

A MESSAGE TO MTA OPERATORS: FACTS YOU SHOULD KNOW

- **Myths and Facts About the MTA's Last, Best and Final Offer**

MYTH #1

"MTA's offer takes away the 23 and Out retirement."

FACT: MTA Operators currently contribute 1.72% of their earnings to the pension plan (called "The 30 and out base plan"). Under MTA's proposal, the Operator's contribution would be reduced by 1%, resulting in more take home pay. This in no way affects any of your benefits. All Operators would continue to be eligible for retirement after 23 years of service with no change to retirement benefits.

MYTH #2

"The MTA proposal takes away our overtime."

FACT: MTA's proposal still provides full-time operators with virtually the same amount of overtime opportunities for 8, 9, 10 and 11 hour work days. The number of full-time straight assignments with paytime ranging from 8 hours to 12 hours would increase by approximately 4%. The number of full-time split assignments with paytime ranging from 8 to 12 hours per day would be reduced by approximately 4%. MTA's offer proposes to reduce the number of straight and split assignments with paytime over 12 hours per day. Reducing only the very long work days of 12 and 13 hours, is expected to reduce operator fatigue, increase safety and give employees more time with their families. The amount of work assignments currently allocated to Part-time Operators would increase from 11% to approximately 17%, and Part-time Operators would be able to work up to an average of 34 hours, 50 minutes, with a maximum of 36 hours. Biddable trippers and VCB work would still be available.

MYTH #3

"The MTA proposes to replace Full-time operators with Part-time operators. MTA wants to turn this into a part-time operation."

FACT: The UTU offered to increase the number of Part-time Operators by 292 in year one and asked to discuss adding more during the 3-year contract period. This would have resulted in deeper immediate cuts to available overtime for Full-time Operators. MTA plans to increase the number of Part-time Operators to 325 (plus the 150 who will work in relief of the new "4/10" assignments) over three years. Based on current service levels, the total number of Full-time positions would be reduced by approximately 165 by the end of the third year of the contract. However, MTA will operate the new Pasadena Light Rail Line and must also add bus service over current levels due to the consent decree. Therefore, under MTA's proposal, the total number of UTU members will increase overall: Part-time jobs will increase by 475, BDOF jobs will increase by 167, and the total number of Full-time positions will very likely increase based on the amount of added service during the 3-year term of the contract. No current full-time Operators will be laid off, furloughed or demoted to Part-time as a result of adding Part-time or BDOF Operators. These positions will be added through attrition.

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