

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

October 8, 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 8, 1975, at which time President Byron E. Cook called the meeting to order.

Directors George W. Brewster, Byron E. Cook, A. J. Eyraud, Jr., Donald H. Gibbs, Adelina Gregory, Thomas G. Neusom, Jay B. Price and Pete Schabarum responded to Roll Call, with Director Baxter Ward entering the meeting at 1:13 p.m. and Director George Takei arriving at 2:45 p.m. Director Victor M. Carter was absent from the meeting.

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

) Presentation of "Good Citizenship Award" for the month of  
October

Mr. Walt Baker and Ms. Victoria Berenbau of KHJ television and Mr. Warren Rohn of the Los Angeles Area Chamber of Commerce presented the "Good Citizenship Award for the Month of October, 1975" to President Cook. The District was selected to receive this award based on their efforts in the areas of youth motivation and senior citizens affairs.

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 September 17, 1975, as amended, which amendment is attached to these Minutes as Exhibit 1, and the Minutes of the Special Meeting held September 22, 1975 were approved.

RESOLUTION NO. R-75-379

RESOLVED, that the temporary route diversions caused by construction work affecting Line Nos. 10, 12, 36, 37, 38, 52, 59, 60, 61, 63, 66, 67, 68, 69, 70, 71, 109, 114, 124, 150, 159, 160, 163, 165, 169, 401 and 402, as described in report dated September 29, 1975 filed with the Secretary, be and the same are hereby ratified and approved.

RESOLUTION NO. R-75-380

RESOLVED, that the report dated September 29, 1975 relating to bus stop changes, a copy of which is filed with the Secretary, be and the same is hereby ratified and approved.

The following Purchasing Agent's statements were ordered "Received and Filed":

- a. Statement of Material & Supplies Account for the Month of August, 1975.
- b. Statement of Purchases Over \$1,000 for the Month of August, 1975.
- c. Report of Sales Orders & Sales of Surplus, Obsolete or Used Material, Supplies or Equipment, April 1 through June 30, 1975.

Report of Surface Operations Committee and Adoption of Resolutions Regarding Agenda Item Nos. 6 through 14, excepting Item Nos. 7, 11 and 12

On motion of Director Eyraud, seconded and unanimously carried, the following resolutions were adopted:

RESOLUTION NO. R-75-381

RESOLVED, that the report dated October 1, 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 oil for a one-year period commencing with award of contract; subject to approval of the Consulting Engineer, with form of bid requirements subject to approval of the General Counsel.

RESOLUTION NO. R-75-382

RESOLVED, that the report dated September 25, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and Requisition No. 7300-216 be and the same is hereby approved, together with authorization of the Purchasing Agent to call for bids covering the District's heavy-duty steam cleaner material requirements for a one-year period commencing December 18, 1975, with option for one additional year upon mutual agreement; form of bid requirements and specifications subject to approval of the General Counsel.

RESOLUTION NO. R-75-383

RESOLVED, that the report dated September 29, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and Requisition No. 6200-219 be and the same is hereby approved, together with authorization of the General Manager to award a contract to West Ho Films, Inc., 3611 Cahuenga West, Hollywood, the lowest responsible bidder as indicated on the Abstract of Bid attached to these Minutes as Exhibit 2, covering filming of the District's Operator/Passenger Relations Training Program, at a cost of \$10,700; form of contract subject to approval of the General Counsel.

RESOLUTION NO. R-75-384

WHEREAS, the report dated September 30, 1975, a copy of which is filed with the Secretary, recommending approval of Requisition No. 9500-042, together with authorization of the Purchasing Agent to call for bids covering the construction of Stage "A" at Division #7, was reviewed and concurred in on October 8, 1975 by the Surface Operations-Advance Planning & Marketing Joint Committee and by a Special Purchasing Committee in accordance with the provisions of Section 8.3 (B)(4) of the Rules and Regulations;

NOW, THEREFORE, BE IT RESOLVED, that the report dated September 30, 1975 be and the same is hereby adopted, and Requisition No. 9500-042 be and the same is hereby approved, together with authorization of the Purchasing Agent to call for bids covering the construction of Stage "A" at Division #7 at an estimated cost of \$800,000, which project is funded in part under UMTA Capital Grant No. CA-03-0090; subject to the concurrence of the Urban Mass Transportation Administration; form of bid requirements and specifications subject to approval of the General Counsel.

RESOLUTION NO. R-75-385

RESOLVED, that the report dated September 26, 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 lease agreement with C. R. Laurence Company, Inc., covering the rental of an approximate 20,000 square foot parcel of land at the northeast corner of the District's Vernon Yards Property for a five-year term at a monthly rental of \$445; form of agreement subject to approval of the General Counsel.

RESOLUTION NO. R-75-386

RESOLVED, that the report dated October 1, 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 terminate as of October 1, 1975 that certain lease agreement dated June 21, 1974 with Palm Springs Sightseeing and Charter Company, Inc., covering an approximate 62,045 square foot parcel of land at the northwest-erly corner of the District's Vernon Yards Property; form of termination agreement subject to approval of the General Counsel.

Consideration of Agenda Item No. 7 - Approval of Requisition  
Covering Purchase of U-type Metal Sign Posts - Carried  
Over to the Next Meeting

At the request of Director Gibbs, Agenda Item No. 7 was considered separately from other items reviewed by the Surface Operations Committee. After discussion, Director Gibbs moved that this matter be removed from the agenda and carried over to the next meeting pending a report from the Design Review Committee, which motion was seconded and carried, and the following resolution was adopted:

RESOLUTION NO. R-75-387

RESOLVED, that Agenda Item No. 7, reading as follows, be and the same is hereby removed from the agenda and carried over to the next meeting of this Board pending a report on this matter from the Design Review Committee:

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"Consider approval of Requisition No. 7300-219 covering the District's metal U-type bus stop sign post requirements for a one-year period commencing November 20, 1975, with option for one additional year upon mutual agreement, and authorization of the Purchasing Agent to call for bids thereon in accordance with the Rules and Regulations; form of bid requirements and specifications subject to approval of the General Counsel."

Confirmation of Contract Award to Jordon Development Corp.  
Covering Installation of Emergency Generators; Auth-  
orization for Payment up to 95% to Lawless Detroit  
Diesel Covering Purchase of Emergency Generators

Director Eyraud, Chairman of the Surface Operations Committee, reported that the Joint Committee had recommended confirmation of the contract award to Jordon Development Corp. covering installation of emergency generators, together with payment up to 95% to Lawless Detroit Diesel covering purchase of the generators, and so moved, which motion was seconded. Mr. Eyraud further reported he intended to vote "no" on the contract to Jordon because he believed the job was beyond the capability of the firm, even though they have their performance bond and we will have problems with them.

Director Gregory felt the Jordon company would concentrate on getting the job done. President Cook asked Mr. Powers if there was any sufficient legal objection for rejecting the contract, and Mr. Powers replied there was not.

The question was called for and the following resolution adopted, with Directors Eyraud and Brewster voting "no":

RESOLUTION NO. R-75-388

RESOLVED, that the reports dated October 1, 1975 and October 8, 1975, copies of which are filed with the Secretary, be and the same are hereby adopted, and the General Manager be and he hereby is authorized to:

- a. Award contract to the Jordon Development Corp. covering installation of ten (10) emergency generators as authorized under Resolution No. R-75-327 adopted August 20, 1975; and
- b. Execute contract amendment with Lawless Detroit Diesel providing for payment to Lawless up to 95% of the purchase price of ten (10) emergency generators; form of contract amendment subject to approval of the General Counsel.

Authorization to Amend Specifications Covering the Purchase of 200 Buses Equipped for the Elderly and the Handicapped

Director Eyraud reported that the report on procurement of 200 buses equipped for the elderly and the handicapped was not discussed by the Joint Committee, but carried over for review by the full Board.

General Manager Gilstrap reviewed the report dated October 8, 1975, a copy of which is filed with the Secretary, outlining options available to the District to amend the specifications which could permit a more favorable climate for bidders and also might result in receiving bids from more than one manufacturer. None of the suggested specification amendments is technical in nature.

Director Neusom stated he had participated in meetings at the APTA meeting in New Orleans with representatives of General Motors and Flxible, along with other Directors and

staff, and also met with representatives of AM General, and had also seen the three transbuses at New Orleans. He stated it appeared from all of the conversations that we would get an experimental bus that has proven unsatisfactory for Eastern properties due to ice and snow with an 18-inch floor, and there are no tires developed which would provide the kind of warranty needed and, adding all of these factors to the cost, it was his judgment we should try to get bids from all three manufacturers, even if we have to revise our specifications so they can bid and still serve our needs and be usable in other areas. Mr. Neusom moved revision of the specifications as outlined in the October 8 report and requesting UMTA to give additional time for the bid opening, which motion was seconded.

Director Gregory supported Mr. Neusom's statements regarding the meetings in New Orleans.

Director Eyraud suggested distribution of an article regarding the problems Seattle was having in obtaining bids for buses equipped for the E & H.

Mr. Neusom felt that General Motors is willing to produce a bus with a 23-inch floor, and Mr. Eyraud inquired about our tire contract and what would happen if we needed different type tires. Mr. Heinle stated that Firestone is working on a tire design and felt we could buy the tires, if necessary, rather than lease them under the contract.



) Mrs. Gregory reported that one of the problems is that all cities are not interested in obtaining buses with these specifications, so manufacturers may be reticent in manufacturing them.

Mr. Heinle reported these buses will no doubt cost more and also cost more to maintain.

Mr. Bass Dyer, representing The Flixible Company, appeared before the Board and stated he was curious about the Eastern properties who were opposed to the Transbus and hoped all manufacturers would be able to bid; that Flixible is prepared to build the bus and probably not at a prohibitive price and that quotations of \$125,000 are not correct because a price has not been established. He said a low floor vehicle is needed to take care of the E & H; that the problems in Seattle were not in connection with what was being discussed today; that he had talked to UMTA representatives regarding progress payments and escalation clauses and felt the problems could be resolved, and that the resulting production will be a standard for the industry.

(Director Neusom left the meeting at 1:45 p.m.)

Mr. Gilstrap stated the four points proposed regarding the changes in the specifications: 1) propose to UMTA to amend the specifications regarding liquidated damages as noted in the written report; 2) include progress payments which are essential in order to embark on the program, with the District willing to participate in 5% or one-quarter of

) the local funding; 3) consider a delay in the bid opening in light of a telegram received from General Motors, and 4) approach UMTA to the effect that if these proposals are not favorable enough to then urge UMTA to provide research and development money to pick up the difference in order to go forward, i.e., if full 20% progress payments are necessary then research and development funds would provide the gap, also on warranties, etc.

Director Schabarum stated that assuming those points are acceptable, would concurrent approval of UMTA be appropriate and asked if the entire package would have to be re-submitted for bid. Mr. Heinle reported on the UMTA appeal regulations, and that the technical aspects of the specifications have not been changed, just the boilerplate.

Mr. Schabarum then inquired how long it would take UMTA to act, and Mr. Heinle stated we wouldn't know until it is submitted to UMTA, but it would appear two or three weeks would be a reasonable period of time.

Mr. Gilstrap stated the proposal included the maximum concession on the bid specifications which the RTD staff could recommend to the Board.

President Cook offered a substitute motion to approve the staff recommendation, which motion was seconded, unanimously carried, and the following resolution adopted:

RESOLUTION NO. R-75-389

RESOLVED, that the suggestions contained in the report dated October 8, 1975, be and the same are hereby approved, and the General Manager be and he hereby is authorized to amend the specifications covering the purchase of 200 buses equipped for the elderly and the handicapped accordingly, particularly with respect to progress payments and liquidated damages, request a delay in the bid opening and to investigate the possibility of the UMTA Research and Development Section to participate in progress payments, all as outlined in the aforementioned October 8, 1975 report, a copy of which is filed with the Secretary.

Request for Status Reports

Following adoption of the above resolution, Director Schabarum requested status reports the next few meetings regarding the bus purchase, and also discussion of the calling for bids for an additional 320 buses and also requested the report on maintenance which the staff has been working on be submitted at the meeting three weeks hence.

Mr. Gilstrap stated the staff is working on the report and also a financial status report is underway, including the rapid transit program, which is to be submitted the second meeting in November. He stated that an interim report on the bus fleet will be submitted at the first meeting in November.

Approval of Route and Service Modifications of Santa Monica Freeway Preferential Lane Park-Ride Services - Lines 708 and 774

Director Brewster, Chairman of the Advance Planning & Marketing Committee, reported that the Joint Committee had

) recommended approval of Agenda Item No. 15, with the understanding that all services are to be considered as being of an experimental nature, moved approval of the recommendation, which motion was seconded, unanimously carried, and the following resolution adopted:

RESOLUTION NO. R-75-390

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 the General Manager be and he hereby is authorized to make route and service modifications of Santa Monica Freeway Preferential Lane Park-Ride services, with the understanding that all services are to be of and experimental nature, as follows:

- a. Include in the Official Route Descriptions adopted November 3, 1964, as amended, Revised Pages 708 and 774, subject to approval of the Consulting Engineer;
- b. Enter into a contract with Pacific Drive-In Theatres covering the use of the Sepulveda Drive-In Theatre for Line No. 774, on the same terms and conditions as present agreements with Pacific Drive-In Theatres; form of agreement subject to approval of the General Counsel;

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

Approval of Service Changes and Reductions - Amendment of Service Evaluation Program

Director Brewster reported that the Joint Committee had considered and concurred in the report dated October 2, 1975 regarding service changes and certain reductions in service, except that the committee had recommended all services to be

) instituted be considered as on an experimental basis and, further, that night service be included on Line 821 when service on that line is implemented, and so moved, which motion was seconded.

Director Ward stated he had received many letters complaining about the cancellation of four lines in his and Supervisor Edelman's districts (Lines 154, 155, 162 and 168) which had been approved by the Board at its last meeting, and requested that these lines be restudied before discontinuance, since it was the District's business to provide more services and not to be discontinuing services.

President Cook agreed that providing service was the primary function of the District, but we also had the responsibility to the taxpayers and termination of lines which only had "X" numbers of riders per hour should be terminated and the Board has taken action to terminate those lines.

Director Price asked Mr. Beardsley if the 20 passengers per hour in the Service Evaluation program was taking the total passengers carried during the entire schedule and dividing by the number of hours, and Mr. Beardsley replied in essence that was correct.

Mr. Ward felt that many lines carried many passengers during the peaks and maybe not at night, but that doesn't mean we should discontinue the services entirely.

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Director Schabarum felt the Board of Supervisors has poured over \$30-million down the drain during the past two years, but admitted that many of the RTD proposals would not be approved by the Board of Supervisors which would result in the money necessary to make the sector improvements not being available to implement; and in order to meet the County contract these service cuts must be made and inquired how the RTD could meet the terms of the County contract without cutting services.

Mr. Ward replied that he supported the subsidy and, in fact, an even larger subsidy, but felt we should provide service and not cut it.

Mr. Schabarum asked what would we do to provide the funds for the improved sector programs, and Mr. Ward felt it could be accomplished by modifying the schedules but not discontinue the lines entirely.

Mr. Gibbs felt maybe it was the method of criteria and maybe the staff could recommend a procedure in a different manner to establish Board policy which covers service through an area with a minimum service, with rush hour, weekend, and so forth, in a logical manner so that all districts obtain minimum service and possibly we could resolve the matter.

Mr. Gilstrap stated that staff had proposed a policy which the Board adopted regarding 20 passengers per hour which is flagged for analysis and the Board recommended

) discontinuance of six lines at its last meeting which the staff had recommended be studied further before firm action was taken.

Mr. Price said although the evaluation criteria had been approved by the Board, it does not take into consideration the need for one or two buses per day and suggested changing the criteria to keep the service but cutting it without entire discontinuance. If a bus has standing room only at certain periods and is empty other periods, the line should not be discontinued. Mr. Cook concurred with this statement.

Mr. Gilstrap quoted the criteria from the Board adopted Service Evaluation Program, copies of which were distributed to Directors, and felt the matters being discussed would be taken into consideration before the staff recommends a line discontinuance.

Mr. Gibbs felt the previous action was the Board's haste to comply with the County contract. Mr. Brewster felt we will have to develop two or three criteria which could be acted upon in a timely fashion.

Mr. Ward inquired what action had been taken when the Arco subscription Line No. 512 fell below the required number of passengers, and Mr. Heinle reported on the subscription bus process, including the person in charge of the collection of fares, soliciting other companies before discontinuance, and so forth.

(Director Takei entered the meeting at 2:40 p.m.)

Mr. McDonald reported that the Service Evaluation Program was appropriate in rendering economies and RTD must continue to address itself to effecting economies. The program has worked reasonably well and he believed that the policy is a good one - - maybe it should be amended but it does render economies.

Mr. Gibbs moved that the Service Evaluation Program be amended to include ridership per hour, rush hour ridership per hour, and the evaluation of minimum service necessary to an area to arrive at a recommendation which could be 30 days after a line fell below 20 passengers per hour is flagged, and including examination of the nearest available service, which motion was seconded.

Mr. Cook felt if the County subsidy plan is not working, we should discontinue the contract with the County.

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

RESOLUTION NO. R-75-391

RESOLVED, that the report dated October 2, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and the General Manager is authorized to implement or curtail services, with the understanding that all services implemented are to be considered as on an experimental basis, as follows:

- a. Extend West Sixth Street-Central Avenue Line No. 3 Southerly along Central Avenue to Compton Boulevard, thence into the City of Compton;



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Extend San Pedro-West Seventh Street Line No. 29 Southerly along Avalon Boulevard to Compton Boulevard, thence into the City of Compton;

Discontinue operation of Avalon Boulevard Line No. 355;

Discontinue operation of Central Avenue Line No. 357;

Reduce service level from 30-minute to 60-minute frequencies on Line Nos. 303/304;

- b. Provide night service at the time the Mid-Cities Phase I Improvement Program is implemented, as follows:

Reduce proposed night service from 30-minute to 60-minute frequencies on the following lines:

Line No. 821 - Pico Rivera - Whittwood - Cerritos via Carmenita;

Line No. 827 - Whittier - Cerritos via Studebaker Road;

Line No. 844 - Alondra Boulevard.

Reduce or curtail night service at the time the East Los Angeles Grid line services are implemented, as follows:

<u>Line No.</u>	<u>Line Name</u>	
14	Boyle Avenue	Curtail proposed night service
30	Brooklyn-Garfield	Reduce proposed night service - - from 30-minute to 60-minute frequencies.
87	Euclid-Evergreen	Curtail proposed night service
142	City Terrace	Delete proposed night service except for Brooklyn Avenue to City Terrace segment.
143	Eastern Avenue	Reduce proposed night service - - from 30-minute to 60-minute frequencies.

) All of the above action subject to favorable comments from the County of Los Angeles; and

- c. Include in the Official Route Descriptions adopted November 3, 1964, as amended, Fourth Revised Page 3 and Fifth Revised Page 29, and to delete from said official route descriptions Original Page 355, Original Page 357, Original Page 502 and Original Page 512, subject to approval of the Consulting Engineer.

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

RESOLUTION NO. R-75-392

RESOLVED, that the Service Evaluation Program adopted July 2, 1975 under Resolution No. R-75-273, and amended on August 20, 1975 under Resolution No. R-75-335, be and the same is further amended to include ridership per hour, rush hour ridership per hour, with the staff to arrive at a recommendation within 30 days after a line evaluation falls below 20 passengers per hour criteria, which recommendation shall include evaluation of minimum service necessary to an area together with examination and report of nearest alternate service available.

Following adoption of the above resolution, Director Schabarum stated that at the next meeting of the Board of Supervisors that he would move approval of the RTD recommendations pending before the County, excepting the four lines mentioned by Director Ward.

Establishment of Experimental Night and Sunday Service on Line No. 88 - Carried Over

On motion of Director Brewster, seconded, and unanimously carried, Agenda Item No. 17 reading as follows was carried

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over pending receipt of further information which had been requested by the Joint Committee:

"Consider approval of the establishment of experimental night and Sunday service on Line No. 88 - San Diego Freeway Flyer, subject to favorable comment from the County of Los Angeles."

Approval of Master Agreement and Program Supplement with CalTrans Under the Federal Aid Urban Systems (FAU) Program.

Director Brewster reported that the Joint Committee had recommended approval of a Master Agreement and a Program Supplement with CalTrans under the Federal Aid Urban Systems (FAU) with the understanding that most of the development information required is to be performed by the District Staff, and so moved, which motion was seconded.

Mr. Black appeared before the Board and stated that although most of the development work would be performed by District Staff, a site selection analysis would require a further agreement which would be brought back to the Board for approval. Director Gibbs, who had participated in the Joint Committee discussion, concurred with Mr. Black's statement.

After discussion, the question was called for, unanimously carried, and the following resolution was adopted:

RESOLUTION NO. R-75-393

RESOLVED, that the report dated October 2, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and the General

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Manager is authorized to execute on behalf of the District a Master Agreement and a Program Supplement with CalTrans for the purpose of developing a project report on a site selection analysis for Park-and-Ride sites to be funded, in part, under the Federal Aid Urban System (FAU) Program, with the understanding that the major portion of the District's share of the program costs in the amount of \$160,000 will be provided through staff services; form of agreements subject to approval of the General Counsel.

Approval of (a) Work Program for Rapid Transit Starter Line Up Through Preliminary Engineering and Contracts with Private Firms; and (b) Requests for Proposals for Pre-Preliminary Engineering Tasks Between Long Beach and the Vicinity of Exposition Park

Director Brewster reported that the Joint Committee had considered and concurred in Agenda Item Nos. 19 and 20, moved their approval, which motion was seconded.

Mr. Ward asked if the RFP on Item 20 would include studying the alternative routing on the Southerly segment of the corridor, and Mr. Gallagher stated they would and the maps attached to the RFP's indicate the alternatives.

Mr. Gilstrap reported that Item 19 does the required work of the alternative analysis of the entire corridor running from Canoga Park to Long Beach as part of our work program in order to qualify for UMTA funding of the preliminary engineering on this project, and that is the staff's best judgment of what UMTA will require on that work program under Item 19. Further that the work on Item 19 is going to look at our bus system, how it is going to be upgraded as part of what UMTA needs, how the City, the County and the State uses freeways, preferential

) lanes, parking and all of the various things that are part of a comprehensive transportation program that UMTA says is preliminary to building a rapid transit system.

Mr. Ward stated that the Kaiser-DMJM Joint Venture had been retained by the City for the downtown redevelopment study and also had been used by the staff to help develop the cost figures recently submitted to the Board on the Rapid Transit Starter Line and felt that it should not be retained for any of the work under Item No. 19. He felt maybe the staff was pushing a tunnel instead of rights-of-way at grade as was the Joint Venture. Mr. Cook stated that perhaps the Joint Venture should be eliminated from the list. Mr. Price pointed out that Board members can offer additional names to the lists. Mr. Gibbs felt the work on Item No. 19 should not include the entire corridor - - just the Southerly portion.

Mr. Gilstrap stated that he sensed a majority of the Board was opposed to subway construction generally and that concern over whether subways might be eventually recommended could be solved simply by the Board adopting a resolution now that there be no subway.

Mr. Schabarum stated that he had opposed both of the bond elections for rapid transit in Los Angeles because he was not convinced that rapid transit is the way to go to meet our transportation needs.

Mr. Gallagher reported that the program would be subject to scrutiny by the City, the County, the State

