

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Regular Meeting of
the Board of Directors of the District

January 16, 1973

Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a regular meeting in the District Board Room, 1060 South Broadway, Los Angeles, California, at 10:00 a.m. on January 16, 1973, at which time President Norman Topping called the meeting to order.

Directors Arthur Baldonado, Byron E. Cook, A. J. Eyraud, Jr., Leonard S. Gleckman, David K. Hayward, Herbert H. Krauch, Don C. McMillian, Thomas G. Neuson, Douglas A. Newcomb and Norman Topping were present. Director Jay B. Price was absent.

Also present were General Manager Jack R. Gilstrap; Manager of Operations George W. Heinle; General Counsel Richard T. Powers; Manager of Planning & Marketing George L. McDonald; Controller-Treasurer-Auditor Joe B. Scatchard; Chief Engineer Richard Gallagher; Secretary Richard K. Kissick and the public.

Introduction of Director Arthur Baldonado and Committee Assignments

President Topping introduced Director Arthur Baldonado who has been appointed to the Board by Supervisor Pete Schabarum as a replacement for Director Michael E. Macke, which appointment

has been confirmed by the Los Angeles County Board of Supervisors. A copy of Director Baldonado's Oath of Office is attached to these Minutes as Exhibit 1.

President Topping announced that Director McMillan, present Vice-Chairman of the Advance Planning & Marketing Committee, was appointed Chairman of the Committee, replacing Director Macke, and that Director Baldonado was appointed as a member of the Personnel Committee and Vice Chairman of the Advance Planning & Marketing Committee.

Approval of Minutes

The Minutes of the Regular Meeting held January 3, 1973 were approved.

Temporary Route Diversions

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-73-15

RESOLVED, that the temporary route diversions caused by construction work affecting Line Nos. 59, 81, 93, 99 and 192, as described in report dated January 8, 1973 filed with the Secretary, be and the same are hereby approved.

Changes in Bus Stop Zones

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-73-16

RESOLVED, that the report dated January 8, 1973 relating to bus stop changes filed with the Secretary, be and the same is hereby ratified and approved.

Reports of Purchasing Agent - Received and Filed

The following reports of the Purchasing Agent, copies of which are on file with the Secretary, were presented to the Meeting and ordered "Received and Filed."

- a. Report of Sale Orders & Sales of Surplus, Obsolete or Used Material, Supplies or Equipment for the period from October 1, 1972 through December 31, 1972; and
- b. Statement of Material & Supplies Account for the month of November, 1972.

Approval of Authorization for Expenditure No. 515 Covering Purchase of Avant Quad System Camera

After discussion, on motion of Director Eyraud, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-73-17

WHEREAS, on January 15, 1973 the Surface Operations Committee considered and concurred in the General Manager's report dated January 10, 1973, a copy of which is filed with the Secretary, recommending approval of Authorization for Expenditure No. 515 covering the purchase of an Avant Quad System employee identification camera, together with carrying case, timer, lens mask, photo cutter, bonder and strobe light, at an estimated cost of \$1,201.25, which camera had advantages over other cameras investigated by the staff, both in performance and cost;

NOW, THEREFORE, BE IT RESOLVED, that Authorization for Expenditure No. 515, covering the purchase of an Avant Quad System camera and accessories, at an estimated total cost of \$1,201.25, be and the same is hereby approved.

Approval of Authorization for Expenditure No. 516

After discussion, on motion duly made, seconded and

unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-73-18

RESOLVED, that Authorization for Expenditure No. 516, covering the following miscellaneous requisitions of \$250, but less than \$1,000, as discussed at this Meeting, be and the same is hereby approved:

<u>Reqn. No.</u>	<u>Description</u>	<u>Budget Item</u>	<u>Estimated Total</u>
3800-134	One Electronic Calculator	73-4	\$ 311.93
3200-869	One Electric Adding Machine (Hr/Min.)	73-4	331.17

Authorization to Issue Bids Covering the Sale of Fifty-Five (55)
Used Surplus Buses

After discussion, on motion of Director Eyraud, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-73-19

WHEREAS, on January 15, 1973 the Surface Operations and Finance Committees considered and concurred in the General Manager's report dated January 12, 1973, a copy of which is filed with the Secretary, recommending issuance of bids covering the sale of fifty-five (55) used surplus buses ranging in age from 19 to 25 years with average mileage of about 568,000, with waiver of Section 9.5 (A) (3) of the Rules and Regulations to provide a 30-day bid time; and

WHEREAS, two-thirds of the proceeds from the sale of 45 used surplus buses will be credited to UMTA Capital Grant Project No. CA-03-224 (formerly CAL-UTG-24), and two-thirds of the proceeds from the sale of the remaining 10 buses will be credited to UMTA Capital Grant Project No. CA-03-0040;

NOW, THEREFORE, BE IT RESOLVED, that the Purchasing Agent be and he hereby is authorized to issue bids covering the sale of the following used surplus buses:

- a. Two (2) 1947 and one (1) 1953 diesel powered GMC buses, with tires; and
- b. Fifty-two (52) diesel powered GMC buses, without tires;

as more particularly described in Exhibit 2 attached to these Minutes, with no stated minimum prices, on an as is - where is basis, reserving the right to reject any and all bids, and waiver of Section 9.5 (A) (3) of the Rules and Regulations to provide a 30-day bid time; sale of buses subject to prior approval of the Consulting Engineer; form of bid requirements and specifications subject to approval of the General Counsel.

Item No. 8 - Removal from Agenda

Director McMillan, Chairman of the Advance Planning & Marketing Committee, reported that the General Manager had recommended removal of Item No. 8 from the Agenda. On motion of Director McMillan, seconded and unanimously carried, Item No. 8 reading as follows, was removed from the Agenda:

"8. Consider approval of:

- a. Authorization of the General Manager to execute agreement between the District and the Division of Highways, State of California, covering construction of fringe parking lot in vicinity of El Monte Station in connection with the San Bernardino Busway Project; form of agreement subject to approval of the General Counsel.
- b. Authorization for Expenditure No. 517 covering the District's share of the El Monte fringe parking lot construction at 8% of the estimated cost of land improvements and engineering, at an estimated total cost of \$200,000."

Approval of Implementation of a Uniform Work Week for Non-Contract Employees in the Transportation Department

Director Hayward, Chairman of the Personnel Committee, reported that the matter of implementation of a uniform work week for non-contract employees in the Transportation Department, including establishment of twelve new positions in order to implement the plan, had been carried over from the January 3, 1973 meeting in order that the General Manager could furnish additional information. Director Hayward further stated that the General Manager had furnished additional information in his report dated January 12, 1973, a copy of which is filed with the Secretary, which report was considered and concurred in by the Personnel, Surface Operations and Finance Committees at meetings on January 15, 1973. The report recommends implementation of a uniform work week for non-contract employees in the Transportation Department which requires the establishment of twelve additional positions at an estimated annual additional cost of \$149,600. The report states that the District has been progressively adjusting non-contract work hours to attain the goal of establishing a standard 40-hour work week for all employees throughout the District, and the one remaining area where non-contract employees have a scheduled work week in excess of 40 hours is within the Transportation Department where certain supervisory employees have scheduled work weeks that vary from 42½ hours to 48 hours per week.

Director Hayward thereupon moved approval of the General Manager's recommendation to become effective with the non-contract

salary adjustment in April, 1973, which motion was seconded by Director Newcomb.

Director Eyraud stated his objections to the program based on the increased cost factor which would be with the District in future years, which objection was concurred in by Director Krauch.

After further discussion, Director Hayward's motion was carried, with Directors Baldonado, Eyraud and Krauch voting "No", and the following resolution was adopted:

RESOLUTION NO. R-73-20

RESOLVED, that in order to implement a uniform work week for non-contract employees in the Transportation Department, the General Manager be and he hereby is authorized to establish the following twelve additional positions in the Non-Contract Position Classification and Salary Plan, to become effective with the Non-Contract salary adjustment in April, 1973:

2 Dispatchers	2 Special Agents
5 Supervisors	1 Schedule Maker II
2 Instructors	

Establishment of Salary for Chief Special Agent

After discussion, on motion of Director Hayward, Chairman of the Personnel Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-73-21

WHEREAS, on January 15, 1973 the Personnel Committee considered and concurred in the General Manager's report dated January 12, 1973 recommending establishment of the salary of the newly appointed Chief Special Agent in the Management Group well below that of the recently retired Chief Special Agent, with recommendation for additional salary increment at the time of the annual non-contract salary review in April of 1973;

NOW, THEREFORE, BE IT RESOLVED, that the annual salary of the Chief Special Agent be established at a figure not to exceed \$17,000 effective January 14, 1973;

RESOLVED FURTHER, that in the event the incumbent Chief Special Agent performs as expected, that the necessary additional increment be added to his salary at the time of the non-contract salary adjustment in April, 1973 in order to bring said salary into line with other salaries in the Management Group with similar levels of responsibility.

Commendatory Resolutions from Board of Directors to Retiring Department Heads

Director Hayward recommended that commendatory resolutions from the Board of Directors should be presented to retiring department heads. After discussion, on motion of Director Eyraud, seconded and unanimously carried, the staff was directed to prepare commendatory resolution expressing the appreciation of the Board of Directors to be presented to department heads at the time of their retirement.

Commendatory Resolution from Board of Directors to Director Michael E. Macke

After discussion, on motion of Director Hayward, seconded and unanimously carried, the staff was directed to prepare a commendatory resolution from the Board of Directors to Director Michael E. Macke for his service on the Board since September 5, 1967, with said resolution to be signed by the entire Board.

Operating Report for the Month of December, 1972

The Operating Report for the Month of December, 1972 was presented to the Meeting and was ordered "Received and Filed." A copy of the report is filed with the Secretary.

Authorization to Attend Meeting of the American Transit Association
Governing Boards Division Administrative Committee

On approval of the ten Directors present, consideration of travel by one Director was added to the Agenda.

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

RESOLUTION NO. R-73-22

RESOLVED, that travel by one Director to Washington, D. C. to attend a meeting of the American Transit Association Governing Boards Division Administrative Committee on January 31, 1973, together with expenses incurred therewith, be and the same is hereby approved.

Report of General Manager

General Manager Gilstrap reported on the January 15, 1973 announcement of Environmental Protection Agency (EPA) Administrator Ruckelshaus regarding the Administrator's suggestion of gas rationing in the Los Angeles area as a means of dealing with smog problems. A copy of the Report is attached to these Minutes as Exhibit 3.

The General Manager's report was followed by a discussion concerning the aspects of the EPA announcement and the possible results of any such gas rationing, including the District's involvement and responsibilities. A transcript of this discussion is on file with the Secretary.

Board of Directors Recessed in Executive Session at 10:40 a.m.

President Topping stated that he would entertain a motion to recess in Executive Session to consider personnel matters. On motion of Director Hayward, seconded and unanimously carried,

the Board of Directors recessed in Executive Session at 10:40 a.m. to consider personnel matters.

The Meeting was reconvened at 11:25 a.m. with Directors Baldonado, Cook, Eyraud, Gleckman, Hayward, Krauch, McMillan, Newcomb and Topping responding to Roll Call. Director Neusom did not return to the Meeting and Director Price was absent from the Meeting.

No report of the meeting in Executive Session was made.

Announcement of Special Meeting of Advance Planning & Marketing Committee

Director McMillan, Chairman of the Advance Planning & Marketing Committee, announced that in view of the discussion on improving the environment by means of gas rationing, the District's accelerated program to identify, design and build rapid transit facilities in the Los Angeles basin should be mentioned. In this connection, he reported that there would be a Special Meeting of the Advance Planning & Marketing Committee at 10:00 a.m. on January 23, 1973 to hear progress reports from the staff and consultants regarding the rapid transit corridor analysis now under way, and urged all members of the Board of Directors to attend this meeting.


Next Regular Meeting

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-73-23

RESOLVED, that the next Regular Meeting of the District be held at the District's Board Room in the Transit District Building, 1060 South Broadway, Los Angeles, California, on Tuesday, February 6, 1973, at 10:00 a.m.

There being no further business, the Meeting adjourned.



Secretary

I, JAMES S. MIZE, Executive Officer and Clerk of the Board of Supervisors, do hereby certify that

Arthur Baldonado

was duly ~~appointed~~
~~reappointed~~

Southern California Rapid Transit District

Board of Directors

of Los Angeles County, WITNESS my hand this 9th day of January, 19 73

Janette Vaughn

Executive Officer and Clerk of the Board of Supervisors ~~Deputy~~



OATH OF OFFICE

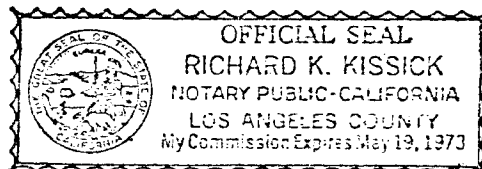
I, Arthur Baldonado, during such times as I hold the above office do solemnly swear (or affirm) that I will support and defend the Constitution of the United States and the Constitution of the State of California against all enemies, foreign and domestic; that I will bear true faith and allegiance to the Constitution of the United States and the Constitution of the State of California; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties upon which I am about to enter.

Subscribed and sworn to before me

this 12th day of Jan., 19 73

Arthur Baldonado

Richard K. Kissick
Signature and title of person administering oath



GROUP A

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

EQUIPMENT AND MAINTENANCE DEPARTMENT

<u>BUS NO.</u>	<u>MAKE</u>	<u>YEAR</u>	<u>MODEL</u>	<u>I. D. OR SERIAL NO.</u>	<u>BID PRICE</u>
70	GMC	1947	TDH 4507	671169276	\$ _____
72	GMC	1947	TDH 4507	671169119	\$ _____
59	GMC	1953	TDH 4801	045	\$ _____
				TOTAL	\$ _____

GROUP "B"

(4) GMC TDH-4801 AIR RIDE BUSES

<u>BUS NUMBER</u>	<u>YEAR</u>	<u>I.D. NUMBER</u>	<u>BID PRICE</u>
2911	1953	TDH 4801-012	\$ _____
6524	1954	TDH 4801-190	\$ _____
6533	1954	TDH 4801-199	\$ _____
6537	1954	TDH 4801-203	\$ _____

TOTAL BID PRICE \$ _____

GROUP "C"

(48) 1954 GMC MODEL TDH 4801 DIESEL BUSES

<u>BUS NUMBER</u>	<u>I.D. NUMBER</u>	<u>BID PRICE</u>	<u>BUS NUMBER</u>	<u>I.D. NUMBER</u>	<u>BID PRICE</u>
6500	TDH 4801-166	\$ _____	6576	TDH 4801-242	\$ _____
6502	" 168	_____	6577	" 243	_____
6505	" 171	_____	6578	" 244	_____
6506	" 172	_____	6579	" 245	_____
6507	" 173	_____	6580	" 246	_____
6508	" 174	_____	6581	" 247	_____
6511	" 177	_____	6582	" 248	_____
6514	" 180	_____	6583	" 249	_____
6515	" 181	_____	6584	" 250	_____
6518	" 184	_____	6585	" 251	_____
6519	" 185	_____	6586	" 252	_____
6523	" 189	_____	6587	" 253	_____
6526	" 192	_____	6588	" 254	_____
6531	" 197	_____	6589	" 255	_____
6541	" 207	_____	6590	" 256	_____
6545	" 211	_____	6591	" 257	_____
6555	" 221	_____	6592	" 258	_____
6557	" 223	_____	6593	" 259	_____
6558	" 224	_____	6594	" 260	_____
6559	" 225	_____	6595	" 261	_____
6560	" 226	_____	6596	" 262	_____
6566	" 232	_____	6597	" 263	_____
6574	" 240	_____	6598	" 264	_____
6575	" 241	_____	6599	" 265	_____

TOTAL BID PRICE \$ _____

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
General Manager's Report
January 16, 1973 Board Meeting

Mr. President, members, I just have a brief comment or two that I think is appropriate regarding the important announcement yesterday of Environmental Protection Agency (EPA) Administrator Ruckelshaus wherein he suggested that in the Los Angeles area a logical (to them, anyway) way of dealing with our smog problems would be to ration gasoline. I think that certainly imposes a great many questions and responsibilities on the Rapid Transit District if the local community chooses to go in that direction or even some portion of that kind of a program. But I would like to bring to your attention some remarks out of the position paper which was distributed yesterday at the press conference

This is a position paper by the EPA and the section is rather brief, but I think it is rather pertinent to our operation and to what we face here. This is in the position paper of the EPA and it is under page 19, the heading "The Need for Mass Transit".

"The development of large scale mass transit facilities in the Los Angeles area is essential to any effort to mitigate the disruption that can be caused by significant reductions in automobile use. A public mass transportation system that can absorb the travellers displaced by sizeable reductions in gasoline consumption or vehicle miles travelled will have to be considerably more extensive than the system now existing in Los Angeles. Existing Los Angeles Rapid Transit District system consists of about 1500 buses. The maintenance or reasonable mobility of the commuter will require many times this number of these buses together with many service improvements to provide viable alternative transportation modes. Although the Administrator (that is the EPA Administrator) may not have authority to direct Los Angeles to provide expanded mass transit

facilities, he is firmly of the belief that such expanded facilities are essential to the success of any air pollution control strategy for the South Coast air basin. The Administrator, therefore, is conducting an investigation of the needs and possibilities for transit expansion in the basin and he encourages and will provide all possible support to efforts by federal, state, local government and private groups to expand the mass transit facilities in the basin.

The Administrator recognizes that the present low density sprawling land use pattern in the Los Angeles area is not conducive to the efficient use of mass transit. The long term problems of obtaining and maintaining high levels of transit service in usage would be considerably eased through the application of public policy measures to promote the centralization and corridorization of activities that generate large demand for transportation. The time period required for such policy measures to take effect prohibits the use by the Administrator to achieve the ambient air quality standards by 1977".

This essentially, Mr. President and members, I think summarizes the very pertinent comments made by the Administrator regarding public transit in this area. I think that we can say that for the first time it has really been laid out strong and straightforwardly as to what the automobile part is in the air pollution problems of the Los Angeles basin. Many things would have to be done and a great deal of important public policies arrived at for this agency to meet its responsibilities, but I will say this to you that I know I speak for the staff that we're ready, if this community turns to the Rapid Transit District, to do our part of the job.

That completes my report.