

REMARKS BY
WENDELL COX
ON THE ROLE OF
THE SERVICE COORDINATION COMMITTEE
FEBRUARY 16, 1979

As you know, this is the first meeting of the Service Coordination Committee as presently constituted. Originally formed to arbitrate a single dispute between two operators, the Committee was subsequently made a standing committee, and now has been given both a larger scope and membership.

I would like to say a few words about what I hope will be the role of this Committee in the year ahead.

On January 24, the Commission referred a number of issues to the Service Coordination Committee for review.

- . The first was the implementation of the cost saving measures identified by A.T.E. Management and Service Company last year.
- . Second was the question of public transit service distribution in the County - what kind of services should we have, what levels in what areas, and the like.
- . Third was the goal of providing a countywide senior pass. This was a goal set last year by Supervisor Hahn, and we shall hear a report on progress toward that goal today.
- . Fourth was the issue of public transit productivity - how effectively and efficiently is the transit community serving the public.

Remarks by Wendell Cox

-2-

February 16, 1979

These are very significant issues to consider, especially in light of the present transit funding situation. With the serious limitation on new funds, I think that it is safe to assume that public transit improvements will basically be funded from improved productivity - better use of the public transit resource.

Since January 24, developments in the Middle East have underscored the crucial nature of the issues referred to this Committee. If a serious oil shortage develops, the continued mobility of people in Los Angeles County will be directly affected by such issues as distribution of service and transit productivity.

I hasten to add, however, as our consultants have concluded that Los Angeles County transit operators compare very well to operators in other parts of the country. Among the very large transit operators, SCRTD is at the top in just about any category. Similarly, such operators as Montebello, Santa Monica, Long Beach and the others have consistently been performance leaders among operators of their size. We are characterized in this area with the fortunate circumstance of having very good transit operators. So, when we talk about productivity, we are not trying to identify what is being done wrong, but rather how we may do a better job.

At the first goals committee meeting last year, Chairman Russ expressed his belief that in 1979, the Commission should seek more of a leadership role, and less than a reactive role. The Commission

Remarks by Wendell Cox

-3-

February 16, 1979

has significant leadership responsibilities. One of these responsibilities is the setting of public transportation priorities, which is one of the reasons we are going to talk about service distribution and productivity. I believe that this Commission was established, at least in part, to make sense of what has been characterized as the institutional morass of public transportation in this County. The issues which we are to address go to the heart of this.

To progress toward resolution of the issues referred to this Committee will require cooperation and assistance between and among this Commission and the operators. I would hope that the entire transit community will band together to identify the means by which we can obtain the most effective public transit system that we can afford.

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