

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

CHRONOLOGY OF ACTIVITIES RELATING TO
BUSES EQUIPPED FOR THE
ELDERLY AND THE HANDICAPPED

March 4, 1974

Received Board approval, Resolution No. R-74-92, to file application with UMTA for Capital Grant for the project of 300 new buses. This resolution is in conjunction with the District's 5-Year Capital Improvement Program.

August 21, 1974

Los Angeles City Council passes resolution, sponsored by Councilman Wilkinson and seconded by Councilman Edelman, urging SCRTD to buy only accessible new buses and hire consultant.

September 5, 1974

A meeting of the Federal Grants Committee was held on September 5, 1974 to discuss the status of the Capital Grants Program. Operations was requested to prepare specifications for 300 standard buses and 30 articulated buses under CAL-90.

October 21, 1974

Board member Victor Carter and Community Relations Coordinator Chris Dahlstrom attended special public meeting at invitation of handicapped community.

October 22, 1974

After the presentation by Councilman Edelman and members of the handicapped community, the District Board passed Board Resolution No. R-74-408 to the effect that all new specifications for new buses would include provisions for the elderly and the wheelchair-handicapped, and hire disabled consultant.

December 17, 1974

The Board passed Resolution No. R-74-481, approving Requisition No. 3399-597, authorizing the Purchasing Agent to call for bids for the purchase of 200 buses equipped for the elderly and the handicapped.

December 18, 1974

The District's specifications for 200 elderly and handicapped buses were sent to UMTA, with a request for their approval.

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February 1, 1975

Consultant hired.

March 31, 1975

Mr. Jack R. Gilstrap received a letter from Jerry Premo, of UMTA, concurring with the District's specifications for the elderly and the handicapped, with the condition that: (1) the District call a bidders' conference to discuss the specifications; and (2) to make minor revisions to the General Conditions of the specifications:

- a) Require bus parts to be available a minimum of "15 years" rather than "10 years."
- b) Delivery time is not to be a factor in awarding the contract.
- c) Include a provision for contract termination.
- d) Include an "or equal" clause.

Also UMTA requested that the District require inspectors to view the manufacturing of the buses to assure compliance with the specifications.

April 14, 1975

A bidders' conference was conducted by the Committee of the Whole. Various bus manufacturer representatives were interrogated by the various Board members.

April 16, 1975

The Board authorized the General Manager in Resolution No. R-75-156 to call for bids covering the purchase of 200 buses equipped to meet the needs of the elderly and the handicapped.

May 1, 1975

The Board passed Resolution No. R-75-170, amending Resolution No. R-75-156 passed on April 16, 1975, "deleting the alternate specifications which would provide certain penalties for bidders in the evaluation of bids with regards to meeting the specifications relating to the accessibility features for the elderly and the handicapped, i.e., door width and floor height", and further resolved to "include a clause for providing delivery dates of 17 to 21 months following the date of contract."

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May 21, 1975

A public hearing was held in conjunction with the District's UMTA Capital Grant application to aid in the financing of 320 buses with special equipment for the elderly and the handicapped, of which 240 were replacements for buses over 19 years old.

July 15, 1975

The District received a letter from UMTA concurring with the District's specifications for the procurement of 200 buses equipped with facilities to handle the elderly and the handicapped. This concurrence is contingent upon the District's amending the specifications to add requirements relative to the design and testing of the vehicles including the manufacture of a "pilot production bus" for testing and evaluation prior to the delivery of other buses.

July 18, 1975

Specifications for 200 buses meeting the needs of the elderly and handicapped were sent to the various manufacturers.

July 25, 1975

American General requested a two-week delay in the opening of the bid.

August 5, 1975

The District received a 146-page document from American General, requesting changes to the District's specifications.

August 19, 1975

The District received a 74-page document from Rohr Industries (Flxible), requesting changes, clarifications or modifications to the District's specifications.

August 29, 1975

Addendums, approved equals, and clarifications to the District's specifications covering the 200 buses with facilities for the elderly and the handicapped were mailed to all bidders.

September 5, 1975

Flxible formally appealed the District's specifications in a 5-page letter. Most of the items were in regards to the progress payments, warranty, liquidated damages, escalation clause, and the testing of buses. A copy of this letter was sent to UMTA.

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September 29, 1975

General Motors previews RTS-2 in New Orleans at the annual meeting of the American Public Transit Association (APTA); announces intention to produce only that bus after July, 1976.

December 1, 1975

Received UMTA approval to continue the bidding process after modifying the specifications. The bid opening was delayed to ascertain if the District staff could generate interest in the low floor bus among other transit agencies.

December 29, 1975 & January 26-27, 1976

District staff contacted many agencies by phone and visited Seattle, Washington, St. Louis, and Detroit. While there was some interest displayed, there were no positive results. The staff also visited General Motors in Pontiac, Michigan, in an attempt to modify their new RTS bus to meet the needs of the elderly and the handicapped.

April 6, 1976

Bulletin No. 4 was issued with UMTA modification to the District's specifications, and a new bid opening date was set for April 20, 1976.

April 20, 1976

Bid opening. No bids received for low floor bus.

April 30, 1976

UMTA and FHWA issued joint regulations on transportation services to elderly and handicapped passengers: transit agencies must make "special efforts" to serve wheelchair users and semi-ambulatory people; announces re-evaluation of Transbus Commitment and intention of holding hearings on floor height, step riser height, and wheelchair access for future buses.

May 5, 1976

Board of Directors, based on information from vendors that a high floor bus with a lift is possible, and input from representatives of the handicapped community, orders rewriting of specifications for standard lift equipped bus; simultaneously General Manager Jack Gilstrap and Board Vice President Neusom testify before UMTA on need for low floor Transbus.

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June 23, 1976

UMTA approves new specifications for high floor bus with lift.

July 14, 1976

District advertises for bids on 200 heavy duty air conditioned transit coaches equipped with special features for the elderly and handicapped: wide door, "passive" lift, kneeling device, space and securement for two wheelchairs, improved handrails and lighting, larger headsigs, and inside/outside public address system.

July 27, 1976

UMTA terminates Transbus project; effective February 15, 1977, all buses must have: 1) 30" floor height, able to "kneel" to 24", 2) 8" step risers in front door, 3) wheelchair accessibility option. (Transbus had 22" floor, single 7" step, and could kneel to 16")

July 29, 1976

Public Interest Law Center of Philadelphia files suit on behalf of twelve organizations of elderly and handicapped individuals against Secretary of Transportation William Coleman; suit seeks to compel DOT to mandate Transbus performance specifications for all future buses purchased with Federal funds.

September 21, 1976

Bids received from all three manufacturers; since bids were on standard and accessible buses from each vendor, comparison showed the accessibility package costs from \$6,000 to \$8,000 extra.

October 13, 1976

Board of Directors awards contract to AM General, low bidder, to provide the 200 lift equipped vehicles.

November 9, 1976

UMTA approves contract award.

November 23, 1976

District notifies AM General of award.

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December 1, 1976

Contract signed.

February 14, 1977

Secretary of Transportation Brock Adams suspends earlier floor and step riser height requirements; reconsiders Transbus.

March 15, 1977

DOT holds new hearings on Transbus; Board of Directors Vice President George Brewster and General Manager Jack Gilstrap again testify on need for low floor bus.

May 4, 1977

HEW publishes regulations for implementing Section 504 of the Rehabilitation Act of 1973.

May 19, 1977

Secretary Brock Adams announces Transbus specifications mandated for all 40 ft. transit coaches purchased after September 30, 1979; buses must have 22" high floor, kneel to 18", and have ramp for access by wheelchairs and other semi-ambulatory passengers.

June 17, 1977

HEW Secretary Califano issues proposed guidelines for other Federal Departments to write 504 regulations.

December 5, 1977

First lift-equipped bus arrives at District.