

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

January 28, 1976

Upon notice duly given, the Board of Directors of the Southern California Rapid Transit District met at a Special Meeting in the Founder's Room, Dorothy Chandler Pavillion, 135 North Grand Avenue, Los Angeles, California, at 7:30 p.m. on January 28, 1976, for the purpose of holding a study session and review of Supervisor Baxter Ward's one-cent sales tax rapid transit measure.

Directors present:

Byron E. Cook, President	Marvin L. Holen
Thomas G. Neusom, Vice-President	Jay B. Price
George W. Brewster	Ruth E. Richter
Adelina Gregory	Baxter Ward

Directors absent:

Donald Gibbs
Pete Schabarum
George Takei

Staff present:

Jack R. Gilstrap, General Manager
Richard T. Powers, General Counsel
Richard K. Kissick, Secretary

Also present were Supervisor Kenneth Hahn, Dee Jacobs, UMTA Western Regional Administrator, Mayor Tom Bradley, representatives from various Los Angeles County cities, members of the public and the news media.

Following dinner, the meeting was convened at 9:00 p.m. with Supervisor Baxter Ward explaining his proposed one-cent rapid transit measure which he was proposing be placed on the June ballot.

Supervisor Ward opened his presentation by displaying the logo which would be used on the El Camino service, the Los Angeles County commuter trains.

He then explained in detail the rapid transit project which he was hopeful the RTD Board would place on the ballot in June, and by a series of maps and charts explained the principal parts of his proposal. He also stated that early last fall he had talked to UMTA Administrator Patricelli regarding a proposal to build all but the starter line by means of a one-cent sales tax and inquired of the Administrator if UMTA would fund the starter line 4-1, to which Mr. Patricelli had replied that UMTA would fund the starter line.

During the course of the presentation, copies of various drawings, debt service requirements, cost figures, etc., were distributed to those in attendance. At the conclusion of the presentation, all those present were presented a copy of the report entitled "The Sunset Coast Line - Route of the New Red Cars."

Following is a summary of Supervisor Ward's proposal:

- 230 miles of Heavy Rail (3rd rail) Main Line
51 miles of Light Rail and Monorail Feeder Lines
(See Map attached as EXHIBIT 1)
- Three types of service -
 - Local (five-car trains)
 - Red Car Interurbans (five-car trains)
 - Airporter (two-car trains)

- . Local trains would run on any point of the Main Line about five minutes apart.
Red Car Interurbans assigned to runs overlapping several divisions but running less frequently than locals.
Airporter Trains to LAX.
- . Proposes a systemwide flat fare of 25 cents with a premium fare of \$2.50 on Airporter Trains.
- . 44 cities on the Main Line (See list attached as EXHIBIT 2).
- . Tunneling avoided on any long stretches, thus being less costly - - no massive condemnation of private property, with use of some freeway stretches, sections of railroad rights-of-way, embankments of flood control channels, etc., proposed.
- . Proposal does not include the present Rapid Transit Starter Line now under discussion which would be funded 80% by federal funds with the balance by local matching funds. (Note "Starter Line Alternative - January 12 Revision below.)
- . Proposes a rapid transit facility and rail transit network operating facility just east of the present Los Angeles Union Station, which hopefully the City of Los Angeles would join in the construction.
- . The network would extend to both the Orange and San Bernardino County boundaries.
- . The debt service requirements for a proposed SCRTD bond issue would extend from 1977 to the year 2016. (See EXHIBIT 3 attached.)
- . Estimated cost today, including 1,060 heavy cars and the monorail cars, is between \$3-billion and \$4-billion, but with construction time of approximately twelve years necessary inflation trends would have to be added.
- . Ballot issue would name cities and towns with construction funds not diverted to other routes, with the cities making the actual decisions as to specific alignments of the corridors or networks, based on local needs and traffic patterns.

- . Proposes a partnership between the County and the RTD in which the County would serve the RTD as Project Manager and Prime Contractor by means of a new County entity to be known as the Department of Transit Development.
- . Sales tax proposed is one-half cent for construction and one-half cent for operating costs, but legislation is required in order to consolidate on one ballot measure. Average cost for each resident of Los Angeles County would be ten cents per day.

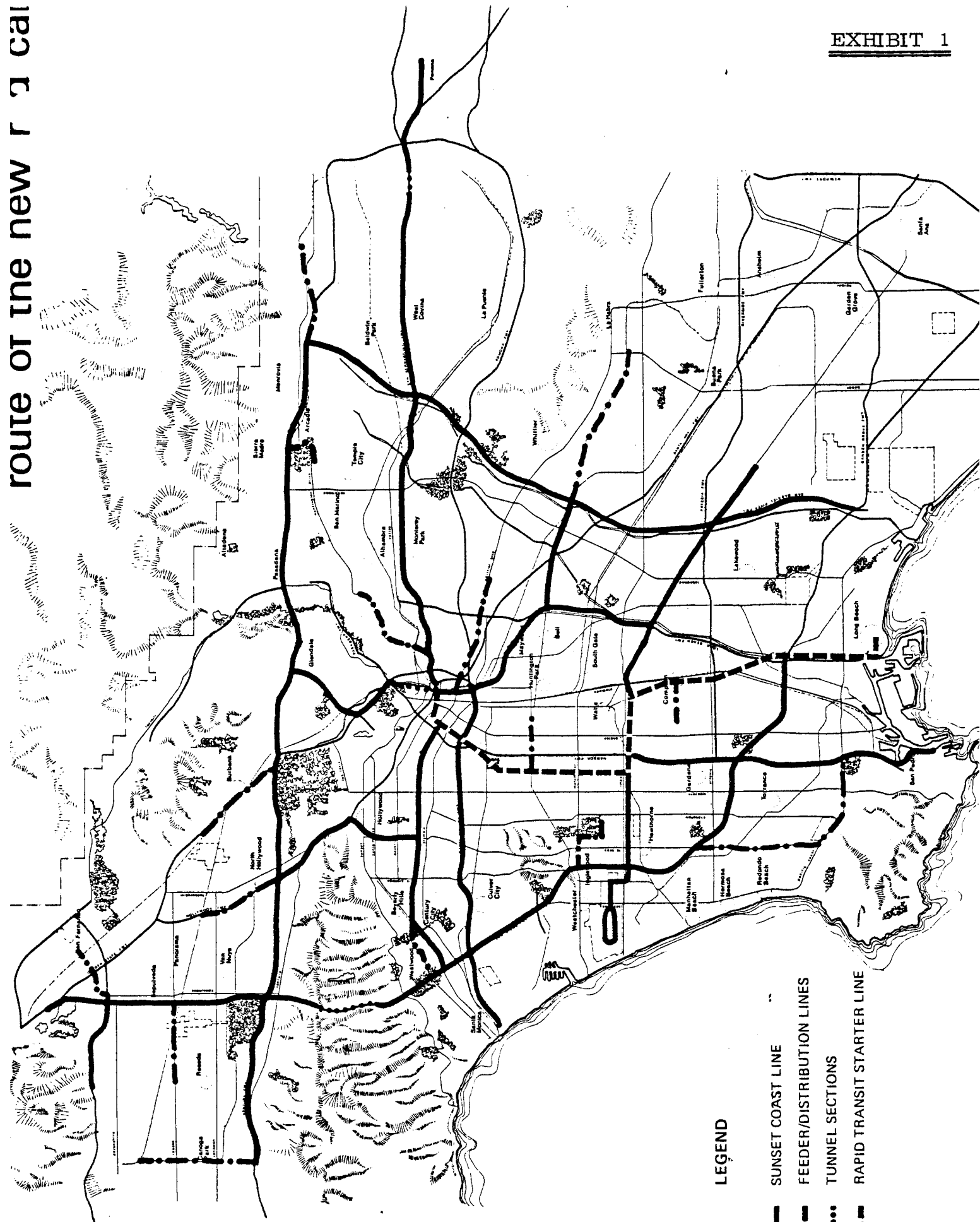
At the conclusion of his presentation, Supervisor Ward also distributed copies of a "Starter Line Alternative - January 12 Revision", a copy of which is attached as EXHIBIT 4. Mr. Ward stated that this alternative routing would enable construction of the Starter Line from Long Beach to Union Station at a cost of \$688-million, and could possibly be included in the Ballot proposition.

Supervisor Hahn complimented Mr. Ward for his dedication and the presentation which he had made and felt we need to go forward on a transit plan.

Supervisor Ward stated it would be necessary for the RTD Board to approve placing his proposal on the June ballot and hoped legislation would soon be approved so the proposal could be made under one proposition. On inquiry of Mr. Ward, County Executive Officer James Mize stated the matter would be placed on the agenda of the Board of Supervisors on February 19.

The meeting was adjourned at 10:03 p.m.


Secretary



LEGEND

- SUNSET COAST LINE
- FEEDER/DISTRIBUTION LINES
- TUNNEL SECTIONS
- - - - RAPID TRANSIT STARTER LINE

AUDITOR-CONTROLLER
DEBT SERVICE REQUIREMENTS
PROPOSED SCRTD BOND ISSUE

Schedule I

<u>Year</u>	<u>Bond Issue</u>	<u>Amount of Bonds Issued</u>	<u>Principal Payments</u>	<u>Interest Payments</u>	<u>Total Debt Requirement</u>
1977	1	\$500,000,000	\$ -	\$ -	\$ -
1978	2	500,000,000	100,000,000	40,000,000	140,000,000
1979	3	500,000,000	100,000,000	72,000,000	172,000,000
1980	4	500,000,000	90,000,000	104,000,000	194,000,000
1981	5	500,000,000	100,000,000	136,800,000	236,800,000
1982	6	500,000,000	100,000,000	168,800,000	268,800,000
1983	7	500,000,000	90,000,000	200,800,000	290,800,000
1984	8	500,000,000	70,000,000	233,600,000	303,600,000
1985	9	500,000,000	80,000,000	268,000,000	348,000,000
1986	10	500,000,000	135,000,000	301,600,000	436,600,000
1987	11	500,000,000	100,000,000	330,800,000	430,800,000
1988	12	500,000,000	100,000,000	362,800,000	462,800,000
1989	13	500,000,000	100,000,000	394,800,000	494,800,000
1990	14	500,000,000	100,000,000	426,800,000	526,800,000
1991	15	500,000,000	100,000,000	458,800,000	558,800,000
1992			150,000,000	490,800,000	640,800,000
1993			150,000,000	478,800,000	628,800,000
1994			150,000,000	466,800,000	616,800,000
1995			150,000,000	454,800,000	604,800,000
96			150,000,000	442,800,000	592,800,000
97			150,000,000	430,800,000	580,800,000
1998			150,000,000	418,800,000	568,800,000
1999			200,000,000	406,800,000	606,800,000
2000			200,000,000	390,800,000	590,800,000
2001			250,000,000	374,800,000	624,800,000
2002			325,000,000	354,800,000	679,800,000
2003			375,000,000	328,800,000	703,800,000
2004			450,000,000	298,800,000	748,800,000
2005			500,000,000	262,800,000	762,800,000
2006			495,000,000	222,800,000	717,800,000
2007			445,000,000	183,200,000	628,200,000
2008			400,000,000	147,600,000	547,600,000
2009			335,000,000	115,600,000	450,600,000
2010			305,000,000	88,800,000	393,800,000
2011			230,000,000	64,400,000	294,400,000
2012			185,000,000	46,000,000	231,000,000
2013			160,000,000	31,200,000	191,200,000
2014			120,000,000	18,400,000	138,400,000
2015			80,000,000	8,800,000	88,800,000
2016			30,000,000	2,400,000	32,400,000
		<u>\$7,500,000,000</u>	<u>\$7,500,000,000</u>	<u>\$10,030,000,000</u>	<u>\$17,530,000,000</u>

AUDITOR-CONTROLLER
ESTIMATED FINANCING REVENUE
SCRTD BOND ISSUE

Schedule II

Year	Estimated Amount of Sales Tax Collections (000)Omitted	Estimated Interest Earnings at 7.5% Yield on Funds in Excess of Debt Service Reqmts. (000)Omitted	Estimated Annual Revenue (000)Omitted
1977 Sales Tax at 1%	\$ 283,660	\$ -	\$ 283,660
1978	301,810	33,410	335,220
1979	321,130	47,101	368,231
1980	341,680	61,709	403,389
1981	363,550	75,844	439,394
1982 Sales Tax at 3/4 of 1%	290,115	83,130	373,245
1983	308,685	90,707	399,392
1984	328,440	99,373	427,813
1985	349,463	106,936	456,399
1986	371,828	110,097	481,925
1987 Sales Tax at 1/2 of 1%	263,750	105,827	369,577
1988	280,630	100,101	380,731
1989	298,590	92,892	391,482
1990	317,700	84,177	401,877
1991	338,035	73,933	411,968
1992	359,670	58,393	418,063
1993	382,690	44,314	427,004
1994	407,180	31,916	439,096
1995	433,240	21,443	454,683
1996	460,965	13,164	474,129
1997	490,465	7,375	497,840
1998	521,855	4,408	526,263
1999	555,255	873	556,128
2000	590,790	938	591,728
2001	628,600	1,292	629,892
2002	668,830	567	669,397
2003	711,635	1,198	712,833
2004	757,180	1,915	759,095
2005	805,640	5,272	810,912
2006	857,200	16,123	873,323
2007	912,060	38,621	950,681
2008	970,430	73,230	1,043,660
2009	1,032,540	122,368	1,154,908
2010	1,098,625	184,407	1,283,032
2011	1,168,935	263,828	1,432,763
2012	1,243,745	359,571	1,603,316
2013	1,323,345	471,449	1,794,794
2014	1,408,040	602,031	2,010,071
2015	1,498,155	752,886	2,251,041
2016	1,594,035	926,474	2,520,509
	<u>\$25,640,171</u>	<u>\$5,169,293</u>	<u>\$30,809,464</u>

AUDITOR-CONTROLLER
PROJECTED CASH FLOW
PROPOSED SCRIP BOND ISSUE

Schedule III

Year	(1) *Revenue (000)Omitted	(2) Available Funds (Col.1+Col.6) (000)Omitted	(3) Debt Require- ment (000)Omitted	(4) Balance (Col.2-Col.3) (000)Omitted	(5) Interest on Balance at 7.5% (000)Omitted	(6) Retained Revenue (Col.4+Col.5) (000)Omitted
1977	\$ 283,660	\$ 283,660	\$ -	\$ 283,660	\$ -	\$ 283,660
1978	301,810	585,470	140,000	445,470	33,410	478,880
1979	321,130	800,010	172,000	628,010	47,101	675,111
1980	341,680	1,016,791	194,000	822,791	61,709	884,500
1981	363,550	1,248,050	236,800	1,011,250	75,844	1,087,094
1982	290,115	1,377,209	268,800	1,108,409	83,130	1,191,539
1983	308,685	1,500,224	290,800	1,209,424	90,707	1,300,131
1984	328,440	1,628,571	303,600	1,324,971	99,373	1,424,344
1985	349,463	1,773,807	348,000	1,425,807	106,936	1,532,743
1986	371,828	1,904,571	436,600	1,467,971	110,097	1,578,068
1987	263,750	1,841,818	430,800	1,411,018	105,827	1,516,845
1988	280,630	1,797,475	462,800	1,334,675	100,101	1,434,776
1989	298,590	1,733,366	494,800	1,238,566	92,892	1,331,458
1990	317,700	1,649,158	526,800	1,122,358	84,177	1,206,535
1991	338,035	1,544,570	558,800	985,770	73,933	1,059,703
1992	359,670	1,419,373	640,800	778,573	58,393	836,966
1993	382,690	1,219,656	628,800	590,856	44,314	635,170
1994	407,180	1,042,350	616,800	425,550	31,916	457,466
1995	433,240	890,706	604,800	285,906	21,443	307,349
1996	460,965	768,314	592,800	175,514	13,164	188,678
1997	490,465	679,143	580,800	98,343	7,375	105,718
1998	521,855	627,573	568,800	58,773	4,408	63,181
1999	555,255	618,436	606,800	11,636	873	12,509
2000	590,790	603,299	590,800	12,499	938	13,437
2001	628,600	642,037	624,800	17,237	1,292	18,529
2002	668,830	687,359	679,800	7,559	567	8,126
2003	711,635	719,761	703,800	15,961	1,198	17,159
2004	757,180	774,339	748,800	25,539	1,915	27,454
2005	805,640	833,094	762,800	70,294	5,272	75,566
2006	857,200	932,766	717,800	214,966	16,123	231,089
2007	912,060	1,143,149	628,200	514,949	38,621	553,570
2008	970,430	1,524,000	547,600	976,400	73,230	1,049,630
2009	1,032,540	2,082,170	450,600	1,631,570	122,368	1,753,938
2010	1,098,625	2,852,563	393,800	2,458,763	184,407	2,643,170
2011	1,168,935	3,812,105	294,400	3,517,705	263,828	3,781,533
2012	1,243,745	5,025,278	231,000	4,794,278	359,571	5,153,849
2013	1,323,345	6,477,194	191,200	6,285,994	471,449	6,757,443
2014	1,408,040	8,165,483	138,400	8,027,083	602,031	8,629,114
2015	1,498,155	10,127,269	88,800	10,038,469	752,886	10,791,355
2016	1,594,035	12,385,390	32,400	12,352,990	926,474	13,279,464

venue = Sales tax of 1% for first 5 years, 3/4 of 1% for next 5 years and 1/2 of 1% thereafter.

AUDITOR-CONTROLLER
ESTIMATED FINANCING REVENUE FOR OPERATIONS
PROPOSED SCRTD BOND ISSUE

Schedule IV

<u>Year</u>	<u>Estimated Amount of Sales Tax Collections (000)Omitted</u>
1977	-
1978	-
1979	-
1980	-
1981	-
1982 Sales Tax at 1/4 of 1%	\$ 96,695
1983	102,885
1984	109,469
1985	116,476
1986	123,930
1987 Sales Tax at 1/2 of 1%	263,750
1988	280,630
1989	298,590
1990	317,700
1991	338,035
1992	359,670
1993	382,690
1994	407,180
1995	433,240
1996	460,965
1997	490,465
1998	521,855
1999	555,255
2000	590,790
2001	628,600
2002	668,830
2003	711,635
2004	757,180
2005	805,640
2006	857,200
2007	912,060
2008	970,430
2009	1,032,540
2010	1,098,625
2011	1,168,935
2012	1,243,745
2013	1,323,345
2014	1,408,040
2015	1,498,155
2016	1,594,035
	<u>\$22,929,265</u>

STARTER LINE ALTERNATIVE

SECRET

January 12 Revision

This route, therefore, will be proposed to progress as follows:

- The Starter Line alternative begins in Long Beach at Third and Pacific streets at the proposed transportation center;
- The line extends westward on an aerial structure to the embankment of the Los Angeles River;
- The line turns north, operating at grade on the embankment of the river with viaducts at the overcrossing streets;
- The line turns northwestward off the river embankment onto the median of the proposed Century Freeway;
- The line runs at grade in the median of the freeway to the Harbor Freeway;
- The line turns north onto a structure supported over either shoulder of the Harbor Freeway;
- The line runs north to a connection with the Cross-County line at the Santa Monica Freeway;
- This line is 23.71 miles in length.

Locations and types of stations for this line are listed below:

Location	Access			Station Type	Travel time from Union Station
	Bus/K&R/Park				
Santa Monica Frwy		Portal			
Exposition	X			Freeway	1:30
Slauson	X			Freeway	3:15
Manchester	X			Freeway	5:15
Imperial	X	X	X	Freeway	7:30
San Pedro	X			Freeway	8:15
Long Beach Blvd.	X	X	X	Freeway	11:45
Rosecrans		X	X	Grade	13:30
Willow	X	X	X	Grade	20:15
Long Beach Transportation Center	X	X	X	Aerial	23:15