

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

MINUTES/PROCEEDINGS

Adjourned Regular Meeting  
Workshop Session  
Gateway Plaza Hotel  
14299 Firestone Boulevard  
La Mirada

October 18, 1984

Called to order at 10:11 a.m.

Directors Present:

Nick Patsaouras	Nate Holden
Gordana Swanson (arr. 10:13 a.m.)	Marvin L. Holen (arr. 10:16 a.m.)
John F. Day	Michael W. Lewis (arr. 10:21 a.m.)
Carmen A. Estrada	Jay B. Price
Jan Hall	Charles H. Storing

Director Absent:

Norman H. Emerson

General Manager Dyer commented that staff would be making short presentations with a focus on policy issues.

Issues for discussion would be possible fare structure changes due to the conclusion of bus fare subsidy under Proposition A. General Manager Dyer noted that actions and activities set by the Board over the next 3-6 months will set the course that will be carried out over the next five years or longer. Planning and policy issues will be discussed.

The presentations indicated the direction staff is heading and guidance requested from the Board. Mr. Dyer reviewed the topics that would be covered emphasizing the importance of focusing on the policy issues.

The planning process necessary concerning the SRTP was reviewed. Both short and long range projects were identified. It was noted that the District is currently involved in a dispute with the LACTC on the TRANSMIS program and articulated bus issues. A grant application cannot be submitted until the problems have been resolved.

Discussed were the funding levels from the state, local and federal government, the possibility of more responsibility being shifted from the federal government to the state, and actual funds available from the Commission. It was noted that that funds received from the Commission will have a great deal to do with any proposed fare increases scheduled for FY '85. There were extensive comments about LACTC setting guidelines and criteria for distribution of the 40% discretionary funds which would have great impact on our fare structure. The established fare structure must be included in the SRTP to the Commission; the final SRTP must be completed by March 15, 1985. The LACTC will be making their policy decisions in November. The time frame involved with setting new fares was discussed at length.

The District will prepare for a public hearing on fares and service levels for FY '85. It is necessary to review various fare structures and combinations and levels of service with a final decision by the end of February, 1985.

Directors expressed great concern over the Commission setting guidelines that would in effect dictate the setting of fares; it was emphasized that we should inform the Commission that setting fares is the responsibility of the District. Also discussed was the allocation of revenue hours set by the Commission. It was suggested that the RTD/LACTC Coordinating Committee scheduled to meet on October 29, work together to resolve these concerns.

There was lengthy discussion concerning purchasing or trading proposition A money from the cities that have not or can not use the funds. This possibility will be reviewed by staff.

#### Trends in Transit Service

Steve Parry commented on the historical service policies of the District. The various types of policies and how they dictate placing service on the streets were noted. The possible need to reevaluate the policies regarding adjustments to low ridership lines was mentioned.

Bert Becker reviewed charts showing service hours and boardings and the increases that have occurred. It was noted that boardings have increased substantially in comparison to service hours. Also reviewed was the increase in employees as passenger boardings increased.

Joe Scatchard reviewed major areas of concern in costs: labor, fuel & bus parts, and insurance.

Al Perdon spoke concerning the elderly and handicapped program. He commented on the policies that have been established; equipment availability, ridership, reliability of equipment and available data to help in determining where wheelchair lift equipment should be placed for maximum convenience to the community.

There was discussion concerning the use of 1981 data with regard to ridership figures of the handicapped. Staff noted this is the most accurate data available and one of the goals and objectives of the District is a comprehensive study of the actual ridership habits of the handicapped. There was considerable discussion concerning available ridership figures.

Staff will report quarterly on the progress of the accessible program.

There was a very lengthy discussion concerning the study to be conducted. It is recommended that RTD's Planning Department conduct the study. The Commission has done a study and it was felt the RTD should conduct this one. Specifically requested to be included in the study is where the elderly and handicapped are going and where they start from. Coordination of services and routes with para-transit was stressed. The possibility of getting the state rehabilitation department, or maybe SCAG, to fund a study with an outside firm was suggested.

Requested by members of the Board was a report indicating the money paratransit is spending compared to money the RTD is spending to provide accessible transportation.

The meeting recessed at 12:34 p.m. and reconvened at 1:42 p.m. with all Directors present except Director Emerson.

General Manager Dyer commented that staff would be discussing fare and fare strategies and combining these together as a matter of policy.

Gary Spivack spoke concerning alternative fare strategies; i.e., Proposition A, farebox revenue, operating subsidies. With the aid of charts, he reviewed past, present and proposed fare structures, increases and decreases in patronage, revenue income versus boardings and types of fares paid.

The Board requested copies of the charts being shown.

Staff requested direction and guidance from the Board on preparation of types of proposed fare structures. Board expressed interest in stabilizing fares. The possibility of including a surcharge for peak hour service was discussed.

Also discussed were student fares and the possibility of cities subsidizing school transportation. Director Swanson expressed concern in increasing fares for students as they are the riders of the future. It was felt that cities might be willing to subsidize fares for the elderly and handicapped but not students. We must keep in mind that any fare increase for students must not only be one the District can live with but also students. The possibility of discounting student passes when more than two are purchased was mentioned.

Director Holen requested the 'tool' used several years ago which aided in determining the increase in one type of fare and the amount of reduction in another type while still maintaining the overall projected revenue.

Consideration was given to alternatives to the present policy for qualifications for a senior citizen pass and student college passes.

Interest was expressed in bringing more into perspective the percentage of actual boardings versus revenue per classification of patron.

Due to the expected loss of money from Proposition A, it was noted that fare restructuring will be necessary to balance the budget. A desire to keep fares at reasonable levels and still maintain ridership without major cuts in service was expressed. Director Holden desired to keep fares down and cut back on service, if necessary. He felt the Commission has extra funds and we should then approach them for money to maintain our service level.

Director Lewis requested a short summary showing how much money was collected under Proposition A: amounts to the cities, the District and other municipal operators and the amount left. It was suggested the money available from Proposition A be used to institute a gradual increase in fares rather than hitting the public with a big increase. Director Lewis expressed great concern about controlling the costs for express riders.

The Board directed staff in their preparation of fare proposals to attempt to bring categories closer together.

On question, staff indicated that they did not see how we could balance the budget and maintain a 75¢ fare for a two-year period as the Commission is attempting to require. The only alternative to maintaining this fare would be to cut service. Service reductions as an alternative to fare reductions were reviewed by staff. General Manager Dyer noted that even if all of the service reduction alternatives were implemented, the budget could not be balanced on a 75¢ fare.

There was discussion concerning use of the District's portion of discretionary funds to maintain fares and not having sufficient funds available for Metro Rail.

The need to reaffirm the District's position as the agency responsible to provide regional service was stressed.

Director Lewis suggested that staff again review school service and Busway service as possibilities for cost reductions. Reviewed were possible manpower and revenue hour cuts.

Reviewed were possible legislative actions that could generate revenue for transportation. Some of the possibilities were local gas tax or state-wide gas tax with a portion to transportation. Through discussion it was determined that the District should take the lead role in getting necessary legislation for assistance in funding transportation. The need to work with elected officials and other concerned agencies was also stressed. It was felt that policy number one should be to find a regular source of revenue that does not constantly change.

Currently, a portion of STA money goes into the General Fund and comments were made that if 100% of funding was received, new funding might not be necessary.

Staff was requested to investigate the possibility of purchasing Proposition A money from cities and providing a chart indicating funds that might be expected if 50/75% of the cities responded. The District should attempt to get individual cities to contribute Proposition A money to share in the cost of operating service in their city.

Rich Davis reviewed charts indicating the various types of equipment and maintenance costs. He noted we have approximately 589 buses we must dispose of per UMTA requirements.

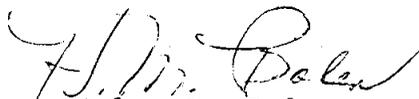
Discussed was the 12 year fleet mix replacement policy, dollar bill fareboxes, methanol buses and possible funding, as well as maintenance problems and issues.

To receive funding from LACTC for purchase of articulated buses, we must be capable of furnishing the Commission with sufficient data proving they are cost effective. Present available data does not indicate they are cost effective in Los Angeles. Director Price made a motion, which was seconded, to purchase 150 standard buses in lieu of the articulated buses. There was lengthy discussion concerning the purchase of standard buses versus articulated. There is money allotted in the Commission's budget for the purchase of articulated buses, but without data proving their cost effectiveness, the Commission will not fund such a purchase. It was recommended to amend the FY '85 TIP to allow for the purchase of standard buses in lieu of the articulated. The motion carried as follows:

Ayes: Estrada, Hall, Holden, Holen, Lewis,  
Price, Storing, Swanson  
Noes: None  
Abstain: None  
Absent: Day, Emerson, Patsaouras

There was a brief discussion relating to the Metro Rail workshop to be held in November.

The meeting adjourned at 4:44 p.m.

  
Helen M. Bolen  
District Secretary

  
Rhodona Thompson  
Recording Secretary