

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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

September 17, 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 September 17, 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, Thomas G. Neusom, Jay B. Price, Pete Schabarum and George Takei responded to Roll Call. Director Baxter Ward entered the meeting at 1:15 p.m. Directors Victor M. Carter and Adelina Gregory were 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; Treasurer-Auditor-Controller Joe Scatchard; Manager of Rapid Transit Richard Gallagher; Manager of Employee Relations John S. Wilkens; Secretary Richard K. Kissick, and the public.

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Certificates of Merit

Director George Takei presented the District's Certificate of Merit to Ivory James Lane, Operator-of-the-Month for August, and to Nancy Nordine, Information Operator-of-the-Month for August, 1975, for outstanding service in the performance of their duties.

Presentation of Fire Department Commendation to RTD
Maintenance Employees

Los Angeles City Fire Department Battalion Chief Najarian and Captain Young presented awards of commendation to five RTD maintenance employees for their actions in responding to a traffic accident. Those employees honored were Virgil Owens, James McFadden, Mike Bottome, Robert Blackwood and Corey Clarkson. President Cook thanked Battalion Chief Najarian for the presentation and thanked the RTD employees on behalf of the Board.

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

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

The Minutes of the Special Meeting held August 27, 1975, Regular Meeting held September 3, 1975 and Special Meeting held September 5, 1975 were approved.

RESOLUTION NO. R-75-363

RESOLVED, that the temporary route diversions caused by construction work affecting Line Nos. 33, 37, 39, 92, 109, 115, 196 and 737, as described in report dated September 10, 1975 filed with the Secretary, be and the same are hereby ratified and approved.

RESOLUTION NO. R-75-364

RESOLVED, that the report dated September 8, 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 Purchasing Agent's Statement of Material & Supplies Account for the month of July, 1975 was ordered "Received and Filed".

Report of Surface Operations Committee, Adoption of Resolutions Regarding Agenda Item Nos. 6 through 12, and Appearance of Ray Thurston of Rocket Messenger Service

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

RESOLUTION NO. R-75-365

RESOLVED, that the report dated September 11, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and Requisition No. 3314-1309 be and the same is hereby approved, together with authorization of the Purchasing Agent to call for bids covering the District's rechroming requirements for a three-year period at an estimated cost of \$20,000; form of bid requirements and specifications subject to approval of the General Counsel.

RESOLUTION NO. R-75-366

RESOLVED, that the report dated September 11, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and Requisition No. 3314-2438 be and the same is hereby approved together with authorization of the General Manager to execute a contract with 3-R Vinyl Coating Company, 11841 Cardinal, Garden Grove, covering the purchase of 1,900 gallons of seat paint at a cost of \$34,000, including sales tax; form of contract subject to approval of the General Counsel.

RESOLUTION NO. R-75-367

RESOLVED, that the report dated September 11, 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 Super Delivery Service, 2142 N. Cahuenga Blvd., Hollywood, and to 1-2-3 Messenger Service, 668 South Bonnie Brae, Los Angeles, as indicated on the Abstract of Bid attached to these Minutes as Exhibit 1, covering the District's messenger service requirements for the remainder of Fiscal Year 1976, at an estimated cost of \$10,000, with 1-2-3 Messenger Service to be used as back-up messenger service only; form of contracts subject to approval of the General Counsel.

Mr. Ray Thurston of Rocket Messenger Service appeared before the Board and thanked the Board for the opportunity of submitting a quotation on the messenger service requirements for the District. Mr. Thurston also stated that he hoped that next year Rocket Messenger Service would be more successful in its bid. Director Eyraud asked Mr. Thurston if messenger services were governed by PUC regulations and

) why they were not required to file a tariff. Mr. Thurston responded that Rocket Messenger Service was under PUC regulations but did not file a tariff as 90% of their business was under ten pounds which did not require a tariff to be filed.

RESOLUTION NO. R-75-368

RESOLVED, that the report dated September 11, 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 Systems Manufacturing Company, 15544 Paramount Blvd., Paramount, the lowest responsible bidder under Bid No. 9-7502-A, as indicated on the Abstract of Bid attached to these Minutes as Exhibit 2, covering the purchase of one self-propelled man-lift at a total cost of \$13,012.56, including sales tax, which purchase is funded in part under UMTA Capital Grant Project No. CA-03-0034; form of contract subject to approval of the General Counsel.

RESOLUTION NO. R-75-369

RESOLVED, that the report dated September 11, 1975, a copy of which is filed with the Secretary, be and the same is hereby adopted, and the bid received under Bid No. 8-7517 covering the purchase of 6,000 metal name badges be rejected in its entirety, with the specifications and design to be re-evaluated by the Design Committee and presented to the Board for consideration after new uniform designs are finalized.

RESOLUTION NO. R-75-370

RESOLVED, that the report dated September 11, 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 an agreement with the Oak Tree Racing Association for the provision of extra scheduled bus service for the 1975 Oak Tree Meet, as described in the aforementioned report; with form of contract subject to approval of the General Counsel.

RESOLUTION NO. R-75-371

RESOLVED, that following review by this Board of Directors of the report dated September 12, 1975, a copy of which is filed with the Secretary, concerning a reply to the Urban Mass Transportation Administration (UMTA) to the appeal by The Flxible Company in regard to specifications in connection with the procurement of 200 buses equipped for the elderly and the handicapped, the General Manager is hereby instructed to meet with Flxible representatives, particularly with respect to the matters of progress payments, indemnities and warranty provisions, following which a further proposed reply to UMTA is to be submitted to this Board for consideration.

Approval of Contract with City of Compton Covering a Travel Survey

After discussion, on motion of Director Brewster, Chairman of the Advance Planning & Marketing Committee, seconded and unanimously carried, the following resolution was adopted:

RESOLUTION NO. R-75-372

RESOLVED, that the report dated September 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 the City of Compton covering a travel survey, with said contract providing for 100% reimbursement to the District for staff services in the amount of \$7,400; form of contract subject to approval of the General Counsel.

Approval of Discontinuance of Selected Night Services on San Fernando Valley and South Central Los Angeles Grid Lines; Discontinuance of Duarte Park/Ride Line 768; Discontinuance of Certain Grid Lines and Transmittal of Service Evaluation Program to Agencies

Director Brewster, Chairman of the Advance Planning & Marketing Committee, stated that the Joint Committee had considered Agenda Item No. 14 and had recommendations regarding same.

President Cook stated that prior to receiving the recommendations he would call on Marlee Coughlan who had requested an appearance concerning the item.

Marlee Coughlan, Acting Chairman of the Transportation Committee, Mayor's Advisory Council, San Fernando Valley, appeared before the Board and distributed copies of a resolution adopted by the Committee on September 12, which resolution stated that a marginal level of night bus service should be retained in the San Fernando Valley, and further that the Committee had concurred in the staff recommendation regarding night service reductions in the Valley. She also

) mentioned Mayor Bradley's letter to President Cook dated September 17, copies of which had been distributed to Directors, requesting consideration of a plan which would maintain night service within 3/4 of a mile of all grid service points, while saving \$439,595 annually, which plan had been submitted by the Mayor's San Fernando Valley Committee. Marlee Coughlan also stated that the marketing of the Valley grid services had not been adequate, and the Committee was concerned with the northeast portion of the Valley in the Pacoima and Sylmar areas.

President Cook asked if the Mayor or the Committee had specific recommendations on advertising the night services which the District could use, and Ms. Coughlan replied that the Committee would be pleased to meet with the staff.

Director Ward stated that he questioned the removal of night services in the Sylmar area, and also along Coldwater Canyon and Nordhoff, which services are in Supervisor Edelman's area.

Director Brewster moved approval of Items (a) and (b) of the recommendations contained in the report dated September 11, 1975, which recommends removal of selected night services on San Fernando Valley Grid Lines 153, 154, 155, 156, 159, 162, 163, 165, 166, 167, 168 and 169, and South Central Los Angeles Grid Line Nos. 123, 361 and 363,

) discontinuance of Durate Park/Ride Line 768, together with a request for a staff report and recommendation concerning night services in the new sector improvement programs, which motion was seconded.

Director Ward made a substitute motion that night services not be removed on Lines 159 (Coldwater Canyon), Line 166 (Nordhoff) and Line 167 (Sylmar), pending a further report to the Board on October 15, which motion was seconded.

Director Schabarum mentioned the lengthy discussion at the morning committee meeting regarding meeting the terms of the County contract which requires deletion of \$750,000 worth of night service, plus 33 bus years, which could provide the new sector improvement programs, and that the action currently under discussion amounts to only \$332,000 in meeting the \$750,000 requirement, and we have to reduce night service to the level contained in the contract.

Director Ward felt all recommendations are subject to review, but that the Sylmar area was completely cut off and needed the service due to the difficulty in getting in and out of the community. He felt that Sylmar was unique and should have service even if only one bus. He recognized the financial restraints but was still asking for the service to Sylmar and requesting a study and report on the three lines.

) The question was called for on both the substitute motion and Director Brewster's original motion and carried, with Directors Cook and Schabarum voting "No."

Director Brewster then moved approval of Item (c) of the report as recommended by the Joint Committee, including discontinuance of Line Nos. 105, 154, 155, 162, 168, 359, 361, with Line Nos. 119, 132, 135 and 170 not be discontinued at this time since they are included as a part of the new sector programs, together with a further recommendation that the staff report back to the Board lines which the staff feels would need night services in the new sector improvement programs, recommendations for further service reductions to be submitted at the second meeting in October, with the report to be delivered to Directors at least five days before the meeting, and approval of Item (d) of the report to transmit the Service Evaluation Program to agencies, which motion was seconded.

Director Schabarum moved that policy not be established regarding night service on the new sector programs, which motion was seconded.

Director Neusom made a substitute motion that Lines 359, 361 and 363 be studied before removal, since he felt that schedules could be changed to reduce the number of buses and not abandon the service entirely.

) Director Schabarum felt that we have known these figures since July 1, and the contract with the Board of Supervisors became effective on that date and here we are arguing three months later, especially if we are interested in carrying out the terms of the contract with the County and we should not be restudying a line known to be questionable and is hard to reconcile.

Mr. Neusom still felt that schedule changes could provide some service which could result in retention of the lines until the General Manager's report on October 15.

Director Brewster asked where do we draw the line on the question because other lines to be discontinued have a higher amount of passengers per hour.

Mr. Gilstrap stated that the staff recommendations had taken time in the past few months in an attempt to maintain service even if on a minimal basis, and the Board's action today would get out about 23 buses equating to about \$1-million in savings, and with this radical approach we are only about nine buses short in complying with the County contract. He said the staff would prefer to come to the Board with recommendations where each of the lines had been looked at not only from the standpoint of elimination but also perhaps expanding the headways and still maintaining service while meeting the contract provisions. He said he would guarantee that by the second

) meeting in October the staff will submit a plan which they feel will be balanced and as fair as possible which will meet the requirements of the County contract and one which he felt everyone could live with.

At President Cook's request, the Secretary read Director Brewster's original motion.

Director Neusom moved that none of the lines be discontinued until the October 15 report is received, which motion died for lack of a second. Mr. Neusom then moved that Lines 359, 361 and 363 be restudied before discontinuance, which motion also died for lack of a second.

The question was called for on Director Brewster's original motion and carried, with Director Neusom voting "No", and combined with the previous actions, the following resolution was adopted:

RESOLUTION NO. R-75-373

WHEREAS, this Board of Directors has reviewed the report dated September 11, 1975, a copy of which is filed with the Secretary, recommending discontinuance of night services on certain selected lines, discontinuance of Duarte Park/Ride Line No. 768, options to meet the requirements of the Los Angeles County-RTD contract and transmittal of the District's service evaluation criteria to agencies;

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

- a. Discontinue selected night service on San Fernando Valley Grid Line Nos. 153, 154, 155, 156, 162, 163, 165, 168 and 169, and South Central Los Angeles Grid Line Nos. 123, 361 and 363, as outlined in the report dated September 11, 1975, and, further, that discontinuance of selected night services on San Fernando Valley Grid Line Nos. 159, 166 and 167 is not to be placed in effect pending submission of a staff report on those lines at the October 15, 1975 meeting of this Board, together with a report and recommendation regarding the provision of night services in the new sector improvement programs;
- b. Discontinue Duarte Park/Ride Line No. 768 and delete from the Official Route Descriptions adopted November 4, 1964, as amended, Original Page 768, subject to approval of the Consulting Engineer;
- c. Discontinue all services on Line Nos. 105, 154, 155, 162, 168, 359, 361 and 363, and delete from the Official Route Descriptions adopted November 4, 1964, as amended, route pages and tariffs of those lines, together with inclusion in said Official Route Descriptions First Revised Page 153 and First Revised Page 156; subject to approval of the Consulting Engineer;

with said changes authorized under (a), (b) and (c) above to be placed in effect as soon as practicable after approval of the County of Los Angeles; and

- d. Transmit the District's Service Evaluation Program to agencies as outlined in the aforementioned September 11, 1975 report.

153 - Deerton Page on
156 - Woodley Line on
165 - Subicoy segment

RESOLVED FURTHER, that the General Manager be and he hereby is instructed to submit a report and recommendations for further service adjustments which will meet the requirements of the contract with the County of Los Angeles, with said report to be delivered to Directors at least five days prior to the Board's second meeting in October, 1975.

Discussion of Rapid Transit Starter Line and Authorization to Proceed with Pre-Preliminary Engineering from Long Beach to Downtown Los Angeles

President Cook reported that he had received a letter from California Secretary of Business and Transportation Burns inviting him to a summit meeting in Sacramento on October 10 to discuss the rapid transit starter line and, in view of this meeting, felt that it was not propitious to make a decision on the starter line until after that meeting, and recommended that the matter be carried over to the second meeting of the Board in October.

Copies of Mayor Bradley's letter dated September 16, transmitting the recommendations of the City's Ad Hoc Technical Committee on the rapid transit starter line, were distributed to Directors.

Director Schabarum suggested that between now and October 15 there had better be updated an analysis of what the funding resources are, that the report which had been distributed to Directors suggested a 10-year funding program and that \$1-billion or \$1.2-billion would be available over the next five or six years.

) Director Brewster inquired if we had received any further request for immediate action from the U. S. Secretary of Transportation, and Mr. Gilstrap stated that Secretary Coleman had not yet replied to President Cook's letter requesting clarification of the time requirements relative to RTD's grant for federal rapid transit funds; however, we have been advised that everything must be well documented and that there are seven national areas after UMTA funding and a decision should be made as soon as possible.

Director Ward said he had read the report which had been distributed to the Directors and the report makes it obvious that neither the County nor the City line could be built under the funding concepts with the tunneling concepts, etc., and requested that the Board back the route from Long Beach to downtown Los Angeles. He displayed a chart showing aerial all the way without tunnels, saying tunneling costs are prohibitive and we should build as much as possible without tunnels; that perhaps cities would enter into joint powers agreements, and further he had asked the Board of Supervisors to lend the RTD emergency money (\$550,000) in order to start on the engineering study two ways, the "gaudy" way and the low cost way, which would probably take about one-third of the engineering money, and by that time CalTrans would come through with their funds for engineering. He said this preliminary study could bring back to the Board real figures and perhaps an election

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) could be held with the public to resolve the differences between the City and the County. He proposed that the Board of Directors make a firm commitment to proceed with the engineering study, and that the loan from the County would come out of road funds in his District.

Director Ward moved that pending receipt from the Board of Supervisors to lend the money, the Board of Directors approve plans (later changed to Requests for Proposals) for the preliminary engineering for the starter line from the City of Long Beach to a point at which a tunnel or aerial structure would commence in the vicinity of downtown Los Angeles, which motion was seconded.

Director Schabarum inquired as to which route of the two under study to Long Beach, and Mr. Ward replied the consultants should study and recommend which route.

Director Takei felt that in view of the pending meeting with Secretary Burns it would be more prudent not to lock ourselves in on any specific area as yet, and that in reports which had been received aerial configurations may in construction be not as expensive, to which Mr. Ward replied everything he was displaying was aerial. Mr. Takei then said there were other costs and factors involved such as the environmental impact reports, acquisition of rights of way and the time involved in acquiring them which may be more troublesome than tunneling, and we should have all this

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kind of information before making any kind of decision at this point, and repeated that in deference to Secretary Burns it would be wise not to take any action today.

Director Schabarum inquired as to what point does the Board decide on the routing via Santa Barbara or the other route, and Mr. Ward stated the consultant would submit a recommendation and the Board would then direct which route would be engineered.

Director Brewster inquired if the report would include recommendations as to whether the line would be aerial, or at grade, etc., and Mr. Ward replied that it would.

Director Neusom felt that the rolling stock would have to be decided on, and Mr. Brewster said he would like to have from the staff a report on things to be studied, kinds of questions to be posed, etc., while the process of funding is getting rolling and the meeting in Sacramento was held.

Mr. Gilstrap stated it was an exciting prospect of getting under way, but that one of the things that must be addressed was what are our plans regarding the federal government because our proposals have always been that we would proceed on an 80% federal funding of the project, that preliminary to the capital grant would be an application and the involvement of UMTA in the preliminary engineering. He further stated that, as noted in the appendices of the report which had been furnished, UMTA has some new

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regulations that state certain advance requirements for the preliminary engineering. He inquired if it is the intent to proceed without federal involvement in this engineering study and cautioned the Board he wasn't sure this was the best way to proceed in order to assure federal funding in the capital grant down the road. He said a memorandum could be prepared along the order suggested by Mr. Brewster which could set out a scope of work which would adhere to current UMTA regulations and proposed setting of requests for proposals which could be submitted to qualified firms, and that the proposals could then come back to the Board, which process could be well underway by the time of the meeting in Sacramento. He emphasized not going alone without the involvement of UMTA because we are looking for 80% federal funding and UMTA has to be partners in the program at every stage, and requested that the contemplated resolution include the preparation for the requests for proposals which would meet UMTA requirements and get the preliminary engineering underway.

Mr. Calvin Hamilton, City of Los Angeles Director of Planning, appeared before the Board stating he felt the decision was premature since the City has not agreed to the entire southern route as adopted by the Board of RTD, and also that UMTA may not be in agreement with engineering for this portion without a commitment for the entire starter line.

Mr. Neusom felt that UMTA should be involved in what was being discussed today, and Mr. Hamilton said that engineering should be done in the portion where the construction would first commence and felt that decision has not yet been made.

Mr. Neusom agreed with Mr. Ward that we should start now and get the information.

Secretary Kissick inquired if the motion included the requests for proposals suggested by Mr. Gilstrap and was told that it did.

The question was called for, carried, and the following resolution adopted, with Directors Cook and Schabarum voting "No", with Mr. Cook stating his "No" vote was only because of the October 10 meeting which had been discussed:

RESOLUTION NO. R-75-374

RESOLVED, that the General Manager be and he hereby is authorized to call for proposals from qualified consultants to assist District Staff in performing pre-preliminary engineering work in connection with the proposed rapid transit starter line, from Long Beach to a point at which a tunnel or aerial structure would commence in the vicinity of downtown Los Angeles, with the understanding that the report to be submitted will include a recommendation as to the routing of the starter line, ie; via Santa Barbara Avenue and the Long Beach Avenue rail right-of-way, or via Vermont Ave & I-105; with said work to comply with the requirements set forth by the U. S. Department of Transportation, Urban Mass Transportation Administration; form of Requests for Proposal subject to approval of the General Counsel;

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RESOLVED FURTHER, that award of contracts covering the aforementioned pre-preliminary engineering work is contingent upon receipt of Proposition 5 funds from the State of California; or a loan from the County of Los Angeles to be repaid from said Proposition 5 funds.

Following adoption of the above resolution, Mr. Gilstrap recommended that we proceed along the UMTA guidelines and in so proceeding we may find that they don't like what we are doing at this point in time, at which time the Board could decide whether to do the project the way UMTA wants or to go it alone. He further inquired if the Board wanted to consider the potential County loan as the matching money with which to seek and obtain a federal grant for the preliminary engineering of the line, or do we want to pay for it solely locally, and he felt also we might find out that \$550,000 is not going to do the job.

Mr. Neusom inquired if he was talking about the whole thing, and Mr. Gilstrap replied that as he understood it we were just talking about the line from Los Angeles to Long Beach, at which point Mr. Price suggested talking to UMTA about using the County loan as matching funds. Mr. Neusom suggested asking UMTA for a letter of no prejudice in terms of use of the loan as being ultimately considered as a portion of the 20% we would be putting in and, with a full explanation of what we are proposing to do, felt that a letter of no prejudice wouldn't be too difficult to obtain.

) Mr. Gallagher stated he wanted the Board to be aware as has been reported from time to time that before we can get an UMTA grant for preliminary engineering, we have to comply with requirements that are set forth in the appendix of the report, and that's probably going to take \$200,000 to \$300,000 to be able to comply with those requirements and be able to submit our grant application for preliminary engineering.

Report of the Finance Committee and Adoption of Resolutions
and/or Actions Regarding Agenda Item Nos. 16 through 18

On motion of Director Price, Vice-Chairman of the Finance Committee, seconded and unanimously carried, the following resolutions were adopted and/or actions taken with respect to Agenda Item Nos. 16 through 18:

RESOLUTION NO. R-75-375

RESOLVED, that the report dated September 10, 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 the firm of Arthur Andersen & Co. providing assistance to the District in the installation of a new time-keeping system at an estimated cost of \$29,000; form of contract subject to approval of the General Counsel.

RESOLUTION NO. R-75-376

RESOLVED, that the report dated September 10, 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 the California Department of Transportation covering relocation services and the acquisition of property required for the expansion of Division #5 facilities, including the selection of private appraisers to be retained by CalTrans subject to approval of the District and UMTA, at a total estimated cost of \$19,000, not including the cost of escrow and title insurance nor the cost of appraisals, together with additional funding in the amount of \$3,000 in the event additional time is required during the acquisition or relocation stages; subject to approval of UMTA (Capital Project No. CA-03-0106), with form of contract subject to approval of the General Counsel.

The Operating Report for the month of August, 1975 was submitted and ordered "Received and Filed."

Request for Report on Non-Contract and Contract CETA Employees

Director Eyraud requested that a report be submitted at the next meeting of the Board showing a breakdown of both non-contract and contract Comprehensive Employment Training Act (CETA) employees.

Setting Date of Second Meeting in October

Director Takei, Vice-Chairman of the Personnel Committee, reported that the Board had set the date of October 8 for its first meeting in October, but that the date of the second

) meeting during that month had been left on call. He stated that the Personnel Committee had recommended that the second meeting in October be set for October 15 and moved approval of that recommendation, which motion was seconded, unanimously carried and the following resolution adopted:

RESOLUTION NO. R-75-377

RESOLVED, that the second meeting of the Board of Directors of the District in the month of October, 1975 be and the same is hereby set for Wednesday, October 15, 1975, at 1:00 p.m., to be held in the District Board Room, 1060 South Broadway, Los Angeles, California.

Setting of Special Meeting to Consider Section 5 Labor Protective Agreements Under 13 (c) of the UMTA Act

With the approval of all Directors present, the matter of consideration of Section 5 labor protective agreements required under Section 13 (c) of the UMTA Act of 1964, as amended, was added to the agenda.

Director Schabarum stated that he did not support authorization to sign the agreement and suggested ordering the staff to prepare a program to delete 265 buses from service and the laying off of personnel.

Director Neusom moved approval of the industry-approved agreement, which motion was seconded.

Director Takei made a substitute motion to call a special meeting of the Board to consider the matter, which motion was seconded.

) Director Schabarum said the Board had since last July 13 had several executive sessions on the issue and the matter should be out in the open where the public knows what the ramifications of this proposal are all about and would support the motion if it is a public meeting.

After discussion, the motion was unanimously carried and the following resolution adopted:

RESOLUTION NO. R-75-378

RESOLVED, that a Special Meeting of the Board of Directors of the District is hereby called for the purpose of considering Section 5 labor protective agreements under Section 13 (c) of the Urban Mass Transportation Act of 1964, as amended, to be held in the District Board Room, 1060 South Broadway, Los Angeles, California, on Monday, September 22, 1975, at 3:00 p.m.

(Directors Eyraud and Ward left the meeting at 3:02 p.m.)

Director Special Items

Director Schabarum moved that carpools be authorized to operate on the El Monte Busway.

Director Neusom requested a statement from the staff regarding whether such an action would adversely affect bus operation on the busway.

(Director Takei left the meeting at 3:07 p.m.)

Mr. Heinle stated that the impact on speed and reliability of the buses on the busway would be questioned and that the