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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

MAY - 9 1980

Minutes of Special Meeting with
Orange County Transit District

P.C.T.

Michael's Restaurant
6309 East Washington Boulevard
Los Angeles, California

April 23, 1980

Upon notice duly given, the Special Joint Meeting was called to order at 8:00 p.m. by President Thomas G. Neusom. Following is a list of Directors present:

SCRTD

Thomas G. Neusom, President
Ruth E. Richter, Vice-President
David K. Hayward
Jay B. Price
George Takei

OCTD

Ralph B. Clark, Chairman
William E. Farris
Donald A. Holt

President Neusom welcomed the OCTD and he introduced the SCRTD Directors present. He stated that the SCRTD is faced with a number of problems. We are involved in preliminary engineering for the Rapid Transit Starter Line; we have ordered substantial amounts of new equipment and expect within the next 12-18 months to have 1200 new buses. We also are faced with financial problems which have led to a new fare structure to be implemented May 1, 1980. For these reasons, and many more, it is going to be a very stormy 12 months ahead for the SCRTD. President Neusom then called on Jack Gilstrap to introduce the staff present.

Chairman Ralph Clark of OCTD was then introduced. He introduced OCTD Board members and staff present. He thanked President Neusom for hosting this joint meeting and indicated that working together is of supreme importance for both agencies. He indicated that OCTD is watching with a great deal of interest the SCRTD's innovative fare structure.

Agenda Item No. 1

SCRTD General Counsel Powers spoke briefly concerning the joint resolution regarding applications of private carriers before the Public Utilities Commission. OCTD Counsel Ken Smart indicated that the OCTD Board would prefer reviewing this issue before taking any action. General Counsel Powers suggested deferring action on this matter.

Agenda Item No. 2

Under the issue of reciprocal agreements, Mr. McDonald of SCRTD staff indicated that the two agencies have, for the past eight years, negotiated reciprocal agreements for bus services and funding of these services. Mr. McDonald and Paul Taylor indicated that the RTD would continue to honor the inter-agency transfer agreement through the end of the fiscal year. At that time, the District's recent move to a no-transfer system will be addressed.

Mr. McDonald also indicated that after the Board's action to change the fare structure, the District has experienced its highest weekday boardings; i. e., on Monday, April 14th, 1,420,000 boardings on SCRTD buses occurred. Director Hayward commented that it would be well to continue the mutual

agreements through the end of the fiscal year; however, next year we shall be looking at several aspects of the service between the two agencies.

OCTD Chairman Clark indicated that OCTD is always willing to honor their contracts, and that they are willing to pay their own way.

Under legislation, General Manager Gilstrap indicated that the Board would consider a report on legislation at their meeting on Thursday, April 24th. He presented the staff recommendations on the following legislation as noted below:

- Senate Bill 84 - SCRTD is trying to amend this bill to allow transit operators to operate under 1979 standards.
- Senate Bill 1911 - SCRTD staff recommends support.
- ACA 19 - SCRTD staff recommends opposition.
- Assembly Bill 2750- SCRTD staff is recommending reform in the workers compensation laws. The Unions are pushing for increased benefits. SCRTD's staff is asking for amendments to the bill to affect the needed reforms; if not amended, the staff recommendation is to oppose the bill.
- Senate Bill 1936 - SCRTD staff recommends support.
- ACA 74 (Ingalls) - This legislation makes changes in the TDA and Proposition 5 fundings in such a way that it will ward off one of the initiatives. SCRTD will ask the author to make changes and try to get the legislation corrected.

Chairman Clark suggested that the SCRTD join with OCTD in endorsing Proposition 11. President Neusom indicated that he will bring this matter to the Board Meeting on April 24, 1980.

Under federal legislation report, General Manager Gilstrap reported that federal legislation is facing a rather gloomy future for transit funding. Right now, the administration is talking about legislation that would be extremely adverse to Southern California; a ceiling of 7% growth is suggested for transit funding at the point in time that we are looking at a 25% inflation rate. There is no operating monies in the Windfall Profits Tax; this might give us capital monies, but no funds with which to operate any new capital projects. Ralph de la Cruz reported that there is a growing desire in the Senate to adopt a service-based formula based on revenue miles. The impact of this could be approximately \$22 million for Southern California. The SCRTD is following this very closely. The APTA staff has simply decided to stay out of this issue. General Manager Gilstrap indicated that he felt that Senator Cranston should be contacted about this issue and it should be brought to his attention that this could be damaging to this area.

The operating ratios of the SCRTD is about 40%, New York and Chicago have an operating ratio of well over 50%.

Pat Butters of the OCTD staff gave a report on service concerning the size of the fleet, ride-sharing, communication systems and other projects in which OCTD is engaged.

Mr. Mike Corlett of OCTD and Mr. Gallagher of RTD talked about rapid transit. Mr. Gallagher reported on September 27, 1979, the District Board adopted a preferred alternative for the Rapid Transit Starter Line. The California Transportation Commission was asked to check into the process used for determining the preferred alternative and they supported the

District's process very strongly. On April 8, UMTA approved the printing of the final report and on May 8, the final version will be presented to the SCRTD Board for approval.

Mr. Corlett discussed the subject of the interface with I-105. He indicated that the decisions will be made between September and December on configuration and technology. The I-105 ground-breaking will start at the eastern end of the project. This makes it imperative that a decision between OCTD and SCRTD should be made before ground-breaking.

Currently the project ends at the 605 Freeway. There is current legislation which would extend the project to the Santa Ana Freeway. CalTrans has been developing some alternatives for the Santa Ana Corridor in Los Angeles County.

Director Holt of OCTD spoke about their ride-sharing program. The OCTD ride-sharing program will go into full swing in July of this year. In response to questions, he indicated that OCTD will be doing the programming in Orange County that is being done by Commuter Computer in Los Angeles. OCTD believes that this ride-sharing program is one part of the family of transportation services that their agency should provide.

President Neusom, in a closing statement, commented that these joint meetings are healthy for both agencies and should be continued.

The meeting adjourned at 9:30 p. m.


Secretary