

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

January 20, 1965

Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a regular meeting in the Board of Supervisors' Hearing Room, 500 West Temple Street, Los Angeles, California, at 10:30 a.m. on January 20, 1965, at which time President Harry A. Faull called the meeting to order.

Directors Mark Boyar, Kermit M. Bill, Robert F. Brandon, Harry A. Faull, Gordon R. Hahn, Leonard Horwin, Don C. McMillan, Douglas A. Newcomb, Martin Pollard and Norman Topping were present. Director Howard P. Allen was absent.

Also present were General Manager C. M. Gilliss; Manager of Operations Cone T. Bass; Treasurer and Auditor H. L. Black; Fiscal Consultant Walter J. Braunschweiger; Chief Engineer Ernest R. Gerlach; Director of Public Relations Jack R. Gilstrap; Thomas J. Reilly of Musick, Peeler & Garrett; Secretary Virginia L. Rees; and the public.

The Minutes of the Regular Meetings held December 16, 1964 and January 6, 1965 were approved.

Report on Los Angeles Regional Transportation Study by
Mr. Edward T. Telford, Assistant District Engineer,
Division VII, State Division of Highways

Mr. Telford discussed in some detail the Los Angeles Regional Transportation Study (LARTS) which had been formalized by agreement between the counties of Los Angeles, Orange, San Bernardino, Riverside and Ventura, the District, and the California Highway Transportation Agency through its Department of Public Works, and various cities in the area, to continue the Study as the continuing, comprehensive transportation planning process required under Federal law as a condition of continued Federal financial participation in highway and transit development programs in the area.

Report and Recommendations of Legislative Committee -
Proposed Legislation to Implement Rapid Transit Program

Upon approval of the ten Directors present, the matter of consideration of the report and recommendations of the Legislative Committee was added to the agenda.

Thereupon Director Pollard, Chairman of the Legislative Committee, presented the Committee's report and recommendations relating to proposed legislation to implement the District's Rapid Transit Program. After a full discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the Report of the Legislative Committee relating to proposed legislation to implement the District's Rapid Transit Program, as discussed at this meeting and as amended to include the comments of several of the Directors of this Board, attached to these minutes as Exhibit 1, be, and the same is hereby adopted.

Certificate of Merit

Director Horwin presented the District's Certificate of Merit to Charles T. Burris, Operator-of-the-Month for January, 1965, in recognition of the outstanding courtesy displayed by Mr. Burris toward his passengers and the public.

Director Pollard was thereupon excused from the meeting.

State Compensation Insurance Fund - Workmen's Compensation Excess Liability

After discussion, upon motion duly made, seconded and unanimously carried, the following resolutions were adopted:

WHEREAS, the Authority (predecessor to Southern California Rapid Transit District) on March 1, 1964 became self-insured with respect to its workmen's compensation insurance; and

WHEREAS, the State Compensation Insurance Fund under Policy No. XS 711-64 provided excess coverage insurance covering the Authority's liability for any workmen's compensation accident or occurrence in excess of \$25,000.00 to a maximum of \$1,000,000.00, effective as of 12:01 a.m., March 5, 1964 to March 1, 1965, at the annual premium rate of \$0.1375 per \$100.00 of the gross payroll, payable annually in advance on the basis of rate times the projected annual gross payroll, with annual adjustments of premium to rate times actual gross payroll, or an estimated annual premium of \$41,250.00; and

WHEREAS, the State Compensation Insurance Fund has offered to provide the District with such excess coverage insurance effective as of 12:01 a.m., November 5, 1964, at the same annual premium rate payable as set forth above;

NOW, THEREFORE, BE IT RESOLVED, that the offer of the State Compensation Insurance Fund to provide the District with such excess coverage insurance effective as of 12:01 a.m., November 5, 1964, at the same annual

RESOLVED, that the report dated January 12, 1965 relating to bus stop zones, filed with the Secretary, be and the same is hereby ratified and approved.

Report of Purchasing Committee

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the Report of the Purchasing Committee for the period of January 6, 1965 through January 19, 1965, as discussed at this meeting and attached to these minutes as Exhibit 2, be and the same is hereby ratified and approved, and the appropriate payments are hereby authorized.

Report of Purchasing Agent - Sales of Surplus, Obsolete or Used Material, Supplies or Equipment

The Manager of Operations reported that pursuant to Section 9.8 of the Rules and Regulations, the Purchasing Agent had submitted a Report of Sales of Surplus, Obsolete or Used Material, Supplies or Equipment for the quarter ending December 31, 1964, a copy of which report is filed with the Secretary.

Approval of Authorization For Expenditure No. 185

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that Authorization For Expenditure No. 185, covering purchase of one Model K 1913 (3-1) RP SP National Cash Register, at a cost not to exceed \$1,196.00, be and the same is hereby approved.

Approval of Authorization For Expenditure No. 186

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that Authorization For Expenditure No. 186, covering construction of staircase between the first and second floors of the Transit District Building, 1060 South Broadway, Los Angeles, at a cost not to exceed \$2,500.00, be and the same is hereby approved.

Approval of Requisition No. TD-920

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that Requisition No. TD-920, covering the purchase of 1,988 Safety Award Pins, at a cost not to exceed \$1,323.30, be and the same is hereby approved.

Approval of Requisition No. TD-922

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that Requisition No. TD-922, covering the purchase of 4,921 District Cap Badges, at a cost not to exceed \$5,108.54, be and the same is hereby approved.

Property South of 3rd Street and West of Gramercy Place -
Acceptance of Offer of Roman Catholic Archbishop
of Los Angeles

After discussion, upon motion duly made, seconded and unanimously carried, the following resolutions were adopted:

WHEREAS, it is the determination of the District that the real property located southerly of Third Street approximately 144.42 feet west of Gramercy Place, in the city of Los Angeles, county

of Los Angeles, state of California, more particularly described as:

The west half of that certain 40.00 foot wide strip of land, in the southeast quarter of Section 23, Township 1 South, Range 14 West, San Bernardino meridian, in the county of Los Angeles, state of California, shown on the map of Van Ness Avenue Square, in said county and state, as per map recorded in book 15 pages 114 and 115 of Maps, in the office of the county recorder of said county as "Los Angeles Railway Company Right of Way" lying between the easterly prolongations of the northerly and southerly lines of Lot 11 in block 1 of said Van Ness Avenue Square,

is not needed for its requirements or for the purpose of carrying out the provisions of the Southern California Rapid Transit District Law, and that such property is not necessary, appropriate, profitable to or for the best interest of the District and the System; and

WHEREAS, the value of said real property consisting of 1,000 square feet was appraised on May 24, 1963 by an independent appraiser at \$3.35 per square foot, or a total of \$3,350.00; and

WHEREAS, an offer in the amount of \$3,300.00 has been received from the adjoining property owner; and

WHEREAS, the General Manager recommends the acceptance of said offer for \$3,300.00;

NOW, THEREFORE, BE IT RESOLVED, that the offer of the Roman Catholic Archbishop of Los Angeles in the amount of \$3,300.00 covering the property above described be, and the same is hereby accepted; subject to the approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager and the Special Counsel be and they hereby are authorized to take any and all actions necessary to complete the sale of said property, and to agree to the normal expenses of the escrow.

Property South of 3rd Street and West of Gramercy Place -
Acceptance of Offer of Roman Catholic Archbishop
of Los Angeles

After discussion, upon motion duly made, seconded and
unanimously carried, the following resolutions were adopted:

WHEREAS, it is the determination of the Dis-
trict that the real property located southerly of
Third Street approximately 144.42 feet west of
Gramercy Place, in the city of Los Angeles, county
of Los Angeles, state of California, more particu-
larly described as:

The easterly 20.00 feet of that certain
strip of land, in the southeast quarter of
Section 23, Township 1 South, Range 14 West,
San Bernardino meridian, in the county of
Los Angeles, state of California, shown on
map of Van Ness Avenue Square in said county
and state, as per map recorded in Book 15,
pages 114 and 115 of Maps, in the office of
the county recorder of said County, as "Los
Angeles Railway Company Right of Way," lying
between the westerly prolongations of the
northerly line of Lot 63 and the southerly
line of Lot 64 of Westminster Square in
said county and state, as per map recorded
in Book 9, page 49 of Maps, in the office
of the county recorder of said County.

Reserving, however, to the District, its
successors or assigns, a right-of-way and
easement for roadway purposes upon, over
and across the easterly 12 feet of said
land, together with all necessary rights
of ingress and egress,

is not needed for its requirements or for the pur-
pose of carrying out the provisions of the Southern
California Rapid Transit District Law, and that such
property is not necessary, appropriate, profitable
to or for the best interest of the District and the
System; and

WHEREAS, the value of said real property con-
sisting of approximately 2,000 square feet was
appraised on May 24, 1963 by an independent
appraiser at \$3.35 per square foot, or a total of
\$6,700.00; and

WHEREAS, an offer in the amount of \$7,050.00 has been received from the adjoining property owner; and

WHEREAS, the General Manager recommends the acceptance of said offer for \$7,050.00;

NOW, THEREFORE, BE IT RESOLVED, that the offer of the Roman Catholic Archbishop of Los Angeles in the amount of \$7,050.00 covering the property above described be, and the same is hereby accepted; subject to the approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager and the Special Counsel be and they hereby are authorized to take any and all actions necessary to complete the sale of said property, and to agree to the normal expenses of the escrow.

Change of Official Position Titles of Subordinate District Personnel

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the General Manager be and he hereby is authorized to change official position titles of subordinate District personnel to conform with the statutory titles of positions in the Southern California Rapid Transit District Law.

Employees - Non-Contract - Establishment of Add'l Secretary II Positions

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the following positions under the Southern California Rapid Transit District Position Classification and Salary Plan be and hereby are established:

<u>Department</u>	<u>Position</u>	<u>Effective Date</u>
2100	Secretary II	1/10/65
3100	Secretary II	1/10/65

Report of Policy Committee - Revision of Committee Structure

Director McMillan, Chairman of the Policy Committee, presented the report and recommendations of the Committee relating to the revision of the Board of Directors' committee structure, a copy of which report is attached to these Minutes as Exhibit 3.

After discussion, upon motion duly made, seconded and unanimously carried, the matter of the adoption of the report and recommendations of the Policy Committee relating to the revision of the Board of Directors' committee structure was directed to be held over until the February 3, 1965 Regular Meeting.

Sale of GMC Diesel Coach No. 2400 - Richfield Bus Company

Upon approval of the nine Directors present, the matter of considering ratification of the sale of used surplus G.M.C. Diesel Coach No. 2400 was added to the agenda. After discussion, upon motion duly made, seconded and unanimously carried, the following resolutions were adopted:

WHEREAS, the Authority (predecessor to Southern California Rapid Transit District) on November 19, 1963 authorized the execution of a brokerage agreement with American-International Bus Exchange, a division of Carson Enterprises, Inc., for the sale of General Motors Model TDM-4515 Suburban Type Coaches, numbered 2400 through 2409; and

WHEREAS, the term of said Agreement entered into on November 20, 1963 expired on November 19, 1964, but under the terms of paragraph 9 thereof, in the event American submitted an offer for the purchase of any of said coaches within one year after the termination of said agreement, American

ment with American-International Bus Exchange, a division of Carson Enterprises, Inc., for the sale of General Motors Model TDM-4515 Suburban Type Coaches, numbered 2400 through 2409; and

WHEREAS, the term of said Agreement entered into on November 20, 1963 expired on November 19, 1964, but under the terms of paragraph 9 thereof, in the event American submitted an offer for the purchase of any of said coaches within one year after the termination of said agreement, American shall be paid a commission of 7% of the total sales price of any of said coaches which are sold; and

WHEREAS, American-International Bus Exchange has submitted to the District an offer of Tacoma Suburban Lines, Inc. of Tacoma, Washington, to purchase three of said coaches; to wit, coaches numbered 2404, 2406 and 2407 (bearing chassis and motor numbers TDM 4515-316, TDM 4515-328 and TDM 4515-329, respectively) at and for the price of \$13,500.00 per coach, as is - where is, less tires, the purchaser to furnish a valid resale certificate pursuant to Revenue and Taxation Code Section 6093; and

WHEREAS, after deduction of the 7% commission payable to American-International Bus Exchange under paragraph 9 of the said brokerage agreement, said sale would result in a net price to the District of \$12,555.00 per coach; and

WHEREAS, the District finds that the fair market value of the said coaches is not in excess of \$12,555.00 per coach, and further finds that the said coaches have become not necessary, appropriate, profitable to or for the best interests of the District and the System, and are not adapted to the proper operation and maintenance of the System;

NOW, THEREFORE, BE IT RESOLVED, that the offer of Tacoma Suburban Lines, Inc. of Tacoma, Washington, to purchase coaches numbered 2404, 2406 and 2407, presented to the District by American-International Bus Exchange pursuant to the terms of paragraph 9 of said brokerage agreement dated November 20, 1963, be, and it hereby is, approved and accepted by the District, subject to the release of the said coaches from the trust created by the Equipment Trust Agreement dated as of March 1, 1958, and subject to the

approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager be, and he hereby is, authorized and directed to take such action as may be necessary in order to obtain the release of the said coaches from the said trust.

Next Agenda - Discussion of Changing Time of Regular Meetings

At the suggestion of Director Topping, the Secretary was directed to place on the agenda for the February 3, 1965 Regular Meeting the matter of discussion of changing the time of the regular meetings from 10:30 a.m. to 9:00 a.m.

Next Regular Meeting

After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the next regular meeting of the District be held at the Board of Supervisors' Hearing Room, 500 West Temple Street, Los Angeles, at 10:30 a.m. on February 3, 1965.

There being no further business, the meeting adjourned.


Secretary

Southern California Rapid Transit District
Report of Board of Directors Legislative Committee, January 20, 1965
Martin Pollard, Chairman

Mr. President:

The recommendations your Legislative Committee present today are predicated on two fundamental conclusions: first, that the job of this Board is to build a comprehensive area-wide rapid transit system which will meet the needs of all sections of our Los Angeles County community as they exist today and will exist in the years to come; secondly, we believe construction on rapid transit to serve the area of greatest need must begin as soon as possible.

We are recommending legislation to launch this two-front assault on the rapid transit dilemma: first, through funds to complete the engineering and public information work on the total area-wide system, the master plan; and secondly, changes in the 1963 Collier-Unruh law to make the in-lieu tax available so that construction can begin early in 1966.

Your Legislative Committee has discussed the District's legislative needs with leaders of the labor unions on the District property, with members of the County Board of Supervisors, with the Mayor Los Angeles, with the president of the Los Angeles City Council and chairman of the Transportation Committee, with officials of the League of California Cities, with Senator Rees and Assemblyman Carrell, and other members of the Los Angeles Legislative Delegation.

We recommend that this Board instruct your Legislative Committee and staff to continue to meet with all agencies, organizations, officials and the public who have a legitimate interest in our objective -- a comprehensive transit system.

The following recommendations for the District's 1965 legislative program are hereby presented for your approval and for submission to the Legislature at the earliest possible date.

#

Southern California Rapid Transit District
Board of Directors Legislative Committee Report
as amended at January 20, 1965 Regular Meeting
Proposed Legislation to Implement Rapid Transit Program

1. It is recommended that the District be authorized to levy a one-half cent per hundred dollars assessed valuation ad valorem on property within the District.

The District has no funds other than farebox revenue. By careful management, the SCRTD has been able to run an efficient bus system without tax support, even though every other major publicly owned transit system in the world is subsidized.

But farebox revenue alone cannot support the bus system and plan and build rapid transit too. The interim tax will provide funds for the planning and development of the mass rapid transit system. The tax will be levied only until other funds are available, either under the "in-lieu" tax discussed under Recommendation 2 below, or the proceeds of bonds become available. At that time the interim tax would no longer be needed.

The tax suggested here would produce approximately \$600,000 per year. This money will finance the detailed engineering and public information work with the communities as required by the District Act prior to building the area-wide master plan rapid transit system. Outside funds for this work were found to be an absolute necessity by the San Francisco Bay Area Rapid Transit District which was supported by a similar tax from 1957 until passage of their \$792,000,000 bond issue in 1962. The San Francisco Bay Area Rapid Transit District's interim tax authorized a 5¢ per hundred dollars ad valorem tax as compared with the 1/2¢ tax requested by the District.

2. It is recommended that the Collier-Unruh Act of 1963 authorizing a one-half of one per cent in-lieu tax for rapid
be amended.

The Los Angeles area is afforded a unique opportunity by the Collier-Unruh Act of 1963. If amended as suggested below, this in-lieu tax law would enable construction to commence in 1966 on that segment of the rapid transit master plan which will serve the area of greatest immediate need, where passenger revenue potential is highest and where detailed engineering is already completed. With in-lieu financing providing \$15,000,000 annually, the District can finance approximately \$300,000,000 in mass rapid transit construction through revenue bonds. Rapid transit will

be in operation on the first leg at the same time other methods of financing the total system are being developed. The in-lieu tax will permit the District to qualify now for Federal financial assistance under existing legislation. Based on an estimated 3,000,000 vehicles in Los Angeles county, the tax will average about \$5.00 per vehicle. With such funds the District can begin to proceed with the first phase of construction. Delay in construction results in increased construction costs of approximately five per cent each year, or for the total system, an increased cost of approximately \$35,000,000 per year. Therefore, it is recommended:

- a. That the "in-lieu" tax, the property tax on automobiles provision in the recent Collier-Unruh bill, be amended to permit these funds to be used to back up bonds issued to build a rapid transit system by continuing the tax as long as bonds are outstanding.
- b. Since the SCRTD Board, unlike the MTA Board, is responsible to the Board of Supervisors and to local city governments through appointments, it would be appropriate to consider allowing the District Board, as well as the Board of Supervisors, to levy the "in-lieu" tax.
- c. Change the boundaries of the District to be coterminous with the County of Los Angeles, which will alleviate the mechanical problems in collection of such a tax. At the present time, the Antelope Valley and San Clemente and Catalina Islands are not included in the District's area. Funds received from taxes attributable to these new areas would be returned to their local governments for use in developing local transit in their areas.

3. It is recommended that legislation be introduced to restore the District to the charter bus business.

At the present time, the Southern California Rapid Transit District is the only public transportation agency in the country excluded from charter bus business. There is a growing need for availability of additional service in this field. The District has support from public and private transit operators for such a legislative request.

4. It is recommended that legislation be introduced to return peace officer status to the District's special agents.

This status was inadvertently taken out of the Act during the transition from the MTA to the SCRTD. The MTA had such powers

which gave the agents authority to act as law enforcement officers in situations connected with operation of the transit system.

5. It is recommended that the present Act be clarified as it pertains to transportation of communication material.

We are asking that language be clarified to enable the District to continue to carry material for the news media in our service area. This consists primarily of editorial copy.

6. Recommendations for technical changes in the Southern California Rapid Transit District Act.

In addition to the above program, the District will be asking for technical changes in the present Act, among which will be items designed to clarify revenue bond procedures, support any changes recommended by the City Selection Committee, and to modify provisions relating to accounting procedures.

REPORT OF PURCHASING COMMITTEE
 FOR PERIOD OF
 JANUARY 6, 1965 THROUGH JANUARY 19, 1965
 TO DIRECTORS OF
 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

APPROVED THE FOLLOWING:

A. REQUISITION OVER \$100, BUT LESS THAN \$1,000:

<u>NO.</u>	<u>VENDOR</u>	<u>COVERING</u>	<u>AMOUNT</u>	<u>A.F.E. NO.</u>
PM-603	HARRY F. HALDEMAN, INC.	2 - JSIQN SCHWANK HEATERS 2 - 40 VA 110/24 VOLT TRANSFORMERS	\$ 216.26	184A

B. VARIOUS REQUISITIONS FOR EQUIPMENT, MATERIALS, SERVICES, ETC., THE APPROPRIATIONS FOR WHICH HAVE PREVIOUSLY BEEN APPROVED

Southern California Rapid Transit District
Report of Board of Directors Policy Committee, January 20, 1965
Don C. McMillan, Chairman

Mr. President:

This report and recommendation of your Policy Committee on the Board committee structure is the summation of several committee meetings and other discussions with Board members over the past two months in an endeavor to develop a program for simplification of Director's committee assignments and coordination of efforts. The Policy Committee, in making the following recommendations, suggests that the committee structure, if adopted, be reviewed at the end of a three-month period.

It is recommended:

1. That the number of Board of Directors regular committees be established at four (4), with a Coordinating Committee to be composed of the chairman of each of the four (4) regular committees, with the District Board President acting as Chairman of the Coordinating Committee.

2. That each of the four (4) regular committees be composed of five (5) Board of Directors members.

3. That the President of the District appoint the Board of Directors members to the respective committees and name the chairman and vice-chairman of each committee.

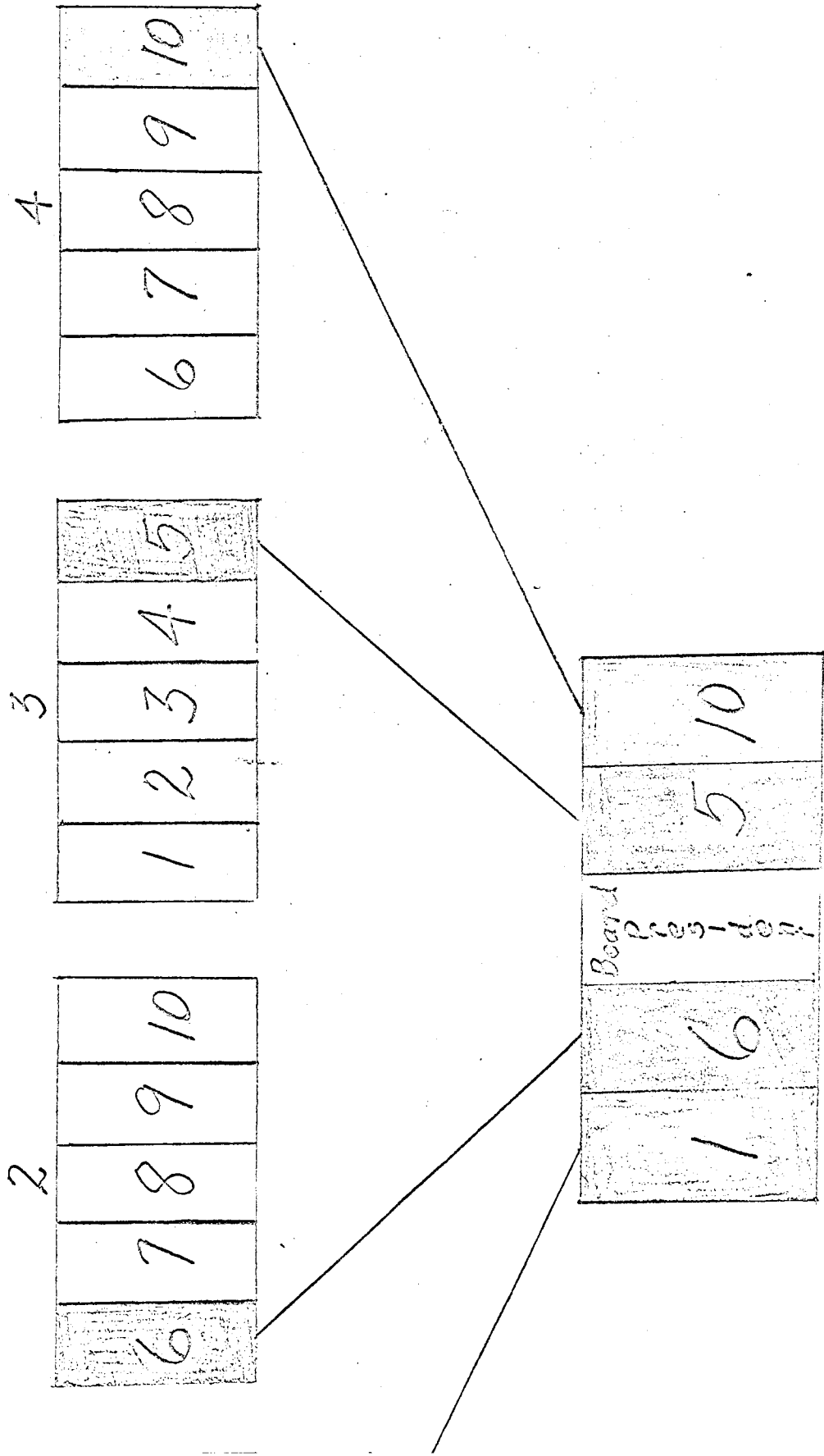
4. That the committees be:

- (1) Operations and Budget
- (2) Legislation and Public Information
- (3) Rapid Transit Planning and Finance
- (4) Personnel and Administrative Procedure
- (5) Coordinating

As Chairman of the Policy Committee, I move adoption of this report.

####

5-Member Committees



would have two regular committee assignments, plus a third
committee chairmen on coordinating committee

BOARD OF DIRECTORS

2
Legislation
and
Public Information

IV Legislation
V Public Information

3
Rapid Transit
Planning-Finance

II RT. Planning
III RT. Financing

4
Personnel
and
Administrative Procedure

VI Personnel
VII Employee Retirement
& Ins.

COORDINATING