

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Special Meeting of
the Board of Directors of the District

May 1, 1968

Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a special meeting in the District Board Room, 1060 South Broadway, Los Angeles, California, at 10:00 a.m. on May 1, 1968, at which time President Don C. McMillan called the meeting to order.

Directors Kermit M. Bill, Charles E. Compton, Gordon R. Hahn, H. Lee Hale, Herbert H. Krauch, Michael E. Macke, Don C. McMillan, Douglas A. Newcomb and Norman Topping were present. Directors A. J. Eyraud, Jr. and David K. Hayward were absent.

Also present were General Manager Dale W. Barratt; Assistant General Manager Jack R. Gilstrap; General Counsel Milton McKay; Manager of Operations R. W. Gareau; Chief Engineer Richard Gallagher; Director of Rapid Transit Planning John Curtis; Director of Public Information R. O. Christiansen; Secretary Virginia L. Rees; and the public.

President McMillan announced that the purpose of the meeting was to consider adoption of the Final Report prepared by the District pursuant to Section 30636 of the District Law.

President McMillan thereupon quoted from Section 30001 of the Southern California Rapid Transit District Law, as follows:

"There is an imperative need for a comprehensive mass rapid transit system in the southern California area, and particularly in Los Angeles County. Diminution of congestion on the streets and highways in Los Angeles will facilitate passage of all Californians motoring through the most populous area of this state and will especially benefit domiciliaries of that county who reside both within and without the rapid transit district.

It is, therefore, necessary . . . to establish such transit district governed by representatives of the governmental agencies in the southern California area so that there will be sufficient power and authority to solve the transportation problems in the southern California area and to provide the needed comprehensive mass rapid transit system."

And continuing, President McMillan stated that:

The District Law also specifies, in Section 30636, that using the information developed following the issuance of its preliminary report the District shall prepare a final report containing the information obtained at conferences and meetings and which shall conclude with a recommendation as to routes, location and design of rapid transit.

And, further, that the Final Report being considered for adoption today reflects the information obtained at more than 1,000 conferences and meetings throughout the District.

Every city in the District and the county of Los Angeles, along with public officials, members of the Legislature, community groups, business and labor organizations, as well as the news media, reviewed the Preliminary Report.

Each individual member of the District Board has had an opportunity to review the contents of the Final Report as it was being prepared, and several appropriate Board Committees have reviewed various sections in great detail.

A vast amount of competent professional experience and expertise has been contributed to this project by the professional staff of the Rapid Transit District.

President McMillan then introduced General Manager Dale W. Barratt who, in turn, introduced Mr. Jack R. Gilstrap, Assistant General Manager in charge of Rapid Transit Development, and requested that he introduce the members of the Staff who had all contributed so many hours of extra effort on the project.

Mr. Gilstrap thereupon introduced:

Richard Gallagher, Chief Engineer
John Curtis, Director of Rapid Transit Planning
R. O. Christiansen, Director of Public Information
Milton McKay, General Counsel
Raymond W. Gareau, Manager of Operations

and asked each of them to cite the members of their respective staffs who had contributed substantially to the project.

Chief Engineer Gallagher named:

George W. Heinle, Principal Design Engineer
Charles Uray, Senior Engineer
R. M. Emerich, Senior Transportation Engineer

and the Joint Venture of Kaiser Engineers and Daniel, Mann, Johnson & Mendenhall.

Director of Planning Curtis cited Mr. D. R. McCullough, Senior Planner, who had worked very closely with the District's consultants, Coverdale & Colpitts, under their Project Manager, Bert Wright.

Director of Public Information Christiansen introduced:

Richard L. Manning, Manager of Community Relations
Richard K. Kissick, Administrative Assistant
D. R. Lee, Editor-Writer
Larry Avers, News Manager
Chris Dahlstrom, Community Relations Representative
Charles Adams, Information Specialist

Manager of Operations Gareau introduced:

George F. Goehler, General Superintendent of
Transportation
Howard C. Beardsley, Superintendent of Surface
Planning
D. S. Corburn, Superintendent of Schedules

And Mr. Gilstrap introduced:

Jack Stubbs, Governmental Affairs Representative
Byron Lewis, Administrative Analyst

President McMillan then called upon Director Topping, Chairman of the Rapid Transit Planning and Finance Committee, to give his report.

Director Topping reported, as follows:

"Everyone here today will receive a copy of the Final Report. Today marks the very important first in Los Angeles County's public transportation history.

For the first time, the community has reached the point where a complete public transportation program for rapid transit and coordinated bus services is ready for presentation to the voters.

We have formulated a Master Plan for public transportation which takes advantage of the best

"in rail and bus facilities.

Jack Gilstrap will outline for you now how the District proposes to meet its public transportation mandate."

Assistant General Manager Gilstrap thereupon proceeded to report in detail on the Final Report, which he illustrated by slide film and film strip. A copy of Mr. Gilstrap's presentation is attached to these Minutes as Exhibit 1.

Upon the completion of Mr. Gilstrap's presentation, Director Topping, on behalf of the Rapid Transit Planning and Finance Committee, moved that the Final Report as presented and discussed be adopted.

Director Bill seconded the motion.

President McMillan thereupon recognized Director Hale, who stated that in spite of his deep disappointment that the projected San Gabriel Valley line will terminate at El Monte and, thus, will not serve on line the growing East San Gabriel Valley communities of West Covina, Covina, Baldwin Park, the Claremont-Pomona-LaVerne area, and the communities of Industry, La Puente and Walnut, but that since the second stage planning funds are included in the Final Report, he would vote in favor of the Final Report, but he strongly urged the Board and Staff to see that the extensions to the system eastward in the San Gabriel Valley are begun as soon as possible.

Director Hahn stated that with the Final Report including the Airport Corridor he certainly wanted to support the

County, to the meeting.

There being no further business, the meeting adjourned.

Virginia L. Reed
Secretary

SLIDE FILM
and
FILMSTRIP PRESENTATION
Delivered before the Board of Directors
on
May 1, 1968
by
Jack R. Gilstrap

FINAL REPORT

(1) This is the Final Report of the Southern California Rapid Transit District-----to the County of Los Angeles and to the cities and citizens of the District.

(2) The RTD was created in 1964 by an act of the State Legislature. (3) It is the public agency responsible for most of the existing public transportation service in Los Angeles County now.

(4) It is also the public agency charged with the responsibility----in Los Angeles County---for the planning, construction and operation of a modern mass rapid transit system to meet existing and future community needs.

(5) Our vast freeway system has made our community what it is today-----and yet the automobile can no longer keep pace with (6) the diverse and ever-changing nature of the entire region. (7) The constant growth of Southern California has shown that (8) a way must be provided to move a large number of people instead of cars.....and move them free of the crippling (9) congestion which exists today on our freeways----- (10) and on our surface streets.

The answer (11) is modern rapid transit to supplement our freeways-----creating a balanced transportation system to meet our overall mobility needs.

(12) To this end, the Board of Directors of the District, appointed by representatives of the people, has been guided in all of its policies and objectives.

(13) Accordingly, by virtue of its legislative mandate the District has developed this Master Plan Concept for public transportation. (14) The preliminary engineering is now complete on a rapid transit network consisting of the five major corridors of the total Master Plan identified as those where the greatest immediate need exists.

(15) Now, while we have been at work planning rapid transit, the RTD continues to operate more than 3/4ths of the existing bus service within the District, as well as additional lines into

Orange, Riverside and San Bernardino Counties.

(16) -----And it should be noted that all current bus operating expenses, equipment replacement, and the debt service on outstanding revenue bonds is being met from passenger revenues with no call on tax dollars. (17) On the other hand, the funds to plan and engineer the first-stage rapid transit system and to develop the Master Plan Concept, came from a State appropriation of Tidelands Oil revenues----and from a mass transportation technical study grant from the Department of Housing and Urban Development.

(18) The Legislature, at the time it founded the RTD, gave it the authority to levy a property tax to pay for rapid transit construction...with a 60 percent voter approval required.

(19) Time and circumstances have changed since 1964---- Clearly, the property tax is no longer the answer. People want an alternative. Therefore, new legislation reflecting this public attitude has been introduced into the State Legislature by Assemblyman Frank Lanterman of La Canada.

(20) This bill, AB 101, will permit the people to vote on an increased general sales tax of 1/2 of 1 percent to finance the total 89-mile first-stage system without a call on property tax. Now, this Bill has passed the Assembly last week and, as you all know, is now headed for the Senate.

(21) This Master Plan is, in effect, a joint effort of the entire community. I think all of us, the Board and the Staff, know how much of a contribution has been made to this Final Report by the many public, civic, labor and business organizations in our community. Hours and hours of research over the Preliminary Report, and public meetings and discussions and explorations of the engineering work that has been done has all gone into developing this Plan, which is, in fact, a partnership proposal. Public officials, state officers, legislators, civic, business and labor organizations as well as the news media have made important contributions to this total Plan. We see here a proposed 300 mile network of high speed rail rapid transit. The red lines, of course, representing the initial 89-mile first stage.

Turning to the routes:

(22) (comment on the following corridors)

The San Gabriel Valley Route runs as far as El Monte.

The San Fernando Valley Route extended since the Preliminary Report on out to Reseda.

The Wilshire Route now goes to Barrington

Avenue, serving UCLA, Westwood, Beverly Hills and Century City area.

The Long Beach Route goes into Long Beach to terminate in subway at Ocean and Pine. There have been a few route alignment improvements since the Preliminary Report, primarily, as you know, in the northern end of that line in the South Central area.

The Airport-Southwest Corridor Route. The line that has been added in its entirety to the basic proposal since the Preliminary Report is the Airport-Southwest Corridor Route, which will provide dual service out there, express service for Airport passengers and local transit service to the many important communities between here, downtown Los Angeles and the Hawthorne area.

(23) The people of the area see an urgent need for this system and feel that it should be built at once, and it is the people's proposal we are talking about here because these many additions and extensions have been added, as I mentioned, because of the great deal of interest and feed-back and participation of the community since the issuance of the Preliminary Report.

(24) Now, here is a map of the first stage system with the existing local bus service (shown in green) and the 300 miles of additional local and express feeder bus network (shown in brown). If those are a little hard to follow, there are extensive maps of all of this service in the Final Report which all of you will take with you today.

(25) I think you will agree that this grid of rapid transit and feeder bus lines effectively blankets our county's employment and population concentrations. This system will be carrying one million four hundred thousand passengers daily by 1980! The proposal is planned to serve the high-population and employment concentrations.

(26) Certainly, I think this is clearly borne out by this series of maps which was prepared by the Division of Highways as part of the Los Angeles Regional Transportation Study. The darker areas represent the higher densities of population as projected into the year 1980.

(27) This map shows the same projection for the same year, only for employment concentrations. And I think this points out the falacy in some of the arguments that we are a completely dispersed community and will become even more dispersed in the future. There's where the jobs are in the dark areas. Now, we have superimposed our first stage system over these job locations. I think you will agree, with the possible exception of the area toward the southeast, toward Orange County, even this first stage rail

system effectively blankets the employment concentrations as they will exist in this county in 1980. Speaking to Orange County, I think you know that legislation has been introduced which will permit the District, while not able to build into Orange County, but certainly to cooperate with the appropriate planning agencies in that area. We are hopeful that this legislation will pass this session and we can proceed immediately to develop the service that is so needed in the Santa Ana Corridor into Orange County.

(28) Here is the five-corridor rapid transit network superimposed upon the 1980 job location map. The system clearly serves the areas of high employment density. When fed by existing and new bus lines the total system effectively blankets both metropolitan and suburban areas. As to figures, 42% of all job locations in Los Angeles County will be within one mile of these first stage rail lines...2/3rds of the people living in the County will be within a 10-minute ride of a rail line.

(29) Now, here are a few sketches showing how the system will look-----First this aerial structure in a wide public street.

(30) The ultra-modern, high-speed electric train. It's engineered to be appealing, comfortable and safe, and yet rugged enough to withstand the wear and tear of 75 miles per hour operation-----carrying up to nine hundred passengers per trip during rush hours.

(31) The focal point in each community, of course, will be the station. Most, like this one will have ample parking for autos---either in nearby lots or in adjacent buildings.

(32) Separate entrances will allow feeder buses to deposit passengers at the door.

(33) In metropolitan areas, subways will allow you to exit by escalator directly to the street. (34) ---or into spacious malls, as shown here.

(35) Open cuts are used to connect sections of subway in built-up areas, allowing construction of large buildings in the air rights overhead.

(36) Now, whenever possible, the center dividers of freeways are used for both tracks and stations---with overpasses to protect pedestrians from the weather.

(37) The interior of both the cars like this one with panoramic windows, comfortable seating and air conditioning-----

(38) And the stations like this one---are designed for California living.....informal, yet engineered to move passengers quickly and comfortably from their homes to work with at least

as much ease----and certainly less expense than the private automobile.

(39) The Airport-Southwest Corridor Route has the added facility of high-speed, non-stop, passenger and baggage service to the downtown Metroport.

(40) Passengers will be able to move directly from the transit terminal to airline ticket concourses without entering the surface congestion on the street below.

(41) The number of arrivals and departures at International Airport have shown a dramatic increase in recent years, and will post an even greater gain in years ahead. 1967 projections are 17 million arrivals and departures, and that is going to increase to 57 million in 1975. That's where we get the 217% increase just in the next few years. Rapid transit will be available to fifty-eight million airport passengers as soon as it is in operation.

(42) in the overall system, frequent service will be a major feature of the entire system. During peak periods of heaviest demand, headways between trains on each corridor will be at approximately 90 second intervals.

(43) A very interesting point, I would like to dwell on for a moment. This chart shows the advantages to off-line cities of the combination of rapid transit and express feeder bus service. Many times, people in Burbank, Norwalk or Pasadena, Whittier say to us, "What good is this system going to be -- what's it going to mean to me?" Here, we have shown you what a person can expect by using a combination of express, feeder bus with rail. I think a 35-minute trip from Burbank to 7th & Flower during rush hours is not bad. A trip of 24 minutes from Pasadena to 6th & Broadway using the bus and rail is pretty tough to beat. I live out there, and I can vouch for that, and I bet our President can too. From Santa Monica to Wilshire & Normandie in 31 minutes. This is an important message that we must get to the community. What this combined rail plus bus system can do to cut travel times and travel costs throughout the area.

(44) The fare schedule for the system has been developed to attract the maximum patronage possible within the revenue requirements necessary to pay all operating and maintenance expenses. This system will be self-supporting once it is built.

(45) The cost of constructing the five-corridor system is high. Yet we feel it is better to provide the expanded eighty-nine mile First-Stage System now----build what we know we must have by the 1980 period and fix its cost at today's dollars rather than to wait until escalation and inflation costs push the price even higher later on.

(46) Here are the cost figures for the recommended system and its sixty-six stations at 1968 prices:

- (47) -----Construction (\$1,209,477,000)
- (48) -----To provide the 756 rapid transit cars (\$161,387,000)
- (49) -----Purchase the rights of way (\$160,291,000)
- (50) -----Retire the revenue bonds on the existing bus system. (\$31,500,000)
- (51) -----New feeder buses to increase our present bus system by over 50% with 800 new additional feeder buses. (\$34,750,000)
- (52) -----Engineering for Second Stage and to provide the engineering to develop the second stage system. (\$8,000,000)

(53) Now, two more factors, of course, must be added to the 1968 dollar costs of construction. These represent contingencies.

(54) -----And escalation-----This is, of course, rising costs during eight and a half years of construction. (\$222,343,000 + \$687,113,000)

(55) Escalation and contingencies constitute over 1/3 of the total cost of the system. We don't know, of course, that we are going to have to spend all of this money, but the projections of the effects of inflation over the next seven or eight years indicate clearly that to be a responsible project and a responsible proposal to the people, we must provide adequate contingencies and escalation factors to make sure the system can be built for the price tag we put on it.

(56) All costs totaled together --- The cost of a system ready to carry passengers is slightly over two and a half billion dollars.

(57) Stanford Research Institute has just completed a Benefit-Cost Analysis which was presented to the community a week ago, which concludes that this two and a half billion dollar proposal is an extremely sound public investment, one of the best.

Their conclusions simply boil down to this, that for every dollar invested in rapid transit-----the community stands to get back, at a minimum, \$1.87 in community and traveler benefits. And they were conservative. They went on to say that the benefit returns could be half again as high.

(58) Forty-four per cent of the total benefits accrue directly to travelers; that is to the people who will use the system and to the people who continue to drive their cars.

(59) There is, of course, the direct benefit to the one out of six households in Los Angeles County which has no car at all ---and to fifty per cent of the households which have only one car. An amazing figure, 43% of our total population by 1980 will be in what SRI has identified as a limited mobility group. We will get to this again in a moment, but what this amounts to are people who do not have first call on an automobile.

(60) By 1980 additional thousands will be using rapid transit simply because freeway overloading will be so great.

Now, the Division of Highways estimates the shift from these crowded freeways in 1980 to rapid transit may run as high as 50% of the travelers in the corridors where rapid transit exists. Our consultants have been most conservative. (61) Our plans are based on a figure of a 20% shift of travelers from highways and surface streets paralleling transit lines during the peak hours. But the Division of Highways goes on to say that even if there is a 10% reduction in the number of cars using these travel corridors it will free those freeways to do the job for which they were designed.

(62) A look at the predicted population for 1980 as compared to past years certainly dispels any doubt for the need for additional mobility in this area, and the staggering fact is that the number of cars is increasing at a rate even faster than the people.

(63) By using the rapid transit system, travelers, both bus passengers and auto drivers who benefit from reduced congestion, will save \$40 million a year in travel time alone.

(64) Parking is one of today's and the future's major problems.

(65) Rapid transit will save travelers \$23 million a year in parking fees and garaging charges.

As a consequence of rapid transit the total number of parking spaces needed in our area will be reduced by 117,700.

(66) Rapid transit will save \$5 million yearly in property damage accident costs. This, of course, doesn't count the lives and injuries saved. No value can be placed on a human life. But it is estimated that rapid transit will save 32 lives in 1980 when it's in full operation and nearly 2,000 serious injuries which otherwise would have occurred on our streets and freeways.

(67) One of the largest single savings will be in reduced automobile operating expenses as people switch to rapid transit alone or have fewer miles to commute.

(68) A majority of the return on the total rapid transit investment will accrue to the community as a whole: 56%, or \$109 million annually in 1968 dollars. There, you see how the total benefit has been arrived at when a major factor has been reduced --- unemployment, improved business and government productivity, real estate effects, tax effects, and on down the line. This matter of reduced unemployment is extremely important, especially in the construction industry where rapid transit during its period of construction will be taking -- will be needing an average of 5,300 construction workers, which will result in a benefit of \$270 million dollars averaged over the 7-year period of building. Put that into perspective -- Los Angeles County has one of the highest unemployment rates in the United States, nearly 1-1/2 % higher than the national average and one of the groups of workers which is in the worst trouble in our area is the construction worker. Today there are over 10,000 unemployed construction workers. If rapid transit were underway today, we would have over half of those people back to work earning pay checks and off the welfare and off the unemployment rolls.

(69) Decreased unemployment will add \$30 million annually to the gross area product, especially in the construction industry which will need 5300 construction workers at \$270 million averaged over the seven-year period of system building.

(70) A net increase in real estate values will occur, with large areas realizing higher property values as a result of their access to rapid transit lines.

(71) Government is big business in the Los Angeles metropolitan area. You know that because in the last few days you have seen what the budgets are going to look like for the next fiscal year. Total expenditures by county and city governments, special districts and authorities amount to at least \$2 billion this year and should grow to over \$3 billion in 1980. By providing better access to government offices will relieve a critical labor shortage and by permitting government to better tap the labor market, there will be a definite improvement or increase in government productivity which will save the taxpayers as much as \$15 million a year in 1980.

(72) Every car taken off the roads by rapid transit will reduce smog, 85% of which is caused by cars. But certainly rapid transit won't solve our critical smog problem. We are going to take something like 300 box cars of pollutants out of the air, which is something, I think, important. But we must continue our efforts in the other areas of smog control devices for the automobile and seeking alternatives to the internal combustion engine.

(73) There will be a much wider range of choices and opportunities for every citizen in residential possibilities,

travel habits and accessibility to cultural (74) and recreational facilities of the community.

(75) Finally, additional benefits not expressible in dollar terms, but perhaps most important of all, will be the opportunity that rapid transit presents to reshape our great urban area.... to reverse the trend of urban sprawl and take a major step toward a more balanced community. (76) Rapid transit is the key to this future.

LIGHTS UP

Numerals in () denote film slide numbers

