

ARTICLE 2 – OPERATIONS DIVISION/TRANSPORTATION DEPARTMENT

Section 1, Par. 2. Allowances

a. Operators shall be allowed ~~ten (10)~~ fifteen (15) minutes preparatory time each time they take a coach from storage point. ~~When called for Chartered Service, an Operator will be allowed only five (5) minutes preparatory time.~~

c. Operators breaking in students shall receive \$~~5~~1.00 per hour for all hours for which the student is under the Operator's instruction as long as the student drives any part of such time. Students riding a line to become acquainted with same are not to be considered as breaking in.

~~g. Operators whose designated place of relief is in a different location than their designated starting location will receive a road relief allowance as agreed upon by the Union and the District. These relief amounts shall be posted on the sign-up.~~

~~1. If an Operator is not returned to their garage within one (1) hour from time of relief, or is unable to reach their relief point from the garage within one (1) hour of time of relief, they will receive their road relief allowance plus one (1) hour penalty pay at straight time, plus straight time for all time in excess of the hour. At all times Operators will be responsible for catching the first available bus.~~

~~2. All parties recognize that the road relief allowance represents compensation for the inconvenience associated with road reliefs and does not represent pay for time worked, and shall not be considered as pay for time worked for any purpose.~~

~~G. The District will pay travel time to compensate operators between sign-in and a road relief point from the operator's base garage or yard. From sign-in, the amount of time paid time will be equal to the time allocated by the TriMet trip planner plus 25 minutes. For operators returning from the field, the paid time will be allocated by the TriMet trip planner plus 10 minutes. Such time shall be considered time worked. For road to road reliefs, TriMet will provide relief pay to and from the operator's garage or yard, or provide a safe parking space close to the operator's relief point.~~

~~3. In the event the District establishes any new or different road relief points, it will notify the Union at least ninety (90) days prior to the use of such point, and the parties will promptly meet and negotiate a proper allowance for such road relief point. If they are unable to agree on an amount, the issue will be submitted to arbitration as provided in Article 1, Section 3.~~

~~4. Under no circumstances will an Operator receive more than one (1) relief payment in one (1) day because of this provision. This payment will be made on scheduled runs only.~~

Par. 10. Extra Board Rules

Report Operators

20. Report Operators shall be paid at half of their base pay while in cut off status.

General

35. No Operator will be required to use their personal transportation to make road reliefs. Extra Board Operators will not be in cut off status when making a road relief, and will be paid road relief in accordance with Article 2, Section 1, par. 2(g).

Trading Work and Days Off

29. Any operator participating in a TDO (trade day off) either onto the extra board or with another extra board operator will not be prohibited from making one trade in addition to the TDO.

Section 4 – ~~INSTRUCTOR~~TRAINING SUPERVISORS

Par. 1. Instructors will be reimbursed at the highest IRS rate allowed by the Internal Revenue Service for using personal car on company business.

Par. 2. Instructors will themselves be trained on all District vehicles, except light rail vehicles.

Par. 3. Instructors' work records will not reflect in any disciplinary manner any accident for which the student bus Operator is responsible.

Par. 4. Instructors assigned to Center Street Garage will be paid travel time from Center Street Garage when required to do training at another location.

Par. 5. The District may schedule four (4) 10-hour day workweeks. 10-hour shifts shall be bid for in accordance with seniority on the same basis as bidding for other shifts. Time and one-half will be paid for hours worked in excess of 10 hours on any one shift. If the District schedules 10-hour shifts it may abandon the 10-hour shifts at its discretion.

~~Par. 6. Training Supervisors directed to perform any duties while not on duty will receive a minimum of two (2) hours pay. This includes any work related phone calls with management.~~

Par. 76. All Training Supervisors working between the hours of 6:00 PM and 6:00 AM shall receive a night shift differential of \$1.00 per hour. Overtime, if any, shall be paid on the base rate. This change in night shift differential shall be effective no later than 30 days after ratification of this agreement.

Par. 87. All Training Supervisors shall receive a thirty (30) minute paid lunch period within their shift.

~~Par. 9. The District will provide all materials and devices necessary for Training Supervisors to perform their job duties. Training Supervisors will not be responsible for purchasing any class materials.~~

Section 8 – UNIFORMS

Par. 4. Rail Operators, Light Rail Supervisors, Bus Operators, Bus Supervisors, and ~~Light Rail~~-Training Supervisors will receive a work boot allowance of \$75.00 annually and additional work boot expenses may be reimbursed through use of the existing uniform allowance.

Section 9 – LIGHT RAIL

Par. 3

b. All transportation Operators who bid positions in Light Rail will be committed to the Light Rail Division for at least one (1) year full-time continued service, except for medical reasons. Operators who wish to return to the Bus Division may do so ~~on the effective date of their spring sign-up~~, provided that the employee gives written notice of his/her intention to do so prior to the ~~spring~~-sign-up and that they have completed one (1) year of required continuous service prior to the effective date of the ~~spring~~-sign-up.

Par. 10. Rail Allowances

~~a. The purpose of the rail operation allowance represents compensation for the inconvenience associated with the rail relief. These payments shall not be considered as pay for time worked for any purpose. This applies to the unique circumstances pertaining to the District's rail system.~~

~~b. Rail Operation Allowance:~~

~~From: Elmonica; To:~~

~~Ruby:~~

~~N/A \$15.00 \$8.00 \$10.00 \$10.00~~

~~\$6.00~~

~~Par 1,~~

~~a, b,~~

~~c,~~

~~d,~~

~~e,~~

~~f, g,~~

~~Beaverton Transit Center 11th Avenue Terminus Gateway Transit Center Rose Quarter Transit Center~~

~~Rose Quarter Interstate Cleveland Avenue~~

~~\$3.50~~

~~\$8.00 \$15.00 \$10.00 \$10.00~~

- ~~a. The District will continue the right to establish future operation allowances as needed, and will meet with the Union to negotiate any other appropriate allowance. Special circumstances may require the District to establish unique limits on any other appropriate allowance. These new limited situations may be established with a two-week notice. The District will negotiate the payment for such rail allowances with the Union.~~
- ~~b. The District will pay travel time to compensate operators between sign-in and a road relief point from the operator's base garage or yard. From sign-in, the amount of time paid time will be equal to the time allocated by the TriMet trip planner plus 25 minutes. For operators returning from the field, the paid time will be allocated by the TriMet trip planner plus 10 minutes. Such time shall be considered time worked. For road to road reliefs, TriMet will provide relief pay to and from the operator's garage or yard, or provide a safe parking space close to the operator's relief point.~~

Par. 9i

Non-ATU managers may operate buses and LRVs in revenue service with an ATU member present only for the purpose of completing initial and ongoing training including maintaining the manager's certifications.

