

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

October 15, 1975

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 1:00 p.m. on October 15, 1975, at which time President Byron Cook called the meeting to order.

Directors George W. Brewster, Victor M. Carter, Byron E. Cook, Adelina Gregory, Marvin L. Holen, Jay B. Price, Pete Schabarum and George Takei responded to Roll Call. Director Thomas G. Neusom entered the meeting at 1:25 p.m. and Director Baxter Ward entered the meeting at 1:30 p.m. Director Donald H. Gibbs was absent from the meeting.

Also present were General Manager Jack R. Gilstrap; Manager of Operations George W. Heinle; Assistant General Manager for Administration Jack Stubbs; Manager of Planning and Marketing George L. McDonald; General Counsel Richard T. Powers; Controller-Auditor-Treasurer Joe Scatchard; Manager of Rapid Transit Richard Gallagher; Manager of Employee Relations John S. Wilkens; Secretary Richard K. Kissick, and the public.

Introduction of Director Marvin L. Holen

President Cook introduced Mr. Marvin L. Holen, who was appointed to the Board of Directors on October 14, 1975 by

Supervisor Edelman, replacing Mr. A. J. Eyraud, Jr., for the term expiring September 30, 1978. A copy of Director Holen's Oath of Office is attached to these Minutes as Exhibit 1.

Certificates of Merit

Director Victor M. Carter presented the District's Certificate of Merit to Roland S. Anderson, Operator-of-the-Month, and to Louis Melendez, Information Operator-of-the-Month for September, 1975, for outstanding service in the performance of their duties.

Amendment of Resolution Regarding Pre-Preliminary Engineering on Rapid Transit Starter Line

President Cook reported on the summit meeting which had been held on October 10 in Sacramento regarding the rapid transit starter line, as outlined in the report dated October 14, 1975, copies of which had been distributed to all Directors. Attached to the report were copies of:

1. UMTA Administrator Patricelli's response to President Cook's letter to Secretary Coleman requesting clarification regarding the Federal Government's timetable and requirements for funding of rapid transit in Los Angeles;
2. CalTrans' statement following the summit meeting of local officials in Sacramento on October 10; and
3. CalTrans' discussion guide distributed at the above summit meeting.

Mr. Cook stated that at the summit meeting he had made a motion that CalTrans develop construction-cost on a grade-separated rapid transit system and make a report without

actually recommending a starter line alignment, with all involved agencies pledging in advance to accept CalTrans' figures. He said his motion seemed to have concurrence but a vote was not taken on his motion. He also stated that Director Ward had questions about making CalTrans an arbitrator but he should present his own opinion. (Director Ward had not yet entered the meeting.) Mr. Cook then reviewed the letter from Mr. Patricelli and stated UMTA advises study of the entire corridor, not just the southerly corridor, including the two alternatives on the northerly segment. Also, that we expect a report back from CalTrans within the next two weeks.

Director Gregory inquired if further meetings were scheduled, and Mr. Cook replied no further meetings were scheduled now but that discussions will no doubt continue; that he was uncertain as to what was going to happen since his motion was not voted on, and also that Director Ward would have to speak for himself. He further reported that he had just had a telephone discussion with Mr. Jacobs of UMTA who indicates the District should include the entire corridor in the alternative analysis and Mr. Gilstrap inquired if the staff should hold fast on the alternative analysis work and not proceed with it, and Mr. Cook replied not to proceed with it until further instructions are received. Mr. Gilstrap stated the staff was under instruction to begin pre-preliminary studies and an action was necessary to hold up.

) Director Price moved that the pre-preliminary engineering process be withheld until the CalTrans report is received, which motion died for lack of a second.

Director Takei moved that the previous action to proceed with pre-preliminary studies on the southerly corridor only be rescinded, which motion was seconded.

Mr. Price felt to rescind outright should not be done but to extend the plan to the full corridor was the better approach.

Mr. Takei amended his motion to authorize proceeding with the work and to include the northerly portion, which amended motion was seconded.

(Director Neusom entered the meeting at 1:25 p.m.)

Mr. Gilstrap explained that at the last Board meeting the staff had submitted two items, the alternatives analysis work for the entire corridor, and associated with that was recommendation to negotiate contracts with individuals to assist the staff in carrying out that work; that the Board had approved the item but to be applicable only on the southerly portion of the corridor and the staff is proceeding on that basis. The other recommendation was to go out with RFP's for work necessary to prepare the application for preliminary engineering, which work UMTA has assured us they will not pay for in connection with assembling information necessary prior to filing an application; therefore, we can go forward on this work without spending money which could have been paid for by UMTA.

Mr. Price, in clarifying the motion, stated that Mr. Takei's motion was then correct, that it would bring the work in line with the UMTA requirements and extend the work to include the northerly segment.

(Director Ward entered the meeting at 1:30 p.m.)

The question was called for on Mr. Takei's amended motion, unanimously carried, and the following resolution was adopted:

RESOLUTION NO. R-75-403

RESOLVED, that Resolution No. R-75-394 adopted October 8, 1975 be and the same is hereby amended in that the District Work Program for Rapid Transit Projects for Fiscal Year 1975-76, dated October 3, 1975, is to include the entire Rapid Transit Starter Line Corridor, including the two alternatives on the northerly segment of said corridor, with said program to proceed as recommended by the staff and approved by the Board of Directors under the aforementioned Resolution No. R-75-394.

Following adoption of the above resolution, Mr. Gilstrap inquired if his understanding of the resolution was correct, that the staff was to proceed with the work, submit the original work program, which includes the work on the entire corridor, to UMTA for their reaction, and proceed to commence the work on that program, to which President Cook replied that was correct.

Consideration of Item No. 2 on the Consent Calendar

On motion of Director Gregory, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-75-404

RESOLVED, that the report of the President dated October 10, 1975, a copy of which is attached to these Minutes as Exhibit 2, be and the same is hereby adopted, as amended, and the establishment of a Special Board Standing Committee on Rapid Transit be and the same is hereby ratified.

Report of Surface Operations Committee, Adoption of Resolutions Regarding Agenda Item Nos. 3 through 11, except Agenda Item No. 4 Which was Ordered Carried Over to the Next Meeting

On motion of Director Schabarum, Vice-Chairman of the Surface Operations Committee, seconded and unanimously carried, the following resolutions were adopted and/or actions taken:

RESOLUTION NO. R-75-405

RESOLVED, that the report dated October 6, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and the Purchasing Agent be and he hereby is authorized to call for bids covering the sale of the District's scrap metal for a one-year period commencing January 1, 1976; subject to approval of the Consulting Engineer, with form of bid requirements and specifications subject to approval of the General Counsel.

Agenda Item No. 4, requesting approval of a requisition and authorization to call for bids covering the purchase of "U" type bus stop sign posts was carried over, and the staff was directed to prepare specifications for a new square type of bus stop sign post and to bring those specifications back to the next Meeting for consideration.

RESOLUTION NO. R-75-406

RESOLVED, that the report dated October 3, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and Requisition No. 3099-104 be and the same is hereby approved,

together with authorization of the Purchasing Agent to call for bids covering the purchase of asphalt and aggregate materials required for the paving of Division 15; form of bid requirements and specifications subject to approval of the General Counsel.

RESOLUTION NO. R-75-407

RESOLVED, that the report dated October 9, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and the General Manager be and he hereby is authorized to execute on behalf of the District a contract with Keene Corporation, Transit Systems Division, 4619 North Ravenswood, Chicago, Illinois, the sole bidder under Bid No. 10-7502, as indicated on the Abstract of Bid attached to these Minutes as Exhibit 3, covering the purchase of 313 Cleveland Model 5 fareboxes and 939 cash vaults at an estimated total cost of \$317,000, including sales tax, which purchase is funded in part under UMTA Capital Grant Project Nos. CA-03-0046 and CA-03-0090; subject to the prior concurrence of UMTA, with form of contract subject to approval of the General Counsel.

RESOLUTION NO. R-75-408

RESOLVED, that the report dated October 8, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and the General Manager be and he hereby is authorized to execute on behalf of the District contracts with the following vendors covering the purchase of miscellaneous trucks, as indicated on the Abstract of Bid covering Bid No. 9-7526 attached to these Minutes as Exhibit 4; subject to the concurrence of UMTA, with form of contracts subject to approval of the General Counsel:

	<u>Cost Including Sales Tax</u>
<u>Group A:</u>	
Eight (8) flat tow trucks, to Ray Gaskin, 300 West Duarte Road, Monrovia	\$ 189,231.20

Cost Including
Sales Tax

Group B:

One (1) aerial boom truck
to International Harvester,
4501 South Alameda, Los
Angeles \$ 37,006.38

Group C:

Sixteen (16) van trucks to
Waters Company, First &
Western, Los Angeles 78,236.80

Group D:

One (1) small recovery
vehicle to Maurice J. Sopp,
5801 Pacific Blvd.,
Huntington Park 11,000.05

Group E:

One (1) 10-yard dump truck
with self-loader, to Mack
Truck, 2340 East Olympic,
Los Angeles 46,678.16

Group F:

Three (3) large stake trucks to
White Trucks, 400 E. Washington,
Los Angeles 93,264.90

RESOLUTION NO. R-75-409

RESOLVED, that the report dated October 10, 1975, a copy of which is filed with the Secretary, and the 'Recommended Schedule of Rates and Conditions for Leased Buses', a copy of which is attached to these Minutes as Exhibit 5, be and the same is hereby adopted, and the General Manager be and he hereby is authorized to enter into leased bus agreements in accordance with these rates and conditions; subject to the approval of the Consulting Engineer.

RESOLUTION NO. R-75-410

RESOLVED, that Seymour A. Greenstein, Charles Murry, Ralph C. Burgess, Richard G. Laird, and Charles Cureton of General Adjustment Bureau and Transit Casualty Company, be and they hereby are appointed as Agents of the District for the purpose of and with the authority to sign, verify and file any and all pleadings in the name of and on behalf of the District in connection with bodily injury and property damage claims against the District;

RESOLVED FURTHER, that Resolution No. R-74-477 adopted December 17, 1974, be and the same is hereby rescinded in its entirety.

RESOLUTION NO. R-75-411

RESOLVED, that Resolution No. R-74-365 adopted by the Southern California Rapid Transit District on September 17, 1974, under the heading "Small Claims Court - Appointment of Representatives," be and the same is hereby rescinded in its entirety;

RESOLVED FURTHER, that Joe B. Scatchard, Frank Carr, Inga Johnson, Marlene Allen and Frederick Pollock of the District, and Barbara Murray, Barbara Wright, Corlie Richardson and Jesse Rykert, of General Adjustment Bureau, Inc., Los Angeles, California, are hereby appointed to represent the District in the Small Claims Courts of Los Angeles, Orange, San Bernardino and Riverside Counties;

RESOLVED FURTHER, that said persons are hereby authorized to do all things necessary and lawful to prosecute claims in said courts on behalf of the District and to do all things necessary and lawful to defend the District against claims filed in the said courts;

RESOLVED FURTHER, that Richard K. Kissick, Secretary of the District, be and he is hereby authorized and empowered to accept service of process issued by said courts for and on behalf of the District;

RESOLVED FURTHER, that Richard K. Kissick, Secretary of the District, be and he is hereby authorized to sign or verify on behalf of the District claims against public agencies or public officers.

RESOLUTION NO. R-75-412

RESOLVED, that the report dated October 10, 1975, a copy of which is filed with the Secretary recommending the termination of agency agreements be and the same is hereby adopted, with the exception of the Long Beach agency, which agency is to be subject to further negotiations and a report back to the Board; form of termination agreements subject to approval of the General Counsel.

On motion of Director Takei, seconded and carried, with Director Schabarum voting "No", the following resolution was adopted:

RESOLUTION NO. R-75-413

WHEREAS, the Surface Operations-Advance Planning & Marketing Joint Committee considered the report dated October 7, 1975, a copy of which is filed with the Secretary, and after deliberation recommended continued operations on the El Monte Busway in accordance with present agreements, with studies of the use of carpools on the Santa Monica Preferential Freeway operation being a guide to future use of carpools on the El Monte Busway;

NOW, THEREFORE, BE IT RESOLVED, that operation of the El Monte Busway is to be continued in accordance with present agreements setting forth a two-year period for exclusive use by buses, which two-year period ends May 1, 1977, with studies of the use of carpools on the Santa Monica Preferential Freeway to be used as a guide to the future use of carpools on the El Monte Busway.

Approval of (a) Extensions of Line Nos. 24 and 157 and Discontinuance of Line No. 167; (b) Recision of Paragraph (c) of Resolution No. R-75-373 Adopted September 17, 1975 and Paragraph (b) of Resolution No. R-75-391 Adopted October 8, 1975; and (c) Instructions to Submit Proposed Service and Route Adjustments at Second Meeting in November to Enable Compliance with County Contract

President Cook stated that Agenda Item No. 14, the report on route and service evaluations, would be taken out of order, and asked Mr. McDonald to review the report.

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Mr. McDonald briefly reviewed the report dated October 10, 1975, a copy of which is filed with the Secretary, and further reported that by its action on October 8 the Board does not favor total elimination of night services in the sector improvement programs, but rather desires to retain some night services on all lines which have been developed cooperatively in the community. He stated the staff is receiving important input from cities in the sector areas, including recommendations for night services on all sector programs. He then asked Mr. Beardsley to briefly review the October 10 report.

Mr. Beardsley reviewed the recommendations, as follows:

Item a - Extension of Lines 24 and 157 and discontinuance of Line 167, to release two buses and effect a savings of \$23,100.

Item b - Implementation of new Line 146 to absorb a portion of Line 24 and a portion of Line 155, requiring four buses and an added cost of \$194,600.

Item c - Reductions in service on 14 San Fernando Valley grid lines from 20-minute to 30-minute frequencies for an estimated savings of \$410,000.

The report indicated that the Board actions as of October 8 had effected cost savings of \$3,586,500 and, assuming expeditious approval of the County, fulfills the cost savings mandated under the County contract and recommended advising the County that the technicality of a separate night reduction be waived.

Director Carter stated that he concurred with the recommendations contained under Item (a) of the report and moved its approval, which motion was seconded.

Director Ward inquired as to how the 250 persons adversely affected on the Glenoaks leg of Line 24 would be taken care of, and Mr. Beardsley replied there could be some adverse effect and every effort would be made to make connections on the new Line 146.

The question was called for on Director Carter's motion, unanimously carried, and the following resolution was adopted:

RESOLUTION NO. R-75-414

WHEREAS, this Board of Directors has considered the report dated October 10, 1975, a copy of which is filed with the Secretary, regarding proposed route and service adjustments which have been recommended by the staff in order to accomplish the savings necessary to comply with the provisions of the Fiscal Year 1976 Agreement with the County of Los Angeles, and has concurred in the recommendations contained under Item (a) of said report;

NOW, THEREFORE, BE IT RESOLVED, that the General Manager be and he hereby is authorized to:

- a. Extend Line No. 24 - Los Angeles-San Fernando via San Fernando Road northerly on San Fernando Road to the Olive View Hospital, and improvement of service between Burbank and the Los Angeles CBD to 20 minutes;
- b. Extend Line No. 157 - Sepulveda-Ventura-Van Nuys to absorb the Sylmar leg of Line 167 - San Fernando Road-Roxford St.-Maclay Avenue-Sayre Street;
- c. Discontinue Line No. 167, since all of the service routes of this line will be absorbed by the above mentioned extension of Line Nos. 24 and 157;

subject to favorable comments from the County of Los Angeles;

RESOLVED FURTHER, that the General Manager be and he hereby is authorized to include in the Official Route Descriptions adopted November 3, 1964, as amended,

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Eleventh Revised Page 24 and First Revised Page 157, together with cancellation of Original Page 167, subject to approval of the Consulting Engineer.

Director Carter referred to Mayor Bradley's letter dated October 15, 1975, copies of which had been distributed to all Directors and a copy of which is filed with the Secretary, requesting the Board to reconsider its action in approving the discontinuance of San Fernando Valley Grid Lines 155, 162, 154 and 168, and especially Line 155.

Mr. Carter felt that Line 155 was proposed for discontinuance on the basis of only one ridership check and that the line, with a suitable ridership program, could well cross the 20 riders per hour criteria. He recommended re-evaluation of the creation of Line 146, looking into the extension of Line 160, Laurel Canyon, to serve the entire discontinued Line 155, a report on the extension of Line 39, Glenoaks, to operate on the disengaged section of Line 24 on Glenoaks, and a ridership building program to help all the lines to attain the 20 riders per bus hour; also additional ridership counts during the busier season on the weekends, since the grid system was initiated on the premise of equal service on a 7-day week. Other items which could be considered are one-for-one passes, where people can pay one price and get a round-trip ticket, all day Saturday passes, etc.

Mr. Beardsley stated he would like to respond to two points on Mr. Carter's suggestions. First, that the staff had carefully reviewed the Line 39 extension suggested and concluded it would be a disservice to the riders, since the

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running time along Glenoaks would be 15 minutes longer into the Los Angeles CBD than via the more direct route provided by the 24 line, and the frequencies now provided by the 39 line are in no way compatible with those provided on the grid lines, and the staff felt that, for instance, a trip destined into the Glendale area could probably be just as conveniently made via transfer to the 20 line, especially in view of the odd frequencies provided by the 24 and 39 lines and the balance of the other lines.

Mr. Carter inquired how about the 155 line, and Mr. Beardsley replied that the staff felt it had been covered under the extension of the combination of the Glenoaks under the Line 146, thus covering the major portions of the 155 line. Mr. Carter stated that all of the discontinued line hadn't been covered, and Mr. Beardsley replied there would still be a gap between the Northridge State College and Ventura Boulevard. Mr. Carter felt that was a problem and that many letters had been received from citizens objecting to the Line 155 discontinuance. Mr. Beardsley replied that the staff had also had its share of complaints, that there is also another situation along Riverside Drive in the area between Laurel Canyon and Moorpark that must be addressed, and the staff planned to return to the Board at a later meeting with solutions to those problems.

Mr. Neusom asked if these were problems created by the discontinuance of lines approved a couple of meetings ago, and Mr. Beardsley replied that they were. Mr. Neusom felt the entire action should be reconsidered, that the actions

were ill-advised and hastily taken without the benefit of having all the information, and stated the total recommendations before the Board today were designed to come within the requirement of the dollar figure under the County contract, to which Mr. Schabarum replied not if the previous action was rescinded.

Mr. Cook stated before proceeding further the Board should hear from persons in the audience who had requested permission to appear.

Mr. Wendell Cox, chairman of the Mayor's San Fernando Valley Transportation Committee, distributed copies of a prepared statement to the Board, a copy of which is filed with the Secretary, requesting that the Board rescind its previous action regarding discontinuance of lines, particularly Lines 154, 155, 162 and 168; to arrange community meetings before final action is taken; to defer action on today's recommendations, and to provide a method of advance review of service reductions and recommendations.

Mr. Ted Goldstein, Field Deputy to Councilman Wilkinson, concurred in Director Carter's suggestions and urged their approval.

Councilwoman Hazel Scotto of Downey stated she concurred in the Mid-Cities proposal, that the communities were together on the plan, that the Board had approved the plan but now changes in the plan are proposed over what had originally been approved, especially the night-time services, and no changes should be made. She stated it was hard to understand the County contract which requires \$750,000 reductions in night services.

Mr. Charles Ebner, planner for the City of Lakewood, concurred in Mrs. Scotto's statements, and remarked that Lakewood had been submitted a plan in a certain form and the changes being discussed are major alterations to what they had been promised, and urged implementation as originally proposed.

Mr. Gaylord Knapp, Cerritos City Manager, reported that the staff had met with them regarding the item being discussed, and also on Item 16, the proposed 13(c) labor protective agreement. He stated Cerritos preferred that the Mid-Cities plan be implemented as originally conceived and also recommended approval of the 13(c) agreement, since none of the improvements could be made without approval of that agreement.

Mr. Cook asked Mr. Knapp if he was aware of the ramifications of the 13(c) agreement, and Mr. Knapp replied that the RTD Board was obviously more aware of the ramifications of that agreement, but he felt the new sector programs would not be instituted without the 13(c) agreement.

Mr. Neusom felt a proper evaluation should be secured, since the Board had not had the proper information to act under the previous action, and moved rescinding the previous action which cancelled the service on the grid lines, which had not as yet been implemented, and refer the entire matter, including today's report except Item (a), back to the staff for a report on the best way to effect the necessary economies and still provide maximum service within the dollar

ability. Mr. Price inquired if Mr. Neusom would include in his motion that the night service for the segment improvements be honored if and when implemented and that they be considered for dropping only after they had been evaluated.

Mr. Neusom moved approval of his motion as amended by Mr. Price, which motion was seconded.

Mr. Schabarum stated that the essence of Mr. Neusom's motion was to reinstate approximately \$2.4-million of the savings that aggregate according to the figures provided today of \$3.56-million, and he wanted the Mid-Cities people to bear this in mind so that if the necessary service reductions to provide available funds are not forthcoming, then they can talk all they want to about night service but there would not be funds to implement the Mid-Cities service, and for them to keep their eyes on who votes for the motion. He also stated that Mr. Neusom's motion addresses itself to Line 359- 120th Street, and the most recent passenger check indicates only 11.7 riders per hour on that line.

Mr. Neusom stated his motion was to instruct the staff to effect the economies necessary, but to do it based on a study and an implementation that makes sense.

Mr. Schabarum stated that if the motion was adopted it would amount to a reduction in \$800,000 plus dollars which is far below the amount necessary to place the other services in effect, especially the Mid-Cities, the San Gabriel

Valley, the East Los Angeles grid system, the South Bay program, etc.

Mr. Price said the Mid-Cities plan has already been delayed beyond its implementation date which the staff had not considered and asked the staff to also consider those savings in their studies; also, we are in an area which is going to have to provide more transportation and the likelihood of the 13(c) agreements hurting us was remote.

Mr. Brewster inquired when the report would be available, and Mr. Gilstrap replied it should be back by the second meeting in November. Mr. Brewster inquired if we would be in good shape for meeting the County contract, and Mr. Gilstrap stated he couldn't answer that today and it might be a tight situation to meet the County contract but the staff would do its best; that the \$750,000 removal of night service is a problem, that is an additional \$400,000, and the staff is suggesting we ask the County to permit us to meet the contract without living up to the full \$750,000 in night service removal.

Mr. Schabarum said only \$800,000 has been adopted and we need about \$3-million, and asked what happens if the implementation comes about in February; that the Mid-Cities is now delayed, also the January San Gabriel, the East L.A. Grid, and the Santa Monica project, and it follows we will be operating without the service reductions necessary to implement those new services, so we will be operating at a deficit.

The question was called for with the understanding that Mr. Carter's suggestions for study and Mr. Price's amendment were included in Mr. Neusom's motion, and carried by a Roll Call vote of 6-4, as noted, and the following resolution was adopted:

Ayes

Carter
Holen
Neusom
Price
Takei
Ward

Noes

Brewster
Cook
Gregory
Schabarum

RESOLUTION NO. R-75-415

WHEREAS, this Board of Directors has considered the report dated October 10, 1975, a copy of which is filed with the Secretary, regarding proposed service and route adjustments, together with recommendations adopted on September 17, 1975 under Resolution No. R-75-373, and under Resolution No. R-75-391 adopted October 8, 1975, which have been recommended by the staff in order to accomplish the savings necessary to comply with the provisions of the Fiscal Year 1975 Agreement with the County of Los Angeles;

NOW, THEREFORE, BE IT RESOLVED, that paragraph (c) of Resolution No. R-75-373 adopted September 17, 1975, authorizing discontinuance of Line Nos. 105, 154, 155, 162, 168, 359, 361 and 363, be and the same is hereby rescinded in its entirety;

RESOLVED FURTHER, that paragraph (b) of Resolution No. R-75-391 adopted October 8, 1975 be and the same is hereby amended to include a provisions that night services are to be provided on at least a 60-minute frequency at the time the Mid-Cities Phase I Improvement Program and the East Los Angeles Grid Line services are implemented;

RESOLVED FURTHER, that the staff is instructed to review and submit findings at the second meeting of the Board in November regarding:

Merging of the Glenoaks segment of Line No. 24 into Line No. 39 and adjustment of service frequencies;

Re-evaluation of the proposed new Line No. 146 together with the extension of Line No. 160 - Laurel Canyon to serve the entire portion of Line No. 155 which has been proposed for discontinuance;

Extension of Line No. 39 to operate on the disengaged section of Line No. 24 on Glenoaks Boulevard;

Rechecking of weekend ridership on the San Fernando Valley Grid System and submit a ridership building program which could promote increased ridership of those lines;

RESOLVED FURTHER, that the staff is instructed to submit proposed service and route adjustments at the second meeting of the Board in November which will enable the District to comply with the operational savings included in the Fiscal Year 1976 contract with the County of Los Angeles.

Following adoption of the above resolution, Mr. Ward inquired in light of Mayor Bradley's letter, shouldn't we ask the City to participate in deficits by use of revenue sharing funds. Mr. Carter suggested waiting until the recommendations come in, and Mr. Takei felt that the City is already making a contribution in the Minibus program.

After discussion, on motion of Director Ward, seconded and unanimously carried, the staff was directed to direct a communications to Mayor Bradley and the Los Angeles City Council requesting the City to help the RTD by use of revenue sharing funds in meeting the RTD deficits.

(Director Brewster left the meeting at 2:40 p.m.)

