

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

January 17, 1974

Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a Special Meeting with the Board of Supervisors of the County of Los Angeles in the El Dorado Room of the Music Center, 135 North Grand Avenue, Los Angeles at 6:30 p.m. on Thursday, January 17, 1974.

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

Los Angeles County Supervisors Ernest E. Debs, Kenneth Hahn and Baxter Ward were present, with Supervisors James Hayes and Pete Schabarum absent.

RTD staff members present were General Manager Jack R. Gilstrap; Manager of Operations George W. Heinle; Controller-Treasurer-Auditor Joe B. Scatchard; Manager of Rapid Transit and Surface Planning John Curtis; Assistant Manager of Rapid Transit and Surface Planning Howard Beardsley; Assistant Manager of Operations John S. Wilkens; Local Government Representative Sam Olivito; Project Control Engineer Brian Pearson and Secretary Richard K. Kissick.

Principal staff members of Los Angeles County present were Chief Administrative Officer Arthur Will; Executive Officer James S. Mize; County Counsel John Larson and Road Commissioner Irv Morhar.

Also present were representatives of the news media and the public.

Following dinner, Supervisor Chairman Kenneth Hahn introduced RTD President Thomas G. Neusom who called the meeting to order at 7:30 p.m.

President Neusom reported on the meeting held December 20 with the Board of Supervisors and a Special Committee of RTD Directors, at which meeting RTD sought the help of the Supervisors on the District's pending \$9 million deficit. The grid system type of transportation had been discussed but it was ascertained that sufficient equipment is not available to institute those changes at this time and, as a result, the District is proposing to the County improvement in the fare system which would be of significant help to the public and, after suggesting the idea to Chairman Hahn, the RTD staff will present the proposal. He then introduced General Manager Gilstrap to present the proposals.

Mr. Gilstrap reported that the fare changes proposed are the result of an indepth study which was adopted by the RTD Board of Directors last February, but the District ran out of money, especially due to inflation the past year, and has not been able to institute the plan. He then reviewed the purchase

) of several former private systems which has caused a mixture of fares, causing our operators problems and making it difficult for the public to understand. He presented a map indicating the present system of over 320 zones, with a 30-cent base fare, and 8 cents per additional zone. He stated that one of the principal reasons for the recent "sickin" by the District's operators was due to fare disputes caused by collections at zone boundaries. He also mentioned the serious telephone information problems which are particularly caused by the intricate fare zone system. On some lines passengers cannot transfer from one RTD line to another.

Mr. Gilstrap then presented another map which indicated the proposed fare zones which would reduce the zones to about 80, or a 70 per cent reduction. The size of the inner zone will be almost doubled which will enable 60 per cent of our passengers to ride for 30 cents. The proposed inner zone is twice the size of the entire city and county of San Francisco, and about 400,000 passengers per day could ride for a single fare in the inner zone. The proposed system will expand the zones so that the suburban passengers will also be benefited. The proposal would include changing the charge for each additional zone from the present 8 cents to 10 cents, and he then cited some examples of fare reductions for passengers from various locations. The fare from Pacoima to downtown Los Angeles would be reduced from its present 86¢ to 70¢; from Monrovia 86¢ to 70¢; from Long Beach 94¢ to 80¢ and from El Monte to Los Angeles via the

Express Busway from 70¢ to 60¢.

In further explaining the expansion of the inner zone, Mr. Gilstrap stated that it would be doubled in size, from its present 50 square miles to about 100 square miles, and would extend to Colorado Blvd. on the north, Atlantic Avenue on the east, Manchester Boulevard on the south and Fairfax Avenue on the west.

Mr. Gilstrap then explained the fare situation on the former Blue & White and Eastern Cities lines which the District had acquired. Lower fares are in effect for passengers in those areas; however persons desiring to travel out of those areas are now required to pay two fares. This program would eliminate the double fare situation in those two areas, and would subsidize and maintain the reduced local fare.

He then reported that at present the District does not have transfer arrangements with the seven municipal bus lines in the area--Long Beach, Santa Monica, City of Commerce, Culver City, Gardena, Montebello and Torrance. The proposal would provide for the RTD's share (one-half) of the cost of a universal transfer arrangement for those lines with only a 5-cent transfer charge, and eliminate the present double fare requirement.

Chairman Hahn stated he was pleased that quorums of both Boards were present with their staffs, would like to discuss better transportation and the Supervisors want to help the District to make these improvements. He then asked Supervisors Debs and Ward to present their thoughts.

Supervisor Debs said that transportation has been talked to death, and we needed rapid transit many years ago and regretted that the bond issue in 1968 did not pass. The problem, of course, through the years has been the money to build rapid transit, and until we do get it we're stuck with what we have. He feels communication between the RTD and the Board of Supervisors should be improved. The present zone system delays service and he said he noted with interest the District's proposals presented tonight. He cited the special bus lanes and the computerized bus preemption signal system in Washington, D. C. and inquired as to why can't this work in Los Angeles. He then said we all know there is a split in the Board of Supervisors and he has scars during the past 32 years of public service, and regretted that he has not been able to give the City and County a rapid transit system. However, people won't vote bonds so how do we do it?

He stated that he was pleased to hear Mr. Gilstrap's proposals regarding the East Los Angeles and Watts areas, but what we need is improved service everywhere. The time has come when we must serve the areas less fortunate than areas such as Beverly Hills. He stated he is not sure about the program presented tonight but will think about it. Hopefully something in the proposed package will be included for the people in the San Fernando Valley, if the RTD wants help from the Supervisors. He is tired of the District coming and asking for help but he wants results, hopefully before he leaves office in December, or at

least shortly thereafter. He intends to support the District but wants the District to come up with answers as to what they are going to do with the money--what improvements are to be made and how will you serve the people better than in the past? Maybe this is a good proposal but he has his reservations, and in the eleven months he has remaining he intends to speak up on this subject and others.

Supervisor Debs left the meeting at 8:20 p.m.

Chairman Hahn said he hopes the District will take Mr. Debs' remarks as a challenge, and that he would support a plan that would eliminate all zones. People in Watts have to go through four zones to get to the Civic Center, with much lost time. He said we need improved service and more of it, and cited the need for more frequent service in the early morning hours. He then introduced Supervisor Ward.

Supervisor Ward stated that he favors allocating revenue sharing funds to the RTD to improve services, and expressed his disappointment with the RTD for not using existing rail lines. He reported on a SCAG study with respect to inducing Amtrak to provide commuter service, which report indicates the feasibility of commuter rail service; that the San Diego line running into Los Angeles with one A.M. trip and one P.M. trip five days per week could be operated at only a \$315,000 annual deficit. He is hopeful we can get the cities along the corridors to support this program. He is also hopeful that the bond issue in November will be successful, but we still need the

commuter rail lines.

He then spoke regarding Personal Rapid Transit (PRT) and said he had first scoffed about it but has seen a model and is fascinated with what he has seen. The system is ugly, but with redesigned cars and revised supports, it could work and possibly should be tried out to serve a shopping center or similar area. Supervisor Ward passed out copies of a summary and comparison report comparing PRT to the RTD consultant rapid transit proposals. A copy of that report is attached to these Minutes as Exhibit 1.

Chairman Hahn then stated that this is the first time we have been able to have a "give and take" session between the two Boards. He spoke of the number of rail lines available which should be utilized and taken advantage of for commuter service. It will be a challenge to RTD Directors, and that he is tired of RTD studying programs and taking no action. He then mentioned some points for action including the need for larger zone boundaries, the people want better transportation, and since, as the President says, there is an energy crisis with possible gasoline rationing, RTD should launch the programs that the Supervisors have spoken of tonight. He said that each Supervisor represents a great number of people in their large districts, that the McCone Commission report said that improved transportation was needed and mentioned the extremely poor service on Sundays. He then said that he had talked to each Supervisor privately regarding transportation and the majority feel that the RTD plan is a good one and they will support it.

President Neusom expressed his thanks for making this meeting possible, that transportation problems are not new and the fact that the problems have not been solved is the fault of all of us here tonight. He expressed regrets that the District does not have enough buses to provide the improved service necessary at the present time, but feels the zone improvements and some line extensions, without the full grid system, would be a substantial improvement. New buses will cost RTD about \$50,000 each, whether we like it or not, but with the help of the Board of Supervisors to finance the improvements, the RTD will provide the results the Supervisors are asking for. The improvements outlined here tonight on the zone changes, the Blue & White and Eastern Cities improvements and the universal transfer arrangement with the municipal bus lines would require \$12 million. An additional 200 buses would represent an additional \$5 million local matching funds. With respect to instituting the fare proposals, he stated that the District would need the commitment for the \$12 million prior to March 1.

President Neusom then reported on the RTD 10-cent Sample Sunday Day which will be conducted on Sunday, January 20. He stated that the District would submit a cost bill to the Board of Supervisors to see if they want to finance a continued 10-cent fare on Sundays.

With respect to the commuter rail service, he stated that the implementation of that program through Amtrak requires negotiation with them so as to provide time schedules entering

and leaving Los Angeles County, and that the \$315,000 annual deficit on the line Supervisor Ward mentioned could possibly be included in the funds the RTD is requesting, and that if additional funds are required RTD knows where to come for more money. We will negotiate for the commuter rail service, however, and might ask the help of the Supervisors in this.

Supervisor Ward stated that the County would fund the legal and other costs of conducting an I.C.C. hearing.

Director Baldonado stated that the District was already on record in this matter and, in fact, that he had made the motion to cooperate with the County on the commuter rail proposal at an RTD Board meeting last year. This motion, however, had not included an I.C.C. hearing.

After discussion, on motion of Director Baldonado, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-74-37

WHEREAS, the Board of Supervisors of Los Angeles County has indicated its willingness to fund all local costs associated with implementation of commuter rail service in Los Angeles County including requesting hearings before the Interstate Commerce Commission to seek the cooperation of the railroads with respect to the joint use of railroad rights of way for commuter rail service;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Southern California Rapid Transit District does hereby indicate its willingness to join with the Board of Supervisors of the County of Los Angeles to request the Interstate Commerce Commission to hold hearings to seek the cooperation of the railroads in the joint use of rights of way for the purpose of providing commuter rail passenger service in Los Angeles County.

President Neuson stated that any publicity in connection with the fare zone improvements would give credit to the Board

of Supervisors. He then asked RTD Directors for their comments. All RTD Directors expressed appreciation for the opportunity to meet with the Supervisors and made other remarks, as follows:

Director Gregory: The RTD Board is not standing still, and we are working on many of the matters discussed at tonight's meeting.

Vice-President Cook: Meetings like this is one way to make the RTD work. RTD should not be condemned for not having rapid transit and would be happy to provide improved service if we had the extra funds to make up the deficits, but service must be curtailed at the end of the day when no one is available to ride. RTD would be pleased to have a large single zone if someone will furnish the funds.

Director McMillan: RTD hopes the commuter rail service will become available; RTD can provide good service if sufficient funds are available to make up the deficits; hope we can have future meetings like this one tonight.

Director Price: Neither Boards will go anywhere unless we have the confidence of the public; we have two elections coming up in June and November, and we need the confidence of the voters throughout the county. Both Boards should confine public remarks, since adverse remarks impairs the public's confidence, and all public statements should build up the public confidence if we are to improve the transportation system.

Director Takei: The RTD is optimistic and this kind of meeting tonight should result in improved service to the public; we must work together.

Director Victor Carter: Meetings like this will result in success in reaching our goals and help gain the support of the voters.

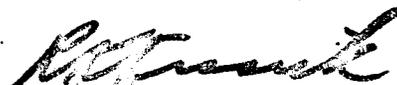
Director Baldonado: Tonight's meeting is a good one; hopeful we can have the same kind of support from the City of Los Angeles, since RTD needs the contra-flow lanes, computerized signal systems, etc., and the Los Angeles City Council is giving us problems on this.

President Neusom remarked that RTD is hopeful it can implement

) all of the improvements discussed tonight, and would like to meet with the Supervisors on a regular basis to keep them informed of the District's programs and its needs for funds.

He concluded the meeting by stating he is hopeful the Supervisors will allocate the \$12 million needed for the fare improvement program so that the District can prepare its budget by March. With respect to the 200 new buses, upon approval of the \$5 million allocation necessary for local matching funds, the District would immediately go to bid and order them. All of these programs will improve transportation in Los Angeles County, and RTD wants to cooperate in every way possible.

Upon motion duly made, seconded and unanimously carried, the meeting was adjourned at 9:00 p.m.

  
Secretary

SUMMARY AND COMPARISON  
Personal Rapid Transit vs. the SCRTD Rail/Bus Proposal

The following comparison is based on an Aerospace Corporation study of personal rapid transit (PRT) and the Southern California Rapid Transit District proposal for a combination rail/bus system. The Aerospace proposal is a rough calculation based on a quick study using SCRTD "corridors" (see attached map). It should be recognized that if we choose a PRT system, a much better analysis of population flows could be made due to the flexibility of PRT.

In such an analysis the network characteristics of Los Angeles can be recognized and accomodated thus making a system more in tune with the realities of travel in this area. In addition, the modular design of a PRT system allows individual communities, shopping centers, universities, and other areas to build their own PRT systems which can tie in with a regional system. Such a system may also lead to better planned growth since a more dense PRT system will encourage growth while limiting the PRT system in some areas will discourage growth.

In light of recent indications from the Urban Mass Transit Administration (UMTA) that Los Angeles is not an appropriate area for rail rapid transit and that they would only be willing to spend approximately \$1.3 billion in Los Angeles, the PRT proposal becomes even more attractive. The time to completion -- approximately six years from start to finish -- it also an extremely important feature in light of current fuel shortages.

PRTSCRTD

## I. Miles of Track

638 one way miles

116 double track

## II. Number of Stations

1,084

62

## III. Vehicles

Individual cars for one person and his party. Each car to carry from 4-6 persons. 64,000 cars (number can be doubled with present system)

Trains/Buses

#### IV. Estimated Costs

\$1.76 Billion (adding 30,000 cars to the 64,000 would increase the cost to \$2.2 Billion)

\$6.6 Billion

#### V. Operating Costs

3¢ per mile if assume 2 million trips per day  
3.5¢ per mile if assume 1 million trips per day. At a charge of 5¢ per mile the system pays for itself.

Figures vary but there is widespread agreement that the system cannot pay for itself and will require subsidies.

#### VI. Time/Speeds

Non-stop from point of origin to destination. Speeds vary from 20 mph, 40 mph, to 60 mph depending on station density.

Many stops. High speed rails 80 to 100 mph

No vehicle changes, both collection, distribution, and commuting handled by same system.

Many vehicle changes from home to bus, bus to train, train to other distributor in downtown area.

#### VII. Passenger Appeal

More attractive than a car to most people since it is comparable to a chauffeured automobile.

Less attractive to most people than a car.

Can be called on demand, not on a timetable.

Must follow timetables.

Flexible - widespread coverage.

Trains inflexible, even with buses would not have so widespread a coverage.

Safety - is private so need not fear violence as on present buses and NY subway

Many may fear violence on such a public system.

Can be used with ease and safety by children (frees Mother from her chauffeuring chores), the elderly (stops close to facilities, no steps), the handicapped in wheelchairs

Neither safe nor convenient for children, the elderly, and those in wheelchairs.

## VIII. Time to Completion/Disruption Due to Construction

### Six years

Almost no disruption of streets for construction. After footings are in place, each section of track which is fabricated at a factory takes approximately 90 minutes to bolt into place. Whole city blocks could be completed within days.

### Twenty years

Heavy disruption where rail systems and/or subways to be put in over several years.

## IX. Effects on Tax Rolls

None, uses existing rights-of-way

Takes considerable property off tax rolls for train rights-of-way.

## X. Attractiveness/Aesthetics

A narrow rail 22 inches wide at the second story level on existing streets. Can be used as street lighting standard and to carry existing wiring.

Train tracks take up considerably more space. Buses are smelly and add to traffic congestion.

Clean/noiseless

Potential -- many streets could be turned into pedestrian malls and/or long parks and bikeways.

## XI. Urban Development and Congestion

Modular system -- communities and others (such as shopping centers, universities, industrial complexes) could build their own modules and connect them to the main system.

Can add more buses, but bus stops at the edge of a shopping center or university do not help those with difficulties such as the elderly and handicapped.

Density and growth of population centers can be strongly influenced by the availability and density of this transit system.

Because many would still prefer the automobile, growth of population would not be so easily influenced.

Can be built over present streets and highways without increasing traffic congestion.

Buses add to highway congestion.

Could facilitate neighborhood development.

Does nothing to facilitate neighborhood development.

## XII. Conformity to Patterns of Los Angeles Growth

Network pattern as is found in Los Angeles, fewer than 25% of the population go into downtown Los Angeles to work.

Corridors -- not the pattern of Los Angeles. Too much emphasis on the downtown area.

Requires population density of 6,000 people per square mile (as we have in Los Angeles)

Requires population density of 25,000 per square mile (like Manhattan, New York)

## XIII. Energy Consumption

Each car uses less electricity than the average home toaster.

If the trains and buses are full, they are more efficient users of energy. If they are not full, PRT is more efficient because it operates on demand.

## XIV. Technology

Contemporary. Fits present and future needs as we now perceive them.

Nearly 100 years old, even the computer planned headways on the train are not state-of-the art.

Available - all components exist somewhere today.

Available today.

Computer program - less complicated than space programs

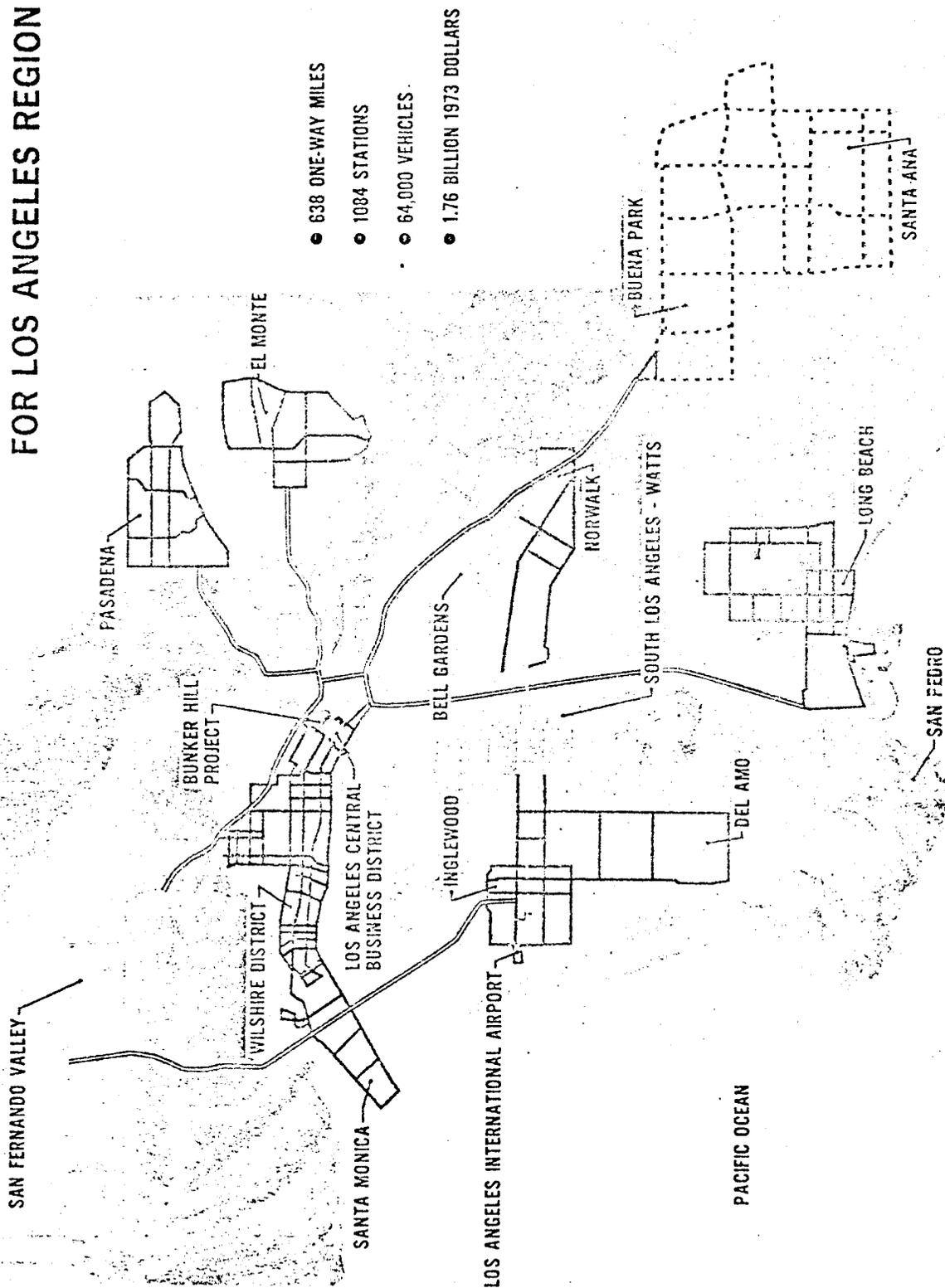
## XV. Freight Hauling

During off-peak hours can be used to haul small freight, mail, etc.

Does not lend itself to economical or convenient freight service.

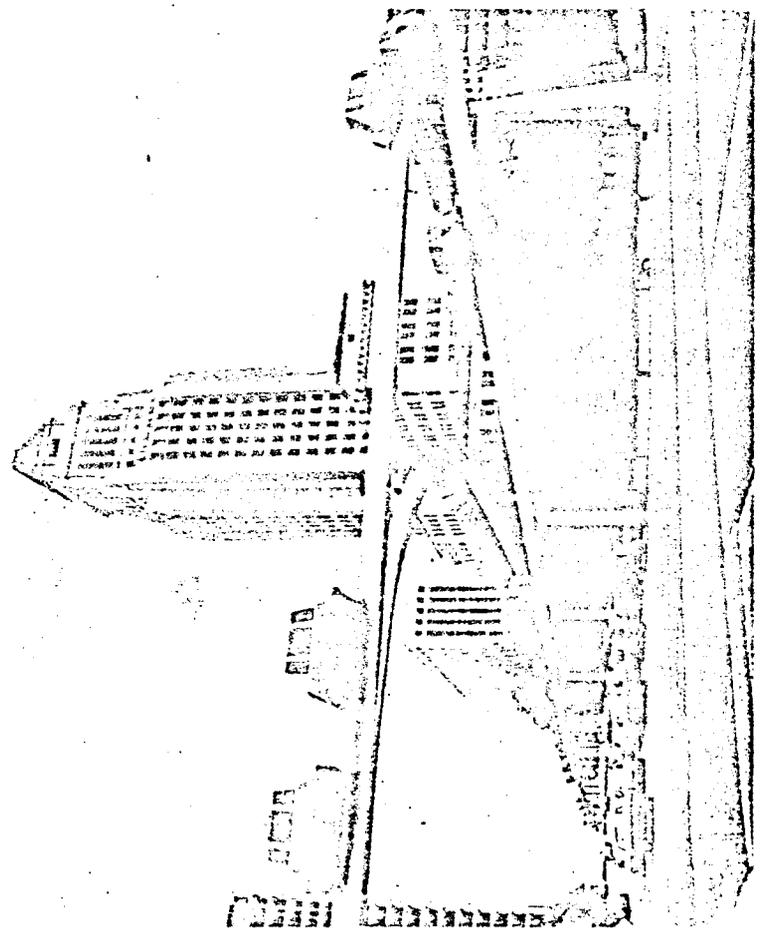


# TYPICAL PRT NETWORK FOR LOS ANGELES REGION



# High-Capacity Personal Rapid Transit

- GRADE-SEPARATED NETWORK GUIDEWAY SYSTEM WITH OFF-LINE STATIONS
- CLOSELY SPACED LINES AND STATIONS FOR ACCESSIBILITY
- SMALL CARS FOR PRIVATE USE OF PASSENGER AND HIS PARTY
- NON-STOP RAPID TRANSIT FROM DEPARTURE POINT TO DESTINATION UNDER AUTOMATIC CONTROL
- SLENDER GUIDEWAYS
- LINK SPEEDS DESIGNED TO SATISFY TRIP TIME AND CAPACITY REQUIREMENTS
- HIGH CAPACITY THROUGH FRACTIONAL-SECOND HEADWAYS



9



REPRESENTATIVE PERSONAL RAPID TRANSIT STATION

