

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

August 6, 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 1:27 p.m. on August 6, 1975, at which time President Byron E. Cook called the meeting to order.

Directors George W. Brewster, Victor M. Carter, Byron E. Cook, A. J. Eyraud, Jr., Donald H. Gibbs, Adelina Gregory, Thomas G. Neusom, Jay B. Price, Pete Schabarum, George Takei and Baxter Ward responded to Roll Call. There were no Directors absent from the meeting.

Also present were General Manager Pro Tempore Jack Stubbs, Manager of Operations George W. Heinle, General Counsel Richard T. Powers; Treasurer-Auditor-Controller Joe B. Scatchard; Senior Transportation Engineer Brian Pearson; Director of Personnel Byron Lewis; Equal Employment Opportunities Administrator Michael Olivas; Manager of Customer Relations Robert G. Williams; Secretary Richard K. Kissick and the public.

Discussion of Purchase of Thirty Articulated Buses

Director Eyraud inquired what the next step was following the public hearing which had just been concluded prior to the convening of the regular meeting regarding the proposed

purchase of thirty articulated buses.

Mr. Stubbs explained that the hearing record would have to be kept open for fifteen days to receive any written comment on the project, and that the matter would be on the agenda at the first meeting in September for consideration by the Board of the findings regarding the hearing.

Director Takei inquired what the difference in time element was if the District should specify that the buses include facilities for the handicapped, and Mr. Heinle replied it would probably mean a delay of three to four years, whereas the "off-the-shelf" buses could be obtained in a relatively short period of time.

Mr. Takei inquired about the cost of retrofitting if the buses were purchased without the facilities and later modified, to which Mr. Heinle replied that it was difficult to estimate but would probably be in the neighborhood of \$6,000 to \$10,000 per bus.

Director Schabarum inquired if specifications are available to the staff of the buses which would be purchased. Mr. Heinle replied that they were, and also cited some of the problems which have been experienced with the double-deck buses mentioned at the public hearing, as well as the mini-buses, which we must expect as a part of testing new equipment.

Director Price inquired as to why the specifications couldn't include factors so that retrofit would be easier at

a later date. Mr. Heinle stated that this would probably mean redesigning from the ground up; that the lift mechanism is not too much of a problem but the low floor is a major problem.

Director Brewster inquired that if we are only testing why do we need to purchase thirty buses, and Mr. Heinle replied that it would be necessary to equip a substantial portion of a route or routes in order to give the District a good opportunity to demonstrate the buses.

Director Carter stated he was opposed to spending \$3,600,000 for equipment which will not provide facilities for the handicapped.

President Cook inquired about a recent case in Alabama where there is an injunction to prevent purchase of buses without provisions for the handicapped. Mr. Powers stated that a report had been forwarded to the Board last week concerning that case and others which were pending.

The discussion was concluded with the understanding that the findings of the public hearing would be on the agenda for consideration by the Board at the first meeting in September.

Presentation of Certificate of Merit awards to Participants
in the District's "Youth Motivation Task Force" Program

President Cook presented Certificate of Merit awards to the following District employees who had been participants in the District's Youth Motivation Task Force program:

Marian E. Cumberlander
Barbara Osborne
Barbara Ann Patterson

William T. Beal
Diane E. Moran
Fred Ferrell, Jr.

Sara E. Romero
Michael E. Olivas
Albert Reyes, Jr.
Jess Varrie

Robert G. Williams
Roy Barnes
Lou Collier

Consideration of Item Nos. 2 through 5 on the Consent Calendar

On motion of Director Gregory, seconded and unanimously carried, the following resolutions were adopted and/or actions taken:

The Minutes of the Regular Meeting held July 16, 1975 and the Special Meeting held July 24, 1975 were approved.

RESOLUTION NO. R-75-304

RESOLVED, that the temporary route diversions caused by construction work affecting Line Nos. 39, 92, 109, 148, 149, 162, 164, 165, 403, 404 and 405, as described in the report dated July 21, 1975 filed with the Secretary, be and the same is hereby ratified and approved.

RESOLUTION NO. R-75-305

RESOLVED, that the changes in bus stops as described in the report dated July 23, 1975, a copy of which is filed with the Secretary, be and the same is hereby ratified and approved.

The Purchasing Agent's Statement of Material and Supplies Account for the month of May, 1975, a copy of which is filed with the Secretary, was ordered "Received and Filed."

Report of Surface Operations Committee and Adoption of Resolutions Regarding Agenda Item Nos. 6 through 10

After discussion, on motion of Director Eyraud, seconded and unanimously carried, the following resolutions regarding Agenda Item Nos. 6 through 10 were adopted:

RESOLUTION NO. R-75-306

RESOLVED, that the report dated July 31, 1975, a copy of which is filed with the Secretary, be and

the same is hereby adopted and Requisition No. 3399-1034 be and the same is hereby approved, together with authorization of the Purchasing Agent to call for bids covering the purchase and delivery of one self-propelled manlift at an estimated cost \$12,800, which purchase is funded in part under UMTA Capital Grant Project No. CA-03-0034 and subject to approval by UMTA of a budget line item change regarding said purchase; form of bid requirements and specifications subject to approval of the General Counsel.

RESOLUTION NO. R-75-307

RESOLVED, that the report dated July 13, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and Requisition No. 9500-014 be and the same is hereby approved together with authorization of the Purchasing Agent to call for bids covering the renovation of the Transportation Building at Division #6 at an estimated cost of \$79,800; form of bid requirements and specifications subject to approval of the General Counsel.

RESOLVED FURTHER, that the above approval is subject to a review of the plans by the Staff Design Review Committee, and further subject to a request to UMTA for a letter of no prejudice seeking UMTA funding of a portion of the cost of the project.

RESOLUTION NO. R-75-308

RESOLVED, that the report dated July 25, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and Requisition No. 3099-80 be and the same is hereby approved together with authorization of the Purchasing Agent to call for bids covering the purchase of 313 fareboxes and 939 cash vaults at an estimated cost of \$300,000, which purchase is funded in part under UMTA Capital Grant Project Nos. CA-03-0046 and CA-03-0090, with bid specifications to contain an "or equal" clause; subject to approval of the bid requirements and specifications by UMTA and the General Counsel.

RESOLUTION NO. R-75-309

RESOLVED, that the report dated July 31, 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 enter into a contract with the Flixible Company, 326 North Water Street, Loudonville, Ohio, the lowest responsible bidder as outlined on the Bid Abstract attached to these minutes as EXHIBIT 1, covering the purchase of the District's brake drum requirements for a two-year period commencing August 6, 1975, with a one-year extension upon mutual agreement at an estimated cost of \$52,812 per year, including sales tax; form of contract subject to approval of the General Counsel.

RESOLUTION NO. R-75-310

RESOLVED, that the report dated July 31, 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:

- a. Discontinue Line No. 364, together with route and service alterations of Line No. 123 commensurate with the ridership on El Segundo Blvd. with changes to be implemented in early September, 1975, rather than early October as specified in the aforementioned report;
- b. Discontinue the Plummer Street leg of Line 168 and extend Line No. 93 from its present terminus at the Veterans Hospital to the Northridge Plaza Shopping Center, with changes to be implemented in early September, 1975, rather than early October, 1975 as specified in the aforementioned report; and
- c. Include in the Official Route Descriptions adopted November 4, 1964, as amended, Second Revised Page 123, First Revised Page 168, Sixth Revised Page 93, together with cancellation of Page 364, effective September 7, 1975, subject to approval of the Consulting Engineer;

subject to receipt of favorable comment from the County of Los Angeles.

RESOLVED FURTHER, that the staff is instructed to study the feasibility of combining Line Nos. 166 and 168 into one route and submit a report to the Board at its next meeting.

Report of the Advance Planning & Marketing Committee and Adoption of Resolutions Regarding Agenda Item Nos. 11, 12, 13, 14 and 17

After discussion, on motion of Director Brewster, Chairman of the Advance Planning & Marketing Committee, seconded and carried, the following resolutions were adopted, with Director Gregory voting "No" on Resolution No. R-75-313 and that portion of Resolution No. R-75-315 having to do with the tariff provisions on Line No. 764:

RESOLUTION NO. R-75-311

RESOLVED, that the report dated July 31, 1975 regarding the Cerritos-Mid Cities Improvement Plan, 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 implement the new and improved services in the Cerritos-Mid Cities area in two phases as specified in the agreement between the District and the County of Los Angeles, with Phase I to be implemented on or about October 1, 1975 and Phase II implemented on or about January 1, 1976, with said services to include the Woodruff Avenue alternative routing, together with the necessary evaluating and monitoring of the service as to its ridership, with the District C-11 line to be re-instituted on Studebaker Road if not successful on Woodruff Avenue; subject to approval of the Consulting Engineer.

RESOLUTION NO. R-75-312

WHEREAS, funding for the Downtown Los Angeles Mini-Bus service has been provided by the City of Los Angeles, the City of Los Angeles Community Redevelopment Agency and the County of Los Angeles; and

WHEREAS, the contracts providing for funding of the Mini-Bus service for the fiscal year commencing July 1, 1975 were forwarded to the above-mentioned agencies on April 24, 1975 but has not been approved by the City of Los Angeles, with the Mini-Bus service thus being operated since July 1, 1975 without the funding necessary to continue the operation, including an expanded service to be implemented upon receipt of the contracts;

NOW, THEREFORE, BE IT RESOLVED, that the Downtown Los Angeles Mini-Bus service be and the same is hereby ordered to be discontinued effective September 1, 1975 unless the agreements providing financial assistance for the fiscal year beginning July 1, 1975 have been executed by the agencies prior to September 1, 1975, with contracts to include a provision that funding is retroactive to July 1, 1975.

RESOLUTION NO. R-75-313

RESOLVED, that the report dated July 31, 1975, a copy of which is attached to these Minutes as EXHIBIT 2, be and the same is hereby adopted, and the General Manager be and he hereby is authorized to amend the District's Park-Ride tariffs as outlined in said EXHIBIT 2 effective September 1, 1975; subject to the concurrence of the Board of Supervisors of the County of Los Angeles; subject to approval of the Consulting Engineer.

RESOLUTION NO. R-75-314

RESOLVED, that the report dated July 29, 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 an agreement between the District and the County of Riverside providing for transfer interchange between Riverside County sponsored Demand Responsive services in the community of Rubidoux and those services operated by the District subsidized by the County of Riverside; subject to approval of the Consulting Engineer; form of agreement subject to approval of the General Counsel.

RESOLUTION NO. R-75-315

RESOLVED, that the report dated August 1, 1975, a copy of which is filed with the Secretary, recommending the implementation of Pomona Park-Ride Line No. 764, together with execution of an agreement with the City of Pomona covering the use by the District of a lot for park-ride patrons, be and the same is hereby adopted, and the General Manager be and he hereby is authorized to:

- a. Include in the Official Route Descriptions adopted November 4, 1964, as amended, First Revised Page 764, together with modification of local passenger tariffs as necessary; subject to approval of the Consulting Engineer; subject to concurrence of the County of Los Angeles; and
- b. Execute a Park-Ride agreement between the District and the City of Pomona covering the use by the District of the former helicopter facility located along the southerly side of Commercial Street, between Park Avenue and Main Street, in the City of Pomona, for a six-month period, and month-to-month thereafter, on the basis outlined in the aforementioned report; form of agreement subject to approval of the General Counsel.

Discussion and Adoption of Resolutions Regarding Rapid Transit Starter Line

Director Ward referred to his letter dated August 5, 1975 to General Manager Gilstrap, a copy of which is filed with the Secretary, suggesting that whether or not the Century Freeway is built the District should investigate and negotiate with the State for use of parcels already obtained by the State for rapid transit purposes, thus enabling the RTD to have an access line to the Los Angeles International Airport.

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

line, as well as a transportation center and a local fixed guideway circulation system in the City of Long Beach, with the agreement to be submitted to this Board of Directors for final consideration.

Director Ward inquired regarding the status of the feasibility and cost project report being conducted by SCAG and was told the report is expected to be completed and back for consideration by the Board at its first meeting in September.

Mr. Pearson reviewed the report dated August 6, 1975, a copy of which is filed with the Secretary, recommending the retention of three outside consulting firms to assist the District in completing technical reports required by SCAG and UMTA in support of the District's application for preliminary engineering funds for the rapid transit starter line project, as follows:

Cost-effectiveness comparison - Kaiser Engineers/DMJM Joint Venture - \$50,000

Impact of starter line project on land use and travel patterns - Wilbur Smith & Associates - \$32,000

Environmental Impact assessment of the project - Gruen Associates - \$33,000

Director Gibbs stated he would like Mr. Gallagher's proposal reviewed in greater depth, since the General Manager's report did not recommend what the staff had recommended, and perhaps the Board should interview all of the firms who had submitted proposals, and the he would be willing to take the time to listen to all of the firms.

Director Takei felt that both concepts had merit.

RESOLUTION NO. R-75-316

RESOLVED, that the General Manager be and he hereby is authorized to consult with representatives of the State of California to ascertain if an agreement can be reached for use by the District of parcels already acquired by the State for the construction of the Century Freeway for the purpose of providing future transit services, which services would provide transit access to the Los Angeles International Airport as well as a connection with a future Orange County transit service, with said negotiations to be conducted on the basis as outlined in the communication dated August 5, 1975, a copy of which is filed with the Secretary.

Senior Transportation Engineer Brian Pearson reported on the letter dated July 29, 1975, a copy of which is filed with the Secretary, from City Manager John R. Mansell of Long Beach, proposing that a joint agreement be negotiated between the City of Long Beach and the District which would provide not only financial assistance from the City for funding of the proposed rapid transit starter line but also the construction of a transportation center and a local fixed guideway circulation system in the City of Long Beach.

It was pointed out that the District's starter line configuration would probably be determined before the proposed agreement was finalized.

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

RESOLUTION NO. R-75-317

RESOLVED, that the General Manager be and he hereby is authorized to negotiate an agreement with the City of Long Beach providing for financial assistance by the City of Long Beach in providing local matching funds for the construction of a rapid transit starter

Director Neusom moved that the report by Mr. Gallagher dated August 6, 1975, a copy of which is filed with the Secretary, recommending the retention of nine of the firms to perform the work on an as-requested basis, be approved, which motion was seconded.

Director Ward made a substitute motion to delay until a rapid transit starter line has been selected, which motion was seconded.

On inquiry, Mr. Pearson explained that the purpose of the reports is to get answers which SCAG and UMTA have asked and which can be answered without a specific routing being designated, and also that much of the information is necessary before submitting the preliminary application to UMTA.

Director Price inquired if the cost effectiveness study wouldn't be helpful in arriving at a decision for the starter line.

Mr. Stubbs reminded the Board about the timing on the project so that it can get underway and, with presidential election next year, we should get our application in no later than June 1st of next year. The work being requested will enable the District to move along quickly and get our application in by next June.

President Cook inquired that if the contracts were let when would the reports be completed, and Mr. Pearson replied in about three months.

Director Schabarum inquired concerning a \$110,000 study

recently approved by the Board, and Mr. Pearson explained that was the medium capacity study which is also necessary when the Board makes a final decision.

Director Carter stated that the District has retained so many consultants to do various types of studies that he felt the Board should have a list of the consultants and what they were doing.

Mr. Stubbs explained that the General Manager's recommendation was due to the fact that it would be easier to work with three consultants rather than nine as proposed in the staff report.

A roll call vote was called for on Director Ward's substitute motion with the following results:

<u>Ayes</u>	<u>Noes</u>
Carter	Brewster
Cook	Eyraud
Gibbs	Gregory
Price	Neusom
Schabarum	Takei
Ward	

The motion carried by a vote of 6 to 5 and the following resolution was adopted:

RESOLUTION NO. R-75-318

RESOLVED, that consideration of retention of consultants to conduct cost-effectiveness comparison, land use and travel patterns and environmental impact assessment studies of the rapid transit starter line project be delayed until a rapid transit starter line has been selected.

Consideration of UMTA Section 13 (c) Labor Protective Agreement
Requirements Under Section 5 Operating Assistance Program

Mr. Stubbs briefly reviewed the report dated July 28, 1975, a copy of which is filed with the Secretary, regarding the UMTA Section 13 (c) labor protective agreement requirements under Section 5 of the UMTA operating assistance program, and stated it would probably be a good idea to discuss the agreement with the counsels of the City and County.

Mr. Powers explained the proposed agreement and stated that the District really had very little choice in the matter since the agreement had been personally "hammered" out with the Secretary of Labor and endorsed by APTA. He also stated that whether or not we could receive the concurrence of the agencies assisting the RTD in funding, we would at least have alerted them of the agreement and the problems that the agreement could bring about.

Director Schabarum suggested that the Board be furnished with an explanation of the agreement in non-legal terms, and Mr. Stubbs stated this could be done.

On motion duly made, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-75-319

RESOLVED, that the General Counsel be and he hereby is instructed to transmit the proposed UMTA Section 13 (c) labor protective agreement requirements under Section 5 of the operating assistance program to counsels of agencies assisting the District in funding, alerting them of the provisions of the agreement and requesting their comments and advice concerning the agreement.

Director Neusom reported on the negotiations and the fact that General Manager Gilstrap had voted "no", but due to New York and other cities it was approved. Without the agreement we will lose \$16,500,000 in funds from last year and \$25,500,000 in federal funds this year.

Upon inquiry, Mr. Scatchard explained that the \$16,500,000 has been advanced by the County of Los Angeles and we owe it to the County. Also, that the \$26,500,000 is budgeted this year and without it the District could be in serious trouble.

The discussion was closed with the understanding that the agreement would be placed on the agenda for consideration by the Board after review and comments have been received from counsels of other agencies.

Recess in Executive Session at 3:05 p.m.

On motion duly made, seconded and unanimously carried, the Board of Directors recessed in Executive Session at 3:05 p.m. to discuss a legal matter.

The Board reconvened at 3:15 p.m. with Directors Brewster, Carter, Cook, Eyraud, Gibbs, Gregory, Price and Schabarum responding to Roll Call. Directors Neusom, Takei and Ward did not return to the meeting following the Executive Session.

Authorization to Make Offer for the Purchase of Property in Connection with Division #1 Improvements

After discussion. on motion of Director Carter, Chairman of the Finance Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-75-320

RESOLVED, that the amount of \$275,000 be and the same is hereby established as the just compensation for the acquisition of portion of Lot 4, Power Plant Tract No. 1, adjacent to the District's Division #1 property, a legal description of which is attached to these Minutes as EXHIBIT 3, and the General Manager be and he hereby is authorized to make an offer to Rueben R. Katz and Alfred A. Katz, owners, to purchase the above-mentioned property in the amount of \$275,000, and report back to the Board of Directors regarding the disposition of the offer to purchase.

Operating Report for Month of June, 1975 - Received and Filed

On motion of Director Carter, seconded and unanimously carried, the Operating Report for the month of June, 1975 was ordered "Received and Filed."

Report of Personnel Committee

Director Gregory, Chairman of the Personnel Committee, reported that the Personnel Committee had reviewed the two reports under Agenda Item No. 20, recommending certain non-contract classification changes and additional new positions, and that the Committee had scheduled a special meeting to receive additional information regarding the reports, following which a further report would be submitted to the Board for consideration at the August 20 meeting.

Director Special Items

Director Eyraud moved that Information Item "F", a cost and evaluation report of certain bus lines ranked by riders/bus hour, dated July 24, 1975, a copy of which is filed with the Secretary, be added to the Agenda for consideration, which motion was seconded.

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Director Eyraud moved that all lines listed on the above-mentioned report carrying less than 15 passengers per hour be eliminated.

Mr. Heinle stated that the report dated July 31, 1975 contained under Information Item "C" should be considered in connection with the motion, since that report outlines measures being taken by the staff with respect to reductions in service as the result of line evaluations, and that the Planning Department is continuing to study recommendations in this matter.

Mr. Beardsley stated that several lines would be absorbed by the Mid Cities plan and lines that are not included are being studied for future action by the Board.

Mr. Eyraud stated he was recommending the approach contained in his motion since the matter of conducting public hearings, etc., delayed action for 30 to 60 days.

Director Schabarum inquired if at least a dozen lines could be on the agenda at the next meeting, including the ones referred to by Mr. Beardsley.

Mr. Beardsley stated that it would appear to be a mistake to remove lines now, Line 38 for example, and then reinstitute a portion of the line at the time the Mid Cities plan goes into effect. He further stated that it was the staff's goal to come to the Board each meeting with recommendations for line eliminations.

With the understanding that recommendations for line eliminations would be on the agenda at each meeting, Mr. Eyraud withdrew his motion.

Directors Carter, Schabarum and Ward departed the meeting at 3:25 p.m.

Director Eyraud requested the Operating Department to prepare decals that could be placed in air-conditioned buses informing passengers of the air conditioning and requesting them to keep the windows closed. He also complimented the staff on the excellent service being provided in Line 83.

Information Reports on Bids for 200 New Buses and Delivery of 100 New Buses

Mr. Heinle briefly reviewed a report dated August 4, 1975 distributed to Directors for information, copy of which is filed with the Secretary, reporting that bus manufactureres had requested a delay in the bid opening date for the purchase of 200 buses with facilities for the elderly and the handicapped. As a result of these requests, the bid opening has been changed from September 2 to September 16.

Mr. Heinle also reported that The Flxible Company will not start delivery of 100 new buses until October 15 and carry over into November and, further, that the staff is at odds with Flxible regarding the delivery dates. This delivery delay will place the District in a tight situation in implementing new services.

Report on Greyhound Use of El Monte Busway Station

Also distributed to Directors was copy of a report dated August 5, 1975, a copy of which is filed with the Secretary, regarding the moving of Western Greyhound buses to facilities

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adjacent to the Gas Company property, rather than two bus bays which Greyhound had been using at the El Monte Busway Station.

Report of APTA Minority Affairs Committee Meeting

Director Gregory distributed to Directors a copy of her report dated August 6, 1975, a copy of which is filed with the Secretary, reporting on a meeting of the American Public Transit Association Minority Affairs Committee meeting which had been held at the Century Plaza Hotel July 24-25.

Letter of Commendation to Pasadena Urban Coalition

On motion of Director Gregory, the staff was directed to prepare a communication to the Pasadena Urban Coalition for President Cook's signature commending the Coalition for its work on behalf of transit and for an information pamphlet which has been printed and being distributed to riders in the Pasadena area.

There being no further business, on motion duly made, the meeting was adjourned at 3:33 p.m.


Secretary

EXTRACT OF BIDS TO FURNISH MATERIAL - BID TABULATION:

BID NO. 7-7514

Bids out 6-19-75 Total 4
 Bids opened 7-14-75 Total 3
 Advertisement: No Bid 0
 Date 6-20-75 Herald Examiner No Response 1
 Newspaper
 Non-Minority Bids

QUANTITY	ARTICLES	The Flixible Co.					Pacific Wheel & Rlm					Hausman Bus Parts					EXTENDED PRICE				
		PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE	PRICE		
140	Reyco No 52802-34 Drum	85.65	11,991.00	96.63	13,528.20	105.92	14,828.80														
60	" " 52800-34 "	63.87	3,832.20	72.96	4,377.60	79.68	4,780.80														
75	" " 52722-34 "	81.15	6,086.25	91.61	6,870.75	100.36	7,527.00														
150	" " 52544-14 "	52.98	7,947.00	64.10	9,615.00	65.81	9,871.50														
110	" " 52526-14 "	66.01	7,261.10	73.80	8,118.00	80.68	8,874.80														
150	" " 52336-14 "	84.70	12,705.00	95.58	14,337.00	114.01	17,101.50														
	TOTAL		49,822.55		56,846.55		62,984.40														
	6% TAX		2,989.35		3,410.79		3,779.06														
	GRAND TOTAL		52,811.90		60,257.34		66,763.46														

ETHNIC BREAKDOWN

- (1) Anglo
- (2) Black
- (3) Spanish Surname
- (4) Oriental
- (5) American-Indian
- (6) Other

I hereby certify The Flixible Co. as being the lowest responsible bidder, and recommend the award to him/them for total bid price including sales tax of \$52,811.90

[Signature]
 Director Purchases & Stores

Date July 15, 1975

**SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT**

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

JACK R. GILSTRAP
GENERAL MANAGER

July 31, 1975

To: Members of the Board of Directors

From: Jack R. Gilstrap

Subject: Proposed Park/Ride Policy and Tariff
Modification Recommendations

SUMMARY

In April 1973, the District's first official Park/Ride service was implemented with the opening of the El Monte Busway parking lot. As a result of the enthusiastic response to this service, together with a regional demand for similar service, additional Park/Ride services were established in May of 1974. The second Park/Ride service to be placed in operation was the La Mirada Drive-In Theater service that has proven to be our most successful, and is at the present time averaging approximately 1,280 daily riders. This service has removed nearly 1,000 rush hour automobile trips daily from the Santa Ana Freeway.

This service has proven to be an effective auto disincentive. Most of our riders on regional Park/Ride services were former hard core automobile commuters.

The service has been maintained as a special custom point-to-point service operating on a limited or non-stop basis via the Busway and area freeways between the Park/Ride lots and the Central City area. Our San Gabriel Valley Park/Ride lines provide direct service to the USC Medical Center and Cal-State Los Angeles. Convenient secure parking has always been provided at the Park/Ride lot locations.

It is the consensus of staff that the Park/Ride service is a special premium service which is also generally agreed to by those using the service. It is, therefore, considered imperative by staff that this service be provided on a premium fare basis, in order to recapture a greater portion of the cost of service through fares. It is estimated that the Park/Ride fares proposed by staff will produce revenue equal to or greater than the District's average "fare box" income to cost ratio.

