



OCTA COACH OPERATOR COLLECTIVE BARGAINING AGREEMENT (May 1, 2017 – April 30, 2020)

Patrick D. Kelly
Secretary-Treasurer and
Principal Officer

WAGE INCREASE

- An immediate 5% increase on May 1, 2018 upon ratification/board approval
(Bringing Top Pay to \$27.73)
- Another 3.4% wage increase on May 1, 2019
- An immediate financial work performance incentive compensation based upon hours worked
(Calculated on hours worked from May 1, 2017 to the pay period ending April 14, 2018)

ATTENDANCE

- Coach Operators can use all their sick hours earned without receiving an occurrence
- Coach Operators who work without an unexcused absence for 150 days will receive 1 day's pay
(Employees can do this **2 times per year** for a total of 2 extra days of pay)
- Coach Operators in their 1st year of service will receive **3 Sick days**, which can start being used on their 91st day
- Coach Operators with a miss out that is due to an injury or illness will be entitled to sick pay
- Upon contract ratification, OCTA will drop 4 occurrences from each Operators attendance record

BENEFITS

- Coach Operators are being offered the same medical plan that they have today, two dental plans that are comparative to the plans offered through the Trust, as well as the same vision and life insurance plans
- A PPO plan will be offered, starting in Jan. 2019
- Employee pays up to 5% of the premium
- Employee plus 1 pays up to 7% of the premium
- Employee plus family pays up to 10% of the premium
- Opt out option for those employees covered elsewhere
- Employees become eligible at the first of the month following certification

DMV RECERTIFICATION/DRUG & ALCOHOL TESTING

- Coach Operators will receive 1 hour of straight time pay when attending required DMV certification and/or Drug and Alcohol testing outside his/her regular scheduled shift

OTHER AGREEMENTS

- An agreement that OCTA will reduce the proposed amount of part-time assignments from OCTA management's proposed 20% to only 10%
- Continued agreement that OCTA will cap subcontracting at 40%

TEAMSTERS LOCAL UNION 952

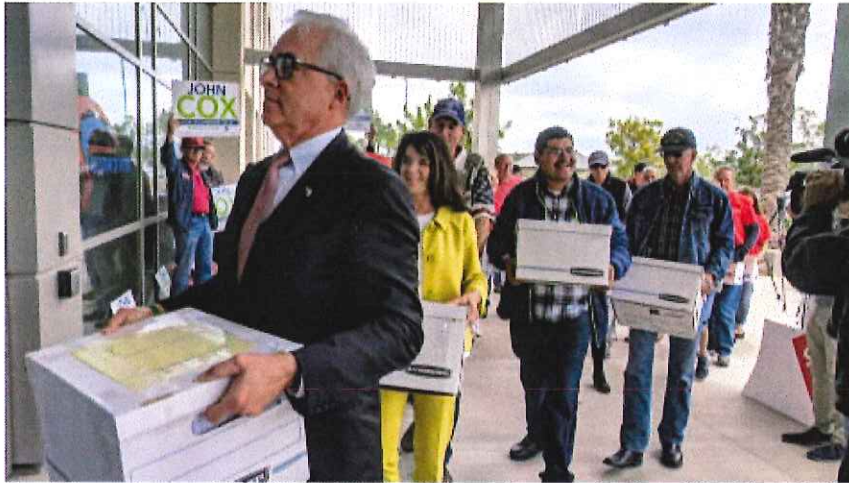
140 S. Marks Way
Orange, CA 92868
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If you have any questions, please contact your Steward or Business Representative Almeta Carter at 714-740-6235.

For Detailed Information Please Visit Our Website at www.teamsters952.org

The San Diego Union-Tribune

Petition to repeal gas tax increase submitted, organizers expect it will qualify for November ballot



Republican gubernatorial candidate John Cox, front, and congressional candidate Diane Harkey, in yellow, carry boxes of signatures into the office of the San Diego County Registrar of Voters. (Andrew Dyer)

By **Andrew Dyer**

APRIL 30, 2018, 3:00 PM

An effort to repeal last year's 12-cents-a-gallon state gas tax increase took an important step Monday when organizers began submitting hundreds of thousands of voter signatures to force a ballot initiative.

The law is expected to raise \$5.4 billion a year for transportation projects across California, starting with the gasoline and diesel tax increase and adding higher vehicle registration fees in 2020.

Organizers needed 585,407 signatures to place the repeal on November's ballot. They turned in more than 940,000 across the state — with almost 204,000 them coming from San Diego County.

At a news conference at the San Diego Registrar of Voters, organizer Carl DeMaio called out state leaders, such as Gov. Jerry Brown, saying they are carrying out a “big fraud” on California taxpayers. DeMaio, a Republican and local radio host, is also the chairman of Reform California, a political action committee that opposes tax increases.

“This is a governor that has been living in denial,” DeMaio said. “The signatures are now here.

“So, Governor Brown, bring it.”

Brown said in signing the tax increase that it was needed because of the state's deteriorated roads and bridges.

"Safe and smooth roads make California a better place to live and strengthen our economy," Brown said. "This legislation will put thousands of people to work."

Republican John Cox of Rancho Santa Fe, who is running for governor, attended Monday's event at the Registrar of Voters. In public opinion polls, he is coming in second or third place, along with former Los Angeles Mayor Antonio Villaraigosa. Lt. Gov. Gavin Newsom is in the lead.

Cox said state officials have mismanaged the state budget.

"This is all about mismanagement," Cox said. "Jerry Brown and Gavin Newsom and the state legislature have been spending money like drunken sailors — and that's an insult to drunken sailors, because at least they spend their own money."

Diane Harkey, a Republican, is chairwoman of the California State Board of Equalization, and a candidate for outgoing Republican Darrell Issa's seat in Congress. Harkey said the gas tax hike unfairly affects small businesses and suburban commuters.

"They drive around and around, they're working, they're making enough money to live in a nice area, or even a not — even a, you know, upwardly mobile area," Harkey said. "They constantly get hit with taxes."

San Diego's Metropolitan Transit System last week touted \$41 million in grants made possible in part by the tax funding.

Among other things, the funds will go to purchase 11 new electric buses, as well as rail upgrades along the Green Line to reduce service disruptions and allow for more trains to run during special events such as Comic-Con.

The Old Town Transit Center will see the construction of additional bus bays to accommodate growing demand.

America Plaza and Santa Fe Depot in downtown San Diego will get upgrades for pedestrians.

The San Diego Association of Governments also was awarded \$5.76 million for safety and station improvements for 2.3 miles along University Avenue in San Diego.

And the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency was awarded more than \$188 million to improve Amtrak service in the area. The funds are projected to cut commute times by up to 45 minutes.

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