APPROVAL PROCESS

The following is a summary of the approval process for creation of a Transportation Zone:

A. Staff Review

Staff will review the application and attachments described in Section III., for conformance with the Guidelines.

B. LACTC Public Hearing

The Commission will hold a public hearing and receive public testimony in relation to the above submittals.

C. Commission Findings

The Commission will review the above steps and with eight votes make the following findings:

- o The current transit operator cannot otherwise provide adequate and responsive local transportation services in a cost-effective manner; and
- o All of the municipalities and/or county within the Zone have approved the Operating and Financial Plan for the provision of transit service within the Zone.

D. LACTC Action

Based upon findings of C, above, the Commission would approve with eight votes:

- o Creation of the Zone;
- o Administrative structure of the Zone;
- o Establish a funding level for three years; and
- o Direct staff to prepare a contract with the Zone.

E. Contract

A contract will be the contracting document between the Commission and the Zone. The contract will be used for the first three years (though the financial plan will be renewed annually). After the Zone becomes an 'operator' under the Formula Allocation Procedures, a contract will no longer be necessary. The contract will include the following provisions: creation, definitions; general provisions; conditions; description of services; assurances; administrative structure; powers of authority; funding (and payments); reporting requirements; LACTC monitoring; and cancellation.

F. Monitoring

LACTC will periodically and formally advise the Zone of how service is doing, measured against:

- o Success Criteria
- o Transit Performance Measurement Program

G. Final Determination

During year three of operation, the LACTC will make a final determination regarding continued operation, including:

- o LACTC review of report on results of Success Criteria Analysis.
- o Hold Public hearing to affirm public support.

H. Failure to Meet Success Criteria

If the success criteria described in Section II.G. are not satisfied, the Commission may, at its discretion, withdraw funding from the Zone, or may allow the Zone to continue operation on an interim basis. Should funding be withdrawn from the Zone, LACTC will transfer the funding back to the regional operator and work with the Zone and the regional operator to provide a minimum level of service. The level of service shall not be less than the minimum service criteria described in the Proposition A Discretionary Guidelines.

APPENDIX I

LEGISLATIVE AUTHORITY

CREATION OF ZONE

Section §130261: The Los Angeles County Transportation Commission may establish local Transportation Zones only in those areas where the Commission determines by eight affirmative votes of the voting members, that the Southern California Rapid Transit District or the included municipal operators cannot otherwise provide adequate and responsive local transportation services in a cost-effective manner.

Section §130003: As used in this division "local Transportation Zones" means cities or unincorporated areas which contain at least one economic center or major trip generator in which there is a large percentage of short- and medium-length transit trips. The local Transportation Zones shall be coordinated with regional transit operations as appropriate relative to consumer need and efficient operations.

FUNDING AUTHORITY

Section §99285(f): Eight affirmative votes of the voting members, or designated alternates, shall be required in order to establish or change the criteria for admitting new included municipal operators for eligibility for funds allocated under Article 4 (see Section (e) for Federal Funds).

DEVELOPMENT OF GUIDELINES

Section §130259:

- c. In adopting the guidelines, the Commission shall take into account, among other things, the geographical shape of the proposed zone, (i.e. is it contiguous and appropriate size, etc.) economies of scale of transit systems, and established and projected subregional patterns of travel.
- d. The guidelines shall provide for a method of governing each local Transportation Zone; shall provide for the establishment of multicounty zones; and shall authorize each board, under specified conditions, to provide transit service itself, through a joint powers agreement or any other cooperative arrangement, or by contract with a public transit operator or a private common carrier.

Section §130262: The Commission shall require full cooperation and coordination between the regional operator, the municipal operators, and the local Transportation Zones in such matters as schedules, routes and exchange of transfers. The Commission is also empowered under this section to "ensure that regional operators, municipal operators, and local Transportation Zones do not compete or unnecessarily duplicate services, but assist each other to provide the maximum level of transit service to the general public at the lowest possible cost."

APPROVAL BY AFFECTED JURISDICTIONS

Section §130259(b): It is particularly important that the County, Cities, and other local entities be involved in establishing local Transportation Zones.

Section §130263: The Los Angeles County Transportation Commission shall not reduce, by order or by reducing funding, the size of the service areas under the jurisdiction of presently existing included municipal operators, the level of services they provide, or the scope of their operations, without first consulting with the operators and securing the approval of the municipalities within which they operate.

APPENDIX II

LACTC
PRE-APPLICATION TRANSPORTATION ZONE

1 Date: _____ 2 Contact person:
name, title, phone no. _____

3 Name of jurisdictions within zone: _____

4 Name of operators within zone: _____

5 Map(s) enclosed showing: Cities/county within Zone; Zone boundary;
existing service; service to transferred Zone; and service to be
restructured (if applicable) _____

6 List by Line # of VSHs for routes to be transferred to Zone:

<u>Line #</u>	<u>Annual VSHs To</u>	<u>Annual Weekend VSHs</u>	<u>Service Type</u>
	<u>Be Transferred</u>	<u>to be Transferred</u>	<u>DAR; Express; or</u>
			<u>Local Service</u>

7 Proposed Date of Service Implementation: _____

Note below if phasing different for lines.

<u>Line #</u>	<u>Scheduled Date of Transfer</u>
---------------	-----------------------------------

APPENDIX III

LACTC
TRANSPORTATION ZONE APPLICATION

<u>1</u> Date:	<u>2</u> Contact person: name, title, phone no.
<u>3</u> Proposed zone date:	
<u>4</u> Name of jurisdictions within zone:	
<u>5</u> Name of transit operators currently in zone:	
<u>6</u> Square miles within zone:	
<u>7</u> Operation & financial plan attached (Section VII)?	
<u>8</u> If yes to #7, has all affected jurisdictions listed in # 4 endorsed it?.	
<u>9</u> Attached copy of each jurisdictional approval of #7	
<u>10</u> Has Section IV (Criteria #4) been satisfied? ___ If yes, list reference page number in operational & financial plan. _____	
<u>11</u> List reference page # of proposed administrative structure _____	
<u>12</u> Has 25% Prop A Local Return Commitment been identified? List page # reference _____	
<u>13</u> List reference page # for summary of consultation efforts with affected transit operator. _____	
<u>14</u> Will new service be accessible?	
<u>15</u> Does applicant agree to contract for service through a competitive selection process?	
<u>16</u> Does applicant agree to comply with Section IX Assurances and Understandings?	
<u>17</u> Does the Plan include one economic center? List Reference Page.	
<u>18</u> List the reference page for number of transit trips (to # 17 above) as a percentage of the total transit trips within the zone:	

STANDARD CONTRACT (UNDER DEVELOPMENT)

- Outline:
- Creation
 - Definitions
 - General Provisions
 - Conditions
 - Administrative Structure
 - o Composition
 - o Meetings
 - Powers of Authority
 - Funding (and payments)
 - Reporting
 - Cancellation

MEMORANDUM

JANUARY 3, 1986

TO: TRANSPORTATION AND COMMUNICATIONS COMMITTEE
TRANSIT ADVISORY COMMITTEE
PARATRANSIT ADVISORY COMMITTEE

FROM: NORM LESTER, SCAG STAFF

SUBJ: LACTC TRANSPORTATION ZONE GUIDELINES
=====

ISSUE

The draft Los Angeles County Transportation Commission (LACTC) transportation zone guidelines were discussed at the December meetings of the Transportation and Communications Committee (TCC) and the Transit and Paratransit Advisory Committees (TAC and PAC). The TCC requested that this item be brought back after the TAC and PAC have had a chance to comment on the guidelines, and TCC has had a chance to review the current draft of the guidelines. The draft guidelines will be presented to the TAC and PAC on January 14, 1986. A copy of the draft LACTC transportation zone guidelines is attached for your review.

RECOMMENDED ACTION

Staff recommends support in concept for the draft LACTC transportation zone guidelines, as a potentially effective approach to improving the responsiveness, cost effectiveness, and availability of public transit service in the SCAG region. Staff further recommends that LACTC be encouraged to be responsive to local concerns in developing a final version of the guidelines.

BACKGROUND

LACTC has developed draft guidelines for the creation of local transportation zones. AB 1246 empowers LACTC to create local transportation zones when the existing transportation provider "cannot otherwise provide adequate and responsive local transportation services in a cost effective manner."

The transportation zone concept, as defined in the draft guidelines, is consistent with SCAG's Regional Transportation Plan.

The LACTC is scheduled to act on the guidelines in February, 1986.

DISCUSSION

LACTC has developed a series of issue papers to define approaches to reduce the cost of providing transit services and thus increase the amount of service available to the public. The draft transportation zone guidelines

allow local jurisdictions to initiate transportation zones, establish minimum jurisdiction and area requirements, define appropriate governing mechanisms, and require coordination between existing carriers and transportation zones. From a regional perspective the key elements of the draft LACTC transportation zone guidelines include the following issues. Staff recommendations follow each element.

- LACTC will only approve the creation of transportation zones which propose to restructure existing service by providing lower cost service on a contract basis.

Staff comment: this approach is a realistic way of increasing the amount of transit service available to the public by reducing operating costs.

- Transportation zones will only be created in areas where the affected jurisdictions have common transportation problems and goals. This will be demonstrated by local willingness to enter into a cooperative arrangement to govern the zone.

Staff comment: this criterion is a reasonable requirement to demonstrate the feasibility of a proposed transportation zone.

- Local transportation zone participants must evidence a commitment to maintain and provide a basic level of service. This requires that local jurisdictions contribute 5% of the zone's budget (not to exceed 25% of the agencies' Prop. A local return funds).

Staff comment: LACTC should provide a range of appropriate options to demonstrate local commitment in various circumstances, in addition to application of Prop A local return funds.

- A proposed zone must include a financial plan which projects a minimum 25% cost saving for any one of the following measures:
 - LACTC provided subsidy per rider;
 - Total cost of operation;
 - Cost per passenger;
 - Cost per vehicle service hour.

Staff comment: LACTC should consider a variable standard for cost saving, based on the total budget involved. For a large transportation zone a 5% to 10% cost saving represents a substantial amount of subsidy funds.

- Three contiguous jurisdictions or 50 square miles (in the case of single jurisdiction) is the minimum zone size.

Staff comment: this criterion is a reasonable measure of the feasibility of a proposed transportation zone.

- Travel needs and "propensity to travel" within a zone must be identified in an operations plan.

Staff comment: this requirement is appropriate.

- LACTC subsidy funds must be used to maintain existing service levels. However, any savings achieved by the zone could be used to fund any type of service open to the general public. Savings achieved are to remain with the transportation zone, to be used to increase service levels or types, and/or reduce fares.

Staff comment: this approach is appropriate.

- Transportation zones approved for implementation would be funded for the first three years with LACTC discretionary funds. If after the first three years a zone is deemed to be successful it will become an established municipal transit operator and be eligible for subsidy funds on a formula basis.

Staff comment: this approach is appropriate.

Contract given to ex-Schabarum aides rescinded

By TOM CHORNEAU
Daily News Staff Writer

The Los Angeles County Supervisors approved a \$35,640 lobbying contract to two former deputies of Supervisor Peter F. Schabarum on Tuesday, but rescinded the move after conflict of interest questions were raised. The supervisors voted 4-0

without debate to hire the consultant firm of Lewis-Jenkins Associates to develop a program and lobby for passage of a privatization plan for bus service in the southeast Los Angeles County area.

Mike Lewis, partner in the firm, is Schabarum's representative on the Transportation Commission — the body that ulti-

mately will be asked to approve the bus privatization plan.

Jeffrey Jenkins, the other named partner in the firm, is Schabarum's appointee to the Southern California Rapid Transit District, which also must approve the bus program.

Lewis and Jenkins previously

served as Schabarum deputies.

After the Daily News questioned the contract during a break in the proceedings, Supervisor Michael D. Antonovich publicly called for an opinion by the county counsel.

"Clearly (Lewis and Jenkins) would be in violation of conflict of interest statutes if they were to lobby the RTD or the commission," Gerald Crump, assistant county counsel, told the board.

Without dissent, the board then voted to continue the contract issue two weeks so that the county counsel could reevaluate the proposal.

The contract specifically called for the consultants to lobby the Transportation Commission and the RTD for passage of the bus operation plan.

"It appears to be a conflict of interest," said Antonovich after the meeting. "I wouldn't think you would be allowed to vote or lobby for something like that."

Schabarum, who recommended Lewis and Jenkins for the contract, said that he did not see a conflict of interest because he believed there was an understanding between the parties involved that the two men would not do any lobbying.

"So we'll take that (lobbying) out of the contract," Schabarum said afterward. "And, I'll make sure that neither of them votes on the issue. That done, there's nothing wrong."

Supervisor Edmund D. Edelman said that he felt a lobbying contract could not be awarded to sitting members of the transit agencies and requested that all references to lobbying be struck from the contract before it comes again before the board.

Supervisor Deane Dana declined to comment on the initial vote in favor of Jenkins and Lewis, but his chief deputy, Don Knabe, said that neither Dana nor Knabe was aware of what the

contract called for.

Supervisor Kenneth Hahn was absent.

None of the supervisors would say why he voted for the measure initially.

In an interview before the board meeting, Lewis said that he did not believe there was a conflict because any lobbying he might have done would have occurred in the distant future when he is unlikely to be on the commission.

Schabarum appointed Lewis to the panel but is not seeking reelection and his term expires at the end of this year.

"I don't see any of this coming to a head for a couple of years," said Lewis, who served as Schabarum's chief deputy until July 5, 1989. "The process is a lengthy one, and I doubt I will ever be asked to do any lobbying."

The contract at issue calls for Jenkins & Lewis Associates to help prepare the necessary documents and political commitments needed for establishing a transportation zone in the Downey-Lynwood-Norwalk area.

The aim of the zone is to allow public and private operators to bid competitively on bus service now being provided by the RTD. In addition to developing a feasibility study, the proposal must be approved by local jurisdictions as well as the RTD and the Transportation Commission.

Jenkins — a deputy in Schabarum's office until March 1989 — and Lewis were key in developing the first transportation zone, according to Schabarum.

"They are among the best in the county," he said. "We wanted the best."

Jenkins is under contract to the county as a transportation consultant. In June, the supervisors approved a \$37,000 agreement with Jenkins to give advice to the county public works department on transit issues relating to federal grants, parking facilities and other matters.

West Covina, CA
(Los Angeles Co.)
San Gabriel Valley
Daily Tribune
(Cir. D. 59,500)
(Cir. Sat. 63,606)
(Cir. Sun. 81,200)
AUG 29 1990

Allen's P. C. B Est. 1888

Conflict-of-interest issue delays consultant contract

By Vicki Smith
Staff Writer

2784

LOS ANGELES — County supervisors Tuesday postponed action on a contract with a transportation consultant Jeff Jenkins from Diamond Bar when a question arose over a possible conflict of interest.

Jenkins, who has been advising the Board of Supervisors since March 1989, currently

serves as the alternate for Supervisor Pete Schabarum on the Los Angeles County Transportation Commission and the Southern California Rapid Transit District.

The board initially approved a \$35,640 contract with Lewis-Jenkins Associates for services, including lobbying, in relation to the development of the Mid-Cities Transportation Zone.

Supervisor Michael Antonov-

ich raised the question of a possible conflict of interest for Jenkins, who as a consultant would be lobbying the LACTC and RTD to win approval of the Mid-Cities Transportation Zone while being an alternate member of the two transportation agencies.

"If he is a voting representative of the RTD, how can we pay him to lobby the RTD. Isn't that an inherent conflict?" Antonovich asked county counsel.

County Counsel Gerald Krump said that Jenkins would be precluded from any lobbying activities.

The contract will be resubmitted next week with the lobbying duties removed.

Schabarum said the removal of the lobbying duties would not present a problem.

"It will be one or two years before a decision is made on the zone," he said.

West Covina, CA
(Los Angeles Co.)
San Gabriel Valley
Daily Tribune
(Cir. D. 59,500)
(Cir. Sat. 63,606)
(Cir. Sun. 81,200)

AUG 30 1990

Allen's P. C. B Est. 1888

FOR THE RECORD

2789
A story appearing Wednesday on the Board of Supervisor's postponement of a lobbying contract because of a possible conflict of interest for consultant Jeff Jenkins incorrectly stated that Jenkins is Supervisor Pete Schabarum's appointee to the Los Angeles County Transportation Commission.

Jenkins is Schabarum's appointee to the Southern California Rapid Transit District and is a partner in the Anaheim-based consulting company, Lewis-Jenkins.

Mike Lewis, a partner in the firm, is Schabarum's appointee to LACTC.

The contract is with the Lewis-Jenkins company, designating Jenkins as the consultant to develop a privatized bus program and lobby for its passage by the RTD and LACTC.

The contract will be reconsidered on Sept. 11.

A story in The Tribune Wednesday implied that the La Verne Heights hillside housing development that was approved last week must have sprinklers installed in many of the 184 homes, along with the builder's nearly \$1 million contribution toward more firefighters and equipment, because of the city's fears over potential wildfire hazards.

Omitted from the story was a paragraph that noted a second, nearby development by another builder, which is in the midst of city hearings as part of a lawsuit settlement, is expected to provide a similar amount of funding. If the second project is approved, the combined funding would enable La Verne to build and staff a third fire station, and the indoor sprinklers would not be necessary.