

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

August 4, 1970

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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 4, 1970, at which time President Herbert H. Krauch 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, Michael E. Macke, Don C. McMillan, Thomas G. Neusom and Douglas A. Newcomb were present. Director Norman Topping was 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; Secretary Virginia L. Rees; and the public.

Approval of Minutes

The Minutes of the Regular Meeting held July 7, 1970 were approved.

Board of Directors Recessed in Executive Session at 10:05 a.m.

The Board of Directors recessed in Executive Session in the Conference Room at 10:05 a.m. to discuss personnel matters.

The Board Meeting was reconvened at 11:10 a.m., with Directors Kermit M. Bill, Charles E. Compton, A. J. Eyraud, Jr., Leonard S. Gleckman, David K. Hayward, Herbert H. Krauch, Michael E. Macke, Don C. McMillan, Thomas G. Neusom and Douglas A. Newcomb responding to Roll Call.

Certificate of Merit

Director Hayward presented the District's Certificate of Merit to Jerry Reyna Hernandez, Operator-of-the-Month for July, 1970, in recognition of the outstanding courtesy displayed by Mr. Hernandez toward his passengers and the public.

Temporary Route Diversions

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

RESOLUTION NO. R-70-178

RESOLVED, that the temporary route diversions caused by construction work affecting Lines 46, 76, 99, 109, 127 and 176, as described in report dated July 27, 1970 filed with the Secretary, be and the same are hereby ratified and approved.

Changes in Bus Stop Zones

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

RESOLUTION NO. R-70-179

RESOLVED, that the report dated July 27, 1970 relating to bus stop changes, filed with the Secretary, be and the same is hereby ratified and approved.

Report of Purchasing Agent - Statement of Material & Supplies Account

Pursuant to Section 8.3 D of the Rules and Regulations, the Purchasing Agent's Statement of Material & Supplies Account for the Month of June, 1970 was presented to the meeting and was ordered "Received and Filed." A copy of the Statement is filed with the Secretary.

Approval of Payment of Annual Membership Dues - Institute For Rapid Transit

After discussion, on motion of Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-180

RESOLVED, that the District's Class III membership in the Institute For Rapid Transit be and hereby is renewed for the fiscal year commencing July 1, 1970 in the amount of \$2,500.00;

RESOLVED FURTHER, that the Treasurer and/or Assistant Treasurer be and he hereby is authorized to pay said annual membership dues of \$2,500.00 for the fiscal year commencing July 1, 1970.

Approval of Payment of Annual Membership Dues -
California Association of Publicly Owned Transit Systems

After discussion, on motion of Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-181

RESOLVED, that the District's membership in the California Association of Publicly Owned Transit Systems be and hereby is renewed for the period of August 1, 1970 through June 30, 1971 in the amount of \$2,750.00;

RESOLVED FURTHER, that the Treasurer and/or Assistant Treasurer be and he hereby is authorized to pay said membership dues of \$2,750.00 for the period of August 1, 1970 through June 30, 1971.

Approval of Filing with Urban Mass Transportation Administration of an Application for a Managerial Training Programs Grant

Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, announced that the Committee this morning had reviewed the filing of an application with DOT for a Managerial Training Programs Grant, but referred the matter to Director Newcomb, Chairman of the Personnel & Administrative Procedures Committee, for report and recommendation.

Chairman Newcomb reported that the Personnel & Administrative Procedures Committee had evaluated and heartily endorsed the proposal to submit an application to the Department of Transportation for a Managerial Training Programs Grant for the establishment of three training programs in January, 1971 for District personnel; i.e.,

1. A two-year management training program, leading

to a Transportation Administration Certificate, to prepare outstanding employees for managerial positions.

2. A program of specific courses to improve the capabilities of employees in work for which there is an immediate demand.
3. A tuition reimbursement program to enable technical and managerial staff to acquire knowledge of specialized areas that will improve performance of current duties and responsibilities.

Chairman Newcomb further stated that broad District training programs are vitally needed to strengthen managerial performance in carrying out current public transportation responsibilities and to prepare the District's staff to implement the important new programs anticipated under the new federal transit aid legislation. The need for these training efforts has become acute because of the large number of District employees in middle and top management positions eligible for retirement within the next five years.

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

RESOLUTION NO. R-70-182

UMTA APPLICATION
MANAGERIAL TRAINING PROGRAMS

Resolution authorizing the filing of an application with the Department of Transportation, United States of America, for a managerial training programs grant under the Urban Mass Transportation Act of 1964, as Amended.

WHEREAS, the Secretary of Transportation is authorized to make managerial training programs grants to local public agencies;

WHEREAS, the contract for financial assistance will

impose certain obligations upon the applicant, including the provision by it of the local share of the program costs;

WHEREAS, it is required by the U. S. Department of Transportation in accordance with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for Assistance under the Urban Mass Transportation Act of 1964, as Amended, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U. S. Department of Transportation requirements thereunder;

WHEREAS, the Southern California Rapid Transit District anticipates retirement of over 22 percent of its non-contract personnel and 44 percent of top management staff within the next five years, making it necessary to replace eighty-three (83) key personnel within a limited period of time;

WHEREAS, on-the-job training programs of the District need to be supplemented with college level courses to prepare personnel for advancement and broaden the capabilities of supervisory, managerial and technical staff in their current positions;

WHEREAS, the Federal Urban Mass Transportation Act of 1964, as Amended, provides in Section 10 for assistance to local public agencies, in the form of training grants;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Southern California Rapid Transit District

1. That the General Manager is authorized to execute and file application on behalf of the Southern California Rapid Transit District with the U. S. Department of Transportation under the Urban Mass Transportation Act of 1964, as Amended, proposing the approval of a managerial training programs grant in the approximate amount of \$50,070.00 for implementation of training programs to be initiated through local colleges and universities over a two-year period; form of application subject to approval of the General Counsel.
2. That the General Manager is authorized to execute and file with such application an

assurance or any other document required by the U. S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

3. That the General Manager is authorized to expend District funds to the amount of \$12,518.00 as the local share of the cost of the training programs.
4. That the General Manager, or the Assistant General Manager for Rapid Transit Development, is authorized to furnish such additional information as the U. S. Department of Transportation may require in connection with the application or programs.

Ontario Motor Speedway - Establishment of Expedited Services
On Line No. 60 and of Premium Fares Thereon

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-70-183

WHEREAS, construction is nearing completion on the Ontario Motor Speedway located north of the San Bernardino Freeway between Milliken and Haven Avenues, in the City of Ontario, a point approximately 40 miles east of the City of Los Angeles and approximately 20 miles west of the City of San Bernardino; and

WHEREAS, the inaugural California 500 Miler is scheduled for Sunday, September 6, 1970 at the said Ontario Motor Speedway, with an estimated attendance of between 160,000 and 200,000, and time trials and qualifying heats are scheduled to commence on Saturday, August 22, 1970; and

WHEREAS, the District's Line No. 60 services between Los Angeles-Riverside, San Bernardino and Redlands operate directly along the San Bernardino Freeway southerly of and in front of the Speedway; and

WHEREAS, since there is no public transportation in the Speedway area other than that provided by District's Line No. 60, the District has received

many requests from the Speedway organization and the City of Ontario for consideration of the establishment of a transit type bus service to said facility; and

WHEREAS, the District staff has completed a comprehensive study to provide service to the Speedway and recommends that such service be provided only during major events and that a premium fare be established for such service due to the distances involved and attendant higher costs of operation; and

WHEREAS, the Surface Operations Committee on August 3, 1970 considered General Manager Samuel B. Nelson's report dated July 30, 1970, together with memorandum dated July 29, 1970 of H. C. Beardsley, recommending the establishment of expedited services via Line No. 60 to serve the Ontario Motor Speedway at premium fares, effective as of August 22, 1970, all as more particularly described in said report dated July 30, 1970, a copy of which is filed with the Secretary; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation, but recommended that the official route descriptions and tariff revisions outlined in said report dated July 29, 1970 be made effective August 4, 1970 and operative as of August 22, 1970 or prior thereto if such need arises;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to establish expedited services via Line No. 60 to serve the Ontario Motor Speedway, in the City of Ontario, as discussed at this meeting and as described in report dated July 30, 1970 filed with the Secretary, effective as of August 4, 1970 and operative as of August 22, 1970 or prior thereto if such need arises; 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 adopted November 5, 1964, as amended, to reflect the revisions in route above authorized;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to modify the District's

Line No. 60 Tariff to provide for the premium fares on the hereinabove authorized expedited services to the Ontario Motor Speedway, as more particularly described in said report dated July 30, 1970, likewise to be effective as of August 4, 1970 and operative as of August 22, 1970 or prior thereto if such need arises.

Approval of Amendment of Purchase Letter Agreement with The Flexible Company Covering Purchase of 200 Buses, to Provide for Purchase & Installation of Five (5) Disc Brake Systems on Five Buses for Test Purposes

After discussion, on motion of Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-184

WHEREAS, by Resolution No. R-70-135 adopted June 23, 1970 a Purchase Letter Agreement was entered into by the District with The Flexible Company covering the purchase of 200 51-passenger transit type buses at a total estimated contract price of \$8,150,861.00, including selected alternates, sales tax and delivery charges; and

WHEREAS, by letter dated July 2, 1970 The Flexible Company has offered to install a prototype disc brake system for test purposes on a maximum of five of said buses being purchased under said Purchase Letter Agreement at an additional cost of \$1,293.71 per bus, or a total of \$6,468.55; and

WHEREAS, the Surface Operations Committee on August 3, 1970 and the Finance & Governmental Affairs Committee on August 4, 1970 considered General Manager Samuel B. Nelson's report dated July 30, 1970 recommending that the purchase letter agreement dated June 23, 1970 between the District and The Flexible Company covering the purchase of 200 buses be amended to provide for the purchase and installation of disc brake systems on five of said buses for test purposes at an additional cost of \$1,293.71 per bus, or a total of \$6,468.55, subject to approval of the specifications therefor by the Urban Mass Transportation Administration; form of amendment to agreement subject to approval of the General Counsel; and

WHEREAS, General Manager Nelson advised the Committees that since modern buses have increased in size and weight and are capable of greater speeds, it is of prime importance that braking systems be improved and that the District Staff has recommended approval of the Flxible offer; and

WHEREAS, the Surface Operations Committee and the Finance & Governmental Affairs Committee have concurred in General Manager Nelson's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the District an amendment to Purchase Letter Agreement dated June 23, 1970, between the Southern California Rapid Transit District and The Flxible Company covering the purchase of 200 - 51-passenger transit type buses to provide for the purchase and installation of disc brake systems on five of said buses for test purposes at an additional cost of \$1,293.71 per bus, or a total of \$6,468.55, subject, however, to the prior approval of the specifications therefor by the Urban Mass Transportation Administration; form of amendment to agreement subject to approval of the General Counsel.

Approval of Amendment to Letter Agreement dated June 3, 1970
with Lybrand, Ross Bros. & Montgomery, Certified Public
Accountants, Covering Review of Controls and Accounting
Procedures for Exact Fare Revenues

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-70-185

WHEREAS, by Resolution No. R-70-125 adopted June 9, 1970 letter agreement dated June 3, 1970 was entered into between the District and Lybrand, Ross Bros. & Montgomery, Certified Public Accountants, covering a review of the controls and accounting procedures for the Exact Fare revenues, at a cost not to exceed \$2,500.00; and

WHEREAS, the Surface Operations Committee on August 3, 1970 considered and concurred in General Manager Samuel B. Nelson's report dated July 30, 1970 recommending that said letter agreement dated June 3, 1970 with Lybrand, Ross Bros. & Montgomery be amended to include in the review of the controls and accounting procedures for the Exact Fare revenues the handling and selling of monthly passes, tickets and other forms of cash sales since proceeds from such sales involve large sums of cash, at an additional cost not to exceed \$1,500.00; form of amendment subject to approval of the General Counsel;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the District an amendment to letter agreement dated June 3, 1970 with Lybrand, Ross Bros. & Montgomery, Certified Public Accountants, to include in the review of the controls and accounting procedures for the Exact Fare revenues the handling and selling of monthly passes, tickets and other forms of cash sales, at an additional cost not to exceed \$1,500.00; form of amendment subject to approval of the General Counsel.

Amendment of Resolution No. R-70-169 Re Acquisition of Property Adjoining Division No. 9 in El Monte, and Adoption of Condemnation Resolution Relating Thereto

After discussion, on motion of Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-186

RESOLVED, that the portion of Resolution No. R-70-169 adopted July 21, 1970 set forth hereafter:

"NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to obtain an appraisal of, and to enter into negotiations, in conjunction with the State of California, for the purchase of that certain improved property adjoining the District El Monte Division No. 9, more particularly described as follows:"

be and hereby is amended to read as follows:

"NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to obtain appraisals of, and to enter into negotiations in conformance with the condemnation and related purchase procedures of the State of California, for the purchase of that certain improved property adjoining the District El Monte Division No. 9, more particularly described as follows:"

and said Resolution No. R-70-169 in all other respects remains in full force and effect.

After discussion, on motion of Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, the following resolution was adopted:

RESOLUTION NO. R-70-187

RESOLVED, that the Southern California Rapid Transit District does hereby find and determine that the public interest, convenience and necessity require the acquisition of the fee simple absolute title, unless a lesser estate is described herein, in and to the property hereinafter described for a public use; namely, for use as a site for a transit yard. That said acquisition is necessary and proper for the extension, improvement and development of the District. That the said property is necessary for such public use and purpose and is a use authorized by law, and that such proposed public improvement and use are located in a manner which will be most compatible with the greatest public good and the least private injury.

RESOLVED FURTHER, that the General Counsel of the Southern California Rapid Transit District be and he is hereby authorized, empowered and directed to institute eminent domain proceedings in the Superior Court of the State of California, in and for the County of Los Angeles, for the purpose of acquiring the fee simple absolute title, unless a lesser estate is described herein, in and to the said following described property for said public use. That the General Counsel be and he is hereby further authorized and empowered to hire such independent appraisers and other expert witnesses as may appear to him to be in the best interests of the District, to acquire title reports and policies, and to take whatever other actions as are necessary,

including but not limited to proceedings before the State of California Public Utilities Commission, to acquire the fee simple absolute title, unless a lesser estate is described herein, in and to the said following described property.

That said real property is situated in the City of El Monte, County of Los Angeles, State of California, and is more particularly described as follows:

That portion of Lot 2, of Tract 883, in the City of El Monte, in the County of Los Angeles, State of California, as per map recorded in book 18 page 39 of Maps, in the office of the county recorder of said county, described as follows:

Commencing at the northeast corner of said lot; thence south along the east line of said lot, a distance of 53.20 feet; thence west parallel with the north line of said lot to the westerly line of said lot and the true point of beginning for this description; thence east parallel with the north line of said lot, a distance of 265.00 feet; thence south parallel with the east line of said lot, a distance of 95.00 feet to the northerly line of the land conveyed to W. W. McClure by deed recorded in book 6296 page 314 of Deeds, records of said county; thence westerly along the northerly line of the land so conveyed, 295.53 feet, more or less, to the northwest corner thereof; thence northeasterly along the westerly line of said lot, a distance of 99.92 feet to the true point of beginning.

TOGETHER WITH

That portion of Lot 2, of Tract 883, in the City of El Monte, in the County of Los Angeles, State of California, as per map recorded in book 18 page 39 of Maps, in the office of the county recorder of said county, described as follows:

Beginning at the northeast corner of said lot; thence south along the east line of said lot, a distance of 68.20 feet; thence west parallel with the north line of said lot, 150 feet; thence south parallel with the east line of said lot, a distance of 80 feet to a point in the northerly line of the land conveyed to W. W. McClure by deed recorded in book 6296 page 314, of Deeds, records of said county; thence westerly along the northerly line of the land, so conveyed 139.23 feet to a point on said northerly line, distant

easterly thereon 345.53 feet from the northwest corner of said land described in said Deed, being the true point of beginning of this description; thence westerly along said northerly line 50 feet; thence northerly parallel with said east line 80 feet; thence easterly parallel with said north line of said lot 50 feet to a line parallel with said east line of said lot, which passes through the true point of beginning thence southerly along said parallel line 80 feet to the true point of beginning.

TOGETHER WITH

All easements or other rights affecting this property whether encumbering, augmenting, appurtenant or in gross.

EXCEPTING THEREFORM all interest in oil, oil rights, minerals, mineral rights, natural gas, natural gas rights, and other hydrocarbons by whatsoever name known that may be below the upper 100 feet of the subsurface of the parcel of land hereinabove described, together with the perpetual right of drilling, mining, exploring and operating therefor and removing the same from said land or any other land, including the right to whipstock or directionally drill and mine from lands other than those hereinabove described, oil or gas wells, tunnels and shafts into, through or across the subsurface of the land hereinabove described, and to bottom such whipstocked or directionally drilled wells, tunnels and shafts under and beneath or beyond the exterior limits thereof, and to redrill, retunnel, equip, maintain, repair, deepen and operate any such wells or mines, without, however, the right to drill, mine, explore and operate through the surface or said upper 100 feet of the subsurface of the land hereinabove described or otherwise in such manner as to endanger the safety of any improvements that may be constructed on said lands.

Report of Vice-President Thomas G. Neusom on Express Busway Meetings in Washington, D. C. on July 30, 1970

Vice-President Thomas G. Neusom reported as follows on the trip Director Gleckman and he made to Washington, D. C. in response to the Board's action on July 21, 1970:

"On July 30, Mr. Gleckman and I, accompanied by Jack Stubbs, attended a meeting at the Urban Mass Transportation Administration. Those present from UMTA were George Haley, Chief Counsel; Carroll Carter, Assistant Administrator for Public Affairs; Ted Munter, Counsel; and Peter Stowell, Transportation Representative from Mr. Hurd's office.

All of the UMTA personnel were generally familiar with our busway application. In fact, they had had a staff meeting that morning at which it had been discussed. Messrs. Munter and Stowell had a more detailed knowledge of the application and the history of the project.

The key points coming out of the meeting were:

1. UMTA is favorably inclined toward the busway project, and we used that language because even though there were other things indicated, we feel that this is generally accurate, and if there's any desire to get the actual specific statements made, we can inform you as to what they said.
2. UMTA feels that the principal problem to concluding this project appears to be with the California Division of Highways.
3. It would be legally possible for them to assist in financing the items set forth in our application. In fact, they would consider participation in other items.
4. UMTA can make no commitment of funds at this time because the source of all project funds has not been determined and they have a maximum of \$19 million in capital project funds available to California for Fiscal Year 1971.
5. At our request they are sending Mr. Stowell to Los Angeles on August 13 for a meeting between all involved agencies.

With respect to the availability of UMTA capital funds, there are other factors of significance. If the new UMTA bill now pending in the Congress is enacted, UMTA sees no problem in having the capital funds available for the busway.

There is also a possibility for financing a portion

"from the Emergency Fund of \$12 million created in 1964. This fund which financed the federal portion of the capital costs of our Exact Fare Program is almost depleted. However, the House Appropriations Committee replenished the fund bringing it back to \$12 million. The Chief Counsel's Office is of the opinion that the replenishment was not lawful and recommends against using this fund for capital projects pending an opinion from the Comptroller General.

Another factor determining the extent of UMTA participation is the TACV system being proposed by the Los Angeles Department of Airports. Should this project commence during the next year, the busway and the TACV line would be in competition for capital funds.

Immediately following our call at UMTA Mr. Gleckman and I met with Ted Holmes, coordinator of our busway project for Mr. Turner; Don Morin from the Urban Planning Division of the Bureau of Public Roads; and Robert McManus, UMTA Assistant Administrator for Program Planning. Jack Stubbs and Fred Burke accompanied us.

We had a very frank discussion of the entire project and its financing. The Federal Highway Administration expressed its desire to move ahead on our busway, but sensed that the State Division of Highways has a lack of enthusiasm for it.

The BPR has some reservations which they believe can be resolved. Specifically, they mentioned a concern that too much was being given to the Southern Pacific for their role in the project. The BPR believes that a one-lane busway would be both feasible operationally and cost less to build. They also expressed the concern that costs could be trimmed. On this latter point, we stated we were confident that our staff would welcome their suggestions for cutting costs from the project.

The BPR is not prepared to make any commitment until the Project Report by the State Division of Highways has been received. Thus far, it has not been received by Washington, and parenthetically, they also indicated that they felt there should be some extended informal discussions of the proposed project report before it is submitted formally because they feel that's the better way to do it, and I think we have to concur in that.

"One of the major points resulting from our meeting was their answer to a direct question from us. We asked them if the BPR 'would be receptive to a written recommendation from the California Division of Highways that the entire 11-mile roadway be financed with 90-10 funds.' Mr. Holmes stated that 'the BPR would be very receptive' to the recommendation. He was careful to point out that this does not mean approval, but simply that this type of recommendation would be given careful consideration in Washington. The inference was that at this point in their attitudes it's something that they could consider favorably.

We were also advised that it would be possible to finance those portions of the roadway not funded by 90-10 funds with 50-50 funds. However, the BPR recognized the practical difficulty we would have in securing aid from the Division of Highways on this basis.

At our request, Mr. Holmes agreed to have Mr. Morin and another party from the BPR attend the meeting to be held in Los Angeles on August 13.

In general, both Mr. Gleckman and I are very encouraged by our meetings and we look forward to the joint discussions with the Division of Highways, UMTA, BPR and the District to be held on August 13. We have developed some momentum from these meetings and intend to keep the initiative with a view to gaining an early final agreement on financing.

Turning to other subjects, we can report that the \$5 billion transit aid bill is scheduled for hearing in the House Rules Committee today. If all goes well, it could be voted on by the House before the three-week recess beginning August 14.

Mr. Gleckman and I met with Congressman Hawkins to discuss some type of federal assistance for the operation of the Blue & White lines should the District operate that service. Mr. Hawkins will write to UMTA requesting that all approaches to the problem be fully explored. We also discussed this problem with Harold Williams, Director of the Office of Civil Rights at UMTA. Mr. Williams will also explore the availability of federal assistance from within UMTA.

Both of the gentlemen were very certain that we could provide better service, that there was some

"possible assistance in the operation for that area that could be provided by the federal government, and that they would do everything in their power to make sure it was made available to the District. So, I feel that if we go forward with an aggressive action in connection with the area and taking over operations for that area, we can count on federal assistance from both of the gentlemen. Mr. Williams was the gentleman who was here in Watts a month or so ago, and whom we met with. He was very receptive and felt very strongly about being able to assist us.

So, I was very encouraged Mr. President. I think that just the fact that everyone at this point was willing to set up a meeting on very short notice, August 13, and that they would have representatives here to sit at the table and attempt to work out all of the problems is a major step. I feel that the Staff in the briefing which we received prior to our going to Washington, gave us the kind of information that enabled us to get right at the heart of the issue. One of Mr. Gallagher's major suggestions to us was to attempt to set up this meeting to have the people meet around the table, and we were very delighted that we were able to accomplish it in this way on such short notice."

Report by Director of Public Information on ExtraCar Week
in Huntington Park - July 27, 1970

At the request of Director Macke, Chairman of the Public Information & Marketing Committee, Director of Public Information Richard L. Manning reported on the ExtraCar promotion in Huntington Park the week of July 27th. He stated that it was well supported by the community through the efforts of the District Directors, the City Council, the Chamber of Commerce and the Retail Merchants Association. A number of the merchants felt they had gained patronage as indicated by the number of people who came into their stores with the wooden nickels distributed to those who rode the District buses, and the merchants were impressed by the number of patrons who came by bus.

