

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

June 15, 1966

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 9:30 a.m. on June 15, 1966. In the absence of President Faull, Vice-President Don C. McMillan called the meeting to order and acted as Chairman throughout.

Directors Kermit M. Bill, Mark Boyar, Allan F. Daily, Jr., Gordon R. Hahn, David K. Hayward, Herbert H. Krauch, Don C. McMillan, Douglas A. Newcomb and Norman Topping were present. Directors Howard P. Allen and Harry A. Faull were absent.

Also present were Acting General Manager Cone T. Bass; Assistant General Manager Jack R. Gilstrap; General Counsel Milton McKay; Manager of Operations M. Edwin Wright; Treasurer and Auditor H. L. Black; Fiscal Consultant Walter J. Braunschweiger; Director of Planning and Engineering John Curtis; Director of Public Information John D. Kemp; Secretary Virginia L. Rees; and the public.

Approval of Minutes

The Minutes of the Adjourned Regular Meeting held May 19, 1966 and of the Regular Meeting held June 1, 1966 were approved.

Temporary Route Diversions

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

RESOLVED, that the temporary route diversions affecting Lines 9, 20, 24, 27, 31, 39, 41, 54, 56, 59, 60-F, 81, 83, 83-B, 96, 103 and 113, as described in report dated June 8, 1966 filed with the Secretary, be and the same are hereby ratified and approved.

Changes of Bus Stop Zones

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

RESOLVED, that the report dated June 7, 1966 relating to bus stop changes, 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 June 1, 1966 through June 14, 1966, as discussed at this meeting and attached to these minutes as Exhibit 1, be and the same is hereby ratified and approved, and the appropriate payments are hereby authorized.

Changes in Route Descriptions - Line Nos. 15, 24, 74 & 90

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

RESOLVED, that the Manager of Operations be and he hereby is authorized to make those changes in route on Line Nos. 15, 24, 74 and 90 in the city of San Fernando, as discussed at this meeting and as described in report dated June 8, 1966 filed with the Secretary, effective as of June 20, 1966; subject to the prior approval of the Consulting Engineer;

RESOLVED FURTHER, that the Manager of Operations 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 above changes in route descriptions.

Approval of Contracts Re Operation of Proposed Century Boulevard Line Under Federal Demonstration Grant

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

WHEREAS, the United States Department of Housing and Urban Development (HUD) has approved an application by the Transportation Agency of the State of California (hereinafter called "Agency") for a grant of \$2,700,000 to finance experiments to evaluate the relationship between availability of public transportation and the ability of people in economically distressed areas of south-central and east Los Angeles to secure employment; and

WHEREAS, as a part of said program, the Agency has requested the Southern California Rapid Transit District to establish on or before July 5, 1966, for a two-year period, an experimental bus line on the general alignment of Century Boulevard between Alameda Street and the Los Angeles International Airport, as described in report dated June 13, 1966 presented to this meeting and filed with the Secretary; and

WHEREAS, since the proposed Century Boulevard Line may operate through service areas of Atkinson Transportation Company, South Los Angeles Transportation Company and Inglewood City Lines, the Agency proposes that said carriers may be compensated for loss of revenue resulting from diversion of patronage on their respective lines by reason of the operation by the District of said Century Boulevard Line, as described in said report dated June 13, 1966;

NOW, THEREFORE, BE IT RESOLVED, that, in order to establish the said experimental bus line on Century Boulevard, the Acting General Manager be and he hereby is authorized to negotiate and execute on behalf of the District, the following:

1. Contract with the Transportation Agency of the State of California providing for the establishment of the said experimental bus line on Century Boulevard, in form substantially as attached to these minutes as Exhibit 2;
2. Collateral contract with Atkinson Transportation Company, South Los Angeles Transportation Company and Inglewood City Lines providing for the method of payment of compensation for loss of revenue which may result from diversion of patronage from said carriers' lines by reason of operation by the District of said Century Boulevard Line, in form substantially as attached to these minutes as Exhibit 3; and
3. Such other collateral contracts as may be required;

RESOLVED FURTHER, that the form of said contracts be and hereby is subject to the approval of the General Counsel.

Approval of Route Description and Tariff - Establishment of Century Boulevard Line No. 100 Under Federal Demonstration Grant

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

WHEREAS, under resolutions hereinabove entitled "Approval of Contracts Re Operation of Proposed Century Boulevard Line Under Federal Demonstration Grant," this Board of Directors authorized the execution by the District of a contract with the Transportation Agency of the State of California (Exhibit 2) providing for the establishment on or before July 5, 1966 of an experimental bus line on Century Boulevard between Alameda Street and the Los Angeles International Airport; and

WHEREAS, this Board of Directors likewise authorized the execution by the District of a collateral contract with the Atkinson Transportation Company, South Los Angeles Transportation Company and Inglewood City Lines (Exhibit 3) providing for the method of payment of compensation for loss of revenue which may result from diversion of patronage from said carriers' lines by reason of the operation by the District of said Century Boulevard Line;

NOW, THEREFORE, BE IT RESOLVED, that the Manager of Operations be and he hereby is authorized to establish, on or before July 5, 1966, the said Century Boulevard Line No. 100 for a two-year experimental period, as described in report dated June 9, 1966 presented to this meeting and filed with the Secretary; subject, however, to the prior execution of the above described contracts.

RESOLVED FURTHER, that the Manager of Operations be and he hereby is authorized to make appropriate revisions in the Official Route Authorizations of the District as adopted November 5, 1964 to include therein the route description of said Century Boulevard Line No. 100;

RESOLVED FURTHER, that the Manager of Operations be and he hereby is authorized to make the necessary modifications in the District's Local Passenger Tariff No. 10 to provide for appropriate fares over the route of said Century Boulevard Line No. 100, as described in said report dated June 9, 1966.

Amendment of SCRTD Non-Contract Employees' Retirement Income Plan - Section 7.06 (a)(1) Re Railway Equipment & Realty Company, Ltd. Participants

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

WHEREAS, on July 21, 1965, the Board of Directors adopted the Southern California Rapid Transit District Non-Contract Employees' Retirement Income Plan, effective as of June 1, 1960; and

WHEREAS, in the application of said Plan, an inequity has developed for one group of some eleven active or retired participants who were participants in the Railway Equipment & Realty Company, Ltd. Pension Plan between June 1, 1951 and April 1, 1960; and

WHEREAS, Section 7.06 (a)(i) of said Non-Contract Employees' Retirement Income Plan provides that the deduction from the District pension shall be the value of a lifetime annuity based on the cash value of payments made to the Railway Equipment & Realty Company, Ltd. Plan during the period between June 1, 1951 and April 1, 1960, plus accrued interest from April 1, 1960 to the anniversary date nearest the participant's 65th birthday, which, in effect, credits the District with earnings on money belonging to the former RE&R participants; and

WHEREAS, in order to correct this inequity, it is recommended that Section 7.06 (a)(i) of said Non-Contract Employees' Retirement Income Plan be amended to provide that the deduction from the pension payable to former Railway Equipment & Realty Company, Ltd. participants be limited to the value of a lifetime annuity based on the cash value of said policy as of April 1, 1960, the date on which payments ceased to be made into the RE&R Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Acting General Manager be and he hereby is authorized to execute an instrument in writing amending Section 7.06 (a)(i) of the Southern California Rapid Transit District Non-Contract Employees' Retirement Income Plan to provide that the deduction from the pension payable to former Railway Equipment & Realty Company, Ltd. participants shall be limited to the value of a lifetime annuity based on the cash value of the policy as of April 1, 1960; form of amendment subject to approval of the General Counsel.

### Operating Report

The Operating Report for May, 1966 presented to the meeting was ordered received and filed. A copy of the Report is

on file with the Secretary.

Director Topping thereupon left the meeting.

Approval of Increase in Group Life Insurance Premium Rate -  
Provident Life and Accident Insurance Company Group  
Policy No. R-340-L

Upon approval of the eight Directors present, the matter of considering approval of an increase in the group life insurance premium rate from \$1.04 to \$1.10 per month per thousand of insurance, effective July 1, 1966 for the year ending June 30, 1967, was added to the agenda. After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the Acting General Manager be and he hereby is authorized to execute on behalf of the District an amendment to Group Policy No. R-340-L with Provident Life and Accident Insurance Company providing for an increase in the group life insurance premium rate from \$1.04 to \$1.10 per month per thousand of insurance, effective July 1, 1966 for the year ending June 30, 1967; form of amendment subject to approval of the General Counsel.

Proposed Meeting with Mr. David Speck, Representative of  
Transportation Section of Federal Department of  
Housing and Urban Development

Director Hayward reported that on a recent trip to Washington, D.C. he learned that Mr. David Speck of the Transportation Section of the Federal Department of Housing and Urban Development expected to be in Los Angeles the latter part of June and suggested that an appointment be arranged with Mr. Speck to meet with the District Directors.

After discussion, upon motion duly made, seconded and unanimously carried, the Acting General Manager was directed to contact Mr. David Speck in Washington, D.C. and arrange an appointment with him to meet with the District Directors if and when he is in Los Angeles.

#### Rapid Transit Engineering Program - Tentative Budget

There was discussed at the meeting a preliminary four-page report dated June 14, 1966, entitled "Rapid Transit Engineering Program in Preparation for November 1968 Election," consisting of a date schedule and preliminary estimate of program costs, as well as a preliminary quarterly estimate of program expenses, a copy of which is filed with the Secretary.

After a full discussion of said preliminary report dated June 14, 1966, upon motion of Director Daily, seconded and unanimously carried, the Budget and Operations Committee was directed to consider the preparation and inclusion of additional budget items to provide for an in depth study of the entire transportation needs of the District, to be tentatively called Phase II of the Rapid Transit Engineering Program.

#### Operations and Budget Committee Meeting

Director McMillan, Chairman of the Operations and Budget Committee, announced that a meeting of the Committee would be held immediately following the Board Meeting.



Introduction of Mr. Weaver Solomon of State Highway Department


The Chairman welcomed Mr. Weaver Solomon of the State Highway Department to the meeting.

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 District's Board Room in the Transit District Building, 1060 South Broadway, Los Angeles, California, at 9:30 a.m. on Wednesday, July 6, 1966.

There being no further business, the meeting adjourned.

  
Secretary

REPORT OF PURCHASING COMMITTEE  
 FOR PERIOD OF  
 JUNE 1, 1966 THROUGH JUNE 14, 1966  
 TO DIRECTORS OF  
 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

APPROVED THE FOLLOWING:

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

NO.	VENDOR	COVERING	AMOUNT	A.F.E. NO.
2100-28	AMERICAN TRANSIT ASSOCIATION	28 - ANNUAL SUBSCRIPTIONS TO "PASSENGER TRANSPORT" FOR YEAR COMMENCING JUNE 3, 1966	\$ 144.00	
2300-42	BROADCASTERS NEWS	SOF FILM AND DUPLICATING PROCEDURE - DR. RAFFERTY ON SCRTD FARE FOR STUDENTS (CHARGE TO W.O. 1781)	105.50	
2300-43	FASHION PRESS	COLLATING AND BINDING OF JUNE 1966 ISSUE OF "TWO BELLS" (CHARGE 50% TO W.O. 1468)	250.00	
2300-47	CALPHOTYPE PHOTO TYPOGRAPHERS	TYPOGRAPHY - JUNE 1966 ISSUE OF "TWO BELLS" (CHARGE 50% TO W.O. 1468)	438.79	
3200-72	BISHOP OFFICE EQUIPMENT	1 - 10-KEY UNDERWOOD OLIVETTI ADDING MACHINE	198.40	287A

B. VARIOUS REQUISITIONS FOR EQUIPMENT, MATERIALS, SERVICES, ETC., THE APPROPRIATIONS FOR WHICH HAVE PREVIOUSLY BEEN APPROVED BY THE SCRTD DIRECTORS AND/OR MTA MEMBERS.

This contract entered into by the parties hereafter named on this 28th day of June, 1966, by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, a public corporation, hereinafter called SCRTD or DISTRICT, and the TRANSPORTATION AGENCY OF THE STATE OF CALIFORNIA, a state agency, hereinafter called SCTA or AGENCY:

## WITNESSETH:

That in consideration of the mutual covenants, promises and representations herein the parties agree as follows:

1. The AGENCY submitted to the Department of Housing and Urban Development, hereinafter called HUD, on May 16, 1966, a request for a demonstration grant of \$2,700,000.00 for among other purposes an operational test of the validity of the assumption that increased public transportation can substantially improve employment and other opportunities for the residents of a disadvantaged area. This application was approved by HUD under Section 6 of the Urban Mass Transportation Act of 1964 and the AGENCY now desires to contract as a part of the first phase of such project for the commencement on or about June 30, 1966, of a demonstration bus service through the establishment by the DISTRICT of Line No. 100 providing regular east-west bus service on Century Boulevard between Alameda Street on the east and the industrial area on the west at or near the Los Angeles International Airport. The DISTRICT is willing to provide such service on a newly established Line No. 100 subject to the terms and conditions of this contract.

2. The DISTRICT for a test period of twenty-four (24) months or until the \$461,800.00 or any additional funds allocated to this demonstration project are exhausted, whichever is earlier, or as otherwise provided herein, commencing on or about June 30, 1966, agrees to provide the following bus services, designated as Line No. 100, on Century Boulevard, as indicated on Exhibit A attached hereto illustrating the proposed bus route, to be operated on the following headways:

Peak (approximately 6:30 a. m. to 9:00 a. m., and 4:00 p. m. to 6:30 p. m.)	15 minutes
Off-Peak (first service at 5:15 a. m.)	20 minutes
Night (9:00 p. m. to last service at 1:00 a. m.)	60 minutes
Saturday (5:15 a. m. to 1:00 a. m.)	30 minutes
Sunday and holiday (5:15 a. m. to 1:00 a. m.)	60 minutes

Regular DISTRICT zone fares will be charged. The zone limit on this route is at Broadway. Free transfers will be available to other DISTRICT routes.

3. DISTRICT has negotiated contracts with the following Carriers in the area in which Line No. 100 is to operate, namely, Inglewood City Lines, Atkinson Transportation Company, and South Los Angeles Transportation Company, to secure the consent of such Carriers to the operation of Line No. 100 and to provide for compensation to such Carriers for actual diversions of passenger revenues from their bus lines resulting from the establishment of the new demonstration grant bus service. The AGENCY will have the right to approve the contract or contracts negotiated by the DISTRICT with the Carriers prior to such contracts becoming final. The

formula for determining the amount of compensation to be paid by the DISTRICT to each such Carrier for diversion of riders shall be specified in each such contract, and the DISTRICT shall be obligated to make such diversion payments only from the \$461,800.00 in funds allocated by the AGENCY to this project.

4. The DISTRICT will be paid by AGENCY from the funds made available to AGENCY for this project under the federal grant in an amount not to exceed \$461,800.00. AGENCY will make an advance of an estimated one month's net cost to DISTRICT on or about July 1, 1966, based on an estimate of revenues, operating costs and traffic diversions. DISTRICT thereafter will submit monthly invoices to AGENCY with supporting data in summary form for reimbursement of the three types of actual costs described below less revenue earned during the month on Line No. 100, all prepared from the DISTRICT system of accounting:

(1) Normal operating cost, computed as follows: The total Expenses reflected in the District's Departmental Operating Statement (a copy of the May, 1966 statement is attached hereto as Exhibit B as an example) less the total of expenses for the Policy Department, the Special Agent's Department, and the salaries of the Schedule Checkers included in the Transportation Department, will be divided by the system mileage operated to produce cents per mile for the month. The cents per mile thus derived will be multiplied by the mileage operated on Line No. 100 to produce normal costs assignable to operation of Line No. 100.

(2) Special costs incurred directly for the operation of Line No. 100 including the cost of special agents, traffic checkers, and any other substantiated items of expense incurred by or on account of Line No. 100, or any other services or contractual obligations hereunder. Such special costs shall not be included in the total normal operating cost provided for in Section 4 (1) of this contract.

(3) A monthly payment to the DISTRICT for loss of revenues due to diversion of passengers from SCRTD and other Carriers under contract with SCRTD, resulting from the operation of Line No. 100, shall be determined as follows:

During the third or fourth weeks of operation of Line No. 100 the DISTRICT will make an origin-destination check of all passengers riding on Line No. 100 in both directions on a weekday, a Saturday and a Sunday. This check shall determine by interview of the passengers the following information with respect to each passenger:

- (a) The origin and destination of the trip and route of travel.
- (b) The fare paid on Line No. 100.
- (c) The route of travel and carriers used by passenger between this origin and destination prior to the establishment of Line No. 100.

The parties hereto will analyze these checks and determine from information yielded in item (c) above the amount of revenue formerly accruing to SCRTD and other Carriers under contract

with SCRTD prior to the establishment of Line No. 100 and the loss in such revenue to each sustained as the result of establishment of Line No. 100. The amounts of diverted revenue thus determined shall be expanded in the ratio of usable check data to total number of passengers riding Line No. 100 on the day of the check. A representative of the California Public Utilities Commission will participate in the making and analysis of the checks as a technical advisor for the AGENCY. The amount of revenue diverted from SCRTD and other Carriers under contract with SCRTD, as determined from the expanded check data for a weekday, a Saturday, and a Sunday, shall be the amount paid to the DISTRICT for corresponding days of operation of Line No. 100 under this agreement during the months of July and August 1966, and July and August 1967.

A further check of passengers using Line No. 100 shall be made and analyzed in the same manner during the last two weeks of September 1966 and the amount so determined shall be the amount of payment to the DISTRICT for diversions from SCRTD and other Carriers under contract with SCRTD because of the operation of Line No. 100 for the month of September 1966 and for each succeeding month of the project excepting the months of July and August 1967. In the event of any dispute between the parties in determining traffic diversion or in computing diversion payments the decision of the representative of the Public Utilities Commission

shall be final. The monthly diversion payments shall be decreased for any day or days on which a line or lines of the DISTRICT or the other Carriers under their contracts with SCRTD do not operate, such deductions to be based on the amount of payment allocable to that particular day or days of the week.

Additional traffic checks may be made at any time if deemed necessary by either party or the Public Utilities Commission.

It is understood and agreed that SCRTD will pay promptly to the other Carriers named in Section 4 of this contract the amounts due each such Carrier for diversion under its contract with SCRTD.

5. SCRTD shall maintain such records as are required under Section 9 of the Urban Mass Transportation Act of 1964, and such records shall be supported by properly executed payrolls, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges. All checks, payrolls, invoices, contracts, vouchers or other accounting documents pertaining in whole or in part to the project shall be clearly identified, readily accessible and to the extent feasible, kept separate and apart from all other such documents; and SCRTD shall cause or provide free access to the proper offices of the State of California and to representatives of HUD and the Comptroller General of the United States at all proper times to such books and records and the right to examine and audit the same and to make such transcripts therefrom as necessary to allow inspection of all project data, documents, proceedings and activities. SCRTD shall include similar provision in all contracts with respect to the project negotiated with other Carriers. In the event expenditures reimbursed to DISTRICT under



this contract are subsequently disallowed by State or Federal audit due to accounting errors or improper charges to the project, DISTRICT agrees to refund the disallowed amounts to AGENCY for credit to the federal grant.

6. This contract and the payments of funds provided herein is further conditioned upon the maintenance by DISTRICT and other Carriers of labor standards meeting the requirements of Section 10 (c) of the Urban Mass Transportation Act of 1964, including protection no less than that provided by the so-called "New Orleans Conditions" as prescribed by the Interstate Commerce Commission under Section 5 (2) (f) of the Interstate Commerce Act.

7. In connection with the carrying out of this contract, the DISTRICT shall not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The DISTRICT will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

8. The DISTRICT shall provide such reports as requested by the Task Advisory Committee as appointed by the Governor of the State of California or his staff. During the demonstration project, and until the final report thereon is accepted by HUD, the DISTRICT shall provide such help as is required to prepare such reports and

to determine and test the relationships between public transportation systems and job and other opportunities of low-income groups.

9. DISTRICT agrees that neither AGENCY nor any officer or employee, thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by DISTRICT under or in connection with any work, authority or jurisdiction delegated to DISTRICT under this agreement, and the DISTRICT shall endeavor to include the AGENCY as an additional insured on all liability insurance it has covering operations under this project.

10. AGENCY agrees that neither DISTRICT nor any officer or employee, thereof, is responsible for any damage or liability occurring by reason of anything done or omitted to be done by AGENCY under or in connection with any work, authority or jurisdiction not delegated to DISTRICT under this agreement.

11. Irrespective of any other provision of this contract the DISTRICT is obligated to maintain and operate Line No. 100 only if funds are available provided by the AGENCY to cover all of the payments in excess of revenue earned on Line No. 100 which the DISTRICT has a right to receive under Section 4 of this contract and it is the intention of the parties that under no conditions shall the DISTRICT be required to maintain and operate Line No. 100 if its actual operating costs and diversion payments are not to be funded by the moneys available under the federal demonstration grant approved by HUD and above referred to.

12. Irrespective of any other provision of this contract, it is understood that under no circumstances shall the financial responsibility

of AGENCY under this contract be in excess of the actual amount of funds received from HUD for this project. AGENCY agrees to notify DISTRICT promptly of any notice of termination or suspension of this project or its funds by HUD.

13. Any patentable result arising out of this contract, as well as all information, designs, specifications, know-how, data, and findings, shall be made available to HUD for public use, unless HUD shall in a specific case where it is legally permissible determine that it is in the public interest that it not be so made available.

14. No member of or delegate to the Congress of the United States shall be admitted to any share or part of this contract or to any benefit arising therefrom.

15. This contract may be amended, modified or extended by the parties only by instrument in writing signed by the parties. All changes in this contract must be submitted in advance to HUD for concurrence.

APPROVED AS TO FORM:

*Milton McKay*  
MILTON McKAY

GENERAL COUNSEL, SCRTD

DEPARTMENT OF  
GENERAL SERVICES  
APPROVED

SOUTHERN CALIFORNIA  
RAPID TRANSIT DISTRICT

By *Robert L. Harkness*  
Robert L. Harkness, Director  
APPROVED BY:

By *Cone T. Bass*  
Cone T. Bass, Act. General Manager

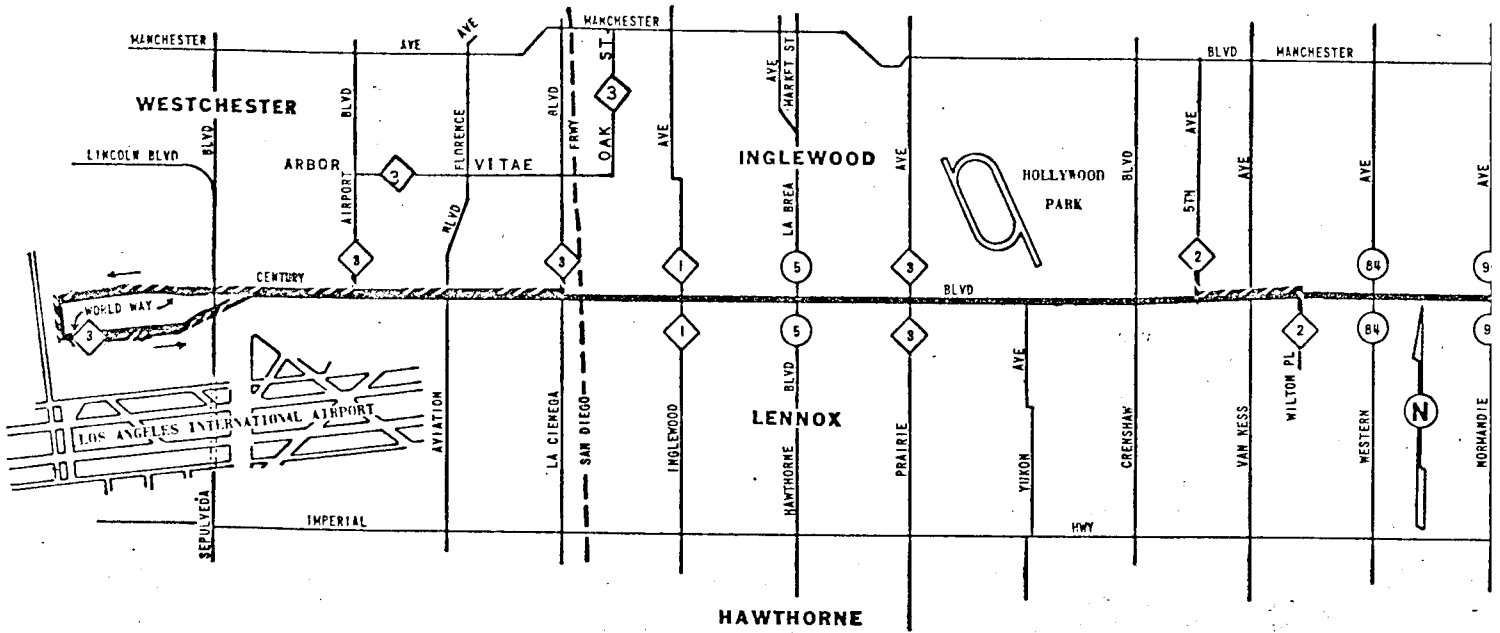
TRANSPORTATION AGENCY OF  
THE STATE OF CALIFORNIA

*[Signature]*  
For Department of Finance

By *Robert B. Bradford*

# SOUTHERN CALIFORNIA RAPID TRANSIT DI

## CENTURY BOULEVARD LINE 100



ROUTE MAP WITH CONNECTING LINES INDICATED AS FOLLOWS

- SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
- ◻ ATKINSON TRANSPORTATION COMPANY AND SOUTH LOS ANGELES TRANSPORTATION CO.
- ◇ INGLEWOOD CITY LINES
- △ GARDENA MUNICIPAL LINES
- TORRANCE MUNICIPAL LINES

ISSUED BY  
TRANSPORTATION STATISTICAL DIVISION  
JUNE 27, 1966

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

DEPARTMENTAL OPERATING STATEMENT

1966		1965		MAY		YEAR TO DATE		YEAR TO DATE	
ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET
PER MI.	PER MI.	PER MI.	PER MI.	PER MI.	PER MI.	PER MI.	PER MI.	PER MI.	PER MI.
CENTS	CENTS	CENTS	CENTS	CENTS	CENTS	CENTS	CENTS	CENTS	CENTS
\$ 3,624,859	\$ 18,144,253	\$ 3,588,921	\$ 17,946,924	79.40	82.25	79.40	82.25	17,946,924	79.41
101,229	511,223	99,845	2.21	2.21	2.32	2.21	2.24	504,473	2.24
\$ 3,726,088	\$ 3,789,000	\$ 3,688,766	\$ 18,577,000	81.61	84.57	81.61	84.57	18,451,397	81.65
\$ 8,742	7,623	\$ 22,901	37,316	.51	.16	.51	.16	112,433	.50
193,635	155,041	209,547	765,237	4.63	4.36	4.63	4.36	1,062,324	4.70
39,930	42,074	39,348	203,144	.87	.90	.87	.90	207,534	.92
43,041	16,136	8,971	79,895	.20	.52	.20	.52	51,739	.23
8,353	8,714	13,030	42,038	.29	.19	.29	.19	72,841	.32
46,914	49,535	46,106	242,382	1.02	1.03	1.02	1.03	218,025	.96
1,769,823	1,761,887	1,727,628	8,564,469	38.22	38.63	38.22	38.63	8,479,463	37.52
733,065	735,821	716,169	3,616,310	15.84	16.09	15.84	16.09	3,555,053	15.74
57,004	54,872	51,015	266,974	1.13	1.10	1.13	1.10	249,893	1.10
1,015	3,262	1,712	8,782	.04	.04	.04	.04	11,052	.05
33,235	35,095	34,572	171,503	.77	.74	.77	.74	174,161	.77
318,426	329,089	309,108	1,652,913	6.83	7.09	6.83	7.09	1,472,041	6.51
22,252	25,858	23,315	125,912	.52	.47	.52	.47	107,082	.48
\$ 3,275,435	\$ 3,225,007	\$ 3,203,422	\$ 15,783,980	70.87	71.32	70.87	71.32	\$ 15,773,641	69.80
\$ 246,547	246,547	\$ 236,168	1,139,127	5.22	5.16	5.22	5.16	1,196,739	5.29
176,844	176,844	186,808	898,657	4.14	4.08	4.14	4.08	947,838	4.20
\$ 3,698,826	\$ 3,648,398	\$ 3,626,398	\$ 17,821,764	80.23	80.56	80.23	80.56	\$ 17,918,218	79.29
\$ 27,262	140,602	\$ 62,368	755,236	1.38	4.01	1.38	4.01	533,179	2.36
4,465,340		4,520,164						22,599,016	
11,800,788		11,658,181						58,037,763	

