



# LOCAL UNION NO. 952

GENERAL TRUCK DRIVERS, OFFICE, FOOD & WAREHOUSE UNION

140 S. Marks Way • Orange, CA 92868-2698 • (714) 740-6200 • FAX (714) 978-0576 • www.teamsters952.org

January 12, 2009

Patrick D. Kelly  
Secretary-Treasurer and  
Principal Officer

Arthur T. Leahy  
Chief Executive Officer  
Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584

Re: Subcontracted Bargaining Unit Work and Request for Proposals (RFP) 8-1326

Dear Mr. Leahy:

According to the above referenced RFP, the Orange County Transportation Authority ("OCTA"), intends to subcontract work currently being performed by coach operators pursuant to the collective bargaining agreement. It is the Union's position that the OCTA does not have the authority to subcontract the work proposed. Nonetheless, the Union without waiving its legal position is willing to work with the OCTA and attempt to reach an amicable resolution.

In order to evaluate the OCTA's proposal, the Union requests information regarding the OCTA's proposal regarding the decision and the effects of the proposed contracting out of the bargaining unit work.

1. Who made the decision to subcontract work currently being performed by coach operators at OCTA?
2. When was the decision made to subcontract work currently being performed by coach operators at OCTA?
3. What was the basis for the decision to subcontract work currently being performed by coach operators at OCTA?
4. Is there a written report that provides the basis for the decision to subcontract work currently being performed by coach operators at OCTA?
5. If yes, please provide a copy of all written reports that provide the basis for the decision to subcontract work currently being performed by coach operators at OCTA.
6. How were the specific bus routes selected to be subcontracted?
7. Was there a formula or matrix used for the selection of the specific bus routes to be subcontracted?
8. Please provide a copy of the formula or matrix used.

9. What is the projected loss of bargaining unit work for operators and mechanics?
10. Does the OCTA project that there will be layoffs as a result of the subcontracting of bargaining unit work?
11. If yes, how many drivers and mechanics are projected to be laid off for each service year and option year of the contract?
12. What are the total annual, monthly and weekly man hours projected to be reduced as a result of the subcontracting of bargaining unit work for each year and option years of the contract?
13. What are the total annual, monthly, weekly and daily savings for each year of the contract and the option years of the contract?
14. Are there any specific "triggering" events that have been anticipated to eventually bring the work back in house if it is subcontracted?

Please provide the information by January 16, 2009 so that we can adequately prepare for our meeting on January 22, 2009. Thank you for your anticipated cooperation.

Respectfully submitted,



Donna A. Metcalf  
Recording Secretary &  
Business Representative



Eric Henry  
Business Representative

cc:

Patrick D. Kelly, LU 952  
Florice Hoffman, attorney  
Sherry Bolander, OCTA  
Beth McCormick, OCTA  
Peter Buffa, Chairman of the Board