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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

July 24, 1975

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 the Saddleback Inn, 12500 East Firestone Boulevard, Norwalk, California, at 6:30 p m. on Thursday, July 24, 1975.

Directors George W. Brewster, Byron E. Cook, Donald H. Gibbs, Thomas G. Neusom, Jay B. Price, George Takei and Baxter Ward were present. Directors Victor M. Carter, A. J. Eyraud, Jr., Adelina Gregory and Pete Schabarum were absent.

RTD staff members present included General Manager Jack R. Gilstrap; Assistant General Manager for Administration Jack Stubbs; Manager of Operations George W. Heinle; Manager of Planning & Marketing George L. McDonald, Manager of Rapid Transit Richard Gallagher, Assistant General Counsel Suzanne Gifford, Principle Analyst Ralph de la Cruz and Assistant Secretary Helen M. Bolen.

Orange County Transit District Directors Robert W. Battin, Ralph B. Clark, Al Holliden, John Kanel and Richard B. Lynn were present. Also present were OCTD staff members including General Manager Edward F. Loritz, Assistant General Manager James P. Reichert, Deputy County Counsel K. R. Smart; Manager of Planning and Development Tom Jenkins,

) Manager of Marketing Art Golland, Assistant for Inter Governmental Relations Mary-Evelyn Bryden, Controller Jeanette Hyatt, and Clerk of the Board Jacque Mog.

Also present were representatives from Supervisor Schabarum and Supervisor Ward's offices, Bill Ackerman of SCAG, D. R. Roper of CalTrans, representatives from the League of Women Voters, the Mayor's Advisory Committee, guests, and the public.

RTD President Byron E. Cook and OCTD Chairman Ralph B. Clark called the meeting to order at 8:25 p.m., followed by introduction of all Directors present, and introduction of the two staffs by RTD General Manager Jack R. Gilstrap and OCTD General Manager Edward F. Loritz.

OCTD Chairman Clark Spoke briefly concerning the need for OCTD and RTD to keep open the lines of communication and the problems both Districts have encountered in trying to build a rapid transit system for Southern California. Chairman Clark also commented that the sole reason for SCAG's existence is regional planning and assistance. The first rapid transit line in this area must be a regional system line. OCTD is concerned with how regional are the proposals that RTD is considering and will the final route chosen serve the majority of the people of the urban area of Los Angeles which by definition must include Orange County.

RTD President Cook responded that the RTD Board of Directors recognizes their duty to give the people the best

) cost possible. The RTD must consider an interface of RTD with OCTD and other counties in the region, and has embraced the regional concept. Getting people in and out of the urbanized area is a major problem. President Cook stated that the RTD has defined a starter line corridor starting from Canoga Park and extending to Long Beach.

Mr. Gallagher, Manager of Rapid Transit, spoke briefly concerning the activities of the RTD's Rapid Transit Advisory Committee. The RTAC Committee started with the corridors adopted by the District after the 1974 Transit Study. There were about 64 possible combinations within these corridors, with RTAC narrowing these choices down to 11 and then down to 3. On Friday, June 27, the RTAC committee reached the following consensus and recommended a rapid transit starter line starting in the San Fernando Valley, going through the Central Business District and into the southern position of the County. Mr. Gallagher presented a map showing the proposed starter line explaining that this was a general corridor that is several miles wide with specific location within the corridor yet to be determined.

OCTD Chairman Clark asked if this represented just Phase I and if Phase II had been identified as yet. Mr. Gallagher replied that this has not been determined.

Mr. Clark stated that it is evident that Phase I does not tie in with Orange County, however it is conceivable that by the time Phase I is completed OCTD will be ready to hook up

) up to a rapid transit line in Los Angeles County. Mr. Gallagher stated that the corridor proposed along the Century Freeway would connect with Orange County and with the Pacific Electric right-of-way which exists into Orange County. Whether or not this would be the next line that RTD would build would depend on policy and funding constraints. Chairman Clark stated that OCTD would like to push for a commitment from RTD for a rapid transit line from Los Angeles International Airport to the Orange County line.

RTD Director Baxter Ward asked Mr. Gallagher to point out the differences between the plan proposed by the City of Los Angeles and the other plan, and the differences in cost. Director Ward also commented that if the City's plan is adopted, Phase II would be a line out to Canoga Park, not to connect with Orange County. Mr. Gallagher responded that the original plan proposed by the County was essentially an "at grade" type of service (no grade separation) originating in Canoga Park, and passing through Burbank and Glendale into the Central Business District and thence southerly to Long Beach, which could be built for approximately \$900 million and, between the same limits, a grade separated system would cost about \$1.78 Billion.

RTD Director Price stated that modification to the County's proposal would not be insurmountable, while the City's plan would put a tie-up with Orange County probably in Phase V.

RTD Vice-President Neusom stated that the Department of

) Transportation has expressed a concern to see some system in the Southern California area. If we reach a definite impasse, we do have a place to go to have the dispute resolved in that we can go to Washington for decisions, and secondly, when those decisions are made, if they require additional funding, we may be in a position to get some additional funding.

Director Price asked OCTD Chairman Clark if OCTD anticipates the adoption of a starter line that could be brought to the Los Angeles County line. Chairman Clark responded that that decision is down the road a ways. OCTD Director Lynn commented that in OCTD's five-year plan, acquisition of right-of-way on the Willowbrook line from Santa Ana to the County line is scheduled for Fiscal Year 1976-77.

Mr. Reichert of OCTD stated that in the adoption of the T2E plan by OCTD as a primary line, this in effect placed the emphasis on a starter line from Santa Ana through Anaheim and going to the Los Angeles County line.

RTD Director Ward stated that Orange County has a tremendous need for what is going on here. Los Angeles City, like most areas, wants to hoard their money, yet Los Angeles City's plan would place 23 miles of rapid transit line within the City, while the County plan would place 29 miles within the City. He also stated that if Los Angeles decide to build a rapid transit line to Long Beach, which is within reach of OCTD, then the voters of Orange County would un-

) doubtedly vote for Proposition 5 in the next election. Director Ward emphasized that RTD should use the money to build the longest line possible, not commit the funds to a shorter route.

Director Price suggested that the RTD Board of Directors adopt a resolution indicating that the Board is in favor of a starter line with the possibility of connection with OCTD's main line that goes into the Airport, so that the federal agency will understand that we have agreed to this plan.

President Cook agreed that a proposed program in conjunction with OCTD would be much more likely to get the concurrence of UMTA.

On motion of Director Price, seconded and unanimously carried by a Roll Call vote, the following resolution was adopted:

RESOLUTION NO. R-75-302

WHEREAS, on July 2, 1975, under Requisition No. R-75-266, the Board of Directors of the Southern California Rapid Transit District did adopt as a rapid transit starter line in Los Angeles County a corridor beginning in the vicinity of Canoga Park in the San Fernando Valley, thence through the Los Angeles central business district and thence southerly to the Long Beach-San Pedro harbor area; and

WHEREAS, with the pledge of the Orange County Transit District that their starter line in Orange County will be the T2E plan which will originate in Santa Ana, thence through the Anaheim area and thence to the Los Angeles County line; and

WHEREAS, concurrence between the Southern California Rapid Transit District and the Orange County Transit District on the placement of Phase II in Los Angeles County and Phase I in Orange County will place the Southern California

) region in a better position to receive funding assistance from the Urban Mass Transportation Administration;

NOW, THEREFORE, BE IT RESOLVED, that this Board of Directors does hereby adopt as Phase II of the Los Angeles County rapid transit system a line that will include a connection or junction with the Orange County-Pacific Electric-Santa Ana-Garden Grove alignment;

RESOLVED FURTHER, that the General Manager be and he hereby is instructed to convey this action to the State of California and to the U. S. Department of Transportation.

OCTD Chairman Clark commented on behalf of the OCTD Board of Directors that this action is yet another gesture of good will that exists between the two agencies.

On the recommendation of Mr. Reichert, the OCTD Board of Directors unanimously took action reaffirming the designation of the Orange County-Pacific Electric-Santa Ana-Garden Grove alignment as the top priority rapid transit line for OCTD.

Vice-President Neusom commented for the benefit of OCTD that Secretary of Transportation Coleman had made it clear that only so many dollars were available for rapid transit construction, and it would behoove the OCTD to act with dispatch.

President Cook commented that RTD and OCTD had made a milestone decision this evening.

Discussion of AB 1246

OCTD President Clark called on Mr. William Ackerman of SCAG to report on the latest developments concerning AB 1246. Mr. Ackerman reported that the Executive Board of SCAG has taken a stand in opposition to AB 1246.

) Mr. Gilstrap commented that RTD feels quite strongly that AB 1246 is not good legislation, that it adds another layer of bureaucracy. The bill is going to be heard on August 5, it has already been passed by the Assembly. We at RTD would like to see OCTD and RTD stand together on this matter. We understand that OCTD has not taken a stand on this, but it is under consideration. This bill affects all counties and SCAG, and I think that we would have much better success if we were to work in unison. If the bill cannot be corrected, oppose it! Time is very short. What we see is a major piece of legislation that has been amended in some mysterious way that we won't know about until the day of the hearing, when it is too late.

Director Price commented that the Transportation Task Force of the League of California Cities approved a draft that would make SCAG the regional transportation planning agency for all planning. This would inhibit even the changing, adding or deleting of lines.

OCTD General Manager Loritz addressed the Boards stating that AB 1246 does not offer much to the citizens of Orange County. OCTD staff has deferred bringing this matter to the Board in anticipation of Assemblyman Ingalls' visit, however it will be on the August 4 agenda.

Mrs. June Gilmore addressed the Board as a private citizen. She commented that the League of Women Voters, as well as other groups have made definite statements against the

) Ingalls bill. A great number of people in Southern California do not want this bill passed.

OCTD Director Kanel called upon former General Manager Dr. Fielding to comment on this issue. Dr. Fielding stated that AB 1246 is one of two bills of a similar nature. OCTD supported SB 101, which was a cleaner document. AB 1246 would disrupt bus service, it would treble the amount of difficulty in providing even the most commonplace service, and it is a waste of taxpayers money in setting up another bureaucracy.

General Manager Gilstrap reported that as a result of actions taken by various bodies in the County, Secretary Coleman will be notified that we have met the August 1st deadline. RTD will be transmitting a letter as early as tomorrow. Director Price suggested that a paragraph be included in the letter encompassing action taken this evening.

On motion of Director Price, seconded and unanimously carried, the General Manager was instructed to include in the letter to Secretary Coleman a paragraph setting forth the actions taken at the Joint Meeting of the RTD and OCTD on July 24th.

Director Ward expressed concern about tonight's decision and the hope that a decision on the Central Business District routing could be made by August 15, 1975 as we have developed momentum. If action could be taken by that date, it would be impressive. Director Ward also asked that the two Districts organize a study unit to study the cost and development of a

) rapid transit leg to connect the two transit districts together. This would give tonight's action some added lustre. Mr. Gilstrap and Mr. Gallagher responded that the two District's are working together in the Rapid Transit Advisory Committee and suggested that a sub-committee be formed to make the study suggested.

On motion of Director Ward, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-75-303

RESOLVED, that a sub-committee of the Rapid Transit Advisory Committee be formed, representing the Orange County Transit District and the Southern California Rapid Transit District, to develop cost and other considerations in a Los Angeles-Santa Ana routing.

Orange County Board of Directors unanimously adopted a counterpart motion.

Mr. Josh White of Mayor's Advisory Committee spoke briefly and asked Orange County Transit District to take action at this time against AB 1246. OCTD Director Kanel responded that it will be on the agenda on August 4th. Chairman Clark stated that he was prepared to oppose the bill this evening and he will feel that way on August 4th.

There being no further business, the meeting adjourned at 10:25 p.m.


Assistant Secretary