

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

March 24, 1976

Upon notice duly given, the Board of 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 9:15 a.m. on March 24, 1976, at which time President Byron E. Cook called the meeting to order.

Directors present:

George W. Brewster
Byron E. Cook
Donald Gibbs
Adelina Gregory
Marvin L. Holen

Jay B. Price
Ruth E. Richter
Pete Schabarum
George Takei
Baxter Ward

Director absent:

Thomas G. Neusom

Staff present:

Jack R. Gilstrap, General Manager
Richard T. Powers, General Counsel
Ralph de la Cruz, Principal Analyst
Helen M. Bolen, Assistant Secretary

Also present were the District's consultants on the Sunset Coast Line proposal, members of the public and the news media.

President Cook stated that the purpose of this Special Meeting was to consider the introduction of ordinances and

adoption of resolutions necessary to place Supervisor Baxter Ward's Sunset Coast Line proposal before the voters for consideration on June 8, 1976, and he called on General Counsel Powers to explain the procedures necessary to introduce the ordinances.

General Counsel Powers stated that draft ordinances had been prepared by himself, bond counsel and the County Counsel's office. Also prepared were resolutions requesting the Board of Supervisors to consolidate the District's two proposals as ballot propositions on the statewide general election to be held on June 8, and to authorize and designate persons to file a written argument for each of the District's measures.

Director Schabarum commented on the ordinances and resolutions before the Board today and stated that it was his understanding that the language contained in the ordinances to be approved today would be the language that must be reflected, word for word, in the ballot language, since the deadline to get the measures on the June 8 ballot is March 26. President Cook inquired concerning the printing deadline for the ballots and inquired if adoption on April 7 would meet the deadline for material to be printed for the ballot.

William Rudell, Mayor of Burbank, addressed the Board. He stated that Supervisor Ward had asked the City of Burbank to prepare a resolution supporting the placement of the Sunset Coast Line proposal on the June ballot. Mayor Rudell said that after deliberation the City of Burbank urges the RTD

Board to defer final action on the proposed ballot propositions until some fundamental questions can be answered and the affected communities should have the opportunity for input prior to the adoption of ordinances. He reiterated some of the problems cities and communities will have with the proposal. In closing, he urged that the Sunset Coast Line proposal be side-tracked by the RTD Board or it will be derailed by the voters as Proposition A was in 1974.

Director Ward responded to some of the concerns of the City of Burbank.

Appearance of Mayor Bradley, City of Los Angeles

Mayor Bradley appeared before the Board and stated that the bulk of his concern with the Sunset Coast Line proposal have been satisfied, and he most strongly supported the measure of Supervisor Ward and urged that it be placed on the June ballot to give the people the opportunity to vote on whether or not we are going to have a mass rapid transit system. A copy of his statement is attached to these Minutes as Exhibit 1.

General Manager Gilstrap suggested that the staff and Directors go through the proposed ordinances section by section. General Counsel Powers started this procedure with the draft ordinance covering the Article 2 Special Tax. There was considerable discussion concerning Section 1, Section 3(7), (10) and (15).

Director Schabarum commented that consideration should be given to the fact that sufficient testimony has been given that public sentiment is along the line of lack of credibility on the part of this Board of Directors in dealing with the transit responsibility. He further stated that he feels that a fixed rail system is not the answer for the Los Angeles area. He closed by saying that if this measure is placed on the ballot, he would like to write the argument against the proposal.

Director Ward similarly requested that he be designated as one of the writers of the pro argument.

General Counsel Powers replied that the full Board may submit an argument but the Registrar of Voters has indicated that we would be bound by the election code which says no more than five signatories. He further stated that the County Registrar selects the arguments to be used for and against a proposition; however, he felt that the Registrar would consider Mr. Schabarum's request favorably.

Director Schabarum further stated that he did not believe this was the most cost-effective way to spend \$15-20 billion.

(Director Schabarum departed at 11:07 a.m.)

Upon inquiry, Dr. Diamont of De Leuw Cather stated that there would be five years or more following passage of the propositions before construction would be far enough along to have a usable segment of the system.

(Director Richter departed at 11:10 a.m.)

Director Holen stated that the important vote by this Board will be taken on April 7th, and that he advocates a Busway type of system.

Director Brewster said that he would like to "test the water" to see if there is support for the measure at this time.

Director Price moved that we go ahead on a step-by-step basis in making amendments to the proposed ordinances, which motion was seconded by Director Ward. After further discussion, Director Ward withdrew his second and the motion died.

General Manager Gilstrap reminded the Board that we have indicated that March 26th is the absolute deadline to get this to the County.

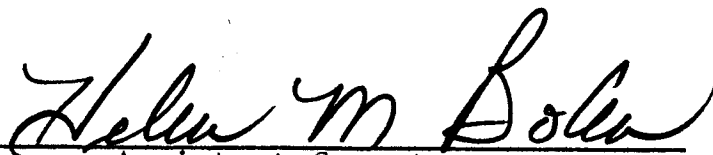
Mr. Gerald Crump of the County Counsel's office reported that the deadline for filing of resolutions with the Board of Supervisors and the Registrar of Voters is the 26th; however, it does not require Board of Supervisor action prior to the 26th. A subsequent deadline for passage of the ordinances would be April 10.

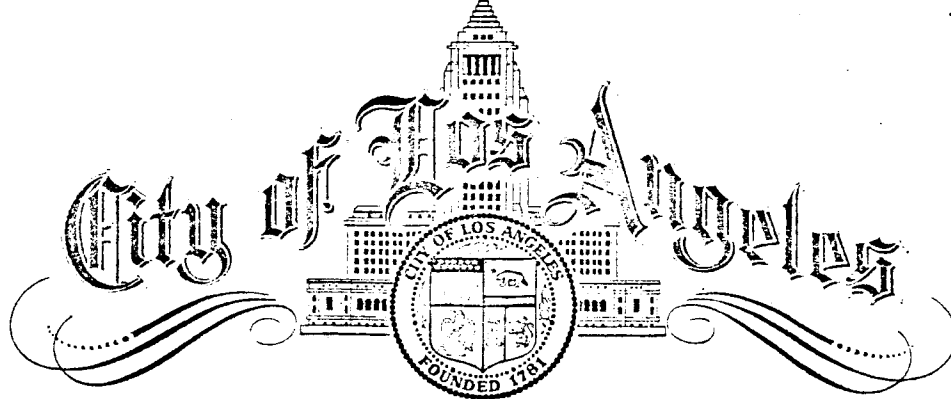
Director Brewster commented that he was not fully persuaded by the proposal, but he was not condemning the proposal. It is just that in his judgment, there are many questions which have not been answered which should be before the measure is placed on the ballot. He further stated that June 8th may be bad timing because of the Diamond Lane.

Director Price made a substitute motion that the vote be deferred and that a Special Meeting of the Board be set for

Friday at 9:00 a.m. for final solving of the problem, which motion was seconded and unanimously carried.

There being no further business to come before the Board, the meeting was adjourned at 11:55 a.m.


Assistant Secretary



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OFFICE OF THE MAYOR

TOM BRADLEY
MAYOR

March 24, 1976

Statement by

Mayor Tom Bradley
City of Los Angeles

before the

Southern California Rapid Transit District
Board of Directors

For many years now, I have devoted much of my time and energy to starting work on an efficient, economically sound mass transit system to serve people living, working, and traveling in the metropolitan Los Angeles area. Building a practical system has been and still remains a special concern of mine.

As you are aware, we have reached the point of consensus on a broad corridor of a starter line for a rapid transit system; a historical milestone in itself.

Through an interagency cooperative effort, we are examining the most cost effective and reasonable means of serving the transportation demands in that corridor. This is being done in the form of an "alternatives analysis" required by UMTA prior to our submission of a grant application for federal funds.

Maximizing the available federal funds to implement the starter line rapid transit system is a high priority. It is important that we not lose the opportunity to bring millions of tax dollars we pay to Washington back to Southern California to help our economy. Building the system means jobs. For example, according to a recent Congressional report, for every one million dollars invested in fixed guideway transit, 80 man hours of work are created -- a \$1 billion investment would equal 2,000 jobs, a \$5 billion investment would equal 10,000 jobs directly

generated by the system. In Washington, D.C., and Atlanta, 2% of the entire metropolitan employment is traced to fixed guideway construction. I will continue my efforts to seek favorable action by UMTA on our application, to be submitted this June, for the construction of the starter line.

In an effort to extend the proposed rapid transit starter line into other parts of Los Angeles County, Supervisor Ward has initiated the concept of the "Sunset Coast Line." Originally, the concept contained some technical characteristics and financial provisions that were of great concern to me and many others. During the past few months, the concept has received considerable review and analysis at many governmental levels. The concept has gone through a series of changes and transformations. During the period of transformation, the central objective has been: to extend the rapid transit starter line to other areas of the County. Additionally, the means of financing the fixed guideway extensions and operating the starter line have been refined and modified, particularly with inclusion of pay-as-you-go financing instead of the initial massive bonding proposal.

Since the concept has been greatly strengthened through these changes, I believe it now warrants the people's support. Therefore, I urge your Board to place the concept and supporting financing provisions on the June ballot. The transit concept contains such positive features as use of existing rights of way, particularly our freeways; minimal physical and environmental impact, and a positive influence on revitalizing existing communities.

During your deliberations on the ballot measure and supporting ordinance, I urge that you give attention to the following issues:

- The outcome of the alternatives analysis should not be prejudged. The lines designated within the 69-mile study corridor, including the San Fernando Valley, Wilshire and South Central, should be incorporated into the 244-mile system. But special designation should not be made as to which segment of the corridor would be selected for federal funding;
- Specific policies should be adopted to provide for direct integration of the starter line with the other main lines;

- Other sources of funds should be explored to augment the financing of the system;
- The SCRTD Board should retain complete authority over the system by means of step-by-step approval of the planning, design, engineering and construction of the system. This would enable the District to contract with private firms or public agencies. Additionally, the District should:
 - Hire an independent systems management team to oversee the finalized technical aspects of the system regarding cost, reliability, maintainability, safety, and performance to avoid cost over-runs;
 - Make a commitment to a strong internal audit group within the District to review expenditures, income, and cash flow.
- Your Board should consider measures to strengthen the local control and approval provisions of the Public Utilities Code;
- Identify the means of financing an effective bus feeder system to service the mainline routes of the system. Direct action should be taken to refine a transportation management element of the system for integrating bus and other improvements with the main rail lines;
- Early agreements should be reached between construction unions and builders of the system for peaceful resolution, without work stoppages, of any labor disputes that might arise during construction.

I believe that by addressing these and other issues relating to this extensive system, your Board can provide the voters with confidence that they will be voting for an efficient and economically sound mass rapid transit system.