

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

August 19, 1969

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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 August 19, 1969, at which time President Kermit M. Bill called the meeting to order.

Directors Kermit M. Bill, Charles E. Compton, A. J. Eyraud, Jr., Leonard S. Gleckman, David K. Hayward, Herbert H. Krauch, Don C. McMillan, Thomas G. Neusom and Douglas A. Newcomb were present. Directors Michael E. Macke and Norman Topping were absent.

Also present were General Manager Samuel B. Nelson; General Counsel Milton McKay; Assistant General Manager for Operations George F. Goehler; Assistant General Manager for Rapid Transit Development Jack R. Gilstrap; Assistant General Manager for Engineering Richard Gallagher; Controller-Auditor-Treasurer H. L. Black; Assistant Secretary Minnie E. Kellogg; and the public.

Approval of Minutes

The minutes of the Special Meeting held July 31, 1969 and of the Regular Meeting held August 5, 1969 were approved.

Temporary Route Diversions

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

RESOLUTION NO. R-69-184

RESOLVED, that the temporary route diversions caused by construction work affecting Lines 36, 49, 58D, 59, 60 and 103, as described in report dated August 11, 1969 filed with the Secretary, be and the same are hereby ratified and approved.

Changes of Bus Stop Zones

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

RESOLUTION NO. R-69-185

RESOLVED, that the report dated August 11, 1969 relating to bus stop changes, filed with the Secretary, be and the same is hereby ratified and approved.

Approval of Authorization For Expenditure No. 424

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

RESOLUTION NO. R-69-186

RESOLVED, that Authorization For Expenditure No. 424, covering miscellaneous requisitions of \$100 and over, but less than \$1,000, as discussed at this meeting and attached to these Minutes as Exhibit 1, be and the same is hereby approved.

Report of Purchasing Agent - Statement of Purchases Over \$99.99, Except Routine Purchased Material or Supplies for Stock and for Ordinary Repairs

Pursuant to Section 8.2 of the Rules and Regulations, the Purchasing Agent's Statement of Purchases Over \$99.99, Except Routine Purchased Material or Supplies for Stock and for

) Ordinary Repairs, dated August 6, 1969, was presented to the meeting and was ordered "Received and Filed." A copy of the Statement is filed with the Secretary.

Approval of Authorization For Expenditure No. 425

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

RESOLUTION NO. R-69-187

WHEREAS, the Surface Operations Committee on August 15, 1969 considered and concurred in General Manager Samuel B. Nelson's report and recommendation dated August 13, 1969 that Authorization For Expenditure No. 425 in the amount of \$2,000.00, covering the purchase and installation of necessary lighting fixtures in Storeroom No. 2 at South Park Shops be approved; subject, however, to approval of General Counsel Milton McKay;

NOW, THEREFORE, BE IT RESOLVED, that Authorization For Expenditure No. 425, covering the purchase and installation of lighting fixtures in Storeroom No. 2 at South Park Shops, at a cost not to exceed \$2,000.00 (Capital Budget Item No. 69-2-3), be and the same is hereby approved, pursuant to the General Manager's recommendation and subject to approval of the General Counsel.

Approval of Route Change - Line Nos. 2 and 32

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

RESOLUTION NO. R-69-188

WHEREAS, the Surface Operations Committee on August 15, 1969 considered and concurred in General Manager Samuel B. Nelson's recommendation to approve a minor rerouting of Line Nos. 2 and 32 in the City

Terrace area of Los Angeles County to satisfy complaints of certain merchants along City Terrace Drive between McGilvrey and Eastern Avenues, as described in report dated August 11, 1969 presented to the Committee;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to reroute Line Nos. 2 and 32 in the City Terrace area of Los Angeles County, as discussed at this meeting and as described in report dated August 11, 1969 filed with the Secretary, effective as of August 20, 1969; subject to the prior approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to make appropriate revisions in the Official Route Authorizations of the District as adopted November 5, 1964 to reflect the changes in route on Line Nos. 2 and 32, as above authorized.

Authorization to Invite Bids on the Sale of District's Scrap Oil

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

RESOLUTION NO. R-69-189

WHEREAS, the Surface Operations Committee on August 15, 1969 considered and concurred in General Manager Samuel B. Nelson's recommendation that the Purchasing Agent be authorized to issue invitations to bid for the sale of the District's scrap oil for a one-year period commencing October 1, 1969 in accordance with the Rules and Regulations, but with 30-day notice in lieu of 60-day notice as required by Section 9.5 A-3 of the Rules and Regulations;

NOW, THEREFORE, BE IT RESOLVED, that the Purchasing Agent be and he hereby is authorized to issue invitations to bid for the sale of the District's scrap oil for a one-year period commencing October 1, 1969 in accordance with the Rules and Regulations, but with 30-day notice in lieu of 60-day notice as required by Section 9.5 A-3 of the Rules and Regulations; subject to approval of the Consulting Engineer, and to award contract to the highest responsible bidder; subject to approval of

the General Counsel.

Approval of Authorization For Expenditure No. 426

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

RESOLUTION NO. R-69-190

WHEREAS, the Surface Operations Committee on August 15, 1969 considered and concurred in General Manager Samuel B. Nelson's recommendation, contained in report dated August 14, 1969 presented to the meeting, to approve Authorization For Expenditure No. 426, covering all labor, materials and equipment necessary to conform to changes in street conditions on Pepper Avenue between Avenue 27 and Avenue 28 adjacent to the District's Division No. 3 caused by the institution of street improvements by the City of Los Angeles, at a cost not to exceed \$22,960.00, which project has been approved by General Counsel Milton McKay;

NOW, THEREFORE, BE IT RESOLVED, that Authorization For Expenditure No. 426, covering all labor, materials and equipment necessary to conform to changes in street conditions on Pepper Avenue between Avenue 27 and Avenue 28 adjacent to Division No. 3 caused by the institution of street improvements by the City of Los Angeles, at a cost not to exceed \$22,960.00, be and the same is hereby approved.

Approval of Requisition No. 3399-209

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

RESOLUTION NO. R-69-191

WHEREAS, on July 1, 1969 the Board of Directors by Resolution No. R-69-152 approved Revised Authorization For Expenditure No. 416 covering, among other things, the construction of central counting room at an estimated cost of \$91,300.00, which construction

) is necessary for the implementation of the Exact Fare Program; and

WHEREAS, the Surface Operations Committee on August 15, 1969 considered and concurred in General Manager Samuel E. Nelson's recommendation, as presented in report dated August 14, 1969, to approve Requisition No. 3399-209, covering the construction of the Central Cash Counting Building at 706 East 15th Street, Los Angeles, in accordance with drawings and specifications attached thereto, at an estimated cost of \$91,300.00; subject, however, to the prior approval by the federal Mass Transportation Administration of the bid specifications therefor and the bid prices thereof, in accordance with UMTA Capital Improvement Grant No. CAL-UTG-24;

NOW, THEREFORE, BE IT RESOLVED, that Requisition No. 3399-209, covering the construction of the Central Cash Counting Building at 706 East 15th Street, Los Angeles, in accordance with drawings and specifications attached thereto, at an estimated cost of \$91,300.00, be and hereby is approved; subject, however, to the prior approval of the federal Urban Mass Transportation Administration of the specifications therefor in accordance with UMTA Capital Improvement Grant No. CAL-UTG-24;

RESOLVED FURTHER, that the Purchasing Agent be and he hereby is authorized to award contract for the construction of the Central Cash Counting Building above described under Requisition No. 3399-209 to the lowest responsible bidder, subject to approval of the General Manager and of the General Counsel; subject, however, to the prior approval by the federal Urban Mass Transportation Administration of the award of the bid in accordance with UMTA Capital Improvement Grant No. CAL-UTG-24.

Blue & White Bus Company - Letter dated August 4, 1969 Relating to Transit Facilities in South-Central Area of Los Angeles

Director Compton, Chairman of the Surface Operations Committee, reported that the Committee on August 15, 1969 considered letter dated August 4, 1969 addressed to the Board of Directors by Blue & White Bus Company relating to certain suggested changes in transportation facilities in the South-Central area of

) Los Angeles, a copy of which letter is attached to these Minutes as Exhibit 2, and that it was the Committee's recommendation that the letter be "Received and Filed" by the Board and referred to the General Manager for study and report back to the Board the results of the study and recommendations relating thereto.

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

RESOLUTION NO. R-69-192

RESOLVED, that letter dated August 4, 1969 addressed to the Board of Directors of the Southern California Rapid Transit District by Blue & White Bus Company, a copy of which is attached to these Minutes as Exhibit 2, be and hereby is directed to be "Received and Filed," and referred to the General Manager for a study of the requests contained therein and report back to the Board of Directors the results of such study and recommendations relating thereto.

Approval of Sale of Used Surplus G.M.C. Diesel Coaches -
Highland Transit and San Pedro Bus Lines

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

RESOLUTION NO. R-69-193

WHEREAS, the Surface Operations Committee on August 15, 1969 considered and concurred in General Manager Samuel B. Nelson's report dated August 14, 1969 recommending the sale of the following used surplus coaches to:

- a. Highland Transit, San Pedro, California, of 1947 Model TDH-3610 G.M.C. Diesel Coach No. 6665, as is - where is, less tires, at \$1,250.00, and
- b. San Pedro Bus Lines, San Pedro, California, of 1947 Model TDH-3610 G.M.C.

) Diesel Coach No. 6671, as is - where is, less tires, at \$1,250.00,

subject to payment by the District of a finder's fee of 10% of the sales price of each of the above described coaches to American-International Bus Exchange;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to sell the following used surplus coaches to:

- a. Highland Transit, San Pedro, California, of 1947 Model TDH-3610 G.M.C. Diesel Coach No. 6665, as is - where is, less tires, at \$1,250.00, and
- b. San Pedro Bus Lines, San Pedro, California, of 1947 Model TDH-3610 G.M.C. Diesel Coach No. 6671, as is - where is, less tires, at \$1,250.00,

subject to payment by the District of a finder's fee of 10% of the sales price of each of the above described coaches to American-International Bus Exchange; subject to approval of the General Counsel;

RESOLVED FURTHER, that the Treasurer and/or Assistant Treasurer be and he hereby is authorized to pay to American-International Bus Exchange a finder's fee of 10% of the sales price of the above described coaches.

Approval of Sale of Used Surplus G.M.C. Diesel Coaches -
Yoshita Service and Yamaguchi Bus Service

Upon approval of the nine Directors present, consideration of the sale of 1947 Model TDH-4507 used surplus coaches was added to the Agenda.

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

RESOLUTION NO. R-69-194

WHEREAS, the Surface Operations Committee on August 15, 1969 considered and concurred in General Manager Samuel B. Nelson's recommendation that the following used surplus coaches be sold to:

- a. Yoshita Service, Island of Kauai, Hawaii, of 1947 Model TDH-4507 Coach No. 6956, as is - where is, less tires, at \$1,750.00, and
- b. Yamaguchi Bus Service, Island of Kauai, Hawaii, of 1947 Model TDH-4507 Coaches, numbered 6954 and 6958, as is - where is, less tires, at \$1,750.00 per coach, or a total of \$3,500.00,

subject to payment by the District of a finder's fee of 10% of the total sales price of the above described coaches to American-International Bus Exchange;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to sell the following used surplus coaches to:

- a. Yoshita Service, Island of Kauai, Hawaii, of 1947 Model TDH-4507 Coach No. 6956, as is - where is, less tires, at \$1,750.00, and
- b. Yamaguchi Bus Service, Island of Kauai, Hawaii, of 1947 Model TDH-4507 Coaches, numbered 6954 and 6958, as is - where is, less tires, at \$1,750.00 per coach, or a total of \$3,500.00,

subject to payment by the District of a finder's fee of 10% of the sales price of each of the above described coaches to American-International Bus Exchange; subject to approval of the General Counsel;

RESOLVED FURTHER, that the Treasurer and/or Assistant Treasurer be and he hereby is authorized to pay to American-International Bus Exchange a finder's fee of 10% of the sales price of the above described coaches.

) Report of Chairman of Surface Operations Committee
re Effective Date of Exact Fare Plan

Director Compton, Chairman of the Surface Operations Committee, reported that General Manager Nelson had advised the Committee that the Exact Fare Plan will be placed in effect on Sunday, October 12, 1969; that during the weekend of October 11-12 the Maintenance Department will install the locked type fare boxes on 600 buses, with 300 additional boxes to be installed the ensuing week, or a total of 900 buses equipped with locked type fare boxes the first week the Exact Fare Plan is in effect, and that it is expected that all buses will be so equipped no later than December 1.

Operating Report for the Month of July, 1969

) The Operating Report for the Month of July, 1969 was presented to the meeting and was ordered "Received and Filed." A copy of the Report is filed with the Secretary.

Approval of Contract - Kaiser Engineers and Daniel, Mann,
Johnson & Mendenhall, Joint Venture - Exclusive-Express
Busway Project

) Director Eyraud reported that the Advance Planning & Engineering Committee on August 4, 1969 and the Finance & Governmental Affairs Committee this morning considered the General Manager's recommendation that the District should indicate its confidence in the proposed Exclusive-Express Busway Project between El Monte and Los Angeles by proceeding with the engineering work necessary to the start of the final design and authorize the execution of a contract with the Joint Venture to furnish personnel to do the basic data collection and engineering work

on the project for a total cost not to exceed \$30,000.00, and that both Committees concurred in the recommendation.

Upon approval of the nine Directors present, consideration of the matter was placed on the Agenda.

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

RESOLUTION NO. R-69-195

RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the District a contract between the Southern California Rapid Transit District and Kaiser Engineers and Daniel, Mann, Johnson & Mendenhall, Joint Venture Consultants, to furnish personnel to do the basic data collection and engineering work on the Exclusive-Express Busway Project, at a cost not to exceed \$30,000.00, payment of which is subject to approval of the General Manager; form of contract subject to approval of the General Counsel.

Report of General Manager

General Manager Nelson reported on the activities of the District since the last Regular Meeting held on August 5, 1969. A copy of the Report is attached to these Minutes as Exhibit 3.

Calling of City Selection Committee Meeting

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

RESOLUTION NO. R-69-196

RESOLVED, that, pursuant to Section 30222 of the Southern California Rapid Transit District Law, the Board of Directors hereby calls an annual meeting of the City Selection Committee to be held September 4, 1969 at approximately 9:15 p.m. in the Rodger Young Auditorium, 936 West Washington Boulevard, Los Angeles, California, as a part of the

)
regular monthly League of Cities directors' meeting,
and hereby instructs the Secretary to notify the
members of the City Selection Committee as provided
in the Transit District Law of said meeting.

Next Regular Meeting

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

RESOLUTION NO. R-69-197

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, September 2,
1969, at 10:00 a.m.

There being no further business, the meeting adjourned.

)
VIRGINIA L. REES

Secretary

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Exhibit 1

Budgeted Item No. See Below

AUTHORIZATION FOR EXPENDITURE

No. 424

August 5, 1969

Project Description

Miscellaneous Requisitions

\$100 - \$1,000

Proposed by: Various
(Department Head)

Department: Various
(Number)

Project Cost Estimate and Analysis

Req. No.	Description	Budget No.	Purchase or Contract	Labor and Materials	Total	Fo Acc Der
3302-385	1-Proto Torque Wrench	69-4-1	131.67		131.67	
Estimated Total Cost -					131.67	

Pursuant to Section 510 of the Trust Indenture the purposes of the expenditure proposed herein are as stated above.

V. L. Black
(Authorized Officer)

Approved By:
Amund Nelson
(General Manager)

certify that the expenditure proposed herein represents actual requisitions to, replacements of or betterments to physical property, and that the value thereof will be at least equal to the cost thereof.

Michael Gallagher
(Engineer)

Authorized by the District:
AUG 19 1969

William E. Killogg
Assistant (Secretary)

BLUE & WHITE BUS COMPANY

210 EAST 121ST STREET

LOS ANGELES, CALIFORNIA 90061

PHONE: 756-5936

August 4, 1969

Board of Directors
Southern California Rapid
Transit District
1060 South Broadway
Los Angeles, California 90015

Gentlemen:

Blue and White Bus Company has been operating the common carrier bus lines in South-Central Los Angeles since January, 1968. At that time, the operations of two former carriers were consolidated with the hope that transit service to the public could be improved. Some progress has been made in this direction. However, we feel that the overall public transportation system in this area as presently constituted is greatly inadequate.

The deficiency in transit service most apparent is the lack of transfer privileges with the buses of the Southern California Rapid Transit District, and the lack of through service from this suburban area to downtown Los Angeles. In view of this situation, we are requesting that your Board recognize the woeful inadequacy of transit facilities in the South-Central area of Los Angeles and meet with us to find solutions to these problems. We would suggest that the Southern California Rapid Transit District consider the following:

- 1) A suitable route, or routes, to be operated by Blue and White providing express bus service from this area into downtown Los Angeles.
- 2) A joint-fare and transfer arrangement between the lines of Blue & White and those of the S.C.R.T.D.

Blue and White is presently operating approximately one million bus miles per annum and transports 10,000 riders daily. The area of service extends from Slauson on the North to Compton Boulevard on the South and from Broadway on the West to Pacific Boulevard on the East. The region is one of above-average population density and the demand for improved transit facilities increases with the growth of the area. Communities served include Compton, Florence, Huntington Park, Watts, Willowbrook and South Los Angeles.

BLUE & WHITE BUS COMPANY

210 EAST 121ST STREET

LOS ANGELES, CALIFORNIA 90061

PHONE: 756-5936

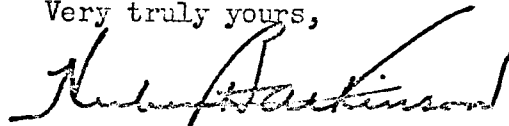
Board of Directors
Southern California Rapid
Transit District
1060 South Broadway
Los Angeles, California 90015

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We are ready to undertake immediate discussion of the subject matter outlined above. It would seem apparent that the only alternative to a resolution of these proposals would be for the District to acquire the operations of Blue and White.

Your very early reply will be greatly appreciated.

Very truly yours,



Herbert B. Atkinson
Manager

HBA/lr

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

General Manager's Report
For Board Meeting, August 19, 1969

We witnessed two important developments in transit during the past two weeks.

At the State level, as you know, Assembly Bill 2136 - the Lanterman Bill for the one-half per cent sales tax - passed the Senate on August 8 by a vote of 21 to 9. Twenty-one votes were needed for its adoption by the Senate. It is interesting to note that 6 of the 9 votes were by Senators from the District's service area. The Bill is now on Governor Reagan's desk for signature, and we are hopeful and expect the Governor will sign it next week. The successful passage of this Bill was only possible through the efforts of a number of people and organizations. The list is too lengthy to relate here. I do want to express my sincere thanks, though, to everyone who helped, including all of our Board members. We are now proceeding with preliminary plans for implementing the ground rules for administration of the sales tax funds. We have already had one meeting with the Business and Transportation Agency, who is going to administer the funds, in preparing rules governing the operation of the fund.

At the Federal level, President Nixon's Transportation Program has been sent to Congress. I am sure you have picked this up in the press.

The President's proposal provides for \$10 billion out of the general fund, over a 12-year period, to help in developing and improving public transportation in local communities. The program would help to replace, improve and expand local bus, rail and subway systems, as well as aid in developing and modernizing facilities. Private as well as public transit systems would be aided. First funds, under the proposed \$10 billion program, would come 1971 fiscal year with a \$300 million allocation; \$400 million would be budgeted in 1972; \$600 million in 1973; \$800 million in 1974; and \$1 billion every year, for eight years, beginning in 1975. The Department of Transportation would have contract authority to commit monies in advance under the President's program. This is the area that needs interpretation, and as President of the ATA, Mr. S. A. Caria, says, the question remaining to be answered is whether the contract authority provisions, that is with the Department of Transportation, will enable the municipalities and other bodies, which will find it necessary to go to the voters on referendum for the required authority, to issue bonds to finance long-time capital projects. That is subject to interpretation. It is not, of course, as desirable legislation as a transit trust fund, similar to a highway fund, would be. However, it is a recognition of the needs for rapid transit at the federal level which is certainly encouraging. The 12½ per cent limitation, which District President Bill and I recommended modifying in our statements submitted to the Senate subcommittee, would be changed under the President's proposal. Instead of 12½ per cent, 15 per cent would be authorized for any one state, the allocation being discretionary.

This certainly is not the Transit Trust Fund, as I have stated, we hoped for, but it is a step in the proper direction. And with recognition, by the Administration, of the need for federal involvement, public transit certainly will benefit.

The Brotherhood of Railway Clerks ratified their agreement with the District on August 6 and arrangements have been made to make retroactive pay next Friday, August 22. The United Transportation Union members' retroactive pay was made on August 8, and these, of course, as you know, are three year agreements. As you know, both agreements were approved, retroactive to June 1. I believe you are all aware that the Amalgamated Transportation Union matter has been referred to a Fact Finding Commission appointed by the Governor on August 8. The Commission members include Morris Myers, Chairman, Adolph Koven and Melvin Lennard, members. They are all attorneys, Mr. Myers and Mr. Koven being San Francisco attorneys, and Mr. Lennard practices law in Beverly Hills. All three men are well-known arbitrators. The Commission met with the Union and the District's negotiating team all day last Sunday, August 17. The Fact Finding Commission requested the negotiating teams to meet with the State Conciliator, Lewis Gilbert, on Monday through Thursday of this week. Each side will then make their presentation to the Commission on Friday and Saturday and Sunday. We are hopeful, and I know that they will be of considerable help in resolving this rather difficult problem.

It is expected that token sales will rise when the Exact Fare plan is placed into effect. Members of the staff have been making contact with companies and agencies seeking agreements for the sale of tokens. Those being contacted include the Bank of America, Thrifty and Sav-on Drug Stores. As a matter of fact, I am having lunch today with the President of Sav-on Drug and we hope that we can maybe finalize the agreement with the Sav-on Drug people. These sales, of course, would be on a non-commissionable basis.

The California Association of Publicly Owned Transit Systems (CAPOTS) is holding its annual meeting next Friday, August 22, in San Diego, and I plan to attend along with several other members. This is the organization that your Board authorized membership in just several months ago.

District staff members are participating in efforts to expedite development of the Master Plan sought by the Southern California Association of Governments (SCAG) and the Transportation Association of Southern California (TASC). It is hoped that, from this planning effort, transportation projects can proceed under the plan envisioned in the State Senate Concurrent Resolution 67. This procedure appears essential in light of reservations expressed by the federal Department of Transportation concerning the tentative application for funding of the SCR-67 study. District staff also have been working with the State Transportation Agency and the Los Angeles Regional Transportation Study, that is LARTS, staff in modifying the language of the preliminary application.

Next Monday, August 25, a French delegation of some 20 people from Lyon and Marseille, France, will visit our property. An informal program for the group is being planned by the staff during the afternoon, after their arrival from Mexico that morning. The principal purpose of the group's visit is to study rapid transit proposals and to gather other information and transportation ideas and material. We will show them our properties in a modern air-conditioned bus. We are fortunate in having the operator of the bus who, we found, speaks French fluently. That's next Monday. We are meeting them at the airport at 10:30 a.m. and after they go through customs, we are going to take them to Sheraton West where they are staying, and then at 2:00 p.m. bring them over here in this Board room and give them a brief on what our plans and proposals are, and get them back to the hotel. This is Pierre Weil. He is General Manager of Paris Transport, and it's the cities of Lyon and Marseille. They plan to build an urban rail transit in that general area to Paris. I have a list of people here.

That completes my report.