

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

September 7, 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 September 7, 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, Gordon R. Hahn, David K. Hayward, Herbert H. Krauch, Don C. McMillan and Douglas A. Newcomb were present. Directors Mark Boyar and Norman Topping 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 Regular Meeting held August 17, 1966 were approved.

Report of Purchasing Agent - Statement of Material and Supplies Account

The Acting General Manager reported that, pursuant to Section 8.6 E of the Rules and Regulations, the Purchasing Agent had submitted Statement of Material and Supplies Account for the month of July, 1966, a copy of which Report is on file with the Secretary.

Change of Route Description - Line No. 99

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 in the city of Riverside on Line No. 99, as discussed at this meeting and as described in report dated August 22, 1966 filed with the Secretary, effective September 18, 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 description.

Amendment of Student Bus Riding Promotion Program

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

RESOLVED, that the Student Bus Riding Promotion Program adopted by this Board of Directors on April 20, 1966 be and hereby is amended to authorize expenditures for the purpose of promoting, advertising, delivery, collection and miscellaneous expenses involved in the introduction, sale and use of Student Identification Cards as approved by the Director of Public Information when he finds that the accumulative total of any amounts so approved will not realistically be expected to exceed the amount to be derived from the anticipated sale of the cards.

Approval of Authorization For Expenditure No. 303

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

RESOLVED, that Authorization For Expenditure No. 303, covering the remodeling of the Transit District Building, as follows:

- (a) on 1st Floor, space designated as 1062 South Broadway, installation of new floor tile, acoustic ceiling, air conditioner, lights and electrical power from basement;
- (b) on 2nd Floor, Rooms 220 to 228, inc., construction and installation of new partitions, lights and air conditioners, re-wiring of electrical power from basement due to increased capacity,
- (c) on 5th Floor, construction and installation of new 7' high partitions,

at a cost not to exceed \$14,000.00, be and the same is hereby approved.

Approval of Requisition No. 3400-206

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

RESOLVED, that Requisition No. 3400-206, covering the cost of labor and material to replace roof of Administration Building located at 2300 West 54th Street, Los Angeles, at a cost not to exceed \$2,530.00, be and the same is hereby approved.

Approval of Termination of Lease Agreement -
John J. Russell, Lessee

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 agreement terminating as of August 1, 1966 Lease Agreement dated June 1, 1963 between the District, Lessor, and John J. Russell, Lessee, covering the ground floor space of the Transit District Building designated as 1062 South Broadway, Los Angeles; form of agreement subject to approval of the General Counsel.

Ratification of Letter Agreement - Cleveland Wrecking Company

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

RESOLVED, that the action of the Real Property Manager in executing letter agreement dated August 31, 1966 between the District and Cleveland Wrecking Company covering the erection and maintenance of a temporary scaffold by Cleveland Wrecking Company on and along the southerly six feet of that certain property located at 520 South Spring Street, Los Angeles, for a 60-day period commencing August 31, 1966 for a consideration of \$250.00, be and the same is hereby ratified, confirmed and approved; form of said letter agreement having been approved by the General Counsel.

Approval of Payment of Subscription to ATA Special Committee on Washington Affairs - Legal Services re Maximum Hours Legislation

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

RESOLVED, that the Treasurer be and he hereby is authorized to pay subscription in the amount of \$900.00 to American Transit Association Special Committee on Washington Affairs as the District's pro rata share of special legal services in re maximum hours legislation.

Approval of Disposition of Obsolete Rail and Special Work

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

RESOLVED, that the Purchasing Agent be and he hereby is authorized to dispose of 187 Gross Tons of obsolete rail and special work at a minimum price of \$18.00 per ton, in accordance with the Rules and Regulations and subject to approval of the Consulting Engineer.

Extension of Owl Service to Century City - Line No. 83

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 extend the Owl Service on Wilshire Boulevard Line No. 83 to Century City, as discussed at this meeting and as described in report dated August 22, 1966 filed with the Secretary, effective as of September 18, 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 extension of Owl Service on Line No. 83 to Century City, as described in said report dated August 22, 1966;

RESOLVED FURTHER, that the Manager of Operations be and he hereby is authorized to make necessary changes in the District's Local Passenger Tariff No. 10 to establish appropriate fares over the extended Owl Service route of Line No. 83 to Century City.

Schedule of Rates and Conditions - Leased Motor Coaches

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

RESOLVED, that the new schedule of rates and conditions for Leased Motor Coaches, as discussed at this meeting and attached to these minutes as Exhibit 2, be and the same is hereby approved effective as of September 15, 1966;

RESOLVED FURTHER, that all outstanding commitments for services under the rates superseded by the above resolution will be honored by the District.

Amendment of Contracts to Provide Extension 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, pursuant to resolutions adopted by this Board of Directors on June 15, 1966, the following contracts were executed on behalf of the District under date of June 28, 1966 with:

1. The Transportation Agency of the State of California providing for the establishment of the Century Boulevard Line No. 100, effective as of July 5, 1966, under a Federal Demonstration Grant; and
2. Atkinson Transportation Company, South Los Angeles Transportation Company and Inglewood City Lines providing for the method of payment of compensation for loss of revenue resulting from diversion of patronage from said carriers' lines by reason of the operation of said Century Boulevard Line No. 100,

and, in connection therewith, contracts with the several labor unions representing the employees of the District; and

WHEREAS, the Transportation Agency of the State of California now desires to extend the route of said Century Boulevard Line No. 100 easterly from its present terminus at 103rd Street and Gorman Avenue to the St. Francis Hospital located at Century Boulevard and Imperial Highway, in the city of Lynwood, under the same terms and conditions as set forth in the above described contracts;

NOW, THEREFORE, BE IT RESOLVED, that the Acting General Manager be and he hereby is authorized to execute on behalf of the District, subject to approval of the General Counsel, amendments to the above described contracts with the Transportation Agency of the State of California; Atkinson Transportation Company, South Los Angeles Transportation Company and Inglewood City Lines, and the several labor unions representing the employees of the District, to provide for the above described extension of service on said Century Boulevard Line No. 100;

RESOLVED FURTHER, that the Manager of Operations be and he hereby is authorized to extend the route of said Century Boulevard Line No. 100, as described in report dated August 22, 1966 presented to this meeting and filed with the Secretary, effective as of September 18, 1966; subject, however, to the prior execution of the above described amendment of 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 revised 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 governing fares named for Line No. 100 and for local lines presently serving Willowbrook Zone 3, as described in said report dated August 22, 1966.

Personnel and Administrative Procedures Committee Meeting

Director Allen, Chairman of the Personnel and Administrative Procedures Committee, announced that a meeting of the Committee in Executive Session would be held immediately following adjournment of the Board 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, September 21, 1966.

There being no further business, the meeting adjourned.

Erigena K. Reed
Secretary

REPORT OF PURCHASING COMMITTEE
 FOR PERIOD OF
 AUGUST 17, 1966 THROUGH SEPTEMBER 6, 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.
3200-111	COFFEE TIME	COST OF COFFEE & DOUGHNUTS SERVED AT VARIOUS DIVISIONS OF TRANSPORTATION DEPARTMENT IN CONNECTION WITH DISTRIBUTION OF SAFETY AWARD PINS	\$ 150.00	
3302-435	MICHAELS VACUUM CLEANERS	1 - REX AIRE VACUUM CLEANER, TANK TYPE WITH BASE	260.00	302A
3399-264	TRAFFIC & PARKING EQUIP. CO.	15 - 6' STANDARD TREADLE WITH 20' INTEGRAL LEADS, MOUNTED ON HOT ROLL STEEL PLATE WITH ANCHOR BOLTS, TO EQUIP DISCHARGE & LOADING BERTHS IN NEW GREYHOUND TERMINAL (CHARGE TO W.O. 1777)	936.00	

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

Southern California Rapid Transit District

SCHEDULE OF RATES AND CONDITIONS
LEASED MOTOR COACHES

1. BASIC RATES

- (a) Rate per mile - 75¢ (to apply only when hourly rate is less than the mileage rate).
- (b) Rate per hour - \$9.50 for the first eight (8) hours, and \$8.50 per hour thereafter.
- (c) Minimum charge - \$45.00
- (d) For major sports events at the Coliseum, Sports Arena, Wrigley Field, Chavez Ravine, and other centers such as Pan Pacific and Olympic Auditorium, a minimum charge of \$60.00 applies, except for double-header ball games when a minimum of \$80.00 applies, and except for movements that have a round trip mileage of 75 or more, in which event the items in (a) or (b) will apply.
- (e) Cancellation charge - \$40.00 except in those instances where the cancellation is made before 11:00 A.M. of the day prior to the scheduled movement, in which case there will be no charge.

2. LEASE RATES FOR LEGAL HOLIDAYS: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving, Christmas.

- (a) \$8.25 per hour plus 75¢ per mile operated
- (b) Minimum charge - 8 hours plus 75¢ per mile
- (c) Cancellation charge - \$60.00 except in those instances where cancellation is made thirty-six (36) hours in advance, in which event no charge will be made.

3. MISCELLANEOUS CONDITIONS

- (a) All hourly and/or mileage charges will commence at the time of pull-out from Lessor's garage, and end at the time of pull-in to Lessor's garage.
- (b) In the event Lessee leases twenty-five (25) or more motor coaches at one time, it shall be required that Lessee employ the services of one of Lessor's Supervisors in a radio equipped automobile for each twenty-five (25) motor coaches leased at a rate of \$50.00 per day for each Supervisor and automobile.
- (c) Lessee agrees to furnish Lessor complete information as to time and location of origin and destination for each trip, and routing where possible, at least 48 hours before scheduled time of movement involved.
- (d) Details pertaining to motor coach movements covered by Lease Agreement are to be worked out with the office of the General Superintendent of Transportation of Lessor, telephone number 749-6977, Extension 341.

AUTHORIZED: September 7, 1966

September 15, 1966

EFFECTIVE: September 15, 1966

CITY SELECTION COMMITTEE

Southern California Rapid Transit District

Minutes of the Regular Meeting of the Members of the
City Selection Committee of the District

September 1, 1966

Upon notice duly given, the members of the City Selection Committee met at the Rodger Young Auditorium, 936 West Washington Blvd., Los Angeles, California at 9:00 p. m. on September 1, 1966, at which time Chairman Ralph A. Harper called the meeting to order.

Chairman Harper requested Mr. Manning of the Transit District staff to call the roll of members.

Chairman Harper declared a quorum of the members of the City Selection Committee was present, representing more than 50% of the total number of votes of all the members of the City Selection Committee.

The Chairman then declared that nominations were open for City Selection Committee officers. City Selection Committee members Robert G. Beverly, Edwin Wade, and Ruth Benell were nominated for Chairman, Vice-Chairman, and Recording Secretary, respectively. Nominations were closed and an unanimous ballot ordered for each of the officers.

Robert Beverly assumed chairmanship of the meeting and declared that nominations were open for representatives to the Southern California Rapid Transit District Board of Directors. Nominations for the Board of Directors were received by corridors as follows:

Corridor A: Kermit M. Bill
Corridor B: David K. Hayward
Corridor C: Allan F. Daily
Corridor D: Harry A. Faull

It was moved, seconded and carried unanimously that nominations be closed and that an unanimous ballot be cast for each of the nominees.

Under new business, Director Kermit M. Bill gave a status report on rapid transit planning. The text of Mr. Bill's remarks is attached to the minutes.

As there was no further business, the meeting was declared adjourned.

Robert G. Beverly
Chairman

Remarks of Kermit Bill at SCRTD
City Selection Committee Meeting

Now that the Southern California Rapid Transit District has been allocated three million, nine hundred thousand dollars of tidelands oil revenue by the State Legislature, I'm sure you would like to know how the Transit District plans to use this money.

But before I get into those details I wish to once again thank the League of California Cities, on behalf of the Transit District, for its support and influence in securing the legislation to which I just referred. Your public support and the considerable influence of the League and its membership were most helpful during those critical days preceding passage of the legislation.

Briefly, then, this is how the \$3.9 million will be spent.

Updating of the engineering work that had been done previously on twenty-three of the first sixty-four miles of the high-speed Rapid Transit system. And the completion of preliminary planning and engineering of the remaining forty-one miles.

In this preliminary planning and engineering the District and its consulting engineers will survey alternative route alignments in each of the four corridors that will be served by Rapid Transit and will make determination of construction costs and estimates of revenues.

Other work that will be going on will include preliminary design of way structures, stations, and other facilities. Work on the preliminary

design of the rolling stock, and the operation and control equipment for these cars, also will be underway.

Some of the other major parts of this program will be the development of feeder bus lines, secondary distribution systems and comprehensive parking facilities for our revenue passengers.

Within the next few months we also will be talking with the officials of each of the many local governments that will be affected by Rapid Transit. We will be meeting with these officials, and their representatives, to learn how we can best meet their community needs as they relate to Rapid Transit. And how Rapid Transit planning can be coordinated with over-all planning for each community.

Another important part of the total program is to keep the public fully informed not only in general, but in detail as well, so that the electorate will be able to make a decision based on facts--not emotion--in November of 1968. You will be reading and hearing about our program more and more as it develops. While I have dwelled at some length here on our program of work for the high speed Rapid Transit System, I want to assure you that this is not the District's only interest. We strongly advocate a four-way balanced transportation system for all the Southland. This involves timely completion of the freeway system, improvement of the traffic flow on our streets and highways, and expanding the level of service provided by our present public transportation system - plus, of course, grade-separated, high speed electric trains as the fourth essential element of Balanced Transportation.

In this regard, you will be interested in a brief, but highly significant, statement of policy and objectives recently passed by the District board of directors. Let me read it to you:

"The basic responsibility of the Southern California Rapid Transit District is to determine and meet unfilled mass public transportation needs within the District.

"To fulfill this basic responsibility, in the best interests of all the people and in close coordination and cooperation with local, state and federal authorities, the following objectives are established:

" 1. Fill the role of active leadership in mass public transportation, further establishing the District as the recognized responsible agency which is the prime source of mass public transportation knowledge and operating expertise in Southern California, the State of California, and the Nation.

" 2. Maximize present mass public transportation service -- emphasizing the "public service" nature of the District's responsibility by effectively seeking ways to overcome financial and jurisdictional limitations.

" 3. Develop, build and operate an over-all mass Rapid Transit system coordinated with a comprehensive and integrated surface transportation network, together designed to meet the mobility needs of the entire community."

That is our policy and these are our plans. Let me thank you for permitting me to make this brief report - and close by assuring you that the SCRTD is dedicated to the speedy realization of these substantial objectives.

Thank you.