

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Special Meeting of
the Board of Directors of the District

April 30, 1974

Upon notice duly given the Board of Directors of the Southern California Rapid Transit District met at a Special Meeting with the Board of Directors of the Orange County Transit District at Mistele's Restaurant, Crocker Citizens Plaza, 611 West Sixth Street, Los Angeles at 6:30 P.M. on Thursday, April 30, 1974.

Directors Hugh C. Carter, Victor M. Carter, Thomas G. Neusom, Jay B. Price and George Takei were present. Directors Arthur Baldonado, George Brewster, Byron E. Cook, A. J. Eyraud, Jr., Adelina Gregory and Don C. McMillan were absent from the meeting.

RTD staff members present were General Manager Pro Tempore George W. Heinle; Manager of Planning & Marketing George L. McDonald; Manager of Rapid Transit & Surface Planning John Curtis; Assistant General Counsel Suzanne Gifford; and Assistant Secretary Helen M. Bolen.

Orange County Transit District Directors Robert W. Battin, Ralph L. Clark, Al Hollinden and Richard B. Lynn were also present.

Following dinner, RTD President Neusom called the meeting to order at 8:20 P.M. Since there was not a quorum of the RTD Board present, the meeting was conducted for discussion purposes only.

President Neusom and OCTD Chairman Clark introduced the Directors and staffs of their respective Districts. Mr. Bill Ackermann of SCAG was also introduced.

Chairman Clark introduced Mr. Jim Rickert, OCTD Director of Planning who presented graphs and slides explaining the OCTD proposed rapid transit corridors. OCTD proposes a fixed line system by 1990, with some 1500 buses and dial-a-ride systems. Total plan will include right-of-way for some type of mass rapid transit plus the fixed route bus system and the dial-a-ride concept.

Graphs used showed the line proposed to connect with RTD line as being in the first phase of construction, yet indicated RTD's Los Angeles to Orange County line as being in one of the final stages. OCTD consultants have proposed that the average daily trips on this line will surpass those projected by RTD's consultants. There was general discussion concerning the plan proposed.

Director Hugh Carter commented that the RTD Board would set the policy of priorities and that this policy has not been determined at this point. OCTD and RTD have a cooperative agreement as to routes, equipment, etc., and the charts shown tonight are subject to refinement. We are, at this point in time, meeting with the communities trying to get input on this plan.

Mr. George L. McDonald, Manager of Planning & Marketing,

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gave a brief presentation about the RTD master plan, including near-term bus improvements. He commented that CalTrans has six pilot projects that will be tried in Los Angeles County over a three-year period. If successful, they would convert every freeway in Los Angeles County into some type of transit preferential facility within a three to eight year period.

Mr. Harold Brock of the consulting joint venture firm of Kaiser Engineers/Daniel, Mann, Johnson & Mendenhall spoke briefly about the costs of a fixed guideway system, both in 1974 dollars and escalated dollars.

Director Price spoke about his doubts of the RTD Board of Directors adopting the so-called building block procedure recommended by the consultants, and his belief that the alignment of the route between the two counties is one of the paramount priorities.

Director Lynn of the OCTD Board commented that in 1972 about 100,000 Orange County residents commuted into Los Angeles County to work, and he was pleased to hear that the route between Los Angeles and Orange Counties is of paramount concern.

Mr. Don Brackenbush, of the consultant firm of Wallace, McHarg, Roberts & Todd, commented on the patronage figures transgressing the jurisdictions of the two agencies. While Los Angeles County is gaining in work population, it is stabilizing in resi-

dential population and people are making longer trips to their work.

President Neusom made the following comments concerning the November election preparations, listed as Item 2 on the Agenda. No plan will be adopted in Los Angeles County until the majority of the voters in the County can see some benefit to themselves. This is, unfortunately, a short-sighted fact. The people in one area of the County might be wise to vote for the system even if it doesn't come to their area immediately, but they won't. Unless assurance of federal funding for the major amount of the \$6.8 billion is forthcoming, we face a serious problem of getting voter approval. However, when the federal government tells us that they won't support us in this type of system, this in effect will defeat our system. Administrative attitudes have changed since RTD first spoke with the federal government about a rapid transit system for the Los Angeles area. The November election will deal with twin half-cent sales tax measures; one-half cent for capital improvement, and one-half cent for operating costs until 1981.

President Clark of the OCTD Board commented that their November election measure would ask for a one cent sales tax, with no limitation on use of funds.

RTD President Neusom commented that this would have consider-

able merit. We could certainly pledge our staffs to cooperation and liaison in getting the information across to the public.

Director Hugh Carter stated that in his opinion there should be a compatible link in the first phase of construction of a rapid transit system.

Mr. McDonald spoke concerning the SCAG Critical Issues Draft and the potential impact of this document on both agencies. OCTD President Clark commented that his agency felt that this document had usurped part of the cities decisions in that the cities were told that they should cater to a particular type of traffic.

Mr. Ackermann of SCAG responded to the criticism by stating that these goals were adopted in September of 1973 and they are based on thoughts of elected representatives of all the counties that make up the Southern California Association of Governments. SCAG has two goals: 1) Region should try to develop with employment and residences being balanced to some degree, 2) try to minimize the requirement for trip length. SCAG feels that it is important to support public transportation; it is an essential public service for the well-being of the total community.

Director Price asked Mr. Ackermann to comment on the adverse effect of the SCAG Critical Issues Document to the plans of the two agencies. Mr. Ackermann responded that the plan is not an outgrowth of SCAG, it is a composite of goals proposed by cities

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in Los Angeles and Orange counties, and he further commented that he is optimistic that any problems can be worked out.

Director Hugh Carter suggested that the document as a basic guideline is valuable and hopes to see the goals of the RTD, OCTD and SCAG become more compatible in the best interest of the total community.

Mr. Ackermann stated that SCAG Transportation Committee will meet on Thursday, May 2, 1974 and will meet several times within the next few weeks. The Executive Committee will meet on May 9th and a public hearing will be held on May 16th for the purpose of getting feedback related to the Critical Issues Program. SCAG feels that the Critical Issues Plan is a framework on which an effective transportation plan must be based.

Director Hugh Carter commented on the serious coordination problem, and asked that SCAG's formal hearing be postponed until the RTD Board adopts their report. He also expressed concern about having a report prepared before the total input is received.

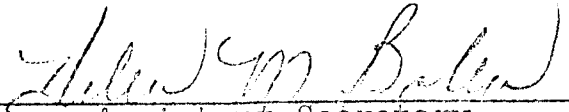
OCTD President Clark discussed the pressures of deadlines on his agency. Mr. Ackermann reported that SCAG must have adopted a regional transportation plan by July.

In further response to requests to delay SCAG's public hearing, Mr. Ackermann replied that hearing notices had already been sent out and he further commented that past public hearings

had been something less than successful. To a large extent SCAG has relied more on input from the Citizens Advisory Committee, the Mayor of Los Angeles, etc., than input from public hearings.

After a brief discussion on a proposed agreement between the two agencies concerning SB-325 claims, President Neusom announced that the RTD staff would take this matter under further consideration.

There being no further business to come before these Boards, the meeting was adjourned at 10:00 P.M.


Assistant Secretary