

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

April 28, 1970

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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 10:00 a.m. on April 28, 1970, at which time President Herbert H. Krauch called the meeting to order.

Directors Kermit M. Bill, Charles E. Compton, A. J. Eyraud, Jr., Leonard S. Gleckman, David K. Hayward, Herbert H. Krauch, Michael E. Macke, Don C. McMillan, Thomas G. Neusom, Douglas A. Newcomb and Norman Topping were present.

Also present were General Manager Samuel B. Nelson; General Counsel Milton McKay; Assistant General Manager for Operations George F. Goehler; Assistant General Manager for Rapid Transit Development Jack R. Gilstrap; Controller-Auditor-Treasurer H. L. Black; Secretary Virginia L. Rees; and the public.

Approval of Minutes

The Minutes of the Special Meeting and of the Regular Meeting held April 7, 1970 were approved.

Board of Directors Recessed in Executive Session at 10:10 a.m.

President Krauch thereupon asked for a motion to recess the Board Meeting in executive session to consider personnel matters.

On motion duly made, seconded and unanimously carried, the Board of Directors retired to the Conference Room in executive session at 10:10 a.m.

The Board Meeting was reconvened at 10:55 a.m., with Directors Kermit M. Bill, Charles E. Compton, A. J. Eyraud, Jr., Leonard S. Gleckman, David K. Hayward, Herbert H. Krauch, Michael E. Macke, Don C. McMillan, Thomas G. Neusom and Douglas A. Newcomb present.

Director Norman Topping did not return to the meeting from executive session and was absent throughout the remainder of the meeting.

Temporary Route Diversions

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-86

RESOLVED, that the temporary route diversions caused by construction work affecting Lines 20, 34, 61, 64, 68, 72, 86 and 131, as described in report dated April 13, 1970 filed with the Secretary, be and the same are hereby ratified and approved.

Changes of Bus Stop Zones

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-87

RESOLVED, that the report dated April 20, 1970 relating to bus stop changes, filed with the Secretary, be and the same is hereby ratified and approved.

Approval of Authorization For Expenditure No. 438

After discussion, on motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-88

RESOLVED, that Authorization For Expenditure No. 438, covering miscellaneous requisitions of \$100 and over, but less than \$1,000, as discussed at this meeting and attached to these Minutes as Exhibit 1, be and the same is hereby approved.

Report of Purchasing Agent - Statement of Material & Supplies Account

Pursuant to Section 8.3 D of the Rules and Regulations, the Purchasing Agent's Statement of Material & Supplies Account for the Month of March, 1970 was presented to the meeting and was ordered "Received and Filed." A copy of the Statement is filed with the Secretary.

Report of Purchasing Agent - Report of Sale Orders & Sales of Surplus, Obsolete or Used Material, Supplies or Equipment for Period of January 1, 1970 through March 31, 1970

Pursuant to Section 9.8 of the Rules and Regulations, the Purchasing Agent submitted Report of Sale Orders & Sales of Surplus, Obsolete or Used Material, Supplies or Equipment for

the Period of January 1, 1970 through March 31, 1970, which Report was ordered "Received and Filed." A copy of the Report is filed with the Secretary.

Approval of Route Changes in City of Burbank - Line Nos. 14, 20, 24, 81, 86 and 122

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-89

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 22, 1970 recommending that effective as of June 21, 1970 Line Nos. 14, 20, 24, 81, 86 and 122 be rerouted in the City of Burbank due to certain changes in the street traffic patterns in the vicinity of the Burbank Golden Mall, all as more particularly described in report dated April 17, 1970 presented to the meeting as a part of the General Manager's report; and

WHEREAS, General Manager Nelson advised the Committee that the route changes proposed on said lines in the City of Burbank have been approved by the Chief Engineer of the City of Burbank; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation that said lines be rerouted in the City of Burbank;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to reroute Line Nos. 14, 20, 24, 81, 86 and 122 in the City of Burbank, as discussed at this meeting and as described in report dated April 17, 1970 filed with the Secretary, effective as of June 21, 1970; subject to the prior approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to make appropriate revisions in the Official Route Authorizations adopted November 5, 1964, as amended, to reflect the revisions in routes above authorized.

Approval of Modifications in Local Passenger Tariff No. 18 -
Extension of Northbound Inner Fare Zone Limit from
Avenue 45 & Marmion Way to Glenalbyn & Marmion Way -
Line No. 6

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-90

WHEREAS, the present fare zone limit between the Inner Zone and Highland Park Zone-2 on Line No. 6 is located at the intersection of Avenue 45 & Marmion Way, at which point identification checks and any necessary over-ride payments from passengers destined to points beyond the Inner Zone are collected; and

WHEREAS, a serious accident hazard exists at Marmion Way & Avenue 45 since the use northbound of a nearside bus stop by District buses limits the line of sight vision for automobiles entering Marmion Way from Avenue 45; and

WHEREAS, the Board of Public Utilities & Transportation of the City of Los Angeles has requested that the District consider relocation of the Avenue 45 & Marmion Way northbound nearside bus stop to farside; and

WHEREAS, the Staff after inspection of the possible farside bus stop at Avenue 45 & Marmion Way found that there was not sufficient space to provide a safe landing for more than one bus; and

WHEREAS, after further study, it was the Staff's suggestion that a safer point for picking up the identification checks would be at Marmion Way & Glenalbyn Street, which is one stop or one-eighth mile north of the present Avenue 45 location; and

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 22, 1970 recommending that the northbound limit of the Inner Zone on Line No. 6 be extended from Avenue 45 & Marmion Way to Glenalbyn & Marmion Way and that the present southbound check inspection and collection practices at Avenue 45 & Marmion Way be continued; and

WHEREAS, the Surface Operations Committee was advised that the proposed extension of the Inner Zone boundary would allow a relatively few passengers to ride for a 30¢ fare instead of 38¢ and that there would be a slight diminution of revenues estimated at \$470.00 per year; and

WHEREAS, the Surface Operations Committee at its meeting on April 27, 1970 concurred in the General Manager's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to modify the District's Local Passenger Tariff No. 18 to provide for the extension of the northbound limit of the Inner Zone from Avenue 45 to Glenalbyn Street & Marmion Way on Line No. 6, as discussed at this meeting and as described in report dated April 13, 1970 filed with the Secretary, effective as of May 10, 1970; subject to approval of the Consulting Engineer.

Approval of Establishment of Line No. 138 Along Fulton and Woodman Avenues to Serve Los Angeles Valley College

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-91

WHEREAS, numerous requests have been received for the establishment of bus service along Fulton and Woodman Avenues in the San Fernando Valley from residents of the area who are now without public transportation facilities within a reasonable walking distance, from public officials of the City of Los Angeles and from the Dean of Students at Los Angeles Valley College; and

WHEREAS, the area which would be served is part of the City of Los Angeles and is a community of predominantly single family middle priced residences, but the characteristic of the neighborhood is changing to multiple dwellings, with many apartment type buildings already constructed or under construction; and

WHEREAS, the Los Angeles Valley College, located at Fulton Avenue & Burbank Boulevard and presently served by Line No. 93 along Chandler Boulevard, attracts

students from points within Pacoima, Sun Valley, Burbank, North Hollywood, Reseda, Tarzana and Woodland Hills, but from these points it is necessary for those students using public transportation to travel to points beyond the College and then double back, a time consuming travel pattern; and

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 22, 1970 recommending the establishment of a bus service along Fulton and Woodman Avenues between Ventura Boulevard and Roscoe Boulevard in the San Fernando Valley to serve the Los Angeles Valley College and residents in the area, said service to be designated as the "Fulton-Woodman Avenues Line No. 138;" and

WHEREAS, the Committee was advised that the proposed service would be operated on an hourly frequency from approximately 7:00 a.m. to 7:00 p.m., Monday through Friday only, requiring the use of one vehicle; that the estimated cost of the operation, based on the current level of expense, would be \$32,600 per year, and that in order to meet the annual cost, it would be necessary to attract approximately 400 new riders per day; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation that Line No. 138 be established, effective as of September 13, 1970;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to establish the Fulton-Woodman Avenues Line No. 138, as discussed at this meeting and as more particularly described in report dated April 13, 1970 filed with the Secretary, effective as of September 13, 1970; subject to the prior approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to make appropriate revisions in the Official Route Authorizations of the District adopted November 5, 1964, as amended, to include the route of the Fulton-Woodman Avenues Line No. 138, hereinabove authorized:

RESOLVED FURTHER, that the General Manager be and he hereby is directed to report to the Board of Directors on the results of the operation of Line No. 138 within 90 days after the commencement of operation on September 13, 1970.

Approval of Combination of Line Nos. 81 and 131 and of Modification of Local Passenger Tariff No. 18

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-92

WHEREAS, the District has received numerous requests from residents, business establishments, Chambers of Commerce and City officials for the provision of bus service between the Topanga Canyon Plaza Shopping Center and the Woodland Hills area adjacent to Ventura Boulevard along Topanga Canyon Boulevard; and

WHEREAS, extensive studies by District's Staff indicate that, while the population density along and adjacent to Topanga Canyon Boulevard would not be sufficient to generate the revenues required to meet the out-of-pocket expenses involved, existing conditions are compatible for the combining of Line Nos. 81 and 131 to provide the requested service to Topanga Plaza, and at the same time fulfill the many requests received for service to the West Valley Occupational Center and to Pierce College; and

WHEREAS, a review of the schedules of Line Nos. 81 and 131 indicates that by taking advantage of the schedule recovery time on Line No. 81 and the time gained in the abolition of the turning loop around the Topanga Plaza Shopping Center on Line No. 131, the extension/connection can be accomplished within the framework of the present schedule and vehicle requirements of the two lines, and that the expense to the District would be the additional mileage, which is estimated at approximately \$6,000.00 per year; and

WHEREAS, the proposed schedules on the combined Line would provide hourly service frequencies between approximately 5:30 a.m. and 7:30 p.m., Monday through Friday, and between approximately 6:30 a.m. and 7:00 p.m. on Saturdays; and

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 22, 1970 recommending

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that Line Nos. 81 and 131 be combined into one line and renamed "Ventura Blvd.-Chatsworth-Canoga Park-Hollywood-Burbank Line No. 81," and that the proposed extended and improved service be approved; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to combine Line Nos. 81 and 131 into one line, to be named "Ventura Blvd.-Chatsworth-Canoga Park-Hollywood-Burbank Line No. 81," as discussed at this meeting and as more particularly described in report dated April 13, 1970 filed with the Secretary, effective as of June 21, 1970; subject to the prior approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to make appropriate revisions in the Official Route Authorizations of the District adopted November 5, 1964, as amended, to include the route of Ventura Blvd.-Chatsworth-Canoga Park-Hollywood-Burbank Line No. 81, hereinabove authorized;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to modify the District's Local Passenger Tariff No. 18 to name the fares to points not previously served under Line Nos. 81 and 131, but which will be served under the combined and extended line designated as "Ventura Blvd.-Chatsworth-Canoga Park-Hollywood-Burbank Line No. 81."

Approval of Extension of Hellman Avenue Line No. 69 and
Modification of Interurban Passenger Tariff No. 17

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-93

WHEREAS, pursuant to the request of the Rosemead Chamber of Commerce, it has been determined that the District's Hellman Avenue Line No. 69 can be extended from its present terminal at Hellman & Walnut Grove Avenues to serve Rosemead Square, a large new shopping center located at Rosemead Blvd. & Marshall St.,

just north of the San Bernardino Freeway, or an extension of 1-3/4 miles round trip from its present terminal; and

WHEREAS, Line No. 108, which operates from Pasadena via Colorado Blvd. and Rosemead Blvd. from the north, terminates at Rosemead Square; and

WHEREAS, the proposed extension of Line No. 69 would provide the residents of the Hellman Avenue area with direct service to the Rosemead Square shopping center and with a bridge, via extended Line No. 69 and the present route of Line No. 108, to the City of Pasadena; and

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 22, 1970 recommending that the District's Hellman Avenue Line No. 69 be extended from its present terminal at Hellman & Walnut Grove Avenues to serve Rosemead Square located at Rosemead Blvd. & Marshall St., effective as of June 21, 1970; and

WHEREAS, the Committee was advised that, in order to provide the extended service, it was proposed to reduce the schedule frequency on Line No. 69 from 50 minutes to 60 minutes, 8:40 a.m. to 5:40 p.m., Monday through Friday only; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to extend the District's Hellman Avenue Line No. 69 from its present terminal at Hellman & Walnut Grove Avenues to Rosemead Square located at Rosemead Blvd. & Marshall St., as discussed at this meeting and as more particularly described in report dated April 13, 1970 filed with the Secretary, effective as of June 21, 1970; subject to the prior approval of the Consulting Engineer;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to make appropriate revisions in the Official Route Authorizations of the District adopted November 5, 1964, as amended, to include the extended route of Line No. 69, as hereinabove authorized;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to modify the District's Interurban Passenger Tariff No. 17 to name the fares to points not previously served by Line No. 69.

Los Angeles, City of - Grant of Pole Easement along Easterly Property Line of Division No. 5 Property Located at 2300 West 54th Street, Los Angeles

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-94

WHEREAS, the Department of Water & Power of the City of Los Angeles on February 27, 1970 requested the grant of a pole easement along the easterly property line of the District's No. 5 property located at 2300 West 54th Street, Los Angeles, to accommodate the realignment of Arlington and Van Ness Avenues at 54th Street; and

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 23, 1970 recommending that an easement (R/W No. 33398) be granted to the City of Los Angeles to construct, maintain and operate a pole upon the real property situated in the County of Los Angeles, State of California, described as a portion of Lot 33, Tract 1093 - 17/80 Maps, as shown on Right of Way Application and Pole Plat Map No. 664 NS, with waiver of compliance with Section 9.10 of the Rules and Regulations; form of easement subject to approval of the General Counsel; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the Southern California Rapid Transit District an easement (R/W No. 33398) granting to the City of Los Angeles the right to construct, maintain and operate a pole upon the District's real property situated in the County of Los Angeles, State

of California, described as a portion of Lot 33, Tract 1093 - 17/80 Maps, as shown on Right of Way Application and Pole Plat Map No. 664 NS dated February 17, 1970, a copy of which is filed with the Secretary; form of easement subject to approval of the General Counsel.

Approval of Requisition No. 3100-394 - Blanket Crime and Excess Fidelity Insurance

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-95

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 23, 1970 recommending that Requisition No. 3100-394, covering Blanket Crime and Excess Fidelity insurance coverage for a three-year term commencing June 23, 1970, at an estimated total cost of \$12,000.00, together with the bid requirements and specifications attached thereto, be approved and the Purchasing Agent be authorized to invite bids thereon in accordance with the Rules and Regulations; and

WHEREAS, the General Counsel has approved said bid requirements and specifications; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that Requisition No. 3100-394, covering Blanket Crime and Excess Fidelity insurance coverage for a three-year term commencing June 23, 1970, at an estimated total cost of \$12,000.00, together with the bid requirements and specifications attached thereto, be and the same is hereby approved;

RESOLVED FURTHER, that the Purchasing Agent be and he hereby is authorized to call for bids in accordance with the bid requirements and specifications attached to said Requisition No. 3100-394 pursuant to the Rules and Regulations.

Approval of Requisition No. 3100-395 - Felonious Assault
Blanket Accident Insurance

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-96

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 23, 1970 recommending that Requisition No. 3100-395, covering Felonious Assault Blanket Accident Insurance for a three-year term commencing July 1, 1970, at an estimated total cost of \$18,000.00, together with bid requirements and specifications attached thereto, be approved and the Purchasing Agent be authorized to invite bids thereon in accordance with the Rules and Regulations; and

WHEREAS, the General Counsel has approved said bid requirements and specifications; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that Requisition No. 3100-395, covering Felonious Assault Blanket Accident Insurance for a three-year term commencing July 1, 1970, at an estimated total cost of \$18,000.00, together with the bid requirements and specifications attached thereto, be and the same is hereby approved.

RESOLVED FURTHER, that the Purchasing Agent be and he hereby is authorized to call for bids in accordance with the bid requirements and specifications attached to said Requisition No. 3100-395 pursuant to the Rules and Regulations.

Approval of Amendment of Resolution Adopted May 7, 1968
Authorizing Invitation of Bids on Sale of 213 Surplus
Coaches - Deletion Therefrom of 1947 Model TDH-4507
GMC Diesel Coach No. 6950

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously

carried, the following resolution was adopted:

RESOLUTION NO. R-70-97

WHEREAS, by resolution adopted May 7, 1968 under heading of "Authorization to Invite Bids on Sale of 213 Surplus Coaches," the Purchasing Agent was authorized to invite bids on the sale of 213 surplus used G.M.C. diesel motor coaches; and

WHEREAS, despite advertisements and other attempts to dispose of the said surplus coaches, twenty-eight (28) coaches remain unsold, including Coach No. 6950, a 1947 GMC Model TDH-4507; and

WHEREAS, the Transportation Department has requested that said Coach No. 6950 be returned to the District's active list of coaches for use as a mobile safety training classroom; and

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 23, 1970 recommending that resolution adopted May 7, 1968, under heading of "Authorization to Invite Bids on Sale of 213 Surplus Coaches," be amended by deleting Coach No. 6950, a 1947 GMC Model TDH-4507, therefrom, and authorization to return said coach to the active list for conversion as a mobile safety training classroom; and

WHEREAS, the Consulting Engineer on April 21, 1970 authorized the return of Coach No. 6950 to the active list for such conversion; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that resolution adopted May 7, 1968 under the heading of "Authorization to Invite Bids on Sale of 213 Surplus Coaches," be and hereby is amended by deleting Coach No. 6950, a 1947 GMC Model TDH-4507, from the list of surplus coaches therein described;

RESOLVED FURTHER, that said Coach No. 6950 be and hereby is returned to the District's active list of coaches for conversion as a mobile safety training classroom.

Approval of Letter Agreement Relating to Natural Gas Bus
Propulsion Demonstration Project Between Pacific
Lighting Service Company, Los Angeles County Air
Pollution Control District, and the District

After discussion, on motion of Director Compton, Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-98

WHEREAS, the Surface Operations Committee on April 27, 1970 considered General Manager Samuel B. Nelson's report dated April 23, 1970 recommending that the District enter into an agreement with the Pacific Lighting Service Company and the Los Angeles County Air Pollution Control District covering a joint study project to determine the feasibility of the District operating natural gas fueled vehicles; form of agreement subject to approval by the General Counsel; and

WHEREAS, the Surface Operations Committee concurred in General Manager Nelson's recommendation;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the Southern California Rapid Transit District a letter agreement dated April 15, 1970 between the Southern California Rapid Transit District, the Los Angeles County Air Pollution Control District, and the Pacific Lighting Service Company covering a joint study project to determine the feasibility of the District operating natural gas fueled vehicles, a copy of which letter agreement was presented to this meeting and is attached to these Minutes as Exhibit 2; form of letter agreement subject to approval of the General Counsel.

Authorization of General Manager to Enter into Negotiations
with City of Los Angeles, Central City Association,
Community Redevelopment Agency and County of Los Angeles
for Contract re Minibus Operation in Los Angeles Central
Business District

After discussion, on motion of Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, seconded and

unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-99

WHEREAS, the District has been engaged in a study of the need for a minibus operation in the Los Angeles Central Business District; and

WHEREAS, this study has evidenced a need for such service; and

WHEREAS, other governmental agencies and business organizations have evidenced support for the proposal; and

WHEREAS, the Surface Operations Committee has studied a report setting forth the costs, financing and proposed routes of an experimental minibus operation in the Los Angeles Central Business District; and

WHEREAS, this subject has also been studied by the Finance & Governmental Affairs Committee;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to enter into negotiations with the City of Los Angeles, Central City Association, Community Redevelopment Agency and County of Los Angeles for a contract providing for joint contributions toward the capital and operating costs of the experimental minibus operation, said operation to be for an approximately 14-month period commencing in November 1970 in accordance with the "Proposed Plan For An Experimental Minibus Operation in Los Angeles Central Business District," presented to this meeting and attached to these Minutes as Exhibit 3; final form of such proposed contract to be submitted by the General Manager to this Board of Directors for approval when negotiations have been completed.

Authorization of Trustee Under Revenue Bond Trust Indenture
to Purchase Bonds out of Proceeds of the Sinking Fund

Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, reported that the Committee this morning considered the matter of authorizing the Trustee under the Revenue Bond Trust Indenture to purchase bonds out of the

proceeds of the Sinking Fund, subject to the provisions of the Trust Indenture, and approved such authorization.

After discussion, on motion of Director Gleckman, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-70-100

RESOLVED, that the Trustee under the "Revenue Bond Trust Indenture" is directed to apply excess moneys in the Sinking Fund (that exceed the amounts required to pay bonds theretofore purchased or called for redemption) to the purchase of bonds in the market as directed by the Treasurer of the District and in accordance with the following instructions:

1. The Trustee will publish notice requesting tenders in The Bond Buyer in New York and in The Wall Street Journal in Los Angeles quarterly or more often whenever directed by the Treasurer of the District to publish such requests.
2. The Trustee will accept tenders in accordance with the provisions of Section 508 (2) of the Revenue Bond Trust Indenture which are:
 - (a) all excess moneys in the Sinking Fund shall be exhausted;
 - (b) no bonds shall be accepted at any price until all bonds tendered at a lower price have been accepted;
 - (c) in the event more bonds are tendered at a price acceptable under the provisions hereof than there are funds available for their purchase, the bonds tendered at such price shall be accepted in the order in which tenders thereof were received until the available funds shall be exhausted;
 - (d) no bonds shall be purchased at a price exceeding the amount required to be paid at the next redemption date to the holder of such bonds, if such bonds are redeemed on such date by the application of revenues;
 - (e) upon the acceptance of tenders of bonds,

