

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Special Meeting of
the Board of Directors of the District

September 27, 1976

On notice duly given, the Board of Directors of the Southern California Rapid Transit District met at a special meeting in the District Board Room, 425 South Main Street, Los Angeles, California, at 10:05 a.m. on September 27, 1976, at which time President Byron E. Cook called the meeting to order.

Directors present:

George W. Brewster	Thomas G. Neusom
Byron E. Cook	Jay B. Price
Donald Gibbs (entered at 10:15 a.m.)	Charles H. Storing
Marvin L. Holen	George Takei
Mike Lewis (entered at 10:17 a.m.)	Baxter Ward

Director absent:

Ruth E. Richter

Staff present:

Jack R. Gilstrap, General Manager
George W. Heinle, Manager of Operations
John S. Wilkens, Manager of Employee Relations
Richard T. Powers, General Counsel
George L. McDonald, Manager of Planning & Marketing
Joe B. Scatchard, Controller-Treasurer-Auditor
Mike Olivas, Deputy Admin.-Equal Employment Opportunities
Robert Williams, Manager of Customer Relations
Richard K. Kissick, Secretary

Also present were members of the news media and the public.

Board of Directors Recessed in Executive Session at 10:08 a.m.

On motion duly made, seconded and unanimously carried, the Board of Directors recessed in Executive Session at 10:08 a.m. to consider labor matters. The Board reconvened at 11:23 a.m. with all Directors responding to Roll Call except Director Richter, who was absent from the meeting.

Approval of Collective Bargaining Agreement with Amalgamated Transit Union, Division 1277

On motion of Director Ward, seconded and carried as noted below by Roll Call vote, the following resolution was adopted:

R-76-439

RESOLVED, that the proposal of the Amalgamated Transit Union, Division 1277, presented to the District's negotiating team and ratified by the union's membership, be and the same is hereby ratified, and the General Manager is authorized to execute a Collective Bargaining Agreement between the District and the Amalgamated Transit Union, Division 1277, for a three-year period beginning June 1, 1976 and terminating May 31, 1979, together with an Arbitration Submission Agreement with said union regarding the establishment of a new "Service Attendant" classification, and include the results of said arbitration as a part of the aforementioned Collective Bargaining Agreement; form of agreements subject to approval of the General Counsel.

ROLL CALL VOTE:

Ayes:	Brewster	Neusom
	Cook	Takei
	Holen	Ward
Noes:	Gibbs	Price
	Lewis	Storing
Abstain:	None	
Absent:	Richter	

Following adoption of the above resolution, President Cook presented the following statement:

"You have heard the Board of Directors ratify the proposed agreement with the Amalgamated Transit Union, including the decision to go to binding arbitration in the last remaining issue --- that of the salary of the Yard Service Helper.

This action by our Board of Directors has two meanings: (1) We now are in a position to restore bus service to Los Angeles County. I am pleased to say full service will be available throughout our service area starting tomorrow morning, so those persons who regularly utilize bus service will have our buses available to them at this time. (2) Because we are entering into three-year contractual agreements with both our mechanics and our drivers, we can assure all residents of Los Angeles County of continuous transit service for this protracted period, and they can adjust their travel habit accordingly. We ask them to try the improved levels of RTD service which we have placed throughout the county during calendar year 1976.

Now I would like to comment upon the strike itself. I am pleased to say that the RTD Board of Directors has stood firm throughout this intense period because of the fundamental issue, taxpayer support of RTD. We are mindful of the increasing amount of tax funds which are being earmarked for public transportation in Los Angeles County, and this Board of Directors wants to assure the taxpayers that we are husbanding these funds in a proper manner.

I wish to commend our fellow Board Members at this time. While we naturally disagreed from time to time on what might be proper settlement amounts, we were and are unanimous in our concern to hold the line. The record will indicate that we have.

At the same time, I believe that the salary and wage adjustments to be provided our drivers and our mechanics during the three years of the contracts will protect our employees against inflation and will represent equitable salary increases. The work rule adjustments to be made as part of the contract will make it possible for both management and labor alike to perform in a more efficient manner; these antiquated work rules have been long overdue for alteration, and this is a significant break-through which was part of our successful negotiations.

I apologize to our regular bus riders and to the community at large for the grief caused and the dollars lost during this month-long work stoppage. We are well aware that transit dependent people, including senior citizens and students, were not able to have access to our buses for their primary trips to work, to shop, to school and to medical institutions.

I believe that it is a must that the Legislature take notice of the grief that these transit strikes have caused throughout the State of California. Further, I believe that the Legislature, prodded by the very same cities which have given us such strong support in our hold-the-line position, should pass necessary legislation to classify our employees as public employees --- so that the residents and taxpayers of Los Angeles County, as well as all of the other counties in the State of California, can be assured of continuous transportation service.

Now I wish to address myself to the basic RTD funding situation.

While we, of course, made provision for wage adjustments in drafting our current budget, the settlements to be made, coupled with the reduction in the amount of money provided by the Los Angeles Board of Supervisors, guarantee that we face a difficult fiscal future. There will be some cutbacks in transit service required before the end of the fiscal year in order that we live within our means.

Further, the situation becomes quite dire next year. The mayors throughout the county and the Board of Supervisors know that we require significant additional funding in order to maintain our expanded service next year. Together, we must convince members of the State Legislature that an additional funding source for transit be secured.

Meantime, I want to repeat that happily for all of us, labor, management, everybody; the strike is over. Full bus service will be available tomorrow morning."

Following the above formal statement, President Cook thanked the District's negotiating team for their time and efforts, together with the elected officials and the cities who had supported the Board's position during the strike period, and chastised other elected officials whose interference Mr. Cook felt had prolonged the strike.

(Director Ward departed at 11:30 a.m.)

Approval of Requisition No. 9500-039 and Call for Bids covering Unit II Construction at Division No. 5, Subject to Approval of UMTA with Minority Contractor Participation Percentage to be Resolved on October 7, 1976

Mr. Gilstrap briefly reviewed the report dated September 14 concerning calling for bids covering the Unit II construction at Division 5 which had been carried over from the September 22 regular meeting pending further report on the minority contractor percentage participation, and requested Mr. Olivas to present further information, after reporting that the staff had been unsuccessful in arranging meetings with the minority contractors last Thursday or Friday, or during the weekend, but that a meeting had been scheduled this morning.

Mr. Olivas reviewed the policy which had been adopted by the Board and the fact that the staff committee had recommended a 15 percent minority contractor participation percentage in the bid specifications, but there had been insufficient time at this morning's meeting to come to agreement. He further reported that both the minority contractors and representatives of the Associated General Contractors were present at today's meeting.

Resolution
No. assigned

Mr. Gilstrap suggested the District proceed with the 15 percent figure and proceed to obtain UMTA approval of the specifications.

Mr. Ron Saenz, Mr. Edgar Cruz and Mr. Willard Moore, representing various minority contractors, stated they felt the percentage should be much higher and that they should be able to come to an agreement with the staff after a few more hours of meetings.

Director Holen stated he didn't feel qualified to vote on a percentage in the contracts, and President Cook felt the Board needs to rely on the staff recommendations.

Director Price moved approval of the item, with the staff to solve the problem today of whether to go with 15 percent or the formula that is agreed to during meetings between the staff and the contractors, which motion was seconded.

Director Neusom made a substitute motion that the matter be referred back to the staff with instructions that they make further effort to arrive at an agreed percentage based on a formula that is acceptable and report back to the Board within five days, which motion was seconded.

Mr. Gilstrap reported that the formula had originally been agreed to by the minority contractors and resulted in the staff recommendation, and that the staff has done everything to avoid a lawsuit such as the one in the Bay area, and recommended we proceed on the basis as proposed.

Director Brewster made a further substitute motion to approve the item and submit it to UMTA with the percentage to be forwarded to UMTA after arriving at a recommendation at a special meeting to be called on October 7 at 1:00 p.m., prior to the Committee of the Whole meeting scheduled on that date, which motion was seconded. The makers of the previous motions, and those who had seconded, agreed to withdraw their motions.

The question was called for on Director Brewster's motion, carried as noted below, and the following resolution adopted:

R-76-440

WHEREAS, the Special Purchasing Committee met on September 27, 1976, in accordance with the provisions of Section 8.3 (B)(4) of the Rules and Regulations, and approved Requisition No. 9500-039, subject to resolution by the Board of Directors of the minority contractors' percentage participation to be included in the bid specifications;

NOW, THEREFORE, BE IT RESOLVED, that Requisition No. 9500-039 covering Unit II construction at Division No. 5, at an estimated cost of \$1,900,000, be and the same is hereby approved, and the Purchasing Agent is authorized to call for bids thereon in accordance with the Rules and Regulations; subject to the concurrence of the Urban Mass Transportation Administration (UMTA Capital Grant Project No. CA-03-0106); form of bid requirements and specifications subject to approval of the General Counsel;

Resolution
No. assigned

RESOLVED FURTHER, that the minority contractor percentage requirements to be included as a part of the aforementioned bid requirements and specifications shall be determined at a special meeting of the Board of Directors to be held at 1:00 p.m. on October 7, 1976, following which said percentage requirement will be forwarded to the Urban Mass Transportation Administration to be incorporated as a part of the aforementioned bid requirements and specifications.

Ayes: Brewster, Cook, Gibbs, Holen, Lewis,
Neusom, Price, Storing, Takei

Noes: None

Abstain: None

Absent: Richter, Ward

(Director Price departed at 12:05 p.m.)

Approval of Fare Adjustments to Race Track Line No. 57

On motion of Director Cook, seconded and carried as noted below, the following resolution was adopted:

R-76-441

RESOLVED, that the report dated September 24, 1976, a copy of which is attached to these Minutes as EXHIBIT 1, be and the same is hereby adopted, and the General Manager is authorized to place into effect fare structures on Race Track Line No. 57 as outlined in said report effective October 8, 1976; subject to approval of the Consulting Engineer.

Ayes: Brewster, Cook, Gibbs, Holen,
Lewis, Neusom, Storing, Takei

Noes: None

Abstain: None

Absent: Price, Richter, Ward

Resolution
No. assigned

Approval of Extra Scheduled Bus Service Agreement with
Oak Tree Racing Association

On motion of Director Neusom, seconded and carried as noted below, the following resolution was adopted:

R-76-442

RESOLVED, that the report dated September 24, 1976, a copy of which is filed with the Secretary, be and the same is hereby adopted, and the General Manager is authorized to execute a contract between the District and the Oak Tree Racing Association covering the provision of extra scheduled bus service at a minimum cost of \$70 per day for each bus placed in service during the 1976 Oak Tree Racing meet; subject to approval of the Consulting Engineer; form of agreement subject to approval of the General Counsel.

Ayes: Brewster, Cook, Gibbs, Holen,
Lewis, Neusom, Storing, Takei

Noes: None

Abstain: None

Absent: Price, Richter, Ward

Board of Directors Recessed in Executive Session at 12:15 p.m.

On motion duly made, seconded and unanimously carried, the Board of Directors recessed in Executive Session at 12:15 p.m. to receive a report concerning negotiations regarding 13 (c) labor protective agreements. The Board reconvened at 12:24 p.m. with all Directors present except Directors Price, Richter and Ward. No report was made of matters discussed in Executive Session.

The meeting was adjourned at 12:25 p.m.


Secretary



Southern California Rapid Transit District
 425 South Main St., Los Angeles, California 90013
 Telephone: (213) 972-6000

JACK R. GILSTRAP
 General Manager

September 24, 1976

TO: Members of the Board of Directors

FROM: Jack R. Gilstrap

SUBJECT: Adjustment of District Fare Level for Special Service on
 Line 57 Race Track Service.

SUMMARY

The current one-way fare for special race track service from foreign counties to Santa Anita Race Track is as follows:

<u>Route</u>	<u>Adult/Student</u>	<u>Senior Citizen</u>
Riverside-San Bernardino County	\$3.00	\$1.50
Orange County	\$2.00	\$1.00

A cost analysis has been made on these lines based on current operator pay scales and projected patronage. In order to provide full cost, since these counties do not subsidize cost of operation for these services, fare levels must be adjusted upward. The following one-way fares are projected to cover cost of operation:

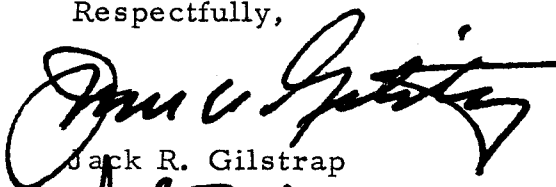
<u>Route</u>	<u>Adult/Student</u>	<u>Senior Citizen</u>
Riverside-San Bernardino County	\$4.00	\$2.00
Orange County	\$4.00	\$2.00

This matter has been discussed with and has the concurrence of the New Services Review Board.

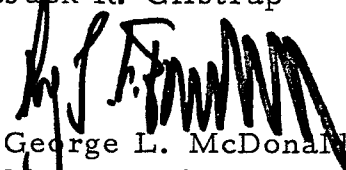
RECOMMENDATION

That the District's Board of Directors concur in staff's proposal by approving the fare increase for this special service, subject to the approval of the Consulting Engineer. Upon approval, it is proposed the new fare structure become effective October 8, 1976.

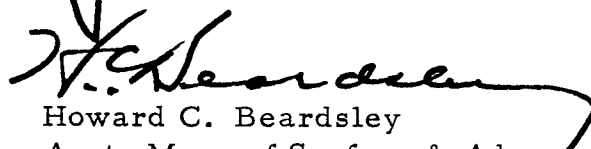
Respectfully,




Jack R. Gilstrap



By: George L. McDonald
Manager of Planning & Marketing



By: Howard C. Beardsley
Asst. Mgr. of Surface & Advance Planning



By: Benedict E. Urban
Surface Planner