

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

October 18, 1974

Upon notice duly given, the Board of Directors of the Southern California Rapid Transit District met at a Special Meeting in the District Board Room, 1060 South Broadway, Los Angeles, California at 4:00 p. m. on October 18, 1974, at which time President Thomas G. Neusom called the meeting to order.

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

Also present were General Manager Pro Tempore George W. Heinle; General Counsel Richard T. Powers; Controller-Treasurer-Auditor Joe B. Scatchard; Assistant General Manager for Administration Jack Stubbs; Assistant Manager of Operations John S. Wilkens; Secretary Richard K. Kissick and the public.

President Neusom announced that the Special Meeting of the Board of Directors had been called to consider the two matters listed on the agenda and entertained a motion to recess in Executive Session to consider the first item, labor matters.

Board of Directors Recessed in Executive Session at 4:02 p. m.

Upon motion duly made, seconded and unanimously carried, the Board of Directors recessed into Executive Session at 4:02 p. m. to consider

labor matters.

The Board of Directors reconvened at 4:31 p. m. with Directors Hugh Carter, Cook, Eyraud, McMillan, Neusom, Price and Takei responding to Roll Call. Directors Baldonado, Brewster, Victor Carter and Gregory were absent from the meeting.

Director Hugh Carter read a draft resolution and moved its adoption, which motion was seconded by Director McMillan.

Director Cook stated he did not agree with the wording of the resolution and in voting in favor of it he wanted his statement to be in the record that he was not voting his appreciation of the good offices of Supervisor Chairman Kenneth Hahn and Los Angeles Mayor Tom Bradley, since he felt that the strike had been extended by the interference and officiousness of those two individuals.

The question was called for and the following resolution was adopted, with Director Price voting "No":

RESOLUTION NO. R-74-386

WHEREAS, the Mayor of the City of Los Angeles, the Chairman of the Board of Supervisors of the County of Los Angeles and the Governor have lent the support of their good offices to moving the strike toward settlement; and

WHEREAS, the assurance of financial support for maintenance of the 25-cent fare program and the current level of bus service has been given by the Chairman of the Board of Supervisors of the County of Los Angeles;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Southern California Rapid Transit District hereby ratifies the Memorandum of Agreement with the United Transportation Union, and the General Manager is authorized

to execute a final agreement with the Union covering the period June 1, 1974 to May 31, 1976; form of agreement subject to approval of the General Counsel.

Adoption of Resolution Recommending that Busway Agreements Not Be Modified to Continue to Permit Carpools to Use the Busway During Commuter Hours

General Manager Pro Tempore George Heinle presented a staff report dated October 17, 1974 recommending that Busway Agreements not be modified to continue to permit carpools to use the El Monte Busway during commuter hours.

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

RESOLUTION NO. R-74-387

WHEREAS, this Board of Directors adopted Resolution R-74-368 on September 17, 1974, adopting a staff report recommending that Busway agreements not be modified to continue to permit carpools to use the Busway during commuter hours, and;

WHEREAS, the Board of Supervisors of Los Angeles County did, on October 8, 1974, go on record in favor of permitting joint usage by carpools and buses of the Busway upon resumption of bus service and continuing until January 1975, and;

WHEREAS, this Board of Directors has again considered this matter and has reviewed and concurred in a staff report dated October 17, 1974, noting that no new information supporting continued use by carpools has been received and pointing out problems that would result from such joint use;

NOW, THEREFORE, BE IT RESOLVED, that the staff report dated October 17, 1974, a copy of which is attached to these Minutes as Exhibit 1, recommending that Busway agreements not be modified to continue to permit carpools to use the Busway during commuter hours, be and the same is hereby adopted.

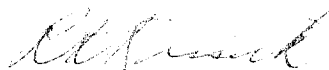
Discussion of Sale of Monthly Passes

President Neusom announced that the sale of monthly passes had been brought to the attention of the Board of Directors but, since the matter had not been listed on the Special Meeting Agenda, the matter could only be discussed at today's meeting.

Director Hugh Carter stated that the Board is well aware of the inconvenience which the work stoppage has caused the public, and the idea of immediately selling November passes which would be honored for transportation for the balance of October should encourage riders back to the buses. He further stated the matter will be considered for ratification by the Board at its meeting on October 22.

President Neusom stated that the matter had been taken up with the Board of Supervisors and the idea should speed up the return of riders to the buses.

There being no further business to come before the Board, upon motion duly made, seconded and unanimously carried, the Special Meeting was adjourned at 4:45 p. m.

  
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Secretary

**SOUTHERN CALIFORNIA  
RAPID TRANSIT DISTRICT**

JACK R. GILSTRAP  
GENERAL MANAGER

October 17, 1974

TO: BOARD OF DIRECTORS

FROM: JACK R. GILSTRAP

SUBJECT: CONTINUED USE OF BUSWAY BY CARPOOLS

AT THE SEPTEMBER 17 MEETING THE BOARD ADOPTED RESOLUTION R-74-368 RECOMMENDING THAT CARPOOLS NOT BE PERMITTED TO CONTINUE USING THE BUSWAY AFTER THE STRIKE IS ENDED. ON OCTOBER 10 A MODIFIED REQUEST WAS RECEIVED FROM THE BOARD OF SUPERVISORS OF LOS ANGELES COUNTY TO PERMIT CARPOOLS TO USE THE BUSWAY UNTIL JANUARY 1, 1975. THIS SECOND REQUEST BY THE SUPERVISORS WAS BASED UPON THE ASSUMPTION THAT THE TWO YEAR TEST OF EXCLUSIVE BUS OPERATION PROVIDED FOR IN THE DISTRICT'S CONTRACT WITH CALTRANS WOULD NOT COMMENCE BEFORE JANUARY FIRST. INASMUCH AS NO NEW FACTS HAVE BEEN PRESENTED WHICH WOULD CHANGE THE PREVIOUS RECOMMENDATION ADOPTED BY YOUR BOARD AND INASMUCH AS THE USE OF THE BUSWAY BY MIXED TRAFFIC DURING THE POST-STRIKE PERIOD WOULD INHIBIT THE RETURN OF FORMER PUBLIC TRANSIT USERS TO THE DISTRICT'S SERVICE AND THUS BE COUNTER-PRODUCTIVE IN THE CONSERVATION OF CRITICAL ENERGY RESOURCES, IT IS RECOMMENDED THAT THE BOARD REAFFIRM ITS ACTION OF SEPTEMBER 17, 1974, DENYING THE CONTINUED USE OF THE BUSWAY BY CARPOOLS.

At the September 17, 1974, Board meeting, the Surface Operations and Advance Planning & Marketing Committees received a staff report concerning a request from the Board of Supervisors that carpool automobiles be permitted to continue using the busway

after our bus service resumes. That report considered the pros and cons of the requested action.

The pros included:

- o Requests for continued carpool use have been received from the County.
- o There is presently sufficient capacity in the busway lanes for the present number of carpools and buses.
- o Such use would make the facility available to the greatest number of people.

The cons included:

- o Approvals would have to be obtained from the District, Caltrans, FHWA and UMTA. (In fact, the District's contract with Caltrans would have to be amended, and such an amendment would probably not be processed in the limited time available.)
- o Continued carpool use would interfere with the busway demonstration and data collection.
- o Use by carpools would impair the reliability of bus operation and could inhibit the growth of bus patronage.
- o Such use could limit the District's ability to respond to increased service demands.
- o Continued use by carpools would tend to inhibit the return to bus use by those persons who joined carpools during the strike.
- o Mixed use of the busway is not effective in conserving energy since automobiles are less energy efficient than buses.

The Board adopted Resolution R-74-368 approving the staff report. Since that time, no new information has been provided that would support the continued use of the busway by carpools.

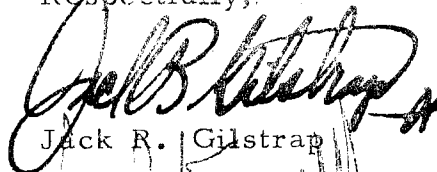
Several other problems that would result from such use have recently come to light. For example, the California Highway Patrol has set up occasional roadblocks on the busway to check for proper permits and numbers of occupants. This results in queues of automobiles that would delay bus operations and could also create hazardous traffic conditions.

The Hospital Station is to open within the next few weeks. The University Station is expected to be ready for use in December. The opening of these stations will necessitate a change in our bus operations, since some buses will be stopping at the stations while others, including Greyhound and other users of the busway, will not make such stops. This will introduce merging maneuvers that may require changes in speed limits and operating practices in the vicinity of the stations. The extent of the changes is not now known, but will be developed as experience is gained during the first week or so. It would be undesirable to have auto traffic present during this learning period. Auto drivers might not be aware of the changing traffic conditions. This could result in a safety hazard for both autos and buses. The District should not be in such a position.

Caltrans has been notified that the District expects to resume bus operation on Saturday, October 19. They have indicated that carpool traffic will be removed from the busway by that date.

It is recommended that the Board reaffirm its action of September 17, 1974, denying the continued use of the busway lanes by carpool traffic. It is further recommended that the Board of Supervisors be notified of this action.

Respectfully,



Jack R. Gilstrap

by George L. McDonald  
Manager of Planning and Marketing



by George W. Heinle  
Manager of Operations