

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

December 11, 1970

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

December 11, 1970

Upon notice duly given, the 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 10:00 a.m. on December 11, 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 and Douglas A. Newcomb were present. Director Norman Topping was absent.

Also present were General Manager Jack R. Gilstrap; Manager of Operations George F. Goehler; Controller-Auditor-Treasurer H. L. Black; Secretary Virginia L. Rees; and the public.

Minibus, Inc. - Award of Contract to Lowest Responsible Bidder for the Purchase and Delivery of Nineteen (19) Small Transit Buses

After discussion, on motion of Director Gleckman, Chairman of the Finance & Governmental Affairs Committee, which motion was seconded, the following resolution was voted upon:

RESOLUTION NO. R-70-303

WHEREAS, by Resolution No. R-70-99 adopted April 28, 1970 the General Manager was authorized to enter into negotiations with the City of Los Angeles, the Central City Association, Community Redevelopment Agency and the County of Los Angeles for a contract providing for joint contributions toward the capital and operating costs of an experimental minibus operation for an approximate 14-month period commencing in November 1970 in accordance with the "Proposed Plan For an Experimental Minibus Operation in Los Angeles Central Business District," which was presented to the meeting and attached to the Minutes of April 28, 1970 as Exhibit 3; and

WHEREAS, by Resolution No. R-70-148 adopted July 7, 1970, Requisition No. 3399-143, covering the purchase of 24 Small Transit Buses at an estimated cost of \$480,000.00, together with bid requirements and specifications therefor as amended, was approved, and the Purchasing Agent was authorized to call for bids thereon, but award of bid was made subject to participation by all five agencies involved in the hereinabove mentioned Minibus Project; and

WHEREAS, the Purchasing Agent on July 14, 1970 issued invitations to bid (Bid No. 8-7014) to eight (8) manufacturers covering the furnishing and delivery of 24 Small Transit-Type Buses; and

WHEREAS, the Purchasing Agent on July 15, 1970 caused to be published in the Los Angeles Times public notice of the issuance of invitations to bid (Bid No. 8-7014) covering the furnishing and delivery of said 24 Small Transit-type Buses; and

WHEREAS, bids were opened on August 14, 1970 in response to Bid No. 8-7014 from Highway Products, Inc., Minibus, Inc. and Tork Link Corporation, but no action was taken at that time on the award of a contract since the City, County and Community Redevelopment Agency had not yet acted upon agreements whereby each would participate financially in the operation of the proposed Central City Minibus service; and

WHEREAS, the City of Los Angeles, the County of Los Angeles and the Community Redevelopment Agency of the City of Los Angeles have since approved

plans providing financial support for the operation of the service during a 14-month trial period; and

WHEREAS, the District has submitted to the United States Department of Transportation an amended budget on its Capital Grant Contract, CAL-UTG-24, to include the capital cost of nineteen (19) Small Transit Buses, and has been advised by letter dated December 4, 1970 from the Department of Transportation that it concurs in the award of the contract to Minibus, Inc. without prejudice to the District's amended capital grant application; and

WHEREAS, the Surface Operations Committee and the Finance & Governmental Affairs Committee on December 11, 1970 considered and concurred in General Manager Jack R. Gilstrap's report dated December 10, 1970 recommending that Minibus, Inc. be certified as the lowest responsible bidder and that contract be awarded to Minibus, Inc. for the purchase of nineteen (19) MB 159 Minibuses, including design innovations, disc brakes, cantilever seats, and a dual fuel (CNG - gasoline) system, at a cost of \$18,192.86 per unit, or a total cost of \$345,664.34, including sales tax, all as more particularly described in said report, a copy of which is attached to these Minutes as Exhibit 1;

NOW, THEREFORE, BE IT RESOLVED, that the report and findings presented to this meeting, as set forth in said Exhibit 1, be and the same are hereby adopted;

RESOLVED FURTHER, that the bid of Minibus, Inc. covering nineteen (19) MB 159 Minibuses, including design innovations and Alternates 1 and 2, at a unit price of \$18,192.86, or a total cost of \$345,664.34, including sales tax, be and the same is hereby accepted as being the lowest responsible bid;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to execute on behalf of the District a contract between the Southern California Rapid Transit District, Buyer, and Minibus, Inc., Seller, covering nineteen (19) MB 159 Minibuses, including design innovations and Alternates 1 and 2, at a unit cost of \$18,192.86, or a total cost of \$345,664.34, including sales tax; form of contract subject to approval of Counsel.

Directors Bill, Compton, Gleckman, Hayward, Krauch, McMillan,

Neusom and Newcomb voted "Aye" on the motion. Directors Eyraud and Macke voted "No," for the reason that they felt consideration should be given to the use of Liquid Petroleum Gas (LPG) in the vehicles being purchased.

The resolution was adopted.

Central City Minibus Agreement, Ratification of - Between
City of Los Angeles, County of Los Angeles, Community
Redevelopment Agency of City of Los Angeles and 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-70-304

WHEREAS, by Resolution No. R-70-300 adopted December 2, 1970 the General Manager was authorized to execute on behalf of the District an agreement, entitled "Central City Minibus Agreement," between the District and the City of Los Angeles, the County of Los Angeles and the Community Redevelopment Agency of the City of Los Angeles, substantially in the form submitted to the meeting; and

WHEREAS, subsequent to December 2, 1970 certain changes were made in said Central City Minibus Agreement as a result of further negotiations with the participants in the project; and

WHEREAS, the Surface Operations Committee and the Finance & Governmental Affairs Committee on December 11, 1970 considered and concurred in General Manager Jack R. Gilstrap's report dated December 9, 1970 recommending execution of said Central City Minibus Agreement as amended, with form of agreement subject to approval of Counsel;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to execute on behalf of the District an agreement, entitled "Central City Minibus Agreement," between the Southern California Rapid Transit District and the City of Los Angeles, the County of Los Angeles and the Community Redevelopment Agency of the City

of Los Angeles, as discussed at this meeting and attached to these Minutes as Exhibit 2; form of agreement subject to approval of Counsel.

Report of General Manager

General Manager Gilstrap reported to the meeting as follows:

"Mr. President, before proceeding with the Agenda, I would like to inform the Board on a few developments. This is in the form of an informal General Manager's Report on several things that are going on which, I think, are of interest to you.

One of particular interest occurred this last week. You will recall at your last Board meeting the Board of Directors chose not to respond to the City of Norwalk's invitation to bid to provide a special service in that city and, instead, instructed the Staff to meet with the officials of the City of Norwalk to perhaps negotiate a change in the service in that area. Our Staff did meet with the officials of the City of Norwalk prior to the opening time and day of the bids and expressed our District's great desire to help them meet a local transportation need that they have identified, and expressed your Board's offer of complete cooperation with them, and I think we had a very good meeting. It was attended by Mr. Bill, who represented your Board as the City Selection Committee member in that area. We have now been informed by Mr. Strong, the Executive Assistant to the City Manager of Norwalk, that no bids were received to their invitation for bus service proposals, and that this matter and information will be brought before their Council meeting of December 14th, and that we will be kept well advised of the direction that the City Council chooses to go.

Another important development: I was in Washington last week for one day with the people from the Community Redevelopment Agency meeting with Dr. Hemes of the Urban Mass Transportation Administration to discuss their people-mover program, of which I think all of you received a brief outline and summary statement within the last week or so. This is a program whereby the District would cooperate with the City of Los Angeles Community Redevelopment Agency, and perhaps a parking facility on the project that would place two parking areas of about 4,000 spaces each, one on the west and one on the east of the Bunker Hill project and link those parking areas with Bunker Hill by a people-mover system of about 2-1/2 to 3 miles long. The thinking and talk at this state is that

"the District would participate in the development of the program; that we might be the applicants to UMTA for a grant to help build the people-mover part of it, and that we would then operate it. At the meeting and presentation in Washington, we were just observers really, but the meeting, I think, was a good one and there was some interest expressed by UMTA in this, but rather than being a research project, it would probably take the form of a capital grant program. The hardware that might be used in this system is not determined yet, but would be determined by future developments in the field. Timing would be rather soon, however, since they would like to have this in operation by 1975.

For your information, several staff members, along with the delegation of Board members, will be attending a seminar being held by the Department of Transportation on Tuesday. We have made arrangements for a presentation of your resolution commending Secretary Volpe and Administrator Villarreal on their excellent work in obtaining passage of the major urban transit aid bill. These resolutions will be presented on Tuesday to Secretary Volpe and to Mr. Villarreal assuming there are no complications between now and Tuesday.

The Staff continues very productive work on the Busway Project. We still are on a schedule which will have the State Division of Highway's report going to the Bureau of Public Roads on the 16th of December, which is right on schedule -- just about on schedule, I should say, that we initially adopted about six weeks ago. We are very pleased by the cooperative attitude of the Division of Highways, even to the point that the Highway people are working on Saturdays to get this report and recommendation put together. So we are very encouraged by the chances of having this program wrapped up in the very near future.

Just for your general information, I have been invited to participate in a television program which will air on Sunday evening on Channel 13 at 8:00 p.m. It could be interesting. Mr. Moore from the Los Angeles Department of Airports will be there. Pat Russell, Los Angeles City Councilwoman; Sam Taylor, Los Angeles City Traffic Engineer, and I will be discussing 'Public Transportation.'

I think that summarizes the General Manager's Report for today."

Board of Directors Recessed in Executive Session at 10:35 a.m.

The Board of Directors recessed in Executive Session at 10:35 a.m. to discuss a personnel matter.

The Board meeting was reconvened at 12:15 p.m., with Directors Kermit M. Bill, Leonard S. Gleckman, David K. Hayward, Herbert H. Krauch, Michael E. Macke, Don C. McMillan, . . . Thomas G. Neusom and Douglas A. Newcomb responding to Roll Call.

Directors Charles E. Compton, A. J. Eyraud, Jr. and Norman Topping were absent.

Milton McKay - Acceptance of Resignation as General Counsel,
Effective as of Close of Business December 31, 1970

President Krauch announced that he was in receipt of a letter from Mr. Milton McKay, which he thereupon read to the meeting:

"RESIGNATION

To the Board of Directors of the
Southern California Rapid Transit District

Gentlemen:

It is my desire to leave my position as General Counsel of the Southern California Rapid Transit District and, instead, to serve as a legal consultant to the District.

Accordingly, I hereby tender my resignation as General Counsel of the District, such resignation to become effective as of the close of business December 31, 1970.

I look forward to my continued service to the District in my new capacity as consultant commencing on January 1, 1971.

Dated: December 11, 1970

(signed) MILTON McKAY
Milton McKay "

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

RESOLUTION NO. R-70-305

RESOLVED, that the Board of Directors of the Southern California Rapid Transit District hereby accepts the resignation of Mr. Milton McKay as General Counsel of the District, effective as of the close of business December 31, 1970, as set forth in letter of resignation dated December 11, 1970 hereinabove quoted.

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

RESOLUTION NO. R-70-306

RESOLVED, that the Law Firm of Musick, Peeler & Garrett be and hereby is directed to prepare an agreement between the District and Mr. Milton McKay providing for the retention of his services as a legal consultant for a period of not to exceed nine months commencing January 1, 1971 at a monthly compensation of \$1,500.00, which agreement shall be submitted for consideration of the Board of Directors at its next Regular Meeting.

Los Angeles County Board of Supervisors - Commendation Resolution on Election of Supervisor Warren M. Dorn as Chairman of Board of Supervisors

Upon motion of Director McMillan, seconded and unanimously carried, the Staff was directed to prepare an appropriate resolution commending the Los Angeles County Board of Supervisors on their election of Supervisor Warren M. Dorn to serve as Chairman of the Board of Supervisors.

There being no further business, the meeting adjourned.



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

1060 SOUTH BROADWAY • LOS ANGELES, CALIFORNIA 90015 • TELEPHONE (213) 749-6977

JACK R. GILSTRAP
GENERAL MANAGER

December 10, 1970

To: Surface Operations Committee
Finance & Governmental Affairs Committee

From: Jack R. Gilstrap

Subject: Award of Contract for Purchase of Minibuses

Specifications for the purchase of small transit buses to be utilized in connection with the operation of the Central City minibus route were prepared by the District's staff and approved by the Board of Directors on July 7, 1970. Bids on these buses were solicited and received on August 14, 1970. No action was taken at that time on the award of a contract because the City, County and Community Redevelopment Agency had not yet acted upon agreements whereby they would participate financially in the operation of the minibus line. All three agencies have since approved plans providing financial support for the operation of this service during a 14-month trial period.

The District has also submitted to the U. S. Department of Transportation an amended budget on its current capital grant contract, CAL-UTG-24, adding the capital cost of 19 small transit buses. The Department of Transportation advised us by telephone on December 9, 1970 that a letter dated December 4 has been mailed authorizing the District that they concur in the award of the contract to Minibus, Inc. without prejudice to the amended capital grant application.

At the time the specifications for the proposed vehicles were developed, the environmental aspects of introducing buses of this type into the downtown area were carefully considered. The great majority of small transit buses to date have been powered by gasoline engines. Realizing that the gasoline engine was not acceptable from an emissions standpoint, the District's staff considered three alternative fuels which could be utilized with commercially available spark ignition engines. These three fuels were compressed natural gas (CNG), liquefied petroleum gas (LPG) and liquefied natural gas (LNG). It was found that LNG was not commercially available in the Los Angeles area and, therefore, LNG as a fuel was not further considered.

December 10, 1970

In selecting between the two other alternatives, both of which are readily available in Los Angeles, the following factors were considered:

1. Fuel systems for either fuel have been certified by the California Air Resources Board as meeting the 1970 emissions standards.
2. Although no specific data is available concerning the emissions of either fuel when utilized in an engine of the size and duty cycle of the proposed service, it was generally conceded that the emission characteristics of either fuel were comparable and offered a substantial improvement over the gasoline engine.
3. CNG could be made available for refueling of the vehicles at the District's service yard at a modest cost, whereas LPG would have to be obtained from a commercial service station or a fuel storage and dispensing facility installed on the District's property.
4. When purchased in the quantities which will be required for the minibus operation, LPG would cost considerably more than CNG. Furthermore, in the event LPG was obtained from a commercial service station, the cost of shifting vehicles for fueling would be added to the cost of the fuel.

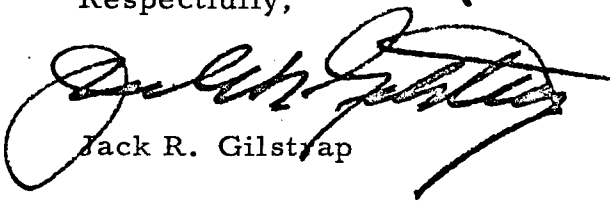
As a result of these considerations, a dual fuel system, consisting of CNG with emergency backup of gasoline, was selected. This choice will provide a system with minimum emissions at a reasonable cost. Furthermore, the use of CNG will afford the District the opportunity to test one of the more promising low emission fuels on a limited basis without making long range commitments at a time of rapidly changing developments in the field of fuel and power plant technology.

Surface Operations Committee
Finance & Governmental Affairs Committee
Page 3

December 10, 1970

I concur with Mr. Goehler's recommendation, as outlined in the attached report, that Minibus, Inc. be certified as the lowest responsible bidder and recommend that the contract for the purchase of 19 small transit buses necessary for operation of the Central City minibus route be awarded to Minibus, Inc. for their MB159 including design innovations, disc brakes, cantilever seats, and a dual fuel (CNG - gasoline) system in accordance with the specifications upon which bids were received, at a cost of \$18,192.86 per vehicle or a total cost of \$345,664.34 including sales tax, with form of contract subject to approval of the General Counsel.

Respectfully,

A handwritten signature in black ink, appearing to read "Jack R. Gilstrap", written over a printed name.

Jack R. Gilstrap

Attachment

DEPARTMENTAL

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT1060 SOUTH BROADWAY
LOS ANGELESDO NOT INCLUDE MORE THAN ONE
SUBJECT IN THIS COMMUNICATION

DATE: December 8, 1970

TO: Jack R. Gilstrap

FROM: George F. Goehler

SUBJECT: Award of Contract for the Purchase
of 19 Small Buses - Bid No. 8-7014

Bids were received on August 14, 1970 for 19 small transit buses with a seating capacity of from 18 to 21 persons. These buses are required for the establishment of the center city circulation system. The general terms and conditions of this bid provided that the contract be awarded within thirty days of the receipt of bid. These terms and conditions further indicate that should the award, in whole or part, be delayed beyond the period of thirty days, such an award shall be conditioned upon the bidders acceptance. Both responsive bidders, Minibus, Inc. and Highway Products Inc., in response to a request from the District, have extended the original award deadline of September 13 to December 11, 1970. The bidders have confirmed this extension in writing and the District's General Counsel has reviewed and approved the legality of such a bid extension.

This extension of the award date was necessitated by the incompleteness of negotiations for operational financial support by local governmental agencies and capital financial support by the U. S. Department of Transportation. Since these negotiations have now been completed, an award of the contract to the lowest responsive bidder is in order.

Bid invitations based upon specifications prepared by the District and approved by the Board of Directors on July 7, 1970, were submitted to eight suppliers of equipment of this type. Bids were received from three suppliers and declinations for five other suppliers.

One of the three bids received was submitted by the Tork Link Corporation. This bid was not responsive to the specifications since the bid is on a battery powered vehicle rather than the power plant specified. Furthermore, Tork Link Corporation failed to furnish with their bid details as to vehicle size, configuration, and operating characteristics as required by the specifications.

The two firms submitting responsive bids were Highway Products Inc. and Minibus Inc. Minibus submitted quotations on two different size units,

Jack R. Gilstrap
Page Two

December 8, 1970

both with and without the innovative features called for in the District's specifications. Highway Products Inc. also bid on two different size units with the smaller unit being offered either with or without the innovative features called for in the District's specifications.

The bid by Highway Products Inc. on their Model TC25 is not responsive to the specifications since the vehicle offered exceeds the maximum length for the vehicle specified.

In addition to the different prices quoted for various model buses, with and without innovative features and alternates, the bids call for quotations on quantities of 12, 16, 20, or 24 buses. Inasmuch as the unit price for a lesser number of units is higher, the unit price submitted for 16 buses would be applicable for quantities from 16 to 19 buses.

Proposed routing and a headway of four minutes will require 19 buses. The attached bid summary, therefore, compares the responsive bids on various models, with and without innovative features on the basis of quotations on 16 units. This comparison indicates that the low bidder, as to price, either with or without the innovative features is Minibus Inc.

Inasmuch as these vehicles are intended for a test of a new and different service, it is highly desirable that the buses be obtained with the innovations in design, thus providing a vehicle which is not only distinctive in appearance, but provides for rapid loading and unloading of passengers and the maximum passenger comfort. It was for this reason that the specifications included the following paragraph:

"It is the desire of the District to obtain a small bus with distinctive body design and color, and with innovative features which add to the vehicles comfort, attractiveness, and social acceptance. Bidders shall submit drawings and/or renderings of the bid bus with the bid, indicating those features that can be provided in the event they are the successful bidder. Such designs will be taken into account in the award of the contract."

It is therefore recommended that the consideration as to award of the contract for these units be on the basis of the bids submitted by the two suppliers as to vehicles containing the innovative features. The low bidder for the base bus with innovative features is Minibus Inc., at a cost of \$17,064.01 including sales tax. This compares to a bid by Highway Products, Inc. of \$18,234.33 including sales tax.

In addition to the basic bus, the District's specifications call for two alternates: Alternate 1 - Disc Brakes, Alternate 2 - Cantilever Seats. In preparing the specifications for these vehicles, a survey was made of properties operating small buses of this type.

Jack R. Gilstrap
Page Three

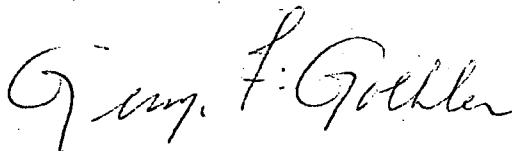
December 8, 1970

This survey indicated that one of the major problems encountered with such vehicles was the adequacy of their brake systems and brake life. Because of the axle design, it is not possible to incorporate any larger drum type brakes on the small bus. Since the District has on order from the Flxible Company five large transit buses which have disc type brakes manufactured by Hurst/Airheart Inc., we were able to arrange for the application of disc type brakes to the small transit buses. Both responsive bidders have quoted an alternate cost for vehicles so equipped. In keeping with the desirability of providing a vehicle which will have the optimum reliability and safety, it is recommended that the District avail itself of the alternate offer by the low bidder to supply disc brakes at a cost of \$970.60 per bus including sales tax.

Alternate 2 provides for cantilever seats. Specifications call for a perimeter type seating arrangement. With this arrangement, standard seat legs will project towards the bus aisle. The cantilever arrangement will provide seats attached to the sides of the bus without any legs projecting to the floor. Such an arrangement will not only enhance the appearance of the vehicle but will facilitate passenger movement through the vehicle as well as make cleaning easier. It is recommended that the District in making this award include cantilever seats at an added cost of \$158.25 per bus including sales tax.

It should be noted that the MB159 bus with innovative features as offered by the low bidder, as to price, Minibus Inc., contains two additional seats as compared to Highway Products, 19L Special. The Minibus also has air operated doors instead of vacuum doors and a larger engine. These features, we believe, not only enhance the vehicles desirability for the service intended but provide a vehicle more adaptable for future route and service modifications.

It is recommended that the contract for the purchase of 19 small buses be awarded to Minibus Inc. for their MB159 bus, including design innovations and Alternates 1 and 2, at a cost of \$18,192.86 per vehicle including sales tax or a total cost of \$345,664.34.



GEORGE F. GOEHLER
Manager of Operations

Attachment

BID 8-7014

PRICE SUMMARY

16 - 19 Units

	<u>Without Innovated Features</u>			<u>With Innovated Features</u>	
	<u>Minibus MB 137</u>	<u>Highway Prod. 19L Standard</u>	<u>Minibus MB 159</u>	<u>Minibus MB 159</u>	<u>Highway Prod. 19L Special</u>
Base Price	\$13,577.07	\$14,349.00	\$15,774.42	\$15,774.42	\$16,715.00
Design Innovations				400.00	included
Sales Tax	<u>746.74</u>	<u>789.20</u>	<u>867.59</u>	<u>889.59</u>	<u>919.33</u>
Total	\$14,323.81	\$15,138.20	\$16,642.01	\$17,064.01	\$17,634.33
Est. Delivery Cost	<u>---</u>	<u>600.00</u>	<u>---</u>	<u>---</u>	<u>600.00</u>
Sub-Total	\$14,323.81	\$15,738.20	\$16,642.01	\$17,064.01	\$18,234.33
Alternate No. 1	Disc Brakes Both Axles			920.00	2,058.00
Alternate No. 2	Cantilever Seats			150.00	51.00
Sales Tax on above 4 items	<u>---</u>	<u>---</u>	<u>---</u>	<u>58.85</u>	<u>116.00</u>
GRAND TOTAL	\$14,323.81	\$15,738.20	\$16,642.01	\$18,192.86	\$20,459.33

Comparative Features

Seats	18	18	20	20	18
Engine	318 cu. in.	318 cu. in.	413 cu. in.	413 cu. in.	318 cu. in.
Door Operation	Vacuum	Vacuum	Air	Air	Vacuum

I. Highway Products Inc.

- A. Their quotation on Model TC 25, 23-passenger exceeds our overall length requirements by 10 inches.
- B. Any bus equipped with disc brakes will require approximately 2 months additional for delivery.

II. Minibus Inc.

Installation of disc brakes will delay delivery 45 days beyond specified delivery.

Tork Link Corporation

Their bid is based on a battery operated electric vehicle. No details as to specifications have been submitted.

The Following Firms Were Solicited But Declined To Bid:

Unibus Corporation
Lear Motors Corporation
The Flexible Company
Motor Coach Industries (Louis J. Peterson & Associates)
GMC Truck & Coach

There Was No Response From The Following Firms:

Crown Coach Corporation



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

1060 SOUTH BROADWAY • LOS ANGELES, CALIFORNIA 90015 • TELEPHONE (213) 749-6977

JACK R. GILSTRAP
GENERAL MANAGER

December 9, 1970

To: Surface Operations Committee
Finance & Governmental Affairs Committee

From: Jack R. Gilstrap

Subject: Ratification of Central City Minibus Agreement

At its meeting on December 2, 1970, the Board of Directors authorized the General Manager to enter into a Central City Minibus Agreement with the City of Los Angeles, the County of Los Angeles and the Community Redevelopment Agency (CRA). The attached finalized form of agreement is substantially the same as the draft which was presented to the Board on December 2, 1970.

The following changes resulting from negotiations with the participants in the project should be noted:

Provision has been made to expand the hours of service to the extent permitted by financial limitations.
[page 5; section 8 (a)]

Provision is included for pro rata distribution of any net proceeds should the District sell the minibus equipment within five years of the termination date of the agreement. [page 6; section 9(e)]

Provides that unanimous approval of the Advisory Committee is required before any change may be made in the routes, fares and hours of service.
[page 4; section 5]

We recommend that the Board of Directors authorize the General Manager to execute the attached Central City Minibus Agreement, subject to approval as to form by the General Counsel.

Respectfully,

 A handwritten signature in black ink, appearing to read "Jack R. Gilstrap", is written over a horizontal line. The signature is fluid and cursive.

Jack R. Gilstrap

Attachment

CENTRAL CITY MINIBUS AGREEMENT
 BETWEEN THE
 SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT,
 THE CITY OF LOS ANGELES, THE COUNTY OF
 LOS ANGELES, AND THE COMMUNITY REDEVELOPMENT
 AGENCY OF THE CITY OF LOS ANGELES

THIS AGREEMENT, dated 1970, by and between the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, 1060 South Broadway, Los Angeles, California 90015, a public corporation of the State of California (hereinafter called District), the CITY OF LOS ANGELES, a municipal corporation organized and existing under the Constitution and laws of the State of California (hereinafter called City), 200 North Spring Street, Los Angeles, California 90012, the COUNTY OF LOS ANGELES, a body corporate and politic, of the State of California (hereinafter called County), 500 West Temple Street, Los Angeles, California 90012, and THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, 727 West Seventh Street, Los Angeles, California 90017 (hereinafter called CRA), and collectively, all or part, sometimes referred to as the Parties,

WITNESSETH:

WHEREAS, the Los Angeles Central City Area requires additional interim public transportation services; and

WHEREAS, it is in the public interest that the principal governmental agencies concerned cooperate in the solutions of this matter; and

WHEREAS, the District is the public agency created by the State Legislature to exercise the responsibility for mass public transportation in the Central City Area;

NOW, THEREFORE, District, City, County, and CRA do agree as follows:

Section 1. Public Minibus Transit Project.

"Public Minibus Transit Project" means a public minibuses transportation project which District is to organize, develop, maintain and operate in the Central City Area during the term of this Agreement in accordance with the Plan for Experimental Minibus Operation in the Los Angeles Central Business District (hereafter called Plan), attached hereto as Exhibit "A", which has been approved by the Parties hereto.

Section 2. Statement of Minibus Expenses.

"Statement of Expenses" means an accounting, prepared in accordance with the accounting and transportation procedures employed in formulating the Plan of all the applicable operating expenses of the project during the first fourteen (14) months of operation.

Section 3. Term.

"Term" means a period of fourteen (14) months, during which this Agreement shall be in effect, commencing with the availability to the District for use and service of the new minibuses purchased hereunder.

Section 4. Public Minibus Transit Project Budget.

The estimated revenues, expenditures and contributions of the Parties to the project during the Term are in summary form as follows:

