

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

February 19, 1974

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 February 19, 1974, at which time President Thomas G. Neusom called the meeting to order.

Directors George W. Brewster, Victor M. Carter, A. J. Eyraud, Jr., Adelina Gregory, Jay B. Price, Thomas G. Neusom and George Takei were present. Directors Arthur Baldonado, Hugh C. Carter, Byron E. Cook, and Don C. McMillan were absent from the meeting.

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

Approval of Minutes

The Minutes of the Special Meeting held February 5, 1974 were approved.

Temporary Route Diversions

After discussion, on motion duly made, seconded and

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unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-74-62

RESOLVED, that the temporary route diversions caused by construction work ratified and approved. 7  
55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70 and 71, as described in  
report dated February 11, 1974 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-74-63

RESOLVED, that the report dated February 11, 1974  
relating to bus stop changes filed with the Secretary,  
be and the same is hereby ratified and approved.

Approval of Authorization for Expenditure No. 543

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

RESOLUTION NO. R-74-64

RESOLVED, that Authorization for Expenditure No.  
543, covering the following miscellaneous requisition  
of \$250 and over, 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>Estimated Cost</u>
4400-063	1-16mm Projector	\$626.41

Award of Contract Covering Purchase of 220 Digital Transmitter  
Identification Units and Decoder - Removed from Agenda

President Neusom announced that Agenda Item No. 5 reading  
as follows, was removed from the Agenda:

"Consider award of contract to the lowest responsible  
bidder covering purchase of 220 digital transmitter  
identification units and decoder; form of contract

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subject to approval of the General Counsel.

"This purchase will be funded in part by a grant from the California Council on Criminal Justice."

Award of Contract to Dearth Machinery Company Covering

Purchase of One 3-Wheel Dump Sweeper

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-74-65

WHEREAS, under Resolution No. R-73-343 adopted November 20, 1973, the Purchasing Agent was authorized to call for bids covering the purchase of one 3-yard capacity, 3-wheel dump sweeper at an estimated cost of \$20,000.00, subject to the prior concurrence of UMTA; and

WHEREAS, UMTA concurrence was received on January 11, 1974, and on January 16, 1974 the Purchasing Agent issued invitations to bid (Bid No. 2-7401) to three dealers and on January 18, 1973 caused to be published in the Los Angeles Times notice of the issuance of said invitation to bid; and

WHEREAS, bids were opened on February 1, 1974 with two bids received with the Purchasing Agent certifying Dearth Machinery as the lowest responsible bidder, at an estimated cost of \$18,300.20, including sales tax, as indicated on the Abstract of Proposals attached to these Minutes as Exhibit 1; and

WHEREAS, funds for this purchase are included as a portion of UMTA Project No. CA-03-0049, and in Authorization for Expenditure No. 510 approved by the Board of Directors on November 7, 1972; and

WHEREAS, on February 18, 1974, the Surface Operations and Finance Committees considered and concurred in the General Manager's report dated February 13, 1974, a copy of which is filed with the Secretary, recommending award of contract to Dearth Machinery Company, the lowest responsible bidder under Bid No. 2-7401;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the District a contract with Dearth Machinery Company, P. O. Box 270, Baldwin Park, California, the

lowest responsible bidder (Bid No. 2-7401) covering the purchase of one 3-yard capacity, 3-wheel dump ~~including sales tax; form of contract subject to approval of the General Counsel.~~ Bid Nos. 2119, 2304 and 2369 are 1955.

Authorization to Salvage and Scrap Bus Nos. 2119, 2304 and 2369

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-74-66

WHEREAS, BUS NOS. 2119, 2304 and 2369 are 1955 GMC Model TDH 4801 and have been involved in accidents with damage so severe that the cost for repair would exceed the book value of the unit; and

WHEREAS, the estimated salvage value of parts from these buses would be approximately \$5,985.00 less salvage costs of approximately \$1,434.00; and

WHEREAS, on February 18, 1974, the Surface Operations and Finance Committees considered and concurred in the General Manager's report dated February 13, 1974, a copy of which is filed with the Secretary, recommending that the Purchasing Agent be authorized to salvage and scrap Bus Nos. 2119, 2304 and 2369;

NOW, THEREFORE, BE IT RESOLVED, that the Purchasing Agent be and he hereby is authorized to salvage and scrap three 1955 GMC Model TDH 4801 buses, Nos. 2119, 2304 and 2369, at an estimated salvage value of \$5,985.00; subject to approval of the Consulting Engineer.

Director Victor Carter questioned storing these buses for two years without scrapping them and requested that a procedure be set up where the Board receives regular reports on equipment such as this that is in inventory and decisions made as to

whether to retain it or not.

~~The~~ WHEREAS, the fare zone boundary between Western days of equipment that is not in service.

Approval of Minor Modifications in Fare Zone Boundary in the City of Burbank

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-74-67

Zone 4 and Alameda Zone 5 has been at the intersection of First Street & Palm in the City of Burbank and is applicable on Line Nos. 14, 24, 81 and 122; and

WHEREAS, the completion of the Golden State Freeway and the changing of street patterns in the area make it necessary to relocate the fare zone boundary to the intersection of First Street & Magnolia Avenue, a distance of approximately 300 feet from the previous fare zone boundary; and

WHEREAS, on February 18, 1974, the Surface Operations Committee considered and concurred in the General Manager's report dated February 12, 1973, a copy of which is filed with the Secretary, recommending the relocation of the fare zone boundary to the intersection of First Street & Magnolia, to become effective March 3, 1974;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to make necessary modification in Local Passenger Tariff No. 18 to relocate fare zone boundary between Western Zone 4 and Alameda Zone 5 to the intersection of First Street & Magnolia Avenue in the City of Burbank effective March 3, 1974; subject to approval of the Consulting Engineer.

) Approval of Minor Modification in Fare Zone Boundary on  
Line No. 19

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

RESOLUTION NO. R-74-68

WHEREAS, the fare zone boundard between Linda Vista-Zone 2 and Flintridge-Zone 8 has been at the intersection of Foothill Boulevard and Viro Road and is applicable on Line No. 19; and

WHEREAS, the completion and opening of a segment of the Foothill Freeway in the general vicinity of the present fare zone boundary and the changing of traffic patterns in that area make it necessary to relocate the fare zone boundary to the intersection of Foothill Boulevard and Oak Grove Drive, a distance of approximately 300 feet from the previous fare zone boundary; and

WHEREAS, on February 18, 1974, the Surface Operations Committee considered and concurred in the General Manager's report dated February 12, 1974, a copy of which is filed with the Secretary, recommending the relocation of the fare zone boundary to the intersection of Foothill Boulevard and Oak Grove Drive, to become effective March 3, 1974;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to make necessary

locate the fare zone boundary between Linda Vista-Zone 2 and Flintridge-Zone 8 to the intersection of Foothill Boulevard and Oak Grove Drive effective March 3, 1973; subject to approval of the Consulting Engineer.

Approval of Minor Route Modification on Western Avenue Line  
No. 84

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-74-69

WHEREAS, due to construction work in the vicinity of the certificated turnaround loop in the Hollywood area for Line 84, a temporary routing and layover zone has been used during this period and has been proved superior to the certificated route and better serves the needs of students attending Immaculate Heart College at Franklin & Western Avenue; and

WHEREAS, on February 18, 1974, the Surface Operations Committee, considered and concurred in the General Manager's report dated February 12, 1974, a copy of which is filed with the Secretary, recommending a minor route modification on Western Avenue Line 84 to operate a turnaround loop in the Hollywood area via Hollywood Boulevard, Garfield Place, Franklin Avenue and Western Avenue to Hollywood Boulevard be approved to become effective February 20, 1974;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to make appropriate revisions of the Official Route descriptions adopted November 4, 1964, as amended, to include Second Revised Page 84, to become effective February 20, 1974; subject to prior approval of the Consulting Engineer.

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Consider Findings of Public Hearing Held February 19, 1974,  
Adoption of Revised Resolution No. R-74-16 and Authori-  
zation to File Amendment to District's Request to Purchase  
and Install Electric Generators, Battery Packs, and Related  
1974, to purchase and install diesel powered electric

After discussion, on motion of Director Victor Carter,  
Chairman of the Finance Committee, seconded and unanimously  
carried, the following resolutions were adopted:

RESOLUTION NO. R-74-70  
CERTIFICATION

Findings of Public Hearing held February 19, 1974 in  
connection with the Southern California Rapid Transit  
District's Urban Mass Transportation Capital Grant  
Application, adopted by the District on January 3, 1974,  
generators, battery power packs and other equipment  
necessary to meet the minimum power requirements required  
by District operations in the event of an outage of elec-  
trical energy brought about by the energy shortage.

Thomas G. Neusom, President of the  
Southern California Rapid Transit  
District

HEREBY CERTIFIES THAT, in the development of this applica-  
tion for a Mass Transportation Capital Improvement Grant  
under the Urban Mass Transportation Act of 1964, as amended,  
it:

1. Has afforded adequate opportunity for public  
hearings pursuant to adequate prior notice,  
and has held such hearings, in accordance with  
the requirements set forth by the Urban Mass  
Transportation Administration.
2. Has considered the economic and social effects  
of this proposed project and its impact on the  
environment.
3. Has found that this proposed project is consistent  
with official plans for the comprehensive develop-  
ment of the urban area.



RESOLUTION NO. R-74-16  
(Revised)

Resolution authorizing the filing of an application with Mass Transportation Act of 1964, as Amended, the applicant for a grant under the Urban Mass Transportation Act of 1964, as Amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects;

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs; and

WHEREAS, it is required by the U.S. Department of Transportation in accord 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 give 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:

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 an application on behalf of the Southern California Rapid Transit District with the U.S. Department of Transportation, to aid in the financing, purchase and installation of diesel powered electric generators, battery power packs and other equipment necessary to meet the minimum power requirements required by District operations in the event of an outage of electrical energy brought about by the energy shortage, at an estimated cost of \$340,000.00, with said application requesting eighty per cent (80%) funding by UMTA.
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 Jack R. Gilstrap, General Manager, is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection

with the application or the project.

RESOLUTION NO. R-74-71

an application for assistance under the Urban Mass Transportation Act of 1964, as Amended, for a grant under the Urban Mass Transportation Act of 1964, as Amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects.

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs; and

WHEREAS, it is required by the U.S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of application under the Urban Mass Transportation Act of 1964, as Amended, the applicant give 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:

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

1. That Resolution No. R-74-16, adopted January 3, 1974 and revised February 19, 1974, authorizing the General Manager to execute and file an application with the U.S. Department of Transportation, to aid in the financing, purchase and installation of diesel powered electric generators, battery power packs and other equipment necessary to meet the minimum power requirements required by District operations in the event of an outage of electrical energy brought about by the energy shortage, be and the same is further revised to increase the estimated costs of the project from \$340,000.00 to \$410,000.00.
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 Jack R. Gilstrap, General Manager, is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application on the project (Revised)

Adoption of Revised Resolution Nos. R-74-10 and R-73-349 Concerning District's Capital Grant Application to Acquire and Implement a Run Cutting and Scheduling Computer Software Package (RUCUS)

After discussion, on motion of Director Victor Carter, Chairman of the Finance Committee, seconded and unanimously carried, the following revised resolutions were adopted:

RESOLUTION NO. R-74-10 (Revised)  
CERTIFICATION

Findings of Public Hearing held November 20, 1973 in connection with the Southern California Rapid Transit District's Urban Mass Transportation Capital Grant Application CA-03-0087, adopted by the District on November 21, 1973, comprised of the acquisition and implementation of the Run Cutting and Scheduling Computer Software Package entitled "RUCUS".

Thomas G. Neusom, President of the  
Southern California Rapid Transit District

HEREBY CERTIFIES THAT, in the development of this application for a Mass Transportation Capital Improvement Grant under the Urban Mass Transportation Act of 1964, as amended, it:

1. Has afforded adequate opportunity for public hearings pursuant to adequate prior notice, and has held such hearings, in accordance with the requirements set forth by the Urban Mass Transportation Administration.
2. Has considered the economic and social effects of this proposed project and its impact on the environment.
3. Has found that this proposed project is consistent with official plans for the comprehensive development of the urban area.

RESOLUTION No. R-73-349 (Revised)

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Resolution authorizing the filing of an application with the Department of Transportation, United States of America, for a

) grant under the Urban Mass Transportation Act of 1964, as Amended.

WHEREAS, the Secretary of Transportation is authorized to make Southern California Rapid Transit District.

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs; and

WHEREAS, it is required by the U.S. Department of Transportation in accord 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 give 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:

NOW, THEREFORE, BE IT RESOLVED BY the Board of Directors of the

1. That the General Manager is authorized to execute and file an application on behalf of the Southern California Rapid Transit District with the U.S. Department of Transportation, to aid in the financing of the acquisition and implementation of the Run Cutting and Scheduling Computer Program Package entitled "RUCUS" that has been developed for the U.S. Department of Transportation by the Mitre Corporation, at an estimated cost of \$300,000 with said application requesting 80% funding by UMTA.
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 Jack R. Gilstrap, General Manager, is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application or the project.

Acceptance of Right of Entry from Southern Pacific Transportation Company in Connection with Busway Hospital Station - Removed from Agenda

President Neusom announced that Agenda Item No. 13, reading as follows, was removed from the Agenda:

"Consider:

- a. Authorization of the General Manager to accept right of entry from the Southern Pacific Transportation Company of property required in construction of the University Station; and
- b. Authorization of the General Manager to execute all instruments necessary to complete the transaction; form of documents subject to approval of the General Counsel."

Approval of Acceptance of Right-of-Entry and Easement Required for Construction of the Busway University Station

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-74-72

WHEREAS, in connection with the construction of the Busway University Station, the Trustees of the California State University and Colleges have granted at no cost to the District, a right-of-entry for underground utilities and curb cuts; and

WHEREAS, in connection with the construction, operation and maintenance of the Busway University Station, the State of California, through the Director of General Services, has granted at no cost to the District an easement over and upon a portion of the State's property; and

WHEREAS, on February 18, 1974, the Surface Operations, Advance Planning & Marketing and Finance Committees considered and concurred in the General Manager's report dated February 13, 1973, a copy of which is filed with the Secretary, recommending acceptance of the two aforementioned documents as described more fully on plats filed with the Secretary;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to accept on behalf of the District in connection with the construction of the Busway University Station:

- a. A Right-of-Entry for underground utilities and

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curb cuts from the Trustees of the California State University and Colleges

- b. An Easement from the State of California over and across State property for construction, operation and maintenance of the Busway University Station, a legal description of which is attached to these Minutes as Exhibit 2;

resulted in a system-wide decrease of 25.2% during the month of with form of all documents subject to approval of the General Counsel.

#### Report on District's Energy Conservation Program

Mr. Jack Walsh, Director of Safety and the District's Energy Program Coordinator, presented an update report on the District's Energy Conservation Program, a copy of which is filed with the Secretary. The effective work of the District's monitors has  
January, this compares to Mayor Bradley's goal of 17%. A program is also in effect by the Maintenance Department to reduce diesel fuel consumption by constant engine performance checks. The District's program has been so successful that we have received visits from outside interests, such as representatives of CalTrans, and inquiries from the American Transit Association as to how it has been accomplished.

Director Eyraud complimented Mr. Walsh for his excellent report and President Neusom requested the Secretary to prepare a letter for his signature complimenting the District's Monitors on behalf of the Board of Directors for their efforts.

#### Discussion of Current Fuel Situation

Manager of Operations Heinle summarized the report on the current fuel situation which had been presented to Board Committees

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at meetings on February 18. We are scheduled to receive 91% of our

February diesel fuel allotment from our regular supplier, Texaco, and a reserve allocation from Shell Oil to make up part of the 1962 fuel needs and what we are receiving from Texaco. However, the fuel from Shell is costing about 33¢ per gallon, as opposed to about 19¢ per gallon from Texaco. The District then was able to obtain 50,000 gallons of fuel from State reserves, all but 17,000 gallons required for February. The State, however, would not furnish the remaining 17,000 gallons for Sunday service.

General Manager Pro Tempore Stubbs reported on alternatives being considered on the methods to reduce fuel consumption, which alternatives will be submitted to the Board for consideration, since these are policy decisions. Director Victor Carter stated that he was extremely interested in being present when the contingency plans are submitted for consideration and requested that he be advised in advance when these policies are to be considered.

President Neusom stated it is a shame that we encourage people to use our service and then be short on fuel. We must make every effort to contact everyone possible, including legislators and energy officials in an attempt to obtain sufficient fuel. It was the consensus that Directors would contact all officials possible to obtain sufficient fuel, including the Governor, CalTrans and energy officials.

Director Price requested the staff to look into his idea of buying, building or leasing storage tanks in the harbor area, and also inquired if the staff had investigated the water injection in carburetors which had been outlined in an L.A. Times article recently,

) and suggested that perhaps both of these ideas could be implemented under an UMTA grant. Director Eyraud stated that the storage facilities and costs involved in buying, building or leasing staff should look into the matter of whether or not the water injection idea could be used on diesel engines. Upon inquiry, Mr. Heinle stated that the District is able to store 190,000 gallons of diesel fuel, about enough for two days. After discussion, on motion of Director Price, seconded and unanimously carried, the General Manager was instructed to investigate and report back to the Board on the feasibility and costs involved in buying, building or leasing of storage tank facilities from 1,000,000 to 10,000,000 gallons, and also to furnish a report on the investigation and examination of water injection in engines, with reports to include the possibility of UMTA funding of any such programs.

Director Eyraud inquired if the District was using No. 2 diesel fuel, which is available. Mr. Heinle replied that we are not using No. 2 fuel at present, since buses equipped with the Cummins engines operate out of various locations. He further stated that the staff will look into an alternative of relocating buses with Cummins engines so as to enable the use of No. 2 fuel, and also investigate and test a method of blending both No. 1 and No. 2 diesel fuel.

Setting of Special Meeting of the Advance Planning & Marketing Committee to Receive Presentations on Rapid Transit Community Impact Study

Director Brewster, Vice-Chairman of the Advance Planning & Marketing Committee reported on the status of award of contract to

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a consultant qualified to conduct a rapid transit community impact study in connection with the District's rapid transit development program. At its meeting yesterday this Committee concurred in the General Manager's recommendation that a special Advance Planning and Marketing Committee meeting be set to receive oral presentations from the three consultants who have submitted proposals to conduct this study and then make recommendations for award of contract at the next meeting of the Board. It was the consensus of those Committee members present that a Special Meeting of the Advance Planning & Marketing Committee be held at 9:00 a.m. on Friday, February 22, 1974, to receive these presentations.

#### Operating Report for the Month of January, 1974.

The Operating Report for the month of January, 1974 was presented to the Meeting and was ordered "Received and Filed". A copy of the report is filed with the Secretary.

#### Approval of Modification to Positions Classification and Salary Plan to Establish Two Additional Patrolman Positions

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

#### RESOLUTION NO. R-74-73

WHEREAS, on February 18, 1974 the Personnel Committee considered and concurred in the General Manager's report dated February 15, 1974, a copy of which is filed with the Secretary, recommending establishment of two (2) additional Patrolman positions to provide additional security in the RTD building;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager

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be and he hereby is authorized to incorporate the following changes in the Non-Contract Position Classification and Salary Plan, effective February 19, 1974:

