

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

February 5, 1974

Upon notice duly given, the Board of Directors of the Southern California Rapid Transit District met at a Special Meeting with the City of Los Angeles Board of Public Utilities & Transportation at Mistele's Restaurant, Crocker Citizens Plaza, 611 West Sixth Street, Los Angeles, at 7:00 p.m. on Tuesday, February 5, 1974.

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

Commissioners Jerry Fields, Bobbie Boschan, Joseph R. Kalin, Maurice M. Weiss and Aileen R. Woodson were present for the Board of Public Utilities & Transportation.

RTD staff members present were General Manager Jack R. Gilstrap; Manager of Operations George W. Heinle; Assistant Manager of Operations John S. Wilkens; Assistant General Manager for Administration Jack Stubbs; General Counsel Richard T. Powers; Deputy Administrator for Operations Frank Barnes; Assistant Manager of Rapid Transit and Surface Planning Howard C. Beardsley, Director of Public Information Roy Gregory; Government Community Representative Sam Olivito and Secretary Richard K. Kissick.

) DPU&T staff members present were Chief Engineer & General Manager Robert W. Russell; Assistant General Manager John Mumaw; Communications Engineer David Talcott and Secretary Ruth E. Ginn.

Also present were Richie Gaylen, Valley Cab Company, John Rouse, Wilmington Cab Co., Dave Campbell, Yellow Cab Company, members of the news media and the public.

Following dinner, RTD President Neusom called the Meeting to order at 8:25 p.m. After Roll Call, President Neusom entertained a motion to suspend the regular order of business for the purpose of entering into discussions with the BPU&T, which motion was duly made, seconded and unanimously carried. This was followed by the introduction of BPU&T President Fields.

President Fields thanked the RTD Board for inviting them and to discuss the problems with their Board and especially the jitney service proposals presently under consideration by the BPU&T. He further stated the problem is that the City of Los Angeles needs more transportation, that the RTD is trying to get additional funds but not fast enough, and any other kind of service is needed whether by jitneys or otherwise, and where RTD cannot take care of the City the BPU&T will attempt to provide it. We must be practical because the people expect something to be done.

President Neusom then called upon RTD Directors for comments. Director Baldonado, appointee of Supervisor Schabarum, stated

) it was nice to meet with the BPU&T to discuss areas of common interest and we may have to meet more than just once. He said he was curious as to how some of these terms are defined regarding jitney, taxis and dial-a-ride.

Director Gregory, representing the San Gabriel Valley Corridor, stated she was pleased to be present and to make the acquaintance of the BPU&T Commissioners and staff.

Director Takei, appointee of Mayor Bradley, said he had the opportunity to meet many of the BPU&T Commissioners and was looking forward to the discussion tonight and resolving some of the problems.

Director Price, representing the Southeast Corridor, said he felt both Boards were here tonight for one common purpose-- we can either destroy one another or work together and solve the problems--so it is essential we work together in unison.

Director Carter, appointee of Supervisor Hayes, said there is no such thing as a general solution to the problems. With respect to part of this approach, RTD is introducing a number of innovations and experiments, and hopes we can all proceed on a compatible basis.

Director McMillan, representing Supervisor Ward, said the RTD Board has been having a number of meetings with other groups and agreed with statements of fellow Directors; further, that it was nice to sit down with those here tonight and try to iron out the problems, whether tonight or by other meetings. Mentioned that

) the taxi operators do not like the 10-cent Sunday fare program being conducted by RTD.

President Neusom then introduced RTD General Manger Gilstrap and the balance of the RTD staff in attendance. President Fields then introduced the DPU&T staff and asked the BPU&T Commissioners for their comments.

Commissioner Boschan thanked the RTD for tonight's meeting, but said we must alleviate the transportation problems the City is facing and help the taxi industry to continue in its business. We need to develop some other forms of transportation that perhaps the RTD cannot do, and would like to develop a synchronized system.

Commissioner Kalin stated he hoped we can improve transportation and also hopes we can meet another time with problems solved and transportation improved.

Commissioner Weiss stated he believed tonight's meeting will help keep everyone better informed.

Commissioner Woodson stated that she felt all of our goals are to improve transportation in Los Angeles.

General Manager Russell stated he was pleased the two Boards could meet and that the two staffs have the opportunity to sit in. It should help everyone to do a better job. He then introduced the DPU&T staff and the three taxi operators present. He then stated that we should identify the problems and discuss them. For instance, Century City needs an express service to the civic

) center area; we need improved airport service. We should talk about the problems and how we can solve them; if we can't solve them, then we do have a problem.

President Neusom then introduced Dale Omanson of the Herald-Examiner and Ray Hebert of the Los Angeles Times, and then announced that RTD would like a review of the jitney service idea and its relationship to the comprehensive public transportation system, or if any specific thought had been given to making the jitney system a part of the transportation system. He said RTD changes in service require a tremendous amount of work and study and hoped that everyone has had a chance to study the RTD rapid transit proposal.

Commissioner Boschan stated that the jitney proposal does not enter into the rapid transit planning process, and that one problem is Van Nuys Blvd. where RTD lines do not have a bus line that runs continuously along the entire route and, further, that Mr. Gaylen would provide a service along the entire route.

Commissioner Kalin stated that the bus comes along about every 30 minutes, whereas jitneys would come every five minutes.

President Fields said that Van Nuys Blvd. is not their total concern and there may be other areas where jitney services should exist, and he wanted to discuss where we can put such services in and provide more viable transportation.

President Neusom said he was hopeful that such plans can be worked out on a joint basis and in areas where jitneys would

) supplement RTD services. He stated it is a question of how do we best serve the people and their needs and what does provide the best service for all of the people?

In answer to a request to define a jitney, Mr. Russell stated that a jitney is a small vehicle, from five passengers to mini-bus size, operating on a fixed route. It does not wander around and operates on a fixed fee. He mentioned the successful operation on Mission Street in San Francisco from the Ferry Building to Daly City. Jitneys operate much faster than buses. Mini-buses could be classified as a jitney operation. A taxi cab is a demand type vehicle not on a fixed route but on a fixed fee, and is an exclusive vehicle except where group loading is permitted. A dial-a-ride is a vehicle dispatched on the basis of a telephone call in specified areas, does not operate on a fixed route and generally on a flat fee basis.

Mr. Gilstrap then stated he would like to have a presentation on the Van Nuys Blvd. question and that, as he had stated at the recent BPU&T meeting, operating over our service route would not improve service but would divert revenue from the RTD which is not helpful to the public. He then introduced RTD Manager of Operations Heinle.

Mr. Heinle presented a map showing the 5.2-mile portion of Van Nuys Blvd. between Nordhoff St. south to Ventura Blvd. and outlined the present RTD services on Van Nuys Blvd. which has the best service in the Valley. An origin and destination study

) indicated there are 750 local riders daily in that area, and that less than 100 have to transfer with their different origins and destinations, so there is a minimum unsatisfied need over what the District provides. Headways on Van Nuys Blvd. are provided by District services as follows:

<u>Average headways</u>	<u>Peak hours</u>	<u>Mid-day</u>
Line 93	3.8	20.0
All lines	2.4	6.7

Mr. Heinle further stated that RTD services are operated from 5:00 a.m. to as late as 2:00 a.m., whereas the jitneys propose to operate 9:00 a.m. to 6:00 p.m. RTD fares are 30¢ for single zone and 38¢ for a two-zone ride, with senior citizen fares being 10¢ and 18¢, respectively. School fares are, of course, also provided. RTD is providing excellent, frequent service along Van Nuys Blvd. through services operated by Lines 93, 86, 122 and 139.

President Fields stated that the Mayor's office has had many complaints that people have trouble getting to many areas.

Mr. Heinle reported that a proposal had been made to the City Council to operate a minibus service along this route but that the City would not subsidize it. He further stated that the jitney service would take public resources from RTD and indirectly funnel them to a private operator.

Director Carter said that only 100 people are the ones complaining to the Mayor's office and the jitneys would take away the

) revenues of the other 600 people being served who go on through the area.

It was determined that the 25¢ and 35¢ jitney fare had not really been defined and does not take into account the senior citizens and school fares.

Commissioner Woodson questioned as to how RTD knows passengers would be diverted, and wouldn't the new jitney service get more people out of their cars?

Mr. Heinle stated that RTD would know as a result of the origin and destination studies--in other words, where the people originate and want to go.

Mr. Gilstrap stated that the private operators wanted to divert revenue from the RTD because of a small 1.2 mile area.

Director Price suggested a minibus service on a trial period to be subsidized by the City or the County, or both, with a 10¢ fare.

Commissioner Boschan inquired as to how private jitneys or other types of service can fit in with the comprehensive transportation plans, and that it appears we need small systems like jitneys or taxis.

President Neusom said that there are many "pockets" in the area that buses cannot traverse where such systems could be utilized.

Director Carter remarked that the RTD must operate closed door through certain areas of the municipal operators and perhaps the jitneys could operate in the 1.2-mile portion of Van Nuys Blvd.



) and operate closed door the rest of the way.

Commissioner Broschan inquired as to where is there a place for private operations and how do they fit in the overall transportation planning, and Commissioner Kalin again mentioned the Century City need for service and wondered if RTD had surveyed this situation.

President Neusom stated that the same restrictions apply to RTD in the Century City area since Santa Monica Municipal lines operate there, and the same restrictions apply to the airport due to AirportTransit.

Director Price suggested that the two staffs meet and delineate the areas where the jitneys could operate and where we could agree and understand they would not create problems.

President Neusom stated that the RTD Board is in favor of augmenting service to help the people but not in areas where people are already well served.

Mr. Gaylen inquired as to whether or not it would be acceptable if he amended his application to run on over to San Fernando Road with a two-zone fare.

Mr. Gilstrap stated that if we could solve the union problems RTD might possibly sub-contract for services such as dial-a-ride, jitneys, etc. and, if so, we could work jointly with sub-contractors, although there may be complications regarding the RTD's legislation and union contracts. There might possibly be jobs not under the union contracts.

Mr. Gaylen said that he had been to Sacramento and talked to

representatives at CalTrans and CAPOTS and had been asked to sit down and work out the common needs for public transit and private transit. CalTrans is proposing some legislation. He further stated that he is going to Washington next week to discuss the same ideas with DOT.

President Neusom stated that with the mutual concerns and the problems that have been discussed tonight regarding Van Nuys Blvd., he would recommend that the two staffs have a joint meeting and try to define the areas where applications could apply to jitney, dial-a-ride, etc., and recommend a program where assistance could be provided to continue operating a bus system and sub-contracting any form of other types of systems which are legal.

Mr. Gaylen stated that dial-a-ride, etc. would kill the taxi cab systems in Wilmington and his own area and would like to be a participant in those staff meetings.

After further discussion, on motion of Director McMillan, seconded and unanimously carried, the following resolution was adopted by the RTD Board of Directors:

RESOLUTION NO. R-74-61

RESOLVED, that the General Managers and staffs of the Southern California Rapid Transit District and the Department of Public Utilities & Transportation of the City of Los Angeles meet to discuss and make recommendations to define areas where jitney and dial-a-ride services could be provided, including the ramifications of sub-contracting such services together with the legal requirements of such recommendations;

RESOLVED FURTHER, that the above-mentioned recommenda-

ions be presented at a joint meeting of the SCRTD and BPU&T Boards at a time and place mutually agreed upon.

President Fields stated that we still have to take care of the 15 per cent of the people who are unhappy with the service on Van Nuys Blvd. and that those people must be satisfied.

Director Carter suggested that perhaps the RTD staff could look into the matter of extending certain trips down Van Nuys Blvd. to Ventura Blvd.

President Fields stated that the Mayor's Valley office has apparently not transmitted their complaints to RTD and perhaps a better method of communication is needed.

Mr. Heinle said that RTD has been meeting with people in the Van Nuys area on the near-term bus improvement program and that RTD has asked them for input.

Commissioner Woodson inquired if we could have a trial service on Van Nuys Blvd. and RTD determine if revenue is diverted.

President Neusom reiterated that he feels we could best be served by having the two staffs meet to provide detailed follow-up to help the two Boards to arrive at a decision, and also that perhaps the RTD staff could look into extending certain trips down Van Nuys Blvd. to Ventura Blvd.

Mr. Gaylen stated that the 10-cent Sunday fare has severely hurt the taxi cab service.

After further discussion, on motion of Commissioner Boschan, duly seconded and unanimously carried, the Commissioners of the

BPU&T concurred in the resolution adopted by the RTD Directors.

Mr. Rouse stated that he had attended a meeting held in Wilmington with representatives of RTD, the Mayor's office, an assemblyman and others, and he has been asked to provide a service to Harbor College, and believes that taxis are now a part of the transportation system and wants to be involved in the upcoming meetings.

President Neusom remarked that he would recommend withholding any action concerning dial-a-ride pending the conclusions from the staff meetings and until the two Boards have a chance to get the thinking of the staff people.

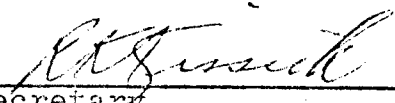
President Fields stated that he feels their Board cannot come to any decision until the results of the meetings of the staffs are received.

President Neusom said that RTD is meeting with all agencies such as the Orange County Transit District, the Board of Supervisors, SCAG, etc., so that RTD can get their thinking and to indicate that RTD wants to cooperate with all groups.

He stated that he was hopeful we can have another joint meeting to discuss the report of the two staffs. After discussion, RTD Secretary Kissick was instructed to arrange another meeting the first part of April.

President Neusom thanked everyone for attending and stated that he felt that all concerned had received a substantial amount of understanding as a result of tonight's meeting.

Upon motion duly made, seconded and unanimous carried,  
the Meeting was adjourned at 10:15 p.m.

  
\_\_\_\_\_  
Secretary