

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

MINUTES PROCEEDINGS

Committee of the Whole
Board of Directors
District Board Room
425 South Main Street
Los Angeles, CA 90013

October 5, 1989

Called to order at 1:10 p.m. by President Swanson.

Directors Present

Gordana Swanson, President
Larry Gonzalez
Jeff Jenkins
Jerold F. Milner

Nick Patsaouras
Jay B. Price
Charles H. Storing

Directors Absent

Marvin L. Holen, Vice President
Joseph S. Dunning
Jan Hall
Kenneth R. Thomas

1. Received report on the results of the anti-graffiti and bus service research study conducted by the Marketing and Communications Department.

The survey was conducted by the firm of Facts Consolidated and consisted of interviews with 3,624 patrons across all nine sectors, and meetings with focus groups such as law enforcement, judges, educators, district attorneys, and individuals with former gang affiliations to determine their perceptions regarding graffiti, District efforts to clean up and prevent graffiti, and bus service in general.

On the positive side most patrons indicated that the bus gave them mobility they would not otherwise have or offered them more economical mobility.

The major negatives reported were unsatisfactory service and driver discourtesy.

The major portion of the survey focused on patron perceptions of graffiti on buses and indicated that the District is not perceived to be doing all it could to prevent or clean up graffiti. However, riders will not support any effort to deal with graffiti and vandalism which disrupts, curtails or eliminates service.

Suggestions received will be summarized and specific policy recommendations will be brought back to the Board for approval.

Director Jenkins asked if the District had an estimate of the amount of money that would be required to solve this problem. General Manager Pegg reported that the District has achieved one clean division and is in the process of working on a second. The clean division is a very small one, therefore, the dollars expended can not be projected across the board. Director Jenkins reiterated the need for a figure to use when approaching the cities for additional funding.

Director Patsouras questioned the logic of expending funds for surveys of this type. Al Perdon responded that surveys help to determine the degree to which each of the elements of the problem is contributing to the overall problem of graffiti and provides feedback on alternative strategies for dealing with the problem. They also help the District to gain greater public awareness and buy local community support. Mr. Perdon continued that in his opinion we are grossly underfunding market research; this position was echoed by President Swanson.

2. Presentation: Overview of the Metro Blue Line

Steve Parry of the District's Rail Activation Department gave a brief overview of the Metro Blue Line. The Blue Line is the first rail line and will transfer to both the Red and Green lines. The Blue Line will have 54 cars capable of carrying 230 passengers each at a speed of 50 miles per hour. There will be six overpasses at principle intersections along the route. Stations will be approximately a mile apart and will have raised platforms (even with the floor of the cars) to allow for level boarding. Phase I (Pico to Anaheim) is scheduled to begin operation in July of 1990.

3. Received Status Report No. 5 on the Implementation of the LB-LA Rail Line from Barbara Hanson of Rail Activation.

Overall the hiring schedule has been nearly recovered and Transit Police hiring is on schedule. Vendor training has been completed on how to operate the light rail vehicles. Meetings and briefings have been held with communities and all cities along the line. Six additional vehicles arrived this week and the test track has been expanded.

FY 90 start-up budget has not been approved by the Commission. We are now spending funds with no guarantee of reimbursement. The District is proceeding to fill the security positions previously approved by the Commission. At the same time, the Commission is soliciting other agencies to supplement security on the line in lieu of transit police. Funding agreement with the Commission is expected in the October/November time frame. Peer review is beginning in the Maintenance of Way area in the next few days.

Director Price expressed his opinion that District funds should not be expended to start up the Blue Line and that the public should be made aware of this situation. General Manager Pegg responded that under state law RTD is considered the rail operator in Los Angeles County.

Director Patsouras expressed his belief that the public can not be protected and the security of the line can not be guaranteed regardless of how many transit police are hired and that this should be communicated to the LACTC. The District and LACTC have previously agreed that 69 transit police officers will be hired. Controller-Treasurer, Tom Rubin, indicated that the last letter he received from the Commission indicated a willingness on their part to fund up to the limit of the Padron Report which we have already exceeded in some instances. The Commission has taken the position that the Line should be operated with fewer people.

Currently being expended from the District's budget are \$15 to \$20,000 without a guarantee of reimbursement. Facilities Maintenance people must be kept on the Line.

Director Storing asked why LACTC is continuing to look into contracting out security or using LAPD and Sheriffs while we are continuing to hire transit police. General Manager Pegg responded that due to divided ownership, the LACTC could contract for security even while we are hiring additional transit police.

Director Gonzalez feels that the District is going to get stuck paying these bills and not be reimbursed by the Commission and expressed his opinion that we should just stop spending until all issues of staffing and funding are resolved.

P. Moser, a member of the public, spoke indicating that the District should become more aggressive in making the public aware of its service.

4. LACTC-Deloitte/Kellogg joint venture start-up review of the LB-LA Rail Line.

This report raises concern in nine general areas:

1. Construction Delays
2. Rtd Organization Structure
3. Operating Cost and Staffing Levels
4. Start-up Planning and Management
5. Operational Planning
6. Security
7. Closed Circuit Television
8. Bus-Rail Interface
9. Rail Fares

Thus far construction schedule slippage has occurred in areas which should not impact the start of operations. The review suggests that the RTD change its basic operating organization by creating an AGM of Rail Operations, approved by LACTC's Executive Director, and would make continued funding of start-up activities contingent upon this change. It is the District's position that a cost-effective, on-time, safe and reliable start cannot be achieved if questions of basic approach continue to be debated.

The Deloitte/Kellogg review indicates that the LB-LA Line will be very expensive to operate based on latest staffing estimates. This review relies heavily on the earlier work of Manuel Padron, which is of questionable utility as his estimates are based on the requirements of technologically dissimilar lines. The "number needed" figure used in the report was prepared by an LACTC consultant without consideration of the unique features of the Blue Line.

Director Swanson inquired when the Manuel Padron Report was approved. Staff responded that this report has no official status with the Commission except that they offered to fund up to the level of staffing approved in that report.

Director Jenkins asked why the District didn't find a comparable system so that a viable study could be done. Staff responded that this offer had been made along with the offer to make available to them all information used by the District in deciding staffing levels. It was suggested that Calgary, Buffalo and Pittsburgh be used as comparable systems and they were rejected out of hand.

Tom Rubin mentioned that the budget setting process for the Blue Line began three years ago. The Commission determined that the District would be part of the capital cost and would be paid with Prop "A" funds. Any monies spent over that increase the cost of the Blue Line budget. It is Mr. Rubin's opinion that the funding levels set at that time were insufficient. The Commission has also contracted out to provide maintenance, and those budgets are subtracted from what is available and leaves the District with only what is remaining.

It was felt by the District that agreement had been reached with the Commission on two previous occasions regarding required staffing levels for vehicle maintenance and security and operations. There is a difference on Maintenance of Way and Facilities Maintenance Support. The Padron staffing levels do not include contracted out work or security.

President Swanson suggested that joint meetings of the Liaison Rail Committees may be in order now that we have this stalemate. Then if no agreement is reached, the District should proceed with some of the more drastic measures suggested here today. President Swanson also stated her intention to send a letter to the Commission making them aware of the frustrations we are experiencing.

Determination of the actual first day of revenue service will be made by the Board after testing; mid July 1990 is the projection. Staff is currently working on fares.

5. Public Comment

P. Moser spoke on transit related matters.

The meeting adjourned at 3:25 p.m.


Recording Secretary