

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

May 19, 1966

Pursuant to adjournment on May 18, 1966, the Directors of the Southern California Rapid Transit District met at an adjourned regular meeting in the District Board Room, 1060 South Broadway, Los Angeles, California, at 9:30 a.m. on May 19, 1966, at which time President Harry A. Faull called the meeting to order.

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

Also present were Acting General Manager Cone T. Bass; General Counsel Milton McKay; Treasurer and Auditor H. L. Black; Director of Planning and Engineering John Curtis; Director of Public Information John D. Kemp; Secretary Virginia L. Rees; and the public.

Signing of Assembly Bill No. 39 by Governor Edmund G. Brown

The signing of Assembly Bill No. 39, which provides for preliminary planning and engineering funds for the District's proposed Rapid Transit system, was performed by the Honorable

Edmund G. Brown, Governor of the State of California, at this meeting in the presence of Assemblyman Tom C. Carrell, author of the Bill, other legislators, civic leaders and supporters of the legislation. Governor Brown after the signing ceremony commented briefly on the legislation and a copy of his remarks are attached to these minutes as Exhibit 1.

Standing Committee Membership Appointments filed with Secretary

The following appointments to the Standing Committees, made by President Faull on May 18, 1966, were filed with the Secretary:

Coordinating Committee

Chairman: Harry A. Faull
Members: Howard P. Allen
Herbert H. Krauch
Don C. McMillan
Norman Topping

Operations and Budget Committee

Chairman: Don C. McMillan
Vice-Chairman: Allan F. Daily, Jr.
Members: David K. Hayward
Herbert H. Krauch
Douglas A. Newcomb

Legislative and Public Information Committee

Chairman: Herbert H. Krauch
Vice-Chairman: Norman Topping
Members: Howard P. Allen
Gordon R. Hahn
Douglas A. Newcomb

Rapid Transit Planning and Finance Committee

Chairman: Norman Topping
Vice-Chairman: Mark Boyar
Members: Kermit M. Bill
David K. Hayward
Don C. McMillan

Personnel and Administrative Procedures Committee

Chairman: Howard P. Allen
Vice-Chairman: Gordon R. Hahn
Members: Kermit M. Bill
Mark Boyar
Allan F. Daily, Jr.

Employment of Legal Counsel in Washington, D.C.

Director Allen, Chairman of the Personnel and Administrative Procedures Committee, reported that the Committee recommends that the District employ a legal counsel to represent it in Washington, D.C. for the purpose of pursuing every possible means of securing Federal funds for the development and construction of the proposed rapid transit system.

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

RESOLVED, that the President of the District be and he hereby is authorized to employ a legal counsel to represent the Southern California Rapid Transit District in Washington, D.C. for the purpose of pursuing every possible means of securing Federal funds for the development and construction of the District's proposed rapid transit system; said counsel to be paid a nominal retainer fee of \$300.00 per month.

Employees - Non-Contract - Adjustments in Salary

The Acting General Manager recommended certain adjustments in salary for positions in the Property Maintenance and Mechanical Engineering Departments, in which the Personnel and Administrative Procedures Committee concurred.

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, June 1, 1966.

There being no further business, the meeting adjourned.

Elizabeth K. Kow
Secretary

FOR RELEASE THURSDAY P.M. 'S

Governor Edmund G. Brown today signed legislation that paves the way for action on a rapid transit system for southern California, calling the bill "an instrument for a better life in a better community for millions of people."

Governor Brown said the measure, AB 39 by Assemblyman Tom C. Carrell "can literally mean the difference between continuing progress for the great southern part of our state and stagnation and strangulation in a doomed battle to build enough freeways to keep pace with our growth."

The signing took place in the board room of the Southern California Rapid Transit District offices at 1060 South Broadway, Los Angeles, with Assemblyman Carrell, other legislators, Los Angeles County supervisors, directors of SCRTD and others who supported the legislative attending the ceremonies.

"I have fought and fought hard for rapid transit in southern California," Governor Brown said in signing the measure.

"I said seven years ago that California's relentless population growth gave California no choice but to proceed with the finest and most extensive freeway system in America. But I also said that freeways alone will not provide all the answers to transportation in California. I said that unless we were prepared to build modern, efficient mass transit systems in our major urban areas, we would be faced with mounting congestion, the destruction of the scenic resources in our urban environment and with a mounting air pollution problem.

The need for rapid transit in southern California is described graphically in a few simple statistics.

The state's population increased by nearly 600,000 last year. Yet Californian's bought 881,000 new automobiles.

If southern California is to realize its potential greatness, it must move speedily ahead on rapid transit.

And let me make clear that such a system will be much more than just an efficient system of transportation.

It will enhance urban development by eliminating the need to chop up neighborhoods for more streets and freeways.

It will encourage higher density development and send property values climbing.

It will provide transportation for hundreds of thousands of citizens trapped in the central city without adequate--or without any--public transportation.

It will be a major weapon in the fight for clean air.

In the opinion of many planners it would allow the Los Angeles Metropolitan Area to accommodate comfortably some 20 million people, compared to the 7 million of today.

The need is clear. Other major cities--faced with the same threat of traffic strangulation, smog, center city stagnation and the frantic construction of more parking lots and highways--are moving ahead, planning new transit facilities or overhauling their present systems: San Francisco, Philadelphia, Atlanta, Boston, Washington and others.

I urge the Los Angeles County Supervisors to move quickly ahead on rapid transit. I urge them to take advantage of the financing features of the Carrell bill to start the planning process without delay.

I believe the leaders in Los Angeles will do just that. I think they have too much pride and too much and too much vision not to take advantage of this opportunity to invest in the future of this area and the future of our state.

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