

LABOR AGREEMENT

BETWEEN

TRANSDEV SERVICES, INC

AND

**UNITED STEEL, PAPER & FORESTRY,
RUBBER,
MANUFACTURING, ENERGY, ALLIED
INDUSTRIAL AND SERVICE WORKERS
INTERNATIONAL UNION,
AFL-CIO-CLC**

FOR

THE CITY OF BOSTON

July 1, 2021- June 30, 2024

United Steelworkers - Local 8751

Boston School Bus Drivers

Union office:

25 Colgate Road, 3rd floor
Roslindale, MA 02131



telephone: **617 524-7073**
fax: **617 524-1691**
website: **www.usw8751.org**
email: **solidarity@usw8751.org**

Union Officer contacts:

André François, President

617 759-9033 afrancois@usw8751.org

Steve Kirschbaum, Vice President

617 272-6004 skirschbaum@usw8751.org

Garry Murchison, Grievance Committee Chair

617 913-1646 gmurchison@usw8751.org

Frantz Cadet, Financial Secretary

857 319-8697 fcadet@usw8751.org

Serge Remy, Treasurer

857 930-6666 sremy@usw8751.org

Claude St Germain, Recording Secretary

617 981-0647 cstgermain@usw8751.org

401K Plan contacts:

Steve Gillis, Plan Administrator

617 733-2950 sgillis@usw8751.org

Sentinel Benefits

888-762-6088

www.sentinelgroup.com

Alpha Pension Group

617-916-0335

www.alphapension.com

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In consideration of the range of gender identities our members live in, whenever in this contract the pronouns he/him/his, she/her/hers or a combination like he/she appeared in previous contracts, they are replaced with the pronouns they/them/theirs. This does not change any meaning (for example, singular and plural intent) in the collective bargaining agreement or make employees who were not previously eligible for benefits, eligible for benefits.

Agreement

This agreement, made and entered into as of this 1st day of July, 2021, by and between Transdev Services, Inc., and its successors and assigns (hereinafter referred to as the "Company") and the United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO-CLC, (hereinafter referred to as the "Union").



Witnesseth

That in consideration of the mutual reciprocal promises of the parties hereto, the parties covenant and agree as follows:

Article 1 – Recognition

The Company recognizes the Union as the sole and exclusive collective bargaining agent for all employees of the Company who furnish regular and special service transport for school children for the City of Boston, including but not limited to drivers, monitors, and excluding but not limited to maintenance employees, office clerical employees, supervisors and guards.

Article 2 – Contract with the School Committee for the City of Boston

It is recognized and agreed by the parties hereto that the Company is employing the employees covered by this Agreement so as to fulfill its obligations under its contract with the School Committee of the City of Boston executed in 2013 (hereinafter referred to as "City Contract"). The City Contract requires the Company to furnish school bus transportation services for the Boston Public Schools in accordance with the various rights, conditions, requirements and specifications set forth therein. Accordingly, notwithstanding the provisions of Article XIX



hereof, this Agreement is made subject to, and shall be governed by, both the terms of the City Contract, and after negotiations between the Company and the Union, by any amendments thereto which affect the terms and conditions of this Agreement.

Negotiations concerning changes to the City Contract shall be limited to the impact of such changes on the terms and conditions of this Agreement and shall not be construed as making the Union a party to the City Contract. All such matters shall be subject to the provisions of the collective bargaining agreement, including without limitation the grievance and arbitration provisions.

Article 3 – Union Shop

It shall be a condition of employment that all present employees covered by this Agreement who are members of the Union in good standing on the effective date of this Agreement shall remain members in good standing during the term of this Agreement, and those who are not members on the effective date of this Agreement, shall, on the thirtieth calendar day following the effective date of this Agreement or on the thirtieth calendar day of employment, whichever is later, become and remain members in good standing in the Union. It shall also be a condition of employment that all employees covered by this Agreement and hired on or after its effective date shall, on the thirtieth calendar day following the beginning of such employment, become and remain members in good standing in the



Union. Any employee who fails to maintain membership in the Union to the extent of paying regular membership dues and initiation fees shall not be retained in the employ of the Company, provided the Union gives the Company and the employee fifteen (15) working days' notice of request to terminate.

Article 4 - Payroll Deduction

The Company where so authorized and directed by an employee, in writing, upon a check off authorization form will deduct initiation fees and membership dues monthly in accordance with the United Steelworkers International Constitution as designated by the United Steelworkers International Secretary/Treasurer. The provisions of such authorization form shall comply with the applicable requirements of the Labor Management Relations Act of 1947, as now or hereafter amended. Membership dues shall be in an amount currently certified by the Union to the Company as the uniform amount required therefore.

Said dues shall be wired via ACH to the International Secretary/Treasurer, United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO-CLC, Five Gateway Center, Pittsburgh, Pennsylvania 15222, within fourteen (14) days of the date when the dues were directed by Local 8751 to be deducted, with due consideration given to the scheduling needs of the



Company, in compliance with all applicable federal and state laws and regulations. The Union shall submit the dates for deductions to be made at the beginning of the school year. In the case of a late remittance of dues moneys, a 10% charge or \$200 (whichever is greater) penalty per week will be paid. Each remittance shall be accompanied by a list setting forth the names of those from whom the amounts of dues were deducted, and copies sent to the regional office of the Union.

The Company shall be held harmless from any legal action taken by an employee against it as a result of Union error in the implementation of this Section.

Article 5 – Non-Discrimination

Section 1

No employee or applicant for employment covered by this Agreement shall be discriminated against because of membership in the Union or because of activities on behalf of or against the Union, except as otherwise provided in this Agreement.

Section 2

The Company agrees that it will not discriminate in the hiring of employees or in their discipline, discharge or otherwise because of race, color, religion, national origin, sex, age, sexual orientation, or gender identity and gender



expression. Neither the Company nor the Union will tolerate any sexual harassment of any employee. The Company further agrees that it will not discriminate against any employee or applicant for employment on the basis of disability as defined by State and Federal discrimination laws or Vietnam-era veteran status in regard to any position for which they are qualified.

Section 3

The Company and the Union agree to abide by all State and Federal laws relating to equal employment opportunities and sex discrimination.

Section 4 – Civil Rights Committee

The Company and the Union agree that a Civil Rights Committee shall exist for the purposes of discussing and attempting to resolve issues of concern regarding racism, discrimination, insensitivity, etc. Either party may submit issues for discussion. The Civil Rights Committee shall meet, when necessary, during the regularly scheduled Operational Committee meetings.

The Operational Committee meetings will be held every other week (i.e., twice per month) at mutually agreeable dates and times. The Operational Committee shall consist of seven (7) representatives from the Union [including the three (3) full-time Union officers] and at least two (2) representatives from management. Operational Committee meetings will normally not exceed a two (2) hour period. Special meetings may be held at the request of either party.



The Company shall provide payment of lost wages for drivers working on the Operational Committee.

When possible, in order to facilitate meaningful discussion, the parties shall exchange agenda items at least two (2) work days before each regularly scheduled Operational Committee meeting date.

Article 6 – Probationary Period

Section 1

It is expressly understood and agreed that each new employee will be required to complete a probationary period during which time the Company shall have the unqualified right to dismiss such new employee. Such dismissal shall not be subject to the grievance or arbitration procedures of this Agreement. The Union may grieve any alleged misapplication of pay or procedure on behalf of probationary employees. The length of the probationary period shall be sixty (60) calendar days from the commencement of employment, not including days not worked due to absence from illness or injury, leaves of absence, layoffs, and other absences from work. The probationary period may be extended by mutual agreement between the Union and the Company.

New Hire Recruitment, Licensing, and Training Program



A driver hired without a CDL license will not begin their probationary period until they pass their CDL road-test. The driver shall be accorded all other rights based on their date of hire.

Section 2

The probationary employee shall have a right to have a steward represent the Employee at any disciplinary hearing. Such Employee shall receive written notice of the reason of their discipline and/or dismissal, in the event that they are disciplined and or discharged from employment. The Union will be copied on any notice issued.

Section 3

The Company will waive the probationary period for any new employee who is already a Boston School Bus Driver and a member in good standing of the Union at the time of their hire. The Company will waive the probationary period for any new employee who is already a Boston School Bus Monitor and a member in good standing of the Union at the time of their hire, for monitor positions.

Section 4

Article V (Non Discrimination) will apply to probationary employees. If the Union requests a meeting with the Company to discuss alleged discrimination against a probationary employee under Article V of this Agreement, the Company will meet with the Union to discuss the matter.



Section 5

Employees will be eligible for fringe benefits below after thirty (30) calendar days of employment. However, this period will run concurrently with the waiting period, if any, for medical insurance.

Article 7 - Wages

Section 1

Employees in the bargaining unit shall be compensated during the term of this Agreement in accordance with the wage scale as set forth in Appendix A.

Section 2 - Overtime

Overtime shall be paid at the rate of one and one half (1 1/2) times the employee's average straight time rate for hours worked in excess of forty (40) hours in a normal work week. Paid holidays and cancellation days are considered time worked for the purpose of calculating overtime.

Section 3 - Minimums

- (a) When an employee is directed to and does report to work during a report period for a.m. and/or p.m. Standard Daily Transportation Service, and the Company assigns that employee some report period driving work but less than three hours and six minutes (3.1 hours) of such report period driving work during the report period, the employee shall receive a



minimum guarantee of three hours and six minutes (3.1 hours) of pay at the Report rate for that report period.

- (b) When an employee is directed to and does report to work during a report period, and the Company does not assign that employee any driving work during that report period, the employee shall be deemed to be a standby operator and shall receive two hours and 45 minutes (2.75) of pay at the Report rate for the AM report period and three hours and 30 minutes (3.5 hours) of pay at the Report rate for the PM report period.
- (c) When an employee is directed to report to and does work at any time and is assigned charter or additional trip work, and the Company does not assign that employee at least two (2) hours of such driving work, the employee shall receive two (2) hours of pay at the Charter rate.
- (d) There shall be no duplication or pyramiding of the minimum pay provided for above. Where a particular work assignment is performed during periods which span two or more minimum pay classifications, only the highest applicable single pay rate at the minimum guarantee amount shall be paid. For purposes of this Section, a "work assignment" shall be deemed to include either a single work assignment or several continuous work assignments coupled with each other so that together the assignments total the particular



minimum number of hours set forth above in (a) through (c) for the type of work assigned, regardless of whether such assignments occurred within or outside the report periods.

- (e) In the event school is canceled by the School Department due to snow, the Company will endeavor to advise the School Department to announce such cancellation by 5:30 A.M. If such announcement is made by 5:30 A.M., the minimums set forth in (a) through (c) above shall not apply. If such announcement is made after 5:30 A.M., those drivers whose normal punch in time falls within thirty-five (35) minutes of the announcement shall be paid the minimums set forth above.

Article 8 – Hours of Work

The normal work week begins on Sunday and ends on the following Saturday. The hours of work shall be determined by the Company pursuant to the directions received from the School Committee or its officials or representatives. The parties also recognize that the Company has a centralized payroll system and agree that the work week may change in the future. The Company will give the Union two (2) weeks written notice prior to any such change.



Article 9 – Miscellaneous Benefits

Section 1 - Workers' Compensation

The Company will continue to insure each employee under the Massachusetts Workers' Compensation and Unemployment Security Laws.

Section 2 - Bulletin Boards

The Company shall assign a secured, glass covered bulletin board no less than four feet by eight feet at each of its yards which may be used by the Union for the sole purpose of posting notices. All notices posted on the bulletin board will be approved by the Union before posting. Nothing of a derogatory nature to the Company shall be posted.

Section 3 - Medical Examinations

The Company shall pay for an employee's initial medical examination upon employment or any subsequent physical examination directed by the Company and/or required by any governmental licensing agencies, including, but not limited to, physical examination for license renewal.

Article 10 – Safety and Training

Section 1 - Safety Policy Committee

A Safety Policy Committee will be established for the purpose of considering matters or suggestions affecting the safety of the employees.



The Committee will consist of three (3) representatives from the Company. The Union representatives shall consist of the President, Vice President, and up to two (2) representatives from each yard. The Company shall provide payment of lost wages for drivers working on this committee. The Committee shall meet at least once per month at mutually agreeable times. The position of Chairperson of the Committee shall be rotated between the Company and the Union.

The Committee will pursue a program of AIDS awareness and education for the employees, including educational training sessions, distributions of educational materials, etc. The Company will supply the Committee with a monthly analysis of student incidents (from reports) occurring on the buses and responses by the School Department – breakdown of types of incident (violence, weapons, disorderly conduct, vandalism, etc.). The Committee will also continue to address the question of monitors. The Committee will work with the parent organizations (Citywide Parents Council, Special Needs Parents Council, etc.) on areas of joint concern. The Committee will publish a regular “Safety Bulletin” to the work force.

The Safety Policy Committee shall draw up a list of unsafe bus conditions based on Federal and State laws, the regulations of the Registry of Motor Vehicles, the Department of Public Utilities and any other relevant government agency, and Company policy.



Safety Policy Committee Guidelines for an Out of Service Bus

Defects Constituting an Out of Service bus include, but shall not be limited to:

- No School Bus Inspection Sticker
- Expired Massachusetts Inspection Sticker
- Missing Registration
- Holes in Flooring (exhaust fumes or road debris inside vehicle)
- Defective Parking Brake
- Defective Service Brakes and brake lights
- Defective Gauges
- Dash light warnings, including ABS
- Inoperable Driver's Seat Belt
- Seats Torn and/or Stuffing Removed to Allow Exposed Metal or Student contact with metal
- Broken windows or windshield
- Defective Front or Emergency Door or Emergency exits
- Inoperable School Bus Lights
- Defective Windshield Wipers in yard (on the road, inclement weather only)
- Defective Defrosters in yard (on the road, inclement weather only)
- Excessive Play in Steering Wheel
- Defective Horn
- Defective Air Brakes
- Inoperable Vacuum Booster



- Inoperable Turn Signals
- Inoperable 4- way flashers
- Missing First Aid Kit, Missing or Defective Fire Extinguisher, Missing Chock Blocks, Body Fluid Kit, or Flares/Triangles
- Excessive Fluid Leaks Underneath Vehicle
- Inoperable Headlights
- Missing School Bus Sign
- Broken or Missing Mirrors
- Defective Tires
- Defective or Missing Stop Arms
- Broken Springs
- Defective Transmission or Gear Shift
- Missing Fuel Tank Cap
- Inoperable Back-Up Alarm and/or Back-Up Lights
- No Heat (cold weather only)
- Inoperable Two- way Radio
- Leaking Exhaust system

Additional Items for Special Education Vehicles (Buses with “Safety Seats”, Wheelchair Buses)

- Inoperable or Missing Seat Belts
 - Defective or insufficient Car Seats
- Defective or Insufficient Number of Tie-Downs/Lap-Shoulder Belts for Wheelchairs
- Defective Wheelchair Lift

Any driver whose bus is unsafe according to these criteria may refuse to drive that bus without loss of pay. A driver



will not unreasonably use these guidelines in order to avoid doing their normal work. Any driver who does so will be subject to disciplinary action.

Safety Policy Committee Protocol for Identifying a Bus with a Safety Defect

USW Local 8751 and Transdev, meeting in the Safety Policy Committee, have agreed that every bus shall be equipped with an envelope, attached to the bus's front interior, containing the following items:

- A) A current Daily Vehicle Condition Report (DVCR) – stays on bus.**
- B) A “Defect Reported. Do Not Operate!” sign**
- C) This Protocol and the “Guidelines for an Out Of Service Bus”.**

If a driver determines that a bus has a safety defect, based on the “Safety Policy Committee Guidelines for an Out Of Service Bus” (see reverse), the following steps should be taken:

- (1) Driver Notes the Defect(s) on the DVCR, signs it, tears off the white page, and takes it to the dispatcher.**
- (2) Driver places the “Defect Reported. Do Not Operate!” sign in the bus windshield. Driver notifies dispatch of the downed bus. A technician then verifies the problem.**



- (3) Dispatch attaches a **“Defect Reported. Do Not Operate!” sign to the Downed Bus’s clipboard**, and hangs it in public view in the dispatch office, alongside boards of all other Downed Buses. Dispatch also lists the bus as down on its magnetic board.
- (4) The **“Downed Buses” log** will be available for inspection by Union members throughout the day.
- (5) A bus will be considered “Downed”, and the **“Defect Reported. Do Not Operate!” sign shall remain in its windshield, until a technician signs the DVCR as “corrected”**
- (6) A driver then verifies the defect has been corrected and signs off the DVCR on the verification line.

Section 2 - Safety

The Company will maintain its equipment and facilities as required by law and will not knowingly require a driver to operate a bus which does not conform to legal standards or which endangers the driver's or any other person's health or physical safety. It is the employee's responsibility to inform their supervisor of any safety defects that they could reasonably know about. The Company will repair all defects that are brought to its attention as soon as possible.

The Company will keep facilities in each yard in clean and sanitary condition. This includes keeping toilet facilities stocked with soap, paper, etc. Terminal managers at each



yard will be responsible for keeping facilities maintained. The Company will provide adequate rest room facilities. There will be a minimum of one (1) toilet per fifty (50) employees of each sex in each yard. There shall be a minimum of two air hand driers, two hand sanitizers, and twice per day cleaning of the bathroom facilities.

The Company and the Union shall immediately meet to jointly resolve current facilities problems, including but not limited to rest rooms, flooding, parking, etc.

Facilities Committee

The Company and the Union agree that a Facilities Committee shall exist for the purpose of discussing issues regarding the Company's workplace facilities and to jointly work toward improvements at each bus facility – including but not limited to restrooms, parking, drivers' room conditions, lighting, space for union administrative work, etc.

The Facilities Committee shall meet, when necessary, during the regularly scheduled Operational Committee meetings. The Operational Committee meetings will be held every other week (i.e., twice per month) at mutually agreeable dates and times. The Operational Committee shall consist of seven (7) representatives from the Union (including the three (3) full-time Union officers) and at least two (2) representatives from management. Operational Committee meetings will normally not exceed



a two (2) hour period. Special meetings may be held at the request of either party. The Company shall provide payment of lost wages for drivers working on the Operational Committee.

When possible, in order to facilitate meaningful discussion, the parties shall exchange agenda items at least two (2) work days before each regularly scheduled Operational Committee meeting date.

Monitors and Behavioral Problems

The following is the issue referred to in the Contract as Monitors and Behavioral Problems. It is understood that the parties will work to resolve these matters. However, it is understood that the monitors are School District employees under contract to the School Department and that their hiring, training, and placement are under the direction of the School Department.

All wheel chair routes shall have monitors. All monitors shall be adequately trained. In the case of a behavioral problem on any other route, including regular education routes, the driver of the route will file incident reports with their supervisor explaining such problems. After three (3) reports are filed on a particular route, the company will have a supervisor drive that route for one report period to review the problem. The driver of the problem route will be placed on stand-by for this one (1) report period and be paid a minimum of their flat rate. After supervisor review



and verification of the problem, a monitor will be assigned to the problem route. The Company will forward all incident reports to BPS. BPS will determine whether the student(s) acted in accordance with the BPS code of conduct and recommend appropriate action.

Section 3 - Training

The Company shall provide training as required by the relevant law and the City Contract. Drivers will be given adequate notice of all training sessions and are required to attend. No one may, except where permitted by law, drive on school runs who is not fully trained or licensed. All drivers will be trained and the Company will assist the drivers in obtaining the necessary licenses during the probationary period.

The Company will pay the license fees for all mandatory licenses, including Registry of Motor Vehicles CDL's and endorsements. Renewal training will be paid at the Charter rate.

Drivers will be fully informed at all times as to their rights and responsibilities with the school children as well as all relevant rules and regulations covering the handling of school children.

The Company will notify drivers sixty (60) calendar days prior to the expiration of the employee's license. If a driver is prevented from obtaining their license due to the



negligence of the Company, then the Company will be liable for lost time.

The Company will give two (2) weeks' notice on training sessions. The Company will endeavor to schedule training sessions so as not to conflict with normal run times. If an employee misses a training session, the employee will be eligible to attend the next scheduled training session, but the Company will not pay the employee for training session missed. A driver who misses a scheduled training session shall be permitted to attend as a make up the next scheduled training session offering training in compliance with state law.

The Company agrees to provide CDL training for all 7D-van drivers who wish it, by seniority, and to allow 7D-van drivers to move up to CDL work before hiring outside CDL drivers. CDL training sessions will be held at least quarterly if needed to train all 7D-van drivers who sign up for it. The Company shall provide upgrade training to at least twenty (20) drivers each school quarter.

Time spent on retraining due to an accident will not be counted toward the eight (8) hours license renewal training, but will be paid.

The Company will give absolute preference to CDL job openings to current bargaining unit employees. The details of this will be worked out between the parties.



The Company agrees to provide a minimum of five (5) hours of Special Needs training per month including on weekends. There will be no Special Needs training on holidays, (including school holidays). This training schedule will not affect accident retraining. This training will be available to all drivers. The Company will provide a minimum of eight (8) hours renewal training per month including on week-ends. There will be no mandatory renewal training on holiday (including school holiday) week-ends. This training schedule will not affect accident and other training schedules. The Company agrees that negligence on its part in the above will render it liable for all losses suffered by Union members resulting from said negligence.

Joint Occupational Health Committee

The purpose of the Joint Committee on Occupational Health is to oversee and monitor all activities relevant to the occupational health of the Boston School Bus Drivers as well as of other employees of the Company. The work of the Committee includes, but is not limited to: Open and publicized monthly meetings of the Committee, which will consist of the Committee Chairperson, a Union representative from each of the bus yards, a mechanic representative, and a representative from the Training and Safety Department (A representative from the School Department would be welcome at these meetings); Educating and exchanging information on Workers' Compensation; causes, remedies and preventative



measures; Training for Committee members and other interested company employees in the teaching of classes on ergonomics and other occupational health related issues; Teaching classes on ergonomics and other occupational health related issues offered on a monthly basis, or as scheduled by the committee, for all Company employees; Conducting an annual survey on the health conditions of the drivers.

Transdev Services' support for this work will include: Payment of lost time for Union representatives with the mutual understanding that the Union will work cooperatively with the Company to avoid unnecessary disruption of services; Payment of Charter Rate for drivers who attend ergonomics training and other occupational health training; Material support in the form of stationery, copying, use of inter-office mail, etc.; Cooperation in the administration of the health survey and other work of the Committee; Assistance in the establishment of a computer data base incorporating the results of the health survey, Workers' Compensation statistics, and other pertinent data as identified by the committee; Facilitating operator/mechanic input to the Maintenance Evaluation Specialist for the purpose of suggesting specifications for new equipment purchases; Cooperation in the seeking of grant monies for the purpose of continuing the work of the Committee, funding ergonomically designed bus equipment, or other pertinent issues relating to the work of the Committee. The Committee's premises are: According



to the Bureau of Labor Statistics, the transportation industry is rated among the most dangerous to the health of workers; And that the Boston School Bus Drivers suffer an increasingly high rate of injury for reasons which include, but are not limited to, the absence of ergonomically designed vehicles, duration of employment, aging of the workforce, and increased risk factors associated with diesel powered fleets. The parties to this agreement seek to establish a data base which will verify the Committee's premise, identify and quantify other related issues, and use this information to reduce, mitigate, or eliminate those factors which negatively affect the health of the employees and the costs associated with work related injuries.

Licensing Procedure.

- (a) At the scheduled driver training sessions the trainer will instruct all drivers as to the procedure to be followed with the Company and the Union to collect and deliver licensing information to the appropriate licensing agencies. Drivers will be informed that failure to follow the established procedure will result in the driver's responsibility to deliver their own information to the appropriate licensing agencies.
- (b) Drivers will submit the necessary licensing documents to the company in a timely manner and the company will be responsible for timely delivery of same to the appropriate agencies.



- (c) The Company will arrange for a physician to be available at training sessions to perform the required physical examination.
- (d) The Company and the Union will jointly endeavor to arrange a special expedited procedure with the appropriate licensing agencies to handle the licensing of Boston School Bus Drivers as well as deal with individual problems that drivers encounter with these agencies.
- (e) The Company will permit drivers who are awaiting their license renewal to drive on their CDL on an emergency basis. If after this period of time the driver still does not have their license due to circumstances beyond their control, the driver may elect to take a voluntary layoff.
- (f) Time that a driver misses while awaiting their license renewal shall not be considered as absenteeism as defined in Article 17.

COMMERCIAL DRIVERS LICENSE (CDL)

- (a) The Company will cooperate with drivers who want to get, or to renew, a Commercial Driver's License (CDL).
- (b) The Company will provide CDL training classes every other Saturday / school holidays and on lay off weeks including but not limited to a minimum of one (1) 2-hour evening training per week. Special consideration will



be given to those who are unable to attend Saturday sessions due to religious belief.

TRAINING SESSION CREDIT

CDL and license renewal training sessions, normally scheduled for five (5) hour sessions on Saturdays, holidays, and during layoffs, shall be open to all drivers who wish to attend. Credit for these sessions shall be divided into segments, e.g. 8 am - 11 am, 11 am - 1 pm. Drivers may attend either or both two hour segments for credit, and may audit any segment of any session. Drivers arriving late shall be docked for that amount of time missed.

ABSOLUTE PREFERENCE IN HIRING

The Company shall give absolute preference in hiring to Local 8751 members as well as school bus monitors. The Company will provide access to driver training to these Local 8751 members and monitors. The Company agrees to promptly notify the Union of any monitors whose application for employment as a driver has been rejected and the reasons why. Those rejected will be retained on file for future consideration for one year from the date of application. The Company agrees to make the Training office available to monitors for advice and guidance regarding driver advancement and to provide access to upgrade training. The Company agrees to correct the seniority of any individual denied absolute preference as defined above. The Company shall have the discretion to



hire new bus drivers off-the-street should no monitors be licensed and available to start work immediately.

The Company agrees to offer CDL training to up to five Monitors per year. Effective July 1, 2017, the Company agrees to offer CDL training to up to seven Monitors per year.

DRUG/ALCOHOL SCREENING

The Company and the Union agree that all the students transported under the terms of this contract are precious cargo and of equal value. Accordingly, it is agreed that all operators (including 7D drivers) will be subject to Drug and Alcohol screening, pursuant to federal mandates, and in accordance with the following protocol.

- (1) The Union and the Company agree that pre-employment, post-accident, reasonable suspicion and random drug/alcohol testing will be conducted in accordance with Federal D.O.T. regulations. In order to promote full confidence in the fairness of the testing, the following procedures will be followed.
- (2) The testing pool will be made up of all CDL holders (drivers and management) and 7D drivers, and will be subject to random testing, in accordance with Federal D.O.T. regulations.



- (3) All drug testing records maintained by the Company will be kept separate from regular personnel files and be maintained in the strictest confidence. No test results for any employee will be shown or released to any third party (unless required by law) without the employee's express written consent.
- (4) Union employees subject to testing retain all rights under the contract including Article 13.
- (5) In the event an employee tests positive for controlled substances and/or alcohol, the employee will be immediately removed from service and will be encouraged to enroll in a recognized Substance Abuse Rehabilitation Program (SARP) in accordance with Article 11, Section 4, but in no event will the employee be permitted to return to duty until successful completion of such a program. The Company and/or the Union will assist the employee, if requested, in identifying and enrolling in a recognized program.
- (6) If the employee chooses to enroll in the SARP, the employee will be placed on a Medical Leave of Absence and have access to the Sickness and Accident Insurance while enrolled in the SARP. Should the employee refuse to participate in the SARP, or fail to successfully complete the SARP, the employee shall have no further entitlement to a leave of absence or the Sickness and Accident Insurance, and will be deemed to have abandoned their employment.



- (7) Upon certification by a competent medical authority that they have successfully completed a SARP, the employee will be permitted to return to duty, subject to Return to Duty and Follow-up testing in accordance with D.O.T. guidelines.
- (8) A subsequent positive test will result in discharge.
- (9) Random testing schedules will be set in accordance with operational needs, however the Company will make every effort to schedule such testing in a manner which will result in the least possible disruption of employees' personal schedules, appointments, etc. However, an employee may never refuse to submit to a required test.

Article 11 – Leaves of Absences

Section 1 - Parental Leave

Parental leave shall be treated the same as a leave for sickness or disability; an employee who is out on a parental leave shall be eligible for sickness and accident benefits as outlined in this Agreement. Whenever an employee shall become pregnant, they shall furnish the Company with a certificate from their physician stating the expected date of delivery. They shall be permitted to continue to work provided their physician certifies they are able to do so. If the company directs an employee to take a leave prior to the birth of their child, the employee's flat rate will be



maintained for the duration of such directed leave. For the purposes of this provision, a standby flat rate shall be determined as otherwise stated in this agreement. In the event that the employee's condition should be determined by their physician as rendering them unable to continue their work in a safe manner and without the probability of injury to them self or the fetus, they shall furnish the Company with a statement from their physician to this effect, and shall be granted a parental leave. The parental leave policy will comply with applicable Federal and State laws. This leave can be extended to a Child Care Leave.

Section 2 - Military Leave

An employee who is called to serve on active military service in the Army National Guard, the Air National Guard, or a reserve component of the armed forces of the United States shall be granted a military leave of absence. The Company will pay such employees the difference between their military pay and their normal flat rate pay, if the normal flat rate pay is higher. These employees (as well as employees who voluntarily enlist in the U.S. Armed Forces) shall continue to accumulate seniority during the military leave of absence. After discharge from active duty, the employee shall report to work within ninety (90) days and will be reinstated to their former position. All employees on a military leave of absence must present their official orders from the military branch commander-in-chief before approval is granted.



Section 3 - Bereavement Leave

All full time employees shall receive three (3) consecutive scheduled (or four (4) days in the case of out-of-state travel) work days of paid bereavement leave following the death of a father, mother, spouse, child, step child, sister, brother, grandparent, grandchild, or mother-in-law, father-in-law, brother-in-law, and sister-in-law. All full time employees shall receive one (1) work day of paid bereavement leave following the death of an aunt or uncle. All full time employees shall receive two (2) work days of paid bereavement leave following the death of an aunt or uncle in the case of out-of-state travel.

Spouse, for the purpose of this Agreement, shall include anyone with whom the employee lives in a marital like relationship regardless of whether a marriage ceremony has actually taken place. Likewise, stepchild shall include any children of a spouse in the above sense. An employee must identify in writing the individuals intended. Bereavement leave will not be paid for any day on which the employee is not scheduled for work. If the bereavement leave is taken on a scheduled work day, the employee will be paid an amount equal to that employee's average daily earnings during the then current payroll week. The Company reserves the right to request verification from the employee. Verification will consist of documentation that verifies the relationship of the deceased to the employee, funeral date, and location. Documentation may include one of the following:



- i. Death Certificate
- ii. Pamphlet given at the service
- iii. Obituary from the newspaper
- iv. Letter from the Pastor
- v. Letter from Funeral Director

Section 4 - Illness or Disability Leave

Illness or disability leaves of absence shall be granted by the Company. There shall be no limit on the lengths of such leaves. The Company reserves the right to request a doctor's certification no more often than once every thirty (30) days. Upon request of an employee to participate in a recognized Substance Abuse Rehabilitation Program (SARP), the company shall grant an illness leave of absence. The employee shall be re-instated to their former position in the bargaining unit upon successful completion of the program.

Section 5 - Jury Duty Leave

All employees called for jury duty shall notify the Company immediately upon receipt of the subpoena. Employees shall be paid for any time lost while on jury duty, including jury selection, provided that the employee shall turn in the court appearance certificate and jury fee, if any, before the Company will compensate the employee for the time lost, regardless of the length of time the employee is required to serve on jury duty. All holidays or Supplemental Unemployment Benefits for which the employee is otherwise eligible shall also be compensated. Each employee shall be required to furnish evidence of jury



service on a daily basis in order to receive credit for jury duty.

Section 6 - Blood Bank Leave

A reasonable number of employees with the approval of the Company will, upon request, be granted the "PM" portion of one day a personal leave with pay for the purpose of donating blood to a blood bank, provided there is no disruption to the operation of the City of Boston.

Verification of the giving of blood at the blood bank will be required. It is understood that this leave will not be considered time lost for purposes of the attendance bonus.

Section 7 - Emergency Leave

The duration of emergency leave shall not exceed fifteen (15) calendar days. The employee may request up to an additional fifteen (15) calendar days. The General Manager or designee will evaluate all requests on a case-by-case basis. Requests will not be unreasonably denied.

Emergency leave shall be granted to the employee upon notice to the Company with reason for such leave. If the employee so requests, payments for any past work due to the employee shall be made prior to taking the emergency leave, if possible. At the request of the employee, the Company will mail the paycheck to the employee's designated address. Emergency shall be defined as an important disruption in an employee's life, such as, but not limited to, death in the family, illness in the family, etc.



Employees will not unreasonably use this leave. During the course of the emergency leave, if the Employer determines that the leave is not or is no longer related to an emergency as defined in this section, the Employer may terminate the emergency leave with reasonable notice to employee.

Section 8 - Personal Business Leave

Personal leaves of absence may be granted by the Company. The leave will not be denied unreasonably. An employee requesting personal business leave of absence shall notify the Company as far in advance as possible.

Section 9 - Union Business

Any employee requiring leave due to union business shall be granted same by Company upon request. There shall be no limit on the length of such leaves. The Union will accommodate the efficient operation of the Company in the application of this Section. No more than fifteen (15) employees will be granted such leave at any one time. This does not include absences of less than one (1) week for union business which are covered under Article XVII. Individual employees on leave for union business will have their benefits maintained for up to six weeks.

Section 10 - Child Care Leave

An employee shall be entitled to a child care leave (related to the birth of the employee's child or the adoption by the employee of a child of less than seven (7) years of age) for



a period of up to two (2) years. At the end of the two (2) years, the leave may be renewed.

Section 11

Seniority shall continue to accumulate during military and Union business leaves of absence for the duration of the leave. Seniority shall be frozen for any employee on personal business leave for more than sixty (60) days from the date the leave was taken. Seniority shall be frozen after one (1) year for any employee on any other type of leave of absence.

Section 12

An employee's route will be held open for authorized leaves of absence of less than sixty (60) days, except for authorized leaves granted for personal business, in which case routes will be held open for authorized leaves of less than twenty-five (25) days. For requests for leaves of absence of more than sixty (60) days, or personal leaves in excess of twenty-five (25) days, the driver's route will be placed up for permanent bid, except for jury duty or medical leaves, (including Workers Compensation,) which will be placed up for permanent bid only by mutual agreement of the parties. When an employee whose route has not been held open returns from leave of absence the employee will bid on open positions or be placed on stand-by until the next bid if there are no open positions.



Section 13

The Company will copy the Recording Secretary of the Union and Chief Stewards in their respective yards on all leaves of absence documentation for all employees immediately upon granting such leave.

Article 12 – Seniority

Section 1 - Definition

Seniority is defined as the length of time an employee has been continuously employed within the bargaining unit. All union employees who are hired by the Company after August 1, 1985, as a result of a transfer of work to this Company from any other Company engaged in transporting school children for the City of Boston, and who were union members at the other company shall be placed on the seniority list in accordance with their position on the Union's City-wide School Bus Drivers Master Seniority List.

The Company will keep posted an updated City-wide School Bus Drivers Master Seniority List as prepared by the Company. Seniority lists will be posted in each yard one (1) month prior to each bid period (as described in section 7 below) and one (1) month prior to the anticipated end of the school year (as published by the Boston School Department), but not less than on a quarterly basis. Stewards and officers of the Union will be supplied with a copy of the Seniority list whenever it is updated.



Determination of Seniority position is the sole and exclusive domain of the Company. Any disputes regarding Seniority shall be resolved through Art. 13.

Seniority disputes arising from causes pre-dating this agreement will be handled according to the grievance and arbitration procedure outlined in Art. 13.

Section 2 - Accrual

Seniority shall commence after the completion of an employee's probationary period and shall be retroactive to that employee's date of hire. Seniority shall accrue only for employees who perform bargaining unit work for at least ten (10) hours per work week on a regular basis.

Section 3 - Termination of Seniority

An employee shall cease to have seniority and their employment with the Company shall be considered terminated for all purposes when any of the following occur:

- (a) Resignation or quit
- (b) Discharge after exhaustion of appeals
- (c) Absence from work without notice for a period of three (3) consecutive working days except for reasonable cause
- (d) Seniority during leave of absence is covered under Article XII, Section 11 of this Agreement



- (e) Failure to report or return to work within seven (7) Days following the termination of a leave of absence
- (f) Failure to return from layoff within one (1) week after receipt of notice by registered or certified mail by the Company sent to the employee's last known address.

Section 4 - Application

Seniority shall apply in the determination of eligibility for leaves of absence and in determining work selection as outlined in this Agreement, layoffs and recall.

Section 5 - Reduction in Forces

The Company agrees that there will be no layoffs in the 2018-2019 school year.

During the remaining two years of the contract the Company, after notice from the school department, will provide thirty (30) days' notice to the Union and will meet and confer with the Union about possible layoff. In the event of a layoff the Company will attempt to place drivers who are being laid off with other Transdev locations.

In the event that a reduction in force becomes necessary in the bargaining unit, employees will be laid off in reverse seniority order from the City-wide Seniority List.

However, a senior driver may elect to voluntarily take a layoff in lieu of a less senior driver; the Company shall have no responsibility to notify drivers not subject to layoff by virtue of seniority.



In the event that the only work available to a driver is paid at an hourly rate lower than the work that the driver had previously been doing, then that driver may elect to take a layoff rather than accepting the lower paid work. In such a case, the driver will only be recalled when work paid at the hourly rate they had previously been making becomes available; unless and until they inform the Company in writing that they are willing to do work at the lower hourly rate. In such case the recall provisions will apply when an opening occurs.

Section 6 – Charter Work (Additional Work- Field trips, Athletics, non-route shuttling, etc.)

The Company shall maintain eleven (11) separate seniority lists; two (2) Master Lists of all employees (Daily and Weekend/Holiday/Vacation) and nine (9) lists ranking the Employees within each of the former nine (9) school districts. A driver is considered to be assigned to the district of the last school of the morning run. The district seniority lists will be posted in each yard and will indicate Bus number, Driver Name and Seniority Number. The Company will designate a Charter Monitor for each terminal to have responsibility to administer the system. Charter work shall be bid and awarded by rotation from these seniority lists. The names and assignments of drivers who have been awarded charter work will be posted in all terminals. Charter work shall be posted on the bulletin board along with the appropriate seniority list, including



who is next in line for work. Charters may only be assigned on an emergency basis. This emergency work shall be limited to work for which the company had less than two (2) hours advance notice. If, in an emergency, charter work is given to an employee outside their place on the rotation, that Employee's name shall be skipped over the next time it comes up in the rotation.

There shall be no penalty for declining a charter award, other than the driver being passed on the seniority list. All charter awards will be available to stewards for inspection daily.

In the event of substantial modifications to the present charter system or new types of additional work, the details for implementing the bid system for this work will be negotiated between the Company and the Union prior to implementation.

Master Charter Work

Definition: Field trips and other charter work commencing at 4:00 PM or thereafter on week days, and weekends, vacation and holidays. Master Charter work shall be available to all employees on the basis of rotation from the Master Seniority List and shall be posted in all yards for bidding by all drivers, provided that the bidding driver can perform the work. All drivers who hold a CDL Class B license may bid on any charter requiring a CDL Class B vehicle.



There shall be two (2) separate rotations of the Master Seniority List for Master charters; one for weekdays and one for weekends and holidays.

Any violation of the above procedure will render the company liable for all losses.

District Charter Work

Field trips that fall within regular school hours (6:00 AM - 4:00 PM, Monday - Friday, except holidays) shall be posted and bid on by those drivers who regularly work within the appropriate district (based on the former nine (9) School Department configuration) on the basis of rotation from the seniority list of that district. Non-route drivers, city-wides and stand-bys, shall bid by seniority prior to the beginning of the school year upon their district.

A review of the above procedure regarding charter assignments may be initiated by the Union within the first ninety (90) work days of the contract. Upon written request for such review the parties shall begin negotiations within seven (7) days for a new procedure.

Section 7 - Selection of Runs

With regard to route bidding there shall be a preliminary bid prior to the start of the school year.

Following the selection of a route in the preliminary bid, drivers must make themselves available to do a Dry Run on



their selected route, after the bid and prior to the first active day of the route. Dry Runs will be paid at the charter rate. Drivers who fail to complete their Dry Run may be subject to progressive discipline.

A second bid will be conducted on the third Saturday of October; if possible, with resulting route changes to be effective on the fourth Monday in October, however this bid shall take place no later than the second Saturday in November, with resulting route changes to be effective on the third Monday provided that the new driver makes them self available for training on the new route on the Saturday and Sunday after the bid at the Company's discretion. This training will be paid at charter rate.

The routes available for bid in October will be limited to new routes, routes which have changed as indicated below, and routes of drivers who opt to bid.

A bid will be held for "Summer Work".

Other bids may be held with the mutual agreement of the parties to accommodate circumstances to include but not be limited to: newly created routes, hiring new drivers and vacated routes.

The Company shall mail notifications to the drivers' last home address of record two (2) weeks prior to the annual bidding. These notifications shall include the dates on



which the routes will be posted and their locations; the date, place and time of the annual bid; and bidding procedure.

Route sheets will be posted for a minimum of three (3) working days before each bid. These sheets will contain the following information: the vehicle number and type, the time assigned to each route (flat rate); the name, location, and scheduled arrival and dismissal time of each school on the route sheet; the list of stops for each trip including arrival and departure times; and an indication of how many children are scheduled to board the vehicle at each stop and which days each stop is to be considered active. All the above information shall be complete and up to date on the day the bid is held. If new information is included on the route sheet which has been updated subsequent to the posting of the routes for viewing, this information will be highlighted to indicate the change and the flat rate cover sheet will also be distinctively labeled "CHANGE". This information is deemed to be substantive economic information upon which a driver exercises their Seniority bid rights. Any error or omission in, or subsequent change to the information provided on the route sheets when bid upon may be the basis for a flat rate re-evaluation, or for a grievance to be filed in accordance with Art. 13., or both.

If either during the bidding process or during the course of the year a route is so modified by the School Department that its flat rate is increased by five (5) hours or more per



week, it will be placed for bid at the next scheduled bid date for the bargaining unit.

Bus drivers unable to attend the bidding due to illness or other valid reason shall delegate their bidding in writing to another person of their choice, who shall bid for them.

Drivers on a medical leave of absence, (worker's compensation, illness and disability leave, etc.,) shall be permitted to bid providing the driver has a doctor's certification on their condition and probable date of return to work.

If any employee does not report at their designated bid time, they will be passed over until they report. They will then bid when they report, but will have no claim for routes already bid upon because of their tardiness.

The time assigned by the Company to each route (the flat rate) at the beginning of the year shall be the guaranteed minimum pending any change which may result from a re-evaluation process which may be initiated by the driver or the Company.

Newly created routes will be put up for bid for the bargaining unit as they become available.

In the case of a driver whose route flat-rate has been reduced, the original flat-rate shall apply at all times until the next bid period. It is understood that the Company may



assign work to any driver whose flat-rate is being maintained through the above provisions.

PART TIME EMPLOYEES

Part time employees will be allowed to share runs with other such employees, providing the following requirements are met:

A part time employee may be awarded a run providing another part time employee also bids on the run in question and their mutual work hours meet the requirements of the run.

No part time employee shall be permitted to work mid-day routes only.

Each part time driver is responsible to maintain a partnership with another part time driver, so that an entire daily route assignment is shared between the partners, and the partnership functions as a single full time driver. This requirement shall apply to regular routes, as well as standby positions.

For the purposes of Article XVII, a part time driver who is absent from their daily work assignment shall be deemed to have been absent except that a part time driver absent for a mid-day report only shall be assessed one-half (1/2) day of absence.



No more than 8 routes (up to 16 drivers) per year shall be split through the life of this contract.

Section 8 - Stand-by Seniority

The Company will continue its current practice of posting 14% stand-by's.

(a) Definitions:

Slotted regular stand-by positions in numerical order (e.g. 1 - 15) all shall be bid by the entire membership. These stand-by slot positions shall be treated as a route bid in all aspects. Any newly created stand-by slot positions shall be treated as newly created routes for the purposes of bidding. Regular stand-by drivers shall replace drivers on a daily basis who are absent or otherwise not available for work. It is understood that a stand-by award shall include all work assigned to the original driver, including charters, ORC's, mid-days, etc. City-wide stand-by positions in numerical order (e.g. 1 - 6) shall be bid by the entire membership. These city-wide slot positions shall be treated as a route bid in all aspects. Any newly created city-wide positions shall be treated as newly created routes for the purposes of bidding. It is understood that the job description of a city-wide is to perform emergency work as directed by dispatch.



A driver returning to work from an LOA who has relinquished their route bid, newly hired drivers and drivers who after a scheduled route bid have no regular route bid assignment, shall be assigned a new, next lowest stand-by slot until the next scheduled bid.

LIGHT DUTY

The Company shall allow drivers on workers' compensation or medical leave status to return on a light duty basis with the goal of allowing the driver to return to full active status when they are able. This light duty status will be implemented upon the driver's release to return to duty by their Doctor. The light duty activities assigned to drivers will include the AM or PM portion of their bid route.

- (b) From 5:00 a.m. to 5:15 a.m., and again from 12:35 p.m. to 12:50 p.m., stand-by drivers will be permitted to review the routes posted by the dispatcher for bid. At 5:15 a.m. and at 12:50 pm, all Stand-by drivers will select routes from among those posted for bid according to Stand-by slot number. After all Stand-by drivers have selected a route or waived their turn to select a route, management may assign in order of reverse seniority any remaining unselected routes to Stand-by drivers who have elected to waive their turn to select a route, assigning the route with the lowest flat rate available to the least senior Stand-by, and the



route with the next lowest flat rate to the next least senior stand-by, etc.

- (c) Open routes with report times prior to 5:30 a.m. will be given to citywide drivers who will do trip (1) of each such route. These open routes will then be posted for bid at 5:00 a.m. for stand-by drivers to select at 5:15 a.m. These routes will be labeled with the citywide slot covering trip (1). Stand-by drivers selecting or assigned such routes at the 5:15 a.m. bid will complete the portion of said routes, beginning with trip (2) on which they bid (am and/or mid and/or pm). If there are more "early" routes than can be covered by the existing number of City-wide drivers, additional City-wide positions will be created by the Company and will be bid upon as set forth in Section 8 (a) above. If a City-wide driver is not present to perform their route by 5:15 am, that route will be posted for bid to the Stand-by drivers.

City-wide report times are as follows:

AM Flat Rate – 5:00 am to 12:30 pm

PM Flat Rate – 12:30 pm to 5:00 pm

Stand-by report times are as follows:

AM Flat Rate – 5:00 am to 7:45 am

PM Flat Rate – 12:35 pm to 4:05 pm



- (d) If, at the time of assignment or selection by a stand-by driver, a route is open due to leave of absence or other cause for longer than one day, the route shall be bid upon for three days as in (b) and (c) above. The fourth day, the Stand-by driver who selects or is assigned such a route shall remain with that route for the duration of the regular driver's absence, retaining both the indicated flat rate for the route and Stand-by time. If the Stand-by driver selects or is assigned a certain route and the regular driver subsequently appears to do the route before the Stand-by driver has left the yard, then the Stand-by driver shall be paid a minimum of that route's flat rate for the report period. The Company will provide a form documenting Stand-by driver "lock-ins" with a copy provided to the Chief Stewards.

Section 9 - Shuttle Buses, District Buses, "All-Day" Buses

Lunch Period:

A route posted for bid with a lunch period deduction will allow the Employee to take a lunch period beginning between the hours of 11:30 AM and 1:00 PM. The Employee will be allowed to return to the bus yard to document this lunch period (punch in, punch out). If the Company requires a driver to work through the lunch period, then the driver shall be compensated for the lost lunch period. If the company fails to notify the driver before 10:30 AM that they are required to work through the



lunch period, the driver will have the option of refusing the work. If the driver is required to work through the lunch period more than five (5) times in one month, the flat rate shall be revised.

Definitions:

Shuttle Buses are buses routed to perform stand-by type work, primarily of a "home to school" nature during the "mid-day" portion of the route usually for a School District or for a specific school (e.g. South Boston H.S.). District Buses are buses routed to perform scheduled type work, primarily of a "field trip" nature during the "mid-day" portion of the route usually for a School District or a specific school. All-day Buses are buses routed to perform stand-by type work, primarily of a "home to school" nature, for the entire route assignment, usually for a School District or a specific school.

Shuttle Buses and All-day Buses shall be paid at the report rate for all report period work performed (including but not limited to a.m., p.m., and mid-day report periods). District buses shall be paid at the report rate for all standard daily transportation and Stand-by time. Report rate guaranteed minimums shall not overlap nor apply to field trip work performed during the period of District assignment.

Drivers performing the above mentioned types of route assignments shall be allowed three (3) breaks per day totaling no more than one (1) hour of paid time. Such



breaks are to be taken no more than five (5) minutes from the on-site assignment and will be subject to reasonable work-schedule constraints. If the route is posted for bid with a lunch period deduction, then the drivers will be allowed two (2) breaks totaling one-half (1/2) hour paid time in addition to the lunch period.

Drivers shall not be required to perform work unrelated to transportation.

Section 10 - Route Evaluation Procedure

FLAT RATE RE-EVALUATION PROCEDURE

Drivers will be paid their flat rates for work performed during the flat rate period. If a driver requires additional time to complete their route as posted at the previous bid or as a result of subsequent route changes, the driver will apply to their terminal manager for a new flat rate. The Company shall be allowed ten (10) work days from receipt of a driver's flat rate change application to complete a route re-evaluation. The Company shall be allowed fifteen (15) work days in the case of the first day of school (September start up).

Such evaluation will include all the time necessary for the driver to complete the route as it was posted for bid and including any subsequent changes to the route including but not limited to additional stops, additional school routes, inaccurate school dismissal times, and reasonable additional time - time to sweep out the vehicle, make a



circle check, fill out any necessary paper work of a consistent nature, obtain necessary replacement vehicle, and other work related activity.

Upon re-evaluation, a finalized flat rate will be established. Dissatisfied drivers still retain grievance rights under the Contract. A steward may be present during such re-evaluation. The company will appraise drivers of this right. A copy of all flat rate change applications shall be given to the chief steward .in each yard, including the terminal manager's decision on the change request.

Drivers who make fraudulent requests may be subject to disciplinary action.

If the company does not make a route re-evaluation within ten (10) days of receipt of the driver's application, the company will accept the driver's application and adjust the flat rate accordingly.

PRE-TRIP PREPARATION

The parties agree that the flat rates for routes shall permit twenty (20) minutes for trip preparation and required safety pre-check per report. It is agreed by the parties that all the flat rates presently in place are presumptively properly rated. If individual exceptions exist, they shall be dealt with in accordance with Article XII S.10.



ROUTE PROBLEMS

The Union, the Company, and the School Department agree to establish a procedure whereby routing problems may be corrected.

(a) Scheduled Route Issues

If the driver believes a route is untimely they shall notify their supervisor. The supervisor shall conduct an examination of the route and provide the driver with the results of the findings within two (2) working days.

If the union is unsatisfied with the results of the findings, the union may forward the problem to the Director of Transportation for reconsideration. The Director will respond within five (5) working days.

If the union is unsatisfied with the decision of the Director of Transportation, the union may send the dispute to the procedure outlined in section C.

A **Route Review Committee** will identify and attempt to resolve routing problems as well as to facilitate the work of the Route Review Panel outlined in Article 12 section 10, Route Problems, section C.

The Route Review Committee shall meet, when necessary, during the regularly scheduled operational committee meetings.

The Operational Committee meetings will be held every other week (i.e., twice per month) at mutually agreeable



dates and times. The Operational Committee shall consist of seven (7) representatives from the Union (including the three (3) full- time Union officers) and at least two (2) representatives of management.

Operational Committee meetings will normally not exceed a two (2) hour period. Special meetings may be held at the request of either party. The Company shall provide payment of lost wages for drivers working on the Operational Committee.

When possible, in order to facilitate meaningful discussions, the parties shall exchange agenda items at least two (2) work days before each regularly scheduled Operational Committee meeting date.

(b) Route Safety Issues

The parties agree that in cases of overcrowding of buses (based on actual ridership) in violation of law the parties shall proceed as follows:

The union shall report the alleged violation to the company and the Director of Transportation. The Director shall render a decision within three (3) working days. If the union is not satisfied with the response it may proceed to expedited arbitration under Article 13 of the Labor Agreement.

(c) Miscellaneous

In other cases where the union alleges a violation of state or federal law the parties shall proceed as follows:



A panel consisting of two (2) representatives from the bus company (if the work is contracted out), the School Department and the Union will meet weekly on request of the union to consider such problems.

If the union is not satisfied with the determination of the panel it may appeal to the Superintendent of Schools.

Section 11 - Extra Report Rate Work of a Regular Nature

Definition: ORC's, Late Buses, ELC, Project Promise, Therapies, etc.

Extra report rate work of a regular nature shall be bid by all employees on the basis of seniority. The time assigned for each bid trip will be added to the driver's guaranteed flat rate. Drivers holding extra work of a regular nature shall be responsible to cover that work at all times. A driver shall not hold more than one extra regular assignment unless no one else bids for the work. Drivers must bid a route with an assigned bus in order to hold an extra regular assignment.

Section 12 - Exception Time Reports

Drivers will be paid at the report rate for all time worked in excess of their flat rate for all routes assigned during a report period. This additional time may include but not be limited to time spent during breakdowns, in heavy traffic, as a result of student disciplinary problems, report writing.



Drivers who work such time beyond their flat rate shall file an exception time report. Drivers who have filed an application for a flat rate change as in section 10 above shall complete exception time reports until a finalized flat rate is established.

Section 13a - Mid-day Stand-by Slots

The Company will establish an appropriate number of Mid-day Stand-by slots to be bid on a daily basis.

Section 13b - Evening Citywide Slots

In order to ensure timely backup service for Late Runs, ELC's, and other school or charter runs which start or continue later than 5:15 PM, the Company will post each day in each Terminal two (2) Evening Citywide positions to be bid during the Morning Report by seniority to Standby Drivers. The minimum hours for this position shall be from 5:00 PM until 7:00 PM. These hours may be extended by the Dispatcher to meet operational requirements. In no event shall an Evening Citywide driver fail to be available to the Dispatcher by radio or in person at any time during their assignment unless released by the Dispatcher. To be eligible for this bid, the Standby Operator must meet the following criteria:

- (a) Must not have another, conflicting assignment.
- (b) Must be able to drive any school vehicle assigned to their Terminal.



- (c) Must be ready, willing, and able to provide coverage, at the direction of the Dispatcher, for any route or charter, in-City or out-of-City, regardless of whether or not the work to be performed originated at their Terminal.

Section 14

It is understood that all charter work will be bid as provided by this agreement. Stand-by drivers will not be arbitrarily used to perform assigned work which should be bid.



Article 13 – Grievance and Arbitration

Section 1

The purpose of this Article is to establish a procedure for the settlement of grievances between the employees, the Union and the Company. The parties recognize that most problems will be discussed and resolved between the employee, the Union steward and the aggrieved employee's immediate supervisor. Such informal settlements are encouraged. A "grievance," as used in this Agreement, is defined as a complaint or request of an employee covered by this Agreement which involves the interpretation or application of, or compliance with, the provisions of this Agreement. If a grievance is not resolved in this informal manner, the following procedure shall apply:

STEP 1. Any employee with a grievance shall have the right to present and discuss the grievance with their supervisor and to have such grievance adjusted with the Union steward present, if the employee so requests representation by the steward at this meeting. Grievances must be presented in writing to the employee's supervisor within twenty (20) working days or thirty (30) calendar days, whichever is greater, of the occurrence or omission that gave rise to the grievance or within twenty (20) working days or thirty (30) calendar days, whichever is greater, of the time the grievant and the Union should reasonably have had knowledge of said occurrence or omission. Upon receipt of the grievance, the supervisor



shall attempt to adjust the matter and shall respond to the steward and the employee in writing within ten (10) working days.

STEP 2. If a satisfactory settlement is not made of the grievance in Step 1, the grieving party shall, within five (5) working days after receipt of the answer in Step 1, present the grievance in writing to the Manager of the Company or their designee who shall, within ten (10) days, discuss the grievance with the employee and the steward and/or a Union official. Within seven (7) working days of the discussion of the grievance, the Manager of the Company or their designee shall render a decision in writing stating all reasons for their decision. A meeting between Union and Company to discuss grievances in Step 2 shall be scheduled at least once a month if necessary.

The Company recognizes that proper notice of Step 2 and other grievance meetings is a necessary component of timeliness, and that the Union and grievants have a right to sufficient time to prepare their case(s). The Company agrees that all stewards and grievants involved in grievance step meetings will be notified by the Company in writing at their respective yards of the time and place of the grievance hearing at least forty-eight (48) hours in advance. The Company will endeavor to schedule grievance meetings in the yard where the grievant(s) and steward(s) filed the grievance(s), in order to facilitate efficient attendance and witness availability. The parties may also agree to schedule



hearings at the Union office and at the Company's main office. A company-supplied sign-up sheet will be sufficient payroll documentation for step grievance meetings.

STEP 3. Arbitration. If the grievance is not resolved in the foregoing steps of this Article either party may submit the matter to arbitration within thirty (30) calendar days after the receipt of a written answer in Step 2. The party desiring arbitration shall notify the other party and they shall thereupon attempt to agree to an arbitrator. In the event that the parties cannot reach agreement within thirty (30) days, the dispute shall be submitted to the American Arbitration Association under the Voluntary Labor Arbitration Rules and Regulations. The decision of the arbitrator shall be final and binding on all parties. The arbitrator shall have no authority to add to, subtract from, change, disregard or modify any of the terms of this Agreement. The cost of the arbitration assessed by the American Arbitration Association and the arbitrator shall be borne equally by the parties. Unless otherwise mutually agreed, each arbitration proceeding shall deal with not more than one grievance, unless the grievances are related.

Expedited Arbitration

The Union or the Company may submit any grievance to expedited arbitration within twenty (20) calendar days after the receipt of a written answer in Step 2 by mailing or delivering written notice to the other party. The grievance



will be heard and decided on an expedited basis (with a brief opinion) by one of a permanent panel of arbitrators.

The parties shall maintain a panel of five (5) arbitrators. The Company and the Union will meet to select the five (5) arbitrators for the panel, who will maintain availability to hear and decide cases at least once every sixty (60) days. The panel will consist of two (2) chosen by the Union, two (2) chosen by the Company, and one (1) either mutually agreed to, or if no agreement, one (1) selected by the American Arbitration Association. If a vacancy exists on the arbitration panel, the parties shall attempt to mutually agree on a replacement. If no such agreement can be reached, the parties will request that the American Arbitration Association select a replacement arbitrator for the panel. If an equal number of vacancies exist simultaneously, the parties shall each select a replacement for the panel.

Grievances awaiting arbitration will be assigned in rotation to panel members unless that particular arbitrator is not available during the next sixty (60) days, in which case they may be skipped in the rotation. Grievances will be scheduled for arbitration according to the following order of priority: Priority One – Terminations (in chronological order); Priority Two – Suspensions of more than five (5) days (in chronological order); Priority Three – Group or Class Action Policy grievances (in chronological order); Priority Four – all remaining grievances (in chronological



order). The parties may mutually agree to schedule a grievance for arbitration outside the normal priority order.

The decision of the arbitrator shall be final and binding on all parties. The arbitrator shall have no authority to add to, subtract from, change, disregard or modify any of the terms of this Agreement. The cost of the arbitration assessed by the arbitrator shall be shared equally by the parties. Also, the rules governing the expedited arbitration process (e.g. no briefs, prior framing of issues, etc.) are as follows:

It is the intent of expedited arbitration to provide a streamlined and simple process to hear and decide disputes. With this objective in mind the following guidelines will be employed in expedited arbitration;

- (1) The issue for expedited arbitration will be framed prior to the expedited arbitration hearing. In the case no agreement can be reached as to the issue, the Union and Company will submit their respective framing in writing to the arbitrator and allow them to frame the issue. The issue (or respective framings) will be conveyed to the arbitrator at least one week prior to expedited arbitration.

The Union and Company will endeavor to reach agreement on all joint exhibits and stipulated facts prior to the expedited arbitration hearing. The parties will provide copies of their respective exhibits to each other prior to the expedited arbitration hearing where possible.



- (2) The cases will be presented orally, including opening and closing arguments and conclusions. There will be no submission of written briefs. Both the Company and the Union reserve the right to file a post-hearing brief following any arbitration hearing.
- (3) If bargaining unit employees are required as witnesses the Company will cover the portion of their routes necessary and pay lost time. The Union will co-operate in scheduling such witnesses so as not to disrupt operations.
- (4) The arbitrator shall render their decision with a brief written opinion by the close of business of the last day of expedited arbitration hearings.
- (5) It is understood that this process should be abbreviated. Expedited arbitration cases should normally take no more than one day.

Section 2

In the processing of any grievance or dispute, the Company will make available for inspection in its own office any pertinent Company records to any authorized representative of the Union.

Section 3

The Company shall have the right to initiate Step 2 of the grievance and arbitration procedure with respect to any grievance, dispute or difference. Such initiation shall be by letter from the Company to the Union.



Section 4

The time limits specified in this Article shall be deemed to be substantive provisions and failure to observe each and every such time limitation shall be a complete bar to any further action by reason of such grievance, unless extended by written consent signed by the Company and the Union. In the absence of any such mutual agreement, then the failure of the Union to process a grievance within the above time limits shall constitute a waiver of the particular grievance and the failure of the Company to schedule a meeting or provide a written answer within the above time limits shall constitute an acceptance of that particular grievance. The terms "working day" and "working days" wherever used in this Article shall mean and include any calendar day during the regular school year when Boston Public Schools are in general session for students. Time limits will be held in abeyance during all school vacation/layoff periods except that, for drivers who work during the Summer Recess only, grievances may be processed in accordance with the above time limits by mutual agreement between the Company and the Union. Such agreement shall be in writing and signed by the parties or the time limits will be deemed to be in abeyance until the start of the Fall Semester for Boston Public Schools.

Section 5 – Drivers in the Grievance Procedure

Make Whole Awards - Drivers who have been terminated from employment and have active grievances will be



permitted to designate a route at the bids including Summer Work. Should the driver be awarded a make whole remedy by an arbitrator, the make whole award will be based on these bid selections. Drivers who have been terminated from employment and have active grievances regarding their termination will have access to training, physicals and licensing.

Article 14 – Discharge and Discipline

Section 1

The Company shall have the right to discharge, suspend, or discipline any employee subject to the terms of this Agreement for just cause.

Section 2

Any grievance relating to the discharge or discipline of an employee may be taken up and determined under the grievance and arbitration provisions of this Agreement except that an employee may be terminated during their probationary period without recourse by the employee or the Union.

Section 3

If the School Department requires the Company to remove a driver from a run the Company will so notify the Union, and the Union may attempt to adjust the matter with the School Department pursuant to its agreement with the School Department. If the School Department and the



Union are unable to reach agreement regarding such removal, the removal will be subject to the Grievance and Arbitration procedure of this Agreement. Final determination in these cases shall be rendered within thirty (30) calendar days from the School Department action requiring the Company to remove a driver.

Procedure To Be Followed As Per Agreement With The City

- (1) If the Director intends to enforce Article 4.2.1 of the School Committee's contract with the bus companies because it has come to the Director's attention that a driver was convicted of a criminal offense rendering them ineligible under the mandatory disqualification policy, the Director shall direct the bus company to notify the driver of the impending rejection and to suspend the driver without pay for up to ten (10) working days. If the driver elects an appeal within five (5) working days of the date of the suspension, the Senior Officer for Implementation, or designee, shall afford the driver an appeal hearing within the period of the suspension. At the end of the ten (10) day suspension, the driver shall be deemed rejected.
- (2) If the Director intends to enforce Article 4.2.1 of the School Committee's contract with the bus companies because it has come to the Director's attention that a driver was convicted of a criminal offense that might



render them ineligible under the discretionary disqualification policy, and the Director intends to convene the discretionary panel, the Director shall direct the bus company to notify the driver of the possible rejection and to suspend the driver with pay until the panel makes its determination. The panel shall be convened within ten (10) days of the Director's notification. If the panel determines that the driver should be rejected, the Director may reject the driver forthwith, and the driver shall have appeal rights as outlined in paragraph 6.

- (3) If the Director intends to enforce Article 4.2.1 of the School Committee's contract with the bus companies in other than disqualification cases, the Director shall direct the bus company, in other than extraordinary cases, to place the driver on a paid suspension pending full School Department investigation and decision. The final determination of the School Department shall be subject to appeal under section 6 below and/or directly to expedited arbitration.
- (4) When the Director orders a driver suspended under paragraph 3, he shall provide the driver with a specific reason, in writing, including, if known, the time and place of the alleged occurrence of which the driver is accused, and the driver shall have the right to submit a written explanation or refutation to the Director within five (5) working days of the date of the Director's charge letter.



- (5) Upon receipt of the written explanation or refutation, the Director may extend the suspension under paragraph 3 for further investigation; authorize the driver to return to work; or reject the driver.
- (6) In accordance with Article 4.2.2 of the School Committee's contract with the bus companies, a driver who has been rejected or terminated may appeal to the Senior Officer for Implementation, or designee, within five (5) working days, and the Senior Officer or designee shall afford the driver an appeal hearing within ten (10) working days of the receipt of the appeal. A driver who is on paid suspension at the time he makes an appeal to the Senior Officer for Implementation, shall have the suspension continued with pay until the Senior Officer, or designee, has rendered a decision.
- (7) At the hearing, the driver may be represented by the Union and/or by legal counsel. However, the hearing shall be informal, and the legal rules of evidence shall not be strictly enforced. All evidence against the driver must be disclosed at the hearing, so that the driver will have the opportunity to rebut it. Any evidence not presented at the hearing may not be considered by the Senior Officer or designee in making a determination. The Senior Officer shall notify the driver of their decision within two (2) working days of the date of the hearing. Such decision will be addressed to the driver and shall be delivered to the driver at the appropriate



yard through the Company. A copy will be delivered to the appropriate steward in the same manner.

- (8) Whenever any driver is authorized to return to work by the Director or the Senior Officer after an unpaid suspension, the driver shall be reimbursed for time lost from work due to the suspension.
- (9) A driver rejected under the provisions of Article 4.2.1 shall have the right to initiate arbitration proceedings under Article 13, Section 1, Step 3. The driver, the Union, and bus companies and the School Committee agree to be bound thereby.
- (10) All parties retain their rights under applicable law.
- (11) The Director will make reasonable efforts to ascertain the identity of an accused driver and the facts of the allegations before imposing an unpaid suspension.
- (12) In the absence of any subsequent criminal offense, no current driver with a criminal record shall be subject to rejection or other adverse action not already taken by the Committee or the Companies.
- (13) The provisions of this memorandum shall apply only to actions taken by the Director of Transportation under Article 4 of the City Contract and shall not be construed as applying to actions taken by the Companies.



Section 4

Notice of discharge or discipline shall be sent by the Company to the employee immediately, in writing, and a copy of such notice shall be sent to the Union at the same time.

Section 5

Prior to the imposing of any discipline, the incident giving rise to the contemplated discipline will be discussed with the driver and union steward if the driver desires the steward to be present. The Company will notify the Union before the meeting is held. In the case of discharge or suspension of one (1) week or more the Terminal Manager will represent the Company in the meeting. If another meeting is necessary, it can be called by either party. Also, in the case of discharge or suspension of one (1) week or more, the Union may process any grievance which is filed in protest of such action by moving the grievance to Step 2 of the grievance procedure and a Step 2 grievance meeting will be held within seven (7) working days of such grievance being filed.

Section 6

All company investigations will be conducted prior to the imposition of discipline. Employees will not be suspended without pay pending investigation.



Section 7

Imposition of discipline shall be no later than fourteen (14) working days from the day of the Company's knowledge of the incident which gave rise to such discipline. If the Company requires additional time to conduct the investigation, the Company and the Union shall mutually agree as to the length of the extension. In the case of a charge/allegation of sexual misconduct the time for investigation may be extended.

Section 8

In the case of an employee alleged by an agency other than the Company to have committed a criminal act arising out of employment, the employee shall be placed on a paid suspension. An employee who is charged with a crime arising out of employment and whose school bus certificate is suspended or revoked shall be placed on a paid suspension for ninety (90) work days. At the end of the ninety (90) work day period, the driver will be placed on an unpaid suspension pending the resolution of the case. If at the close of the criminal proceedings the driver prevails (dismissal of charges or exoneration), the unpaid portion of this suspension and the driver's legal fees (as set out in Appendix B) shall be paid. It is understood that, with respect to the above type of cases, the parties maintain rights to all other sections of the collective bargaining agreement.



Section 9

In the case of an employee alleged by an agency other than the Company to have committed a criminal act not arising out of employment, the employee shall be placed on unpaid suspension pending the resolution of the case. It is understood that with respect to the above type of cases, the parties maintain rights to all other sections of the collective bargaining agreement.

Article 15 – Union Activities

Section 1

The Company will allow discussion of Union business, the distribution of Union material or other Union activity on Company property as long as it is not disruptive of the operation.

Section 2 - Stewards

The Company agrees to recognize such Union stewards duly appointed by and acting as agents of the Union who may receive complaints and process grievances through the grievance procedure. The Union shall provide the Company with a current written list of such stewards and alternates, if any, indicating their areas of responsibility. There shall be one (1) steward for every twenty-five (25) employees or fraction thereof. Any elected officer of the Local Union may act in the steward's place. The number of alternates may be equal to the number of stewards. The



Union will provide the Company with a current list of elected Union officers.

Section 3

An International Union Representative of the United Steelworkers, AFL CIO CLC, may enter the Company's property on Union business, at reasonable times. Officers of the local Union, not employed at the Company, shall have unlimited access to the Company property.

Section 4 - Definition - Union Lost Time

Union lost time is that time an employee is approved to conduct union business and which, under normal circumstances, the employee would be engaged in scheduled work for the Company. Such leave shall be either paid or unpaid depending on the provisions of this Article. No Union lost time shall be paid unless it has been previously approved by the Company and the employee would have normally been scheduled to work by the Company during the time frame of the Union leave. The Union will accommodate the efficient operational needs of the Company in the application of this Article and the Company reserves its right to deny any Union lost time request based on its sole determination of operational need.

Section 5 - Unpaid Union Lost Time

An employee may request unpaid Union lost time for those Union activities that do not involve a meeting with representatives of the Company. Such request is subject to



the approval of the Company based on operational need. The request shall be made on a form provided by the Company and shall include the nature of the union business, the length of time needed to conduct the business and the location of the business. Every effort should be made to submit such request at least twenty-four (24) hours in advance of the business.

Section 6 - Paid Union Lost Time

A Union Steward or other duly appointed Union official may request paid Union lost time for Union business that involves a meeting with representatives of the Company such as grievance meetings and contractual labor-management committee meetings or contractually sanctioned Union Committee meetings.

Such request is subject to the approval of the Company based on operational need. The request shall be made on a form provided by the Company and shall include the nature of the Union business, the length of time needed and the location of the Union business. The request must be made at least forty-eight (48) hours in advance of the actual meeting. The Company may approve requests made under emergency conditions that are less than forty-eight (48) hours.

Section 7 - Union Officers on Full-time Leave

The Company will allow three (3) Union Officers designated by the President, to be placed on full-time



Union lost time during the regular school year and one (1) Union Officer during the summer break, in order to conduct official Union business that directly relates to issues that may develop between the Company and Union in the daily operation of the Company's business and the administration of the Union. Such approval is based on and subject to the following conditions:

- The Union officers shall be paid at a rate equal to a City-wide Stand-by position.
- The Union officers shall submit to the Region Vice President of the Company, on a weekly basis, a time sheet that details all Union business conducted on a daily basis. Such weekly payments shall be based on the activities described on the sheet and the sheet must be submitted on each Monday by 9:00 am. Failure to submit the weekly time sheet or late submission of the weekly time sheet may result in non-payment of the flat rate.
- The Union officers must be available to drive if there is an operational need and failure to report once contacted and directed to a specific terminal may result in withholding of lost time payments and possible disciplinary action.
- Each Union officer must provide the Company with a phone number where the officer can be reached.



Additionally, the Company will provide each Union Officer with a pager device for communication purposes.

Section 8 – Union Space At Bus Terminals

As needed, the Company shall provide stewards with the use of a room at each bus yard for meetings with employees. The Company shall also provide a secure space for the chief stewards. to maintain union files on site at each bus yard.

Article 16 – No Strikes, No Lockouts

Section 1

The Union agrees that there will be no strikes, stoppages of work, or slowdowns during the life of this Agreement.

Section 2

The Company agrees not to conduct a lockout during the life of this Agreement.

Section 3

The Union agrees that in the event of any violation of Section 1 of this Article the Union will immediately order that such violation cease and that the work be fully resumed. The Company will not take any legal or administrative action until the Union has immediately ordered such violation cease and the work be fully resumed.



Section 4

The Company may impose any disciplinary action including discharge of any or all of the employees involved in a violation of Section 1 of this Article.

Article 17 – Absenteeism and Tardiness

Any employee who, because of sickness or other disability, or for any other reason, is unable to report to work on any day on which they are scheduled to do so, must notify the appropriate supervisor of such fact at least two (2) hours prior to their scheduled reporting time for work after the morning report period on that day, if possible; and at least one-half (1/2) hour prior to their scheduled reporting time for the morning report period, if possible. An employee's failure to comply with this Section may be the basis of disciplinary action.

Approved leaves of absence shall not be counted as absenteeism for disciplinary purposes. An employee shall not be subject to discipline for absence due to union business provided the union has notified the Company in accordance with the provisions of this Article. An employee shall not be subject to discipline for absence due to illness provided said employee furnishes a valid excuse from a doctor. In no case shall an employee be subject to discipline for absences totaling less than five (5) days per school year, provided said employee has followed rules regarding notification of Company to the best of their ability.



If the regular driver is late reporting to work, the regular driver shall have the right to do the run provided that the standby driver has not begun their inspection check. If the run has been given to a standby driver, the late regular driver will not be paid the minimum report guarantee unless given other work. Once a quarter, at the regular driver's discretion, the regular driver may use their PTO when other work is not available. Said request must be (a) made on the day of the late report and (b) directly to the regular driver's branch manager.

The regular driver will not be considered late until five (5) minutes after their report time. No run will be given to a standby driver until five (5) minutes after the report time of the regular driver.

It is understood that it is not the intention of the Company to punish an employee for being absent from work. However, the parties acknowledge that the Company will review each individual employee's attendance record on an individual basis. The parties agree to work together to resolve these problems. The Company reserves the right to suspend and/or terminate from employment those employees who do not attempt to correct their attendance problems.

Article 18 – Management Rights

Except as there is contained in this Agreement an express provision limiting the rights of discretion of the Company,



all rights, functions and prerogatives of the management of the Company formerly exercised or exercisable by the Company remain vested exclusively in the Company. Without limiting the generality of the foregoing, the Company reserves to itself the right to manage and operate the Company; to determine the hours, schedules and assignments of work and work tasks; to promulgate work rules; to determine the standards of performance and to maintain discipline, order and efficiency; to determine the number of employees at any time; to determine employee competency; to hire, suspend, discipline, transfer (of operations and not of individual drivers), promote and demote for just cause; to layoff employees for lack of work or for other reasons; to assign, delegate, subcontract or transfer any obligation, interest, or right arising under the City Contract pursuant to the terms thereof. Prior to new work rules being implemented, such rules will be discussed with the Union.

Article 19 – Scope of Agreement

Section 1

This Agreement constitutes the entire Agreement of the Company and the Union arrived at as a result of collective bargaining negotiations, except such amendments hereto as shall be reduced to writing and signed by the parties.



Section 2

The parties acknowledge that during the negotiations which resulted in this Agreement, each had the unlimited right and opportunity to make demands with respect to any subject or matter not removed by law from the area of collective bargaining, and that the understandings and agreements arrived at by the parties after the exercise of that right and opportunity are set forth in this Agreement. Therefore, the Company and the Union for the life of this Agreement each voluntarily and unqualifiedly waives the right and each agrees that the other shall not be obligated to bargain collectively with respect to any subject or matter referred to or covered in this Agreement.

Article 20 – Validity

In the event that the law invalidates any section in this Agreement, such Section shall become null and void and the Union and the Company shall meet and discuss a revision of the subject section. All other sections, clauses, and articles shall remain in full force and effect.

Article 21 – Personnel Files

Section 1

Upon request by an employee, authorization will be granted for the employee at a time convenient to the employee and to the Company to examine their personnel file in the



presence of a union steward. Upon inspection an employee shall be supplied with copies of any documents in their file. Upon review of personnel records by the employee, an item not comprehensible to the employee will be explained. After such review a written acknowledgement by the employee of such review will be placed in the personnel file. The Company shall maintain one and only one file for all matters pertaining to a particular employee.

Section 2

The Company will not release any information in an employee's personnel file to outside sources other than date of employment unless legally required to do so or if authorized in writing by the employee.

Section 3

All criminal and accident records will be a permanent part of the driver's employment record. All other disciplinary records will remain a part of the driver's employment record for thirteen (13) months.

Article 22 – Operations

No Company employee who is not a member of the bargaining unit may be given bargaining unit work except in an emergency when no bargaining unit member is available to do said work. In such case, management personnel with the proper school bus licenses (from the



appropriate agencies) may do said work.

Article 23 – Union Cards / New Drivers

Section 1

The Company will instruct each new employee that they are required by contract to join the Union. The Company will have each new employee sign a Union authorization card, which will be delivered to the Union at the time the employee completes their probationary period. The Union is responsible for submitting Union enrollment cards to the Company in order to facilitate Union dues deductions as covered in Article IV.

Section 2

The Company will schedule an Orientation session for new drivers, prior to their assignment to driving duties, during which Union Officers will be allowed one hour to address the new drivers, and complete paperwork, including signing Union authorization cards. The Orientation meeting will be a minimum of two (2) hours in length and will be paid at the charter rate for attendees.

Article 24 – Pay Procedures

- (a) Paychecks will be issued at 9:00 AM Fridays; however, the Employee will not be issued their check until the completion of the AM route. This limitation may be extended due to circumstances beyond the



control of the Company. In the event of a holiday or planned school closing falling on a Friday, paychecks will be issued by Thursday.

- (b) Any employee who believes that they did not get the full amount of pay due to them on Friday must notify the supervisor before the afternoon report on Friday of the alleged shortage. Supervisors will also be available until 6:00 P.M. on Friday evenings to handle complaints of pay shortages.
- (c) Any driver whose pay was short, and who followed the above procedure, will receive a check for the amount of the shortage by 5:00 PM on Friday, unless the shortage was due to driver error. Shortages due to driver error will be made up in the following week's paycheck, provided the Company is made aware of the problem prior to the Friday afternoon report. Supervisors will post a list daily of those drivers who failed to complete time reports or made errors or omissions on time reports, to give the driver an opportunity to correct the problem prior to the payroll being completed. If a driver's name is on the list and the driver fails to correct the problem, it will be considered a driver error.
- (d) All checks to make up pay shortages will be accompanied by a slip itemizing tax and other deductions.



- (e) When the Company believes that the driver is not entitled to the requested amount, a written explanation will be given to the driver by close of business on Monday.
- (f) If a driver is absent on Friday afternoon after receiving their paycheck without justifiable excuse, the Company shall have the right to pay them on Friday after the conclusion of the afternoon run for four (4) consecutive weeks.
- (g) The Company will make available direct deposit for those drivers who wish it, upon receipt of a written request.

Article 25 -ACCIDENT REVIEW COMMITTEE

- (a) An ARC will be established consisting of three representatives of management and three representatives of the Union and a neutral party agreed upon by both sides. The parties agree that the ARC shall be chaired by the neutral party who shall have expertise in the issues of traffic safety and prevention of accidents.
- (b) The purpose of the ARC is to make a determination of preventability of accidents. The ARC is not a disciplinary body. The ARC shall schedule and conduct the meetings and establish the procedures for the deliberations of the ARC. A driver appealing to the ARC may elect to have Union representation and/or a



translator at the meeting. Discipline for accidents shall not be dispensed prior to the meeting.

- (c) Any driver who has an accident which is determined preventable by the Company has the option of taking the case to the ARC or through the grievance procedure for a determination on preventability. All discipline shall be subject to Article 13.
- (d) Upon determination of preventability of an accident, the company shall notify the driver of their rights to the ARC and to the grievance procedure. The Company will copy Chief stewards. in their respective yards and the Union office on all determination of preventability documents.
- (e) The Union's ARC representatives will be paid lost time, or actual time at the report rate, for their work at the ARC meetings.
- (f) A subcommittee will be created by the parties that will be made up of two (2) members of each side to consider addressing the issues that exist concerning the ARC process and select a third party neutral. The work of the subcommittee is to be completed by March 1, 2012. If the parties cannot agree on a third party neutral by March 1, 2012, the parties will submit resumes to the next arbitrator scheduled on the panel and will make presentations. The arbitrator will decide who the neutral will be.



NEW AGREEMENT ON ARC PROCEDURES

ACCIDENTS

If you should have an accident, the following information is required to fill out an accident report:

- (1) Date and Time of the accident.
- (2) EXACT location of the accident.
- (3) Road and Weather condition.
- (4) Other Vehicle(s) Information.
 - (a) Drivers Information: Name, Address, Phone number
License Number
 - (b) Owner Information (if different from driver) Name,
Address, Phone number
 - (c) Registration (Plate) on other vehicle(s)
 - (d) Insurance Company for other vehicle(s)
 - (e) Description of vehicle(s) (year, make, model, color)
- (5) Description of damage to all vehicles
- (6) List of witnesses

ACCIDENT REVIEW COMMITTEE (ARC)

The written accident report must be turned into the Company Safety Supervisor. If the driver feels that the accident is due to faulty equipment, that should be reported immediately and representatives of both union and management will have the vehicle tested. The driver may have a union steward present when filling out the accident report if the driver so requests.



If you Disagree with the Decision

If you feel there is good and sufficient reason to question a "preventable" decision, an appeal form must be obtained from the Terminal Manager and this written appeal must be submitted within five (5) working days, after driver receipt of the notification of the decision, to the ARC through the manager. The driver will receive a receipted copy of the appeal request.

Notification of the Hearing

A review will be scheduled as soon as possible by the ARC. The ARC will have regular weekly meetings on Wednesday at 10:00AM. Each appeal will be set up for a specific time period. The driver will receive written notification of the time and date of their appeal at least three (3) days before the review. If a driver fails to appear, they must have reasonable cause. A new appeal will be scheduled for the next available date.

Who may attend a Review Hearing

The driver who is being reviewed may have a union representative present at all stages of the ARC review. The union representative shall have full representation and advocacy rights throughout the process. Additionally, the Company shall have the same rights throughout the process



Review Hearing Procedure

At the beginning of each Appeal Review Hearing, the Chairperson will read aloud all reports concerning the accident. These reports will include; the driver's narrative of the actual accident from the Accident Review Form, the company's Preventability Report citing the Safety Supervisor's reasons of preventability and any additional reports (witness statements and law enforcement reports).

The driver may present the chairperson a written statement citing the reasons for the appeal. The driver may also include any witness statements, if available. If the driver does not present a written report, they will be allowed an opportunity to explain verbally to the panel the reasons for the appeal.

All questions and discussions must pertain solely to the accident under review.

The company will provide the ARC with all pertinent evidence, documents, photos, etc. in its possession. If requested, the company will supply a translator. Once both sides have been heard, the ARC will adjourn to caucus, then reconvene to a secret ballot vote (on pre-made identical ballots).

The ballots will be tallied in open sessions. Results of the vote will be made known to the driver immediately



Once a vote has been cast the decision shall be binding unless the driver or company, as a result of new evidence or as a result of a significant violation of the hearing procedure by a member of the ARC, appeals within five (5) working days from the date of the notification of the decision. This appeal must be in writing and must include the basis for the appeal based solely on new evidence or breach of the ARC procedure. After reading the new evidence the ARC shall vote whether to reverse or uphold its original decision.

ACCIDENT REPORTS

Unless disabled, drivers must complete an accident report under pains and penalties of perjury at the conclusion of the run during which the accident actually happened. The driver shall have the right to consult with a Union Steward while filing the report. The Company will notify the Chief Steward of each yard of all accidents reported on a daily basis.

Accidents which involve damage to the vehicle of less than \$620.00 and do not involve a third party shall be deemed “incidents” rather than accidents. Upon ratification, any damage to a vehicle over \$620.00 shall be deemed an “accident.” Effective July 1, 2017, these amounts shall increase to \$680.00.



Effective July 1, 2021, these amounts shall increase to \$760.00. Effective July 1, 2022, these amounts shall increase to \$780.00. Effective July 1, 2023, these amounts shall increase to \$800.00

The parties agree that the safe delivery of service to the Boston School Committee is a mutual concern and shared responsibility. Accordingly, a driver involved in an accident deemed preventable by the Company shall be required to attend mandatory retraining. Retraining sessions will be four (4) to eight (8) hours, scheduled during non driving hours including Saturday.

Article 26 – Previous Privileges and Benefits

It shall be strictly understood by the parties of this Agreement that any previous rights, privileges and benefits enjoyed by the employees will in no way be diminished or abrogated by this Contract.

Article 27 – Master List

The Company will continue to keep posted in each yard a Master List of all runs originating in that yard, by run number, with check in time, check out time and basic rate for each run.



Article 28 – Witnesses

Section 1

Company dispatchers and terminal managers in each yard shall record all calls and messages from drivers who are unable to report to work in the dispatch log (Veolia Dispatch System, Shadow and/or other technology used by Transdev to log events). The log shall include the time of each call, including pertinent details, and the name of the drivers calling in, and who made the log entry.

Section 2

A union officer shall be permitted to witness the dispatch logging calls from drivers.

Section 3

A copy of the daily log will be given to a steward designated by the Union upon request.

Article 29 – Duration

Except as otherwise provided in this Agreement, this Agreement will be effective as of July 1, 2021 and remain in full force and effect until June 30, 2024, and from year to year thereafter unless either party gives written notice of termination by certified mail not less than sixty (60) days and not more than ninety (90) days prior to the expiration of this Agreement. This Agreement shall terminate in the event the City Contract is canceled for any reason.



Appendix “A” - Wages

- (1) Standard Daily Transportation, morning, mid-day and afternoon, including dead head time: Report Rate
- (2) ORC / Late Bus / All day Bus / District Bus / Shuttle Bus: Report Rate
- (3) Additional Trips: Report Rate
- (4) Stand –By bus service...
 - During report period: Report Rate
 - Outside report period: Charter Rate
- (5) Long Distance Field Trips: Charter Rate
- (6) Incidental work: Charter Rate
- (7) Time spent on vehicle breakdowns over and above the basic flat rate will be paid at: Report Rate

Wage Rates

	Effective July 1, 2021	Effective July1, 2022	Effective July 1, 2023
Report Rate	\$28.00	\$28.56	\$29.13
Charter Rate	\$18.00	\$18.36	\$18.73



Appendix “B” – Fringe Benefits

Retirement Benefits

Retirement Severance Pay

Effective July 1, 2021, the Company will grant retirement severance pay at \$1,100 per year of service as of the retirement date. Only a maximum of twenty-five (25) employees are eligible each year.

From MEMORANDUM OF AGREEMENT BETWEEN TRANSDEV SERVICES, INC. & UNITED STEELWORKERS, LOCAL 8751 (2021 Successor Negotiations) May 19, 2022

The additional ten (10) slots (from 15 to 25) will be taken so as not to disrupt the operations of the 2021-2022 school year. Any balance shall be carried over to the 2022-2023 school year only.

Effective July 1, 2021, up to ten (10) drivers per year (starting on July 1st of each year) that otherwise qualify for retirement severance pay but die will receive the severance pay. Unused deceased slots may roll over from year to year.



Eligibility - Retirement Severance Pay

In order to be eligible for the retirement severance pay the employee must have thirty (30) years of service in the Boston operation.

Medigap Insurance:

The Company will provide Medigap insurance for employee only coverage for eligible employees. The cost of the monthly premium shall be shared by the Company and the Employee with the Company monthly premium cost not to exceed \$460 per month. In order to achieve the most financially beneficial insurance coverage and to maximize choices for the parties, the parties will invite insurance providers to make presentations with their best offers for the current plan design (at minimum). The parties agree to amend the collective bargaining agreement to identify the provider(s) as required after a decision is made on the Medigap provider(s).

Eligibility - Medigap Insurance

In order to be eligible for Medigap insurance the employee must have thirty (30) years of service in the Boston operation.



Extension of Life, Dental and Vision for Retirees Only

The Company will extend coverage for Life Insurance, Dental Insurance and Vision Insurance to eligible employees.

Eligibility - Extension of Life, Dental and Vision for Retirees Only

In order to be eligible for extended Life, Dental and Vision insurance the employee must have thirty (30) years of service in the Boston operation.

Eligibility

"Upon completion of thirty (30) calendar days of employment, employees will be eligible for the fringe benefits listed below. Employees on lay-off as a result of a reduction in force (Article 12, Section 5) will not be eligible for any fringe benefits. Employees on approved leaves of absence or lay-offs as a result of breaks in the Boston Public School calendar will be eligible for life, vision, dental, retirement, and Sickness and Accident/Long Term Disability benefits only (as described in other sections of the collective bargaining agreement). It is agreed that sick leave will be paid as provided below. Except as otherwise provided herein, employees on approved leaves of absence or lay-offs not-arising from a



reduction in force will not be eligible for other fringe benefits except for medical benefits in accordance with the following:

- Employees on military leave, as defined in Article 11, section 2 will be eligible for medical benefits premiums at the eighty/twenty (80/20) premium split with the employee responsible for their twenty percent (20%) contribution.
- Employees on an emergency leave, as defined in Article 11, section 7 will be eligible for medical benefits premiums at the eighty/twenty (80/20) premium split with the employee responsible for their twenty percent (20%) contribution for a period not to exceed three weekly payments. Thereafter, employees on emergency leave will be required to pay the full one hundred percent (100%) of the medical benefits premium to continue coverage. If requested by the employee, the Company may, on a case by case basis, extend the period of time for which the employee is eligible for medical benefits premiums at the eight/twenty (80/20) premium split with the employee responsible for their twenty percent (20%) contribution.
- Employees on personal business leave, as defined in Article 11, section 8 will be eligible for medical benefits premiums at a full cost of one hundred percent (100%) of the premiums with the employee responsible to pay for the full one hundred percent (100%) contribution of the



medical benefits premium for the entire duration of the personal business leave.

- Employees on a child care leave, as defined in Article 11, section 10 will be eligible for medical benefits premiums at the eighty/twenty (80/20) premium split with the employee responsible for their twenty percent (20%) contribution for a period not to exceed three weekly payments. Thereafter, employees on child care leave will be required to pay the full one hundred percent (100%) of the medical benefits premium to continue coverage. If requested by the employee, the Company may, on a case by case basis, extend the period of time for which the employee is eligible for medical benefits premiums at the eight/twenty (80/20) premium split with the employee responsible for their twenty percent (20%) contribution.

Group Insurance / Supplementary Unemployment Benefits.

During the course of negotiations, the parties agreed to a group medical insurance program (the details of which shall be published by the Company) and a supplementary unemployment benefit program which provides the following:

- \$25,000 Life Insurance, with double indemnity for accidental death and dismemberment, at no cost to the employee. All employees under this Agreement will be eligible for this benefit for the life of this Agreement.



Effective July 1, 2012, the amount of the Life Insurance coverage shall be increased to \$60,000 for the employee and the Company will provide insurance for the spouse in the amount of \$25,000 and \$10,000 for a child.

- \$350 per week Sickness and Accident Insurance, payable from the first day of disability in the case of non industrial accident and the eighth consecutive day of illness, up to a maximum of thirteen (13) weeks, at no cost to the employee. Sickness and Accident Insurance shall increase to \$375 per week on July 1, 2022, and to \$400 per week on July 1, 2023. The Company will make every effort to timely process all forms submitted to it for valid claims. In the event the benefit is approved but not paid by the insurer within fourteen (14) business days from the date of submission by the driver, except in cases where the delay is due to an error of the driver and/or their medical provider, the Company will advance the full amount of the benefit to the driver. In such instances, when payment is received from the insurer by the Company, the driver will immediately reimburse the Company by endorsing and signing the benefit check with the following: “Pay To The Order Of Transdev Services, Inc.”



Memorandum Regarding Sickness and Accident Insurance

The Company agrees to maintain a Sickness & Accident Insurance plan for employees. Such plan will not require the employee to prove total disability. Rather, to be eligible, an employee must prove that they are physically unable to work due to a non-work related sickness or accident. The Company will process claims at its administrative office.

- **Group Long Term Disability**

The Company will continue to provide a **Group Long Term Disability policy** that will provide 50% of the disabled employee's weekly pay with a cap of \$5000 per month and 5-year maximum payout. There will be a 90 day waiting period. Employees will have the opportunity to purchase Long Term Disability coverage of up to 60% of the disabled employee's weekly pay with a cap of \$5000 per month and 5-year maximum payout. There will be a 90 day waiting period. Any additional coverage shall be paid for by the employee.

If an employee is currently collecting benefits under the LTD, there is no waiting period.

Both the Short-Term and Long-Term Disability benefits shall be seamless.

Pre-existing Condition – There is no waiting period if you are already enrolled in the existing LTD. If an



employee is a new enrollee, there shall be a one year waiting period.

An employee shall be eligible for Long Term Disability benefits, for up to a two-year period, if they are unable to perform one or more essential functions of their job. After two years, if an employee is eligible for a different occupation with a compensation rate that is equal to or greater than the employee's current position, that employee ceases to be eligible for Long Term Disability benefits.

- **Health and Dental Insurance**

In order to achieve the most financially beneficial health and dental insurance coverage and to maximize choices for the parties, the parties will invite health and dental insurance providers to make presentations with their best offers for the current plan design (at minimum). The parties agree to amend the collective bargaining agreement to identify the providers as required after a decision is made on the health provider(s).

The Company will pay 80% of the premium and the employee will pay 20% of the premium. When a driver is on an approved sick leave as defined in the contract, the Company will pay 100% of the health insurance costs for a period not to exceed two monthly premium payments. Thereafter, the Company share shall revert to 80% for the remainder of the calendar year commencing with the approved leave. The company will pay 100% of the



premium for employees on Workers Compensation. The Company will continue to offer the **Domestic Partner benefit** currently in place. The effective date of the group medical insurance coverage set forth above shall be determined by the insurance carriers under their standards procedures.

The Company and the Union shall meet and review Health plan options prior to the implementation of any changes to the health insurance during the second year of the agreement.

In the event that health insurance premiums increase by more than 7% in year three, either the Company or the Union may reopen this subsection in Appendix B to explore other health insurance options. Should the parties reopen this subsection, the status quo health insurance plan design shall remain until both parties agree on new health plan options.

- **Supplemental Unemployment Benefits** of \$60.00 per week during the December, February, and April school vacation periods, and during the first two (2) weeks of the summer vacation and after five (5) consecutive "snow days." "Snow days" are defined as entire or partial days in which the school department cancels classes for the entire school system. In order to receive the Supplemental Unemployment Benefit stipend, the driver must work the entire last day of school before and after the December, February and April vacations and the entire last day of school before summer vacation unless



the driver is on bereavement leave, a personal day, jury duty or a documented emergency.

- **Voluntary Supplemental Life Insurance.** The Company will provide details of the coverage available to employees through its Personnel and Benefits office. 100% of the premium costs associated with this coverage shall be paid by employees who opt to elect this coverage.
- **Voluntary Supplemental Accident Insurance.** The Company will provide details of the coverage available to employees through its Personnel & Benefits office. 100% of the premium costs associated with this coverage shall be paid by employees who opt to elect this coverage.
- **Vision Care Coverage.** The Company will provide an Employee and Family Vision Care Plan. One hundred percent (100%) of the premium costs associated with this coverage shall be paid by the Company. Progressive lens coverage and rimless frame mounting will be added to the plan as well as “Repair broken prescription glasses” coverage, cost of frames up to \$150.00. The Company will pay 100% of the premium costs associated with this coverage for employees on approved leaves of absences.
- **Dental Health Coverage.** The Company will provide an Employee and Family Dental Health Plan. One hundred



percent (100%) of the cost of the Dental Health Coverage premiums for the DMO plan shall be paid by the Company. The Company will offer a PPO dental plan that the employee may choose at their option. The cost of the premiums for the PPO dental plan (over and above the cost of the DMO plan) will be paid 65% by the Company and 35% by the employee. The Company will pay 100% of the premium costs associated with the DMO plan for the employees on approved leaves of absences. The Company will pay 65% of the premium costs for the PPO plan provided that the employee pays the 35% of the premium (over and above the cost of the DMO plan.)

Severance Pay. Drivers terminated by the Company, or voluntarily resigning, or deceased will be paid for any unused Personal Days at the time they receive their final paychecks.

Paid Holidays. Indigenous Peoples Day, Veterans Day, Martin Luther King, Jr. Day, plus eight (8) floating holidays to be designated at the beginning of the school year which coincide with school holidays. The intent of the parties is to avoid declaring holidays in periods during which employees are compensated by supplemental unemployment benefits. In the case of non-route drivers (stand-bys, city-wides, etc.) the Employee will be paid an



amount equal to that Employee's average daily earnings during the current payroll week. It is understood that the Union may designate up to one (1) Boston Public Schools Teacher All Day Professional Day as a Floating Holiday and up to one (1) Floating Holiday may be used as an Unscheduled Cancellation Day at the Union's discretion.

Paid School Closing. Three (3) days per school year for unscheduled cancellation days except that the Union may use up to one (1) Floating Holiday each year as an additional cancellation day to make a total of four (4) days. (See Paid Holidays, above.) Unused cancellation days will be paid to drivers at the end of the school year.

Paid Time Off Days. At the beginning of each fiscal year employees shall be granted five (5) paid time off (PTO) days per fiscal year. The Company and the Union acknowledge that this lump sum allocation of PTO days satisfies the requirements of G. L. c. 149 section 148C. Each paid PTO day shall be equal to the employee's guaranteed daily flat rate for routed drivers and for standby drivers it shall be the actual average of hours worked within the school week of the absence including exception time and standby time, whichever is greater but no less than eight (8) hours. Employees who are absent because of their own sickness or disability or a reason identified in G. L. c. 149 section 148C shall be required to use PTO.



Any employee who, because of their own sickness or disability or a reason identified in G. L. c. 149 section 148C is unable to report to work on any day on which they are scheduled to do so, must notify the appropriate supervisor of such fact at least two (2) hours prior to their scheduled reporting time for work after the morning report period on that day, if possible, and at least one-half (1/2) hour prior to their scheduled reporting time for the morning report period if possible.

A PTO day not used for sickness, disability or reason identified in G. L. c 149 section 148C may be taken at the sole discretion of the employee except that the following provision shall apply: Three (3) PTO days may be used at the driver's sole discretion as in the past. Two (2) PTO days may be used by the employee by requesting in writing to the drivers' Branch Manager (48) hours in advance of the day(s) requested. The Company will not unreasonably deny such requests. Unused PTO will be paid to the drivers at the end of the school year. PTO days cannot be used retroactively for No Call/No Show absences.

Employees who have exhausted all their PTO under this provision are not entitled to any additional paid time off for reasons identified in G. L. c. 149 section 148C.

Court Appearances. An employee will be reimbursed for lost wages due to approved appearances in court on Company related matters. The Company will supply a



driver with legal representation for court appearances where the employee is required to appear on behalf of the Company or where such appearance is approved by the Company. Notwithstanding the foregoing, in the event a driver is required to appear in court on their own behalf due to charges arising from the operation of their bus/van assignment, other than for moving violations and/or parking citations, and the driver is a.) not disciplined as a result of an independent Company determination and, b.) acquitted of all charges, (or in the event the charges are withdrawn,) the Company shall reimburse expenses for legal representation incurred by the driver, up to a limit of \$2,500.00 upon presentation of acceptable documentation.

Company Meetings. Employees are to be compensated at the charter rate for time spent in mandatory meetings called by management. The Company will reimburse eight (8) stewards per month for time lost from work to attend general meetings with the Company and up to ten (10) stewards per month for time lost from work to attend the Step 2 grievance meeting.

Credit Union. The Company agrees to deduct monies from employee's paychecks and forward same on a weekly basis to a Credit Union chosen by the employees provided each employee has delivered to the Company a proper deduction Authorization Form.



Pension Plan. The Company agrees to deduct monies from employee's paychecks and remit it to an agreed upon pension program provided each employee has delivered to the Company a proper Deduction Authorization Form.

The Company shall make the following contributions to the Boston School Bus Drivers' Deferred Retirement and Savings Plan 401(k):

2018–2019: Company matching contributions of 3.3% of employees' weekly payroll for individual employees enrolled in the 401k Plan.

2019-2020: Company matching contributions of 3.6% of employees' weekly payroll for individual employees enrolled in the 401k Plan.

2020-2021: Company matching contributions of 3.6% of employees' weekly payroll for individual employees enrolled in the 401k Plan.

The Company also agrees to pay for actual administration costs associated with the Boston School Bus Drivers' Deferred Retirement and Savings Plan 401(k) upon presentation of an invoice (or invoices) from the company holding the Plan account. If in any plan year these actual administrative costs should exceed \$17,000.00, the Company will pay the balance upon certification of this amount by invoice from the Company holding the account.



In the event the total administrative costs of the 401 K Plan do not exceed \$25,000 in any contract year, the Company will contribute an additional lump sum amount to the Plan up to a maximum of \$125,000.

The Company will recognize the existence of the Union 401(k) Committee and agrees to the attached Memorandum of Understanding Concerning Administration of the Union's 401(k) Pension Plan and Pension Plan Committee dated October 31, 1991. Notwithstanding anything in the Memorandum of Understanding Concerning Administration of the Union's 401(k) Pension Plan and Pension Plan Committee dated October 31, 1991, the Pension Plan Committee shall serve in an advisory role and all discretion regarding the administration of the Plan shall be vested in the Trustees as provided in the Plan and Trust documents.

The Union's 401 K Pension Plan Committee will endeavor to be sensitive to the operational needs of the Company in the scheduling of Pension Plan Committee meetings.

**Memorandum of Understanding Concerning
Administration of the Union's 401-K Pension Plan and
Pension Plan Committee (October 31, 1991)**

The parties agree to the following terms and conditions in order to service and support the administration of the



Union's 401-K Pension Plan [Boston School Bus Drivers' Deferred Retirement and Savings Plan 401(k)]:

- (1) The Company will designate one staff person at each terminal location to assist the Plan Administrator and Pension Plan Committee members in creating, copying, and disseminating 401-K related information; and in processing 401-K related forms. It is intended that the designated Company staff persons together with the Union's Pension Plan representatives will be the primary interface and clearinghouse for Pension Plan related employee activity.
- (2) The Company will assign at least one payroll staff person to keep all records of Pension Plan related employee activity, to deduct employee authorized contributions and loan repayments, and to deliver these funds to the Union's designated Pension Fund account on a timely basis and as directed by the Pension Plan Administrator or Service Representative. It is intended that the Company payroll staff, in close cooperation with Union Pension Plan representatives, will be the primary keeper of payroll related employee Pension Plan activity, and will keep such records, generate such reports, and make such communications as may be necessary to assist the Union's Pension Plan representatives in properly administering the Union's Pension Plan.



- (3) The Company will provide administrative supplies as needed to carry out Pension Plan related work.
- (4) The Company will cooperate with reasonable requests for use of fax machines, telephones, and computers to expedite Pension Plan administrative communications.
- (5) The Company will cooperate with any auditors contracted by the Union to examine Pension Plan records and will provide said auditors with access to all records kept by the company which are necessary to complete all required elements of the Union's audit.
- (6) The Company will cooperate with the Union and any agent of the Union in the transfer of records and of funds to the Union's Pension Fund account and its administrative representatives or agents as directed by, and in consultation with, the Pension Plan Administrator or Service Representative.
- (7) [See Appendix E for "Memorandum of Understanding Regarding Employment of 401(k) Administrator / Union Officer by the Boston School Bus Drivers Deferred Retirement and Savings Plan (August 22, 2018)]
- (8) It is understood that the 401-K Pension Plan committee is governed by the terms of the "Memorandum of Understanding Regarding the Boston School Bus



Drivers' Deferred Retirement and Savings Plan 401k" between Transdev Services, Inc., the United Steelworkers and USW Local 8751 of December 18, 2015. The Company shall pay lost time to bargaining unit members for work of this committee, including attendance at meetings.

- (9) All regular work hours lost by Committee members will include reasonable travel time from terminal locations to meeting place and return. All paid days will be at the prevailing flat rate, or based on an average of paid hours per day worked during the most recent week worked, whichever is greater. Lost work time will be paid the week after a submission for work hours lost is made by Committee members to the Company.

Annual Renewal of License

The Company agrees to reimburse employees for their annual renewal of all required licenses, including all required physical examinations.

Child Care Committee

The Union and the Company will establish a joint committee to review options for employees to get sufficient child care service. The Company shall provide payment of lost wages for drivers working on this committee and all other administrative costs associated with the committee. Each party shall have up to three (3) representatives serving



on the committee. The committee's tasks will include, but not be limited to, surveying the needs of the members, investigating the options for child care and provide communication and networking to assist in the providing of child care service.

The Committee shall meet at least once per month – at a mutually agreed time and location. The Committee will consist of three (3) representatives from the Company. The Union representatives shall include the President, Vice President, and representatives from each yard. The Company shall provide payment of lost wages for drivers working on this committee. Summary Plan Descriptions and Highlights of the Plan for the Dependent Care Reimbursement Account shall be translated into the languages of the bargaining unit (Haitian Creole, Spanish, Cape Verdean Creole, Vietnamese, etc.). The committee shall publish a “Child Care Bulletin” to inform the work force of activities, programs, benefits, resources and work of the committee.

Dependent Care Reimbursement Account The company will continue to maintain and administrate the plan currently in place.

Medical Savings Account

The Company will offer to employees a Medical Savings Account in accordance with relevant tax laws.



Attendance Bonus

Employees shall be eligible for an attendance bonus for perfect attendance, according to the schedule set forth below:

Perfect Attendance In:	Bonus Amount
1.September and October	\$125.00
2.November and December	\$125.00
3.January and February	\$125.00
4.March and April	\$125.00
5. May and June	\$125.00

Driving time missed for the following reasons will not be considered as time missed for purposes of the periodic attendance bonus:

- (1) Bereavement Leave under Article XI, Section 3;
- (2) Jury Duty Leave under Article XI, Section 5;
- (3) Time expended by Union Stewards, officers and members attending to defined union business such as grievance hearings, accident review committee hearings, tellers at union elections once a year, meetings to administer the union contract, or for paid company business.
- (4) Paid Personal Day
- (5) Blood Bank Leave
- (6) Military Leave



It is agreed that the attendance bonus eligibility standard related to jury duty shall be applied retroactively, and that for purposes of calculating attendance bonuses retroactively, attendance by the paid employee Union negotiators at collective bargaining sessions shall not render the driver ineligible.

Annual Holiday Party – The Company agrees to pay expenses for the Union's annual Holiday party not to exceed \$15,000. The parties will meet well in advance of the Holiday party. The Company shall pay the monies directly to vendors for the costs associated with the Union's Holiday party - hall rental, D.J., food, etc.

USW Local 8751 Scholarship Fund. The Company agrees to deduct one (1) dollar from employees, who submit a voluntary check-off card, from their pay checks, concurrently with the dues deduction schedule, and to forward same to an account of the Union's choosing.

Memorandum Regarding Health Insurance Opt Out Benefit

Employees who decline to participate in the Group Health Insurance Plans offered by the Company shall receive a health insurance opt out benefit if they meet the eligibility requirements.



Eligibility: To receive the opt out benefit pursuant to this section, employees must meet all of the following eligibility requirements:

- (1) Employees must be enrolled in a Company sponsored group health insurance plan for one year and drop coverage from the plan during the Open Enrollment Period. For employees that have previously dropped a Company sponsored health plan, the employee must establish that they have been enrolled in a Company sponsored plan for at least one year at some point during their employment under the “Boston Public Schools Student Transportation Contract” and provide updated proof of other group health insurance coverage as set out below in item four (4) during the open enrollment period;
- (2) If the employee who, is currently not enrolled in a Company sponsored group health insurance plan, but was enrolled in a Company sponsored group health insurance plan prior to 1992 related to the “Boston Public Schools Student Transportation Contract” and is unable to supply the Company with proof of their previous enrollment, they may receive the opt out benefit if they submit a signed statement affirming their prior enrollment under the pains and penalties of perjury;



- (3) Employees are eligible for the opt out benefit if they have coverage under another plan. Other plans are:
- (a) Employee spouse's/partner's plan (as long as they are covered by someone other than the Company);
 - (b) A private plan;
 - (c) A plan offered through a second employer (if employee has another job that provides health care benefits); or
 - (d) A retiree health plan.
- (4) Employees must remain eligible for health insurance to participate in the health insurance opt out program. Employees seeking to receive the "single plus one" or family plan Opt Out payment must provide proof of their eligibility for "single plus one" or family coverage at the time such employees seek to participate in the opt out program and annually thereafter. Employees who are no longer eligible for "single plus one" or family plan coverage will be eligible for the individual plan opt out benefit.

Loss of Insurance: If the employee suffers a qualifying event and loses the alternative group health insurance coverage during the year, the employee will be eligible for coverage under the Company plan but must repay any prorated opt out benefit received based on the portion of time the employee, spouse or dependents are covered by



the Company group health insurance plan. Such repayment may be recouped by the Company by payroll deduction.

Benefit: The eligible employees shall receive an annual benefit of one thousand and five hundred dollars (\$1,500.00) for opting out of an individual plan, two thousand dollars (\$2,000) for opting out of an “individual plus one” plan or twenty-five hundred dollars (\$2,500) for opting out of a family plan.



Appendix “C” – Memoranda of Understanding

A. Memorandum Regarding the Thirty one (31) Hour Weekly Minimum

The parties agree to a cumulative thirty-one (31) hour weekly minimum, except as otherwise noted elsewhere in this agreement.

B. Memorandum Regarding Electronic Check-In/Payroll System

The company will supply laminated cards at the terminal. Information obtained from this system will absolutely not be used for the purposes of reducing flat rates nor in any way negatively affecting a driver’s valid payroll. The Union will inform the drivers of their responsibility to produce a valid driver’s license including S.B.O. and/or 7-D upon request of Management.

C. Memorandum Regarding Global Positioning System and “Zonar”

Whereas Transdev Services, Inc. (the “Company”) desires to utilize a global positioning technology, (GPS) for the purpose of further enhancing the safety of students, efficiency, quality and delivery of services



for the Boston Public Schools Transportation system;

Whereas, the parties have engaged in good faith negotiations and have fulfilled all obligations under the collective bargaining agreement between the parties;

Whereas, the Company maintains that it does not have an obligation to further negotiate over the utilization of GPS and the Union maintains that the Company has an obligation to negotiate over the utilization of GPS;

Whereas the Company and the Union both desire that the utilization of GPS technology be conducted in a harmonious and amicable fashion;

Whereas GPS issues related to labor relations, including but not limited to driver wages, working conditions and discipline, are the sole domain of the Employer (Transdev Services, Inc.) and its legal collective bargaining agent, USW 8751;

Whereas, with respect to GPS equipment installed on Company vehicles, or any similar equipment installed in the future (“Zonar” or any other like product), the Company agrees that no employee has been or will be disciplined as a result of Zonar reports except as modified herein.

The parties hereby agree as follows:



- (1) At six (6) months from the signing of this agreement and at six (6) month intervals during the life of this agreement, the parties shall meet to discuss the ongoing impacts and to evaluate the operational feasibility, fair and non-discriminatory implementation and overall success of the program. The utilization and use of the GPS system will remain in effect for the duration of the memorandum of agreement which will be co-terminus with the duration dates of the collective bargaining agreement.
- (2) Regarding GPS, the Boston School Department, the City or its agents shall not engage in any activity that interferes with labor / management relations. While it is understood that the Boston School Department/City will have access to review of data generated by GPS installed on its vehicles, said review shall be confined to issues related to student safety and company compliance with its vendor contract. The Boston School Department/City will not, under any circumstances, use GPS data for the purposes of discipline. Further, Boston Public Schools will not recommend that disciplinary action be taken on any USW 8751 member utilizing information from a GPS system. Evidence of violation of this provision shall render management's action against an employee Union member null and void.



- (3) It is understood that disciplinary actions against and excessive monitoring of employees is neither a primary purpose nor an intended result of the utilization of GPS equipment. It is agreed that there will be no excessive monitoring of the system. No member of the company, nor its agents, shall conduct “trolling” of the database for alleged violations. The company agrees that it shall not randomly review information available through the system or utilize such information for disciplinary purposes unless a review has been prompted by a “qualifying event”, such as a visual observation by a company employee; repeated unreasonable requests for exception time, a complaint of an offense alleged by a student, parent, or member of the public based on specific evidence; or a complaint regarding driver on-time performance.
- (4) The Company further agrees that the information contained in and derived from any GPS reports shall not be disclosed to any third party, except in a disciplinary action when supported by independent facts and justification or as required by laws or contract, provided further that the Company shall provide the Union with GPS reports if relevant to a lawful Union concern.
- (5) The Company agrees that all prior discipline based on GPS data are hereby withdrawn and employees’ files shall be purged of all said discipline. All prior



grievances identified by the parties as of August 20, 2008 are to be settled as agreed by the parties (in separate agreements) and the Union's Class Action GPS grievance is hereby withdrawn.

- (6) In the event that the Company plans to rely on information obtained from GPS for disciplinary purposes, the Company shall provide a copy of such information to the Union.
- (7) The Company will provide to the Union, on a monthly basis, the GPS system administrator's log-in report and will provide all pertinent information included in that report
- (8) The parties agree that creation and re-evaluation of flat rates shall not be based on GPS data but shall remain as described in the contract. GPS data will not be used in the process.
- (9) The parties agree that information obtained by GPS will generally be used for guidance and instructional purposes. Any minor infraction such as "idling", "off route" and "unauthorized use" that in any part is verified by the use of GPS will not count as a first offense for the purpose of progressive discipline. Such infraction will result in counseling of the employee by management. Repeat offenders for minor infractions will be subject to progressive discipline.



It is understood that the Company may use information obtained by GPS for discipline in the case of serious offenses and criminal allegations in the first instance.

The Company agrees that it will not use GPS data to support any disciplinary action for at any time prior to six months from the date of the execution of this agreement.

- (10) Transdev Services, Inc. will provide access to view the GPS system for up to three Union members as designated by the Union President in writing to the Region Vice President. Access will be limited to these Union members. Non-compliance with this paragraph may result in cancellation of this access. It is understood that the Company shall grant all requests by the Union for reports from the GPS system.
- (11) The Company agrees it will not discipline a driver based upon the utilization of GPS records that are more than thirteen (13) months prior to the implementation of the discipline.
- (12) No discipline shall be based solely on GPS data, but will be based upon independent facts and justification that comport with the “just cause” standards and provisions of the Labor Agreement. It is agreed that the immediate supervisor and/or Terminal Manager, in



consultation with their supervisors shall have the responsibility to make the initial determination as to whether a Union employee's activity is appropriate or not.

The parties agree that information obtained by GPS will generally be used for guidance and instruction. The procedure for handling inquiries into "qualifying events" involving allegations against an employee shall be as follows:

The Company shall make a reasonable attempt via the radio to contact the employee to inform them of the alleged offense and inform the Union leadership.

The Company will inform the employee and their union representative when they return to the yard that the Company will be conducting a GPS inquiry.

The Union and the employee will receive copies of any reports generated as a result of the GPS review.

As soon as practicable the employee and their union representative will meet with the Supervisor to attempt to resolve the matter.



Appendix “D” – Memoranda of Understanding

(1) Memorandum Regarding Vests and Identification Card

- (a) All Drivers will be required to wear a Company issued uniform vest with no logo.
- (b) For security purposes, effective July 1, 2017, all Drivers will be required to carry Company issued employee identification card with the BPS logo. The employee identification cards will be used to check in and check out and will not contain biometric information. The employee identification cards shall not contain a tracking device.

(2) Memorandum Regarding Use of Video Cameras.

- (a) Whereas Transdev (the “Company”) desires to use SmartDrive technology cameras for the purpose of further enhancing the safety of students, efficiency, quality and delivery of services for the Boston Public Schools Transportation system;



- (b) Whereas, the parties have negotiated in good faith and have fulfilled all obligations under the collective bargaining agreement between the parties;
- (c) Whereas, the Company and the Union both desire that the utilization of SmartDrive technology be conducted in a harmonious and amicable fashion;
- (d) Whereas, SmartDrive issues related to labor relations, including but not limited to driver wages, working conditions and discipline, are the sole domain of the Company and the Union;
- (e) Whereas, with respect to SmartDrive cameras installed on Company vehicles, the Company agrees that no employee has been or will be disciplined relying on SmartDrive information except as modified here:
- (f) The parties hereby agree as follows:
 - i. For the purposes of this contract, SmartDrive is defined as audio and video event recording technology or any other similar audio and video event recording technology.
 - ii. At six (6) months from the signing of this agreement and at six (6) month intervals during the life of this agreement, the parties may meet to



discuss the ongoing impacts and to evaluate the operational feasibility, fair and non-discriminatory implementation and overall success of the program. The utilization and use of the SmartDrive system will remain in effect for the duration of the dates of this collective bargaining agreement.

- iii.** Regarding SmartDrive, the Boston School Department, the City or its agents shall not engage in any activity that interferes with labor/management relations. The Boston School Department/City of Boston shall have access to review information generated by SmartDrive installed on its vehicles as related to student safety and Company compliance with its vendor contract.
- iv.** It is understood that disciplinary actions against and excessive monitoring of employees is neither a primary purpose nor an intended result of the utilization of SmartDrive equipment. It is agreed that there will be no excessive monitoring of the system. No member of the Company, nor its agents, shall conduct “trolling” of the database for alleged violations. The Company agrees that it shall not randomly review information available through the system or utilize such information for disciplinary purposes unless a review has been



prompted by a “qualifying event”. Qualifying events include, but are not limited to a visual observation by a company employee; repeated or unreasonable requests for exception time; a complaint of an offense alleged by a student, parent, or member of the public based on specific evidence; a complaint regarding driver on-time performance; or any events that trigger SmartDrive.

- v. The Company further agrees that the information contained in and derived from any SmartDrive reports shall not be disclosed to any third party, except in a disciplinary action when supported by independent facts and justification or as required by laws or contract, provided further that the Company shall provide the Union, upon request, with SmartDrive clips if relevant to a lawful Union concern. In such an instance, BPS reserves the right to redact or obscure any identifying student video or audio as a protected student record.
- vi. In the event that the Company plans to rely on information obtained from SmartDrive for disciplinary purposes, the Company shall provide a copy of such information to the Union upon request.



- vii.** The parties agree that information obtained from SmartDrive will generally be used for guidance and instructional purposes. It is understood that the Company may use information obtained by SmartDrive for discipline in the case of serious offenses and criminal allegations in the first instance.
- viii.** The Company agrees that it will not use SmartDrive data to support any disciplinary action at any time prior to 90 ninety days from the date of the execution of this agreement except for instances of vandalism and tampering.
- ix.** The Company will allow viewing access to SmartDrive clips for up to three Union members designated by the Union President in writing to the Company. Access will be limited to these Union members. The Union's failure to designate, or the Union's noncompliance with this section, shall result in the cancellation of viewing access to SmartDrive.
- x.** The Company agrees that it will not discipline a driver based on the utilization of SmartDrive information that is more than thirteen (13) months prior to the event upon which discipline is based.



- xi.** The Company may use information obtained from SmartDrive to discipline drivers consistent with “just cause” principles. The Company shall inform drivers of the SmartDrive originated allegations against them before requesting a report and/or submitting to an interview. Unless disabled, drivers shall complete a report under the pains and penalties of perjury the day the Company informs them of an allegation.

(3) June 17, 2013 MOU – LTD

Memorandum of Understanding

Now Come Veolia Transportation Services, Inc. (hereinafter the “Company”) and the United Steelworkers Local 8751 (hereinafter the “Union”) who make the following agreements regarding the resolution of outstanding start up issues and the calculation of benefits under the Long Term Disability Plan for drivers as described more fully at page 108 in the collective bargaining agreement in Appendix B, Group Long Term Disability Plan (GLTDP).

The parties agree that:



- (1) Effective July 1, 2013, all drivers participating in the GLTDP shall be eligible for a benefit payment of sixty (60%) percent of the disabled employee's pre-disability earnings for a maximum of five (5) years subject to the ADEA limitations in the CIGNA contract, if any, and also offset by certain other income (such as Social Security benefits). The five (5) year maximum period of benefits shall include any period of time the employee was on GLTDP under the prior vendor, First Student Inc. The full cost of the program shall be borne by the Company.
- (2) The disabled employee's weekly pay used to calculate the available benefit shall be defined as follows:

Pre-Disability earnings means your regular monthly rate of pay based on your statement of wages earned and taxes withheld (from W-2) for:

- (a) The one (1) year period immediately prior to the last day you were actively at work (i.e., the prior year's W-2) before you became disabled: or
- (b) The total number of calendar months you worked for your employer, if less than the above period.
- (c) It shall be understood by the parties that the Company/CIGNA shall use the "gross amount" as shown in "Box 5" of the W-2 form.
- (d) It shall be understood by the parties that the wording noting "total number of calendar months you worked for your employer, if less than the



above period” would be used in the instance where someone did not work the full year prior. In this instance the Company/CIGNA would calculate earnings based on the total earnings for the year divided by the months that they worked.

- (e) It shall be understood by the parties that an employee who did not work the whole prior year while on Sickness & Accident, LTD or Workers Comp will have the Company/CIGNA calculate earnings based on total earnings for the year divided by the number of months worked. It shall be the responsibility of the employee when an LTD claim is filed to notify the Company/CIGNA that they had not worked the entire prior year, and the Company will provide the additional information for that calculation.
 - (f) It shall be understood by the parties that payments made under the Sickness & Accident Plan shall not be counted as income in the calculation of LTD benefits.
- (3) Employees receiving LTD benefits for disabilities as of the date of the execution of this Memorandum are listed by name in Appendix A to this MOU. These employees shall receive LTD benefits calculated under the definition of pre-disability earnings as set out above in paragraph 2. The Company shall make payment to these employees. The Company shall prepare an updated and final list as of June 30, 2013.



Eligibility for GLTDP benefits for employees on Appendix A for a period beyond two years shall be determined by the “own occupation standard”, meaning if the employee cannot perform the duties of a school bus driver [they] will not have to work in any other occupation.

- (4) Employees who seek to participate in the GLTDP after July 1, 2013, shall be paid by CIGNA and subject to all eligibility requirements and conditions contained in the collective bargaining agreement on pages 108-110.
- (5) Dental Benefits: For employees under the CIGNA PPO Dental Plan, the two year wait for coverage of missing teeth has been eliminated effective January 1, 2013.

Life Insurance: Employees on approved leaves of absence shall continue to have \$60,000 worth of life insurance (\$25,000 for spouse or domestic partner and \$10,000 for children).

- (6) The Union agrees that it will assist the Company in facilitating the sign up and processing of the drivers for health insurance benefits beginning June 17, 2013, subject to the current vendor and the Boston Public Schools authorizing Union lost time.



- (7) The Union agrees that drivers for whom a DOT compliant qualification file has not been received from First Student shall not be permitted to drive a school bus for the Company until their driver file is compliant. The Company shall provide notice to the driver informing the driver how the file is non-compliant and grant the driver a reasonable time to make their file compliant.
- (8) The parties agree that nothing in this Memorandum of Understanding regarding the Long Term Disability Plan (including reference to the company's chosen insurer/administrator) changes the fact that the collective bargaining agreement is between two and only two parties, Veolia Transportation and the United Steelworkers (USW), AFL-CIO-CLC, and the letter and spirit of the agreement is inviolate.
- (9) Veolia Transportation continues to maintain its full responsibility under the collective bargaining agreement for providing, administering, and paying full rightful Sickness & Accident [and] Long Term Disability benefits to eligible union members as per the agreement, Appendix "B" Benefits, etc.
- (10) The parties agree that the grievance and arbitration process between the parties as mandated by the collective bargaining agreement remains the sole



Appendix “E” – Memoranda of Understanding

A. Memorandum of Agreement between Transdev Services, Inc. and the United Steel Workers (USW), AFL-CIO-CLC Concerning Fingerprinting (September 14, 2018)

Preamble: Transdev Services, Inc ("Transdev") and the United Steel Workers, Local 8751 ("Union") share an unwavering commitment to the safety of students in the Boston Public Schools. The protection of Boston's school children is of paramount importance to both parties. The parties recognize that compliance with Massachusetts General Laws, Chapter 71, Section 3 8R must encompass principles of due process, just cause, and collective bargaining with respect to implementation of this statute benefits students, teachers, other school employees, and Bus Drivers by furthering the goal of maintaining a staff of professionals who are dedicated to the education and well-being of Boston's students.

- (1) Transdev has provided the Union with a copy of the attached Fingerprint-Based Criminal History Record Information ("CHRI") Policy along with the Summary of the Registration Process for Fingerprinting ("Attachment A").



- (2) The Vendor (Morpho Trust USA) will provide a receipt to individuals who have been fingerprinted. Union members will provide a copy of this receipt to Transdev as confirmation of the fingerprint screen. Upon receiving a copy of the receipt from the Union member, Transdev will reimburse the Union member for one hundred percent (100%) of the cost of fingerprinting within thirty (30) days not to exceed thirty-five (\$35) dollars. Drivers hired after the ratification of a new collective bargaining agreement currently being bargained shall be reimbursed for one hundred percent (100%) of the cost of fingerprinting not to exceed thirty-five (\$35) dollars.
- (3) No member of the bargaining unit who has been made the subject of a CHRI check shall be fingerprinted more than once. Transdev agrees that the use of the information generated as a result of CHRI checks will be restricted to the Boston School Committee ("BSC") making suitability determinations for unit members within the categories prescribed by 603 CMR 51.03(1) and (2).
- (4) Disputes over the meaning, interpretation, or application of this impact bargaining mutual agreement reached between the parties on this subject shall be resolved in accordance with the



grievance-arbitration procedure contained in the parties' collective bargaining agreement ("CBA").

- (5) This agreement will be effective upon signing, and current Union members hired conditionally for the 2018-2019 School year will register for a fingerprint screen no later than October 1, 2018, if they have not already done so. Current Union members will be expected to register for a fingerprint screen before October 1, 2018 consistent with M.G.L. c.71, sec. 38R and 603 CMR 51.05.
- (6) Pursuant to G. L. c. 71 section 38R not less than once every three (3) years the Boston Public Schools shall obtain from the Department of Criminal Justice Information services all available criminal offender record information for members of the bargaining unit. Members of the bargaining unit when requested will complete the necessary forms for BPS to obtain the Criminal Offender Record Information (CORI)

B. Memorandum of Understanding Regarding Employment of 401(k) Administrator /Union Officer by the Boston School Bus Drivers Deferred Retirement and Savings Plan



(August 22, 2018)

This Agreement is entered into between Transdev Services, Inc. (formerly Veolia Transportation Services, Inc.) (the "Company") and United Steelworkers Local 8751 (the "Union").

NOW THEREFORE, for good and valuable consideration, it is hereby agreed:

The Company will allow the placement of a 401(k) Administrator/Union Officer designated by the President of the Union and subject to the confirmation and approval of the 401(k) committee, to be placed on full-time Union lost time during the regular school year, in order to conduct regular Union and 401(k) administration business. The Plan Administrator/Union Officer will be qualified to perform the duties and responsibilities outlined in the Plan Document/Summary Plan Description. All 401(k) related business shall be financed through the 401(k) plan. Such placement is subject to the following conditions:

- The Administrator/Union Officer will be paid at a rate equal to a City-wide Stand-by position.
- The Administrator/Union Officer shall submit a report to the Company and 401(k) Committee on a weekly basis detailing the hours during such week that were



expended on 40 I (k) business and the 401 (k) business conducted or tasks performed during such hours.

- The reported hours relating to 401(k) business and tasks shall be paid or reimbursed by the 401(k) Plan, subject to approval by the 401(k) Committee.
- Failure to submit a weekly time report by 9:00am Monday may result in delay of payment with regard to such week.
- The Administrator/Union Officer will remain available to drive in the case of an operational need, subject to the conditions identified in Article 15, Section 7.
- In the case of time spent on Union business not related to this CBA, such time shall be paid by the Company with reimbursement from Local 8751.
- If the Administrator/Union Officer ceases to be a member of the bargaining unit or qualified to perform the 401(k) plan administrator responsibilities, this Administrator/Union Officer position no longer exists and there shall be three full-time Union Officers as identified in Article 15, Section 7 of the CBA.

The following for reference purposes only is the 401(k) Committee's "Memorandum of Understanding Regarding Employment of 401(k) Administrator by the Trustees (Transdev Services, Inc. and USW Local 8751) of the Boston School Bus Drivers Deferred Retirement and Savings Plan" (February 10, 2022)



In the case that the 401(k) (Plan Administrator ceases to be a member of the bargaining unit, the President of the Union shall designate a Plan Administrator who is qualified to perform the duties and responsibilities outlined in the Plan and language below, subject to the confirmation and approval of the Boston School Bus Drivers Deferred Retirement and Savings Plan Committee.

The Plan Administrator shall be available for daily contact by Plan participants and beneficiaries, Committee Trustees, and the Plan's record keeper, independent auditor and ERISA attorney. The Plan Administrator shall publicize their contact information.

The duties and responsibilities of the Plan Administrator shall be directed by the Committee and shall include, but be not limited to:

- (1) Organizing and attending quarterly educational programs for Plan participants, including the school bus drivers Annual Route Bid and Benefits Fair.
- (2) Organizing and chairing quarterly meetings of the Committee.
- (3) Approving all distributions, hardships and rollovers.




- (4) Approving all loan defaults.
- (5) Maintaining a current compliant Plan Document and distributing a yearly updated Summary Plan Description, Summary Annual Report, and all other required notices to Plan participants and beneficiaries, including scheduling regular communications with the Plan's ERISA attorney regarding any policy or regulatory changes requiring Committee action.
- (6) Maintaining required bonding for the Plan and Fiduciary Insurance for Committee Trustees and the Plan Administrator.
- (7) Maintaining and Processing all Beneficiary, QDRO, vendor contracts and all other required legal documentation.
- (8) Facilitating the maintenance of current status and contact data for Plan participants.
- (9) Organizing and Processing the Plan's annual 5500 filing and Financial Statements.
- (10) Annually reviewing the performance and fee and compensation schedules and reports of the Plan's record keeper, investment advisors, ERISA attorney, and independent auditor and make recommendations about any changes to the Committee.



- (11)** Working with the employer's payroll department and the Plan's record keeper to efficiently process participant and employer contribution deposits, contribution changes, auto-enrollments and opt-outs, loan schedules, loan repayments, loan overpayment reimbursements, direct deposits, participant and beneficiary contact information, etc.
- (12)** Working with the Plan's record keeper and co-fiduciary investment advisors in the selection and maintenance of funds, fund models, and the QDIA per the Committee's Investment Policy Statement, and providing updated educational materials about the funds to participants and the Committee.
- (13)** Facilitating the Collective Bargaining Agreement's provisions for the payment of all administration costs of the Plan and the timely payment of invoices to the Plan.
- (14)** Cooperating with all requests for information from the Plan's Trustees, record keeper, ERISA attorney, independent auditor, Trust Company, insurance company, the Internal Revenue Service, the U.S. Department of Labor, and attorneys for participants, beneficiaries, and participant's spouse.



- (15) Submitting a monthly invoice to the Plan for compensation.


USW Local 8751 Trustees
2/10/2022


Transdev Services, Inc. Trustees



Agreement Attachment "D" (September 14, 2018)

This Settlement Agreement is entered into between Transdev Services, Inc. (formerly Veolia Transportation Services, Inc. ("Company")) and United Steelworkers and United Steelworkers Local 8751 (collectively the "Union") to resolve outstanding issues, create a clean slate and further a productive labor-management relationship.

NOW THEREFORE, for good and valuable consideration, it is hereby agreed:

- (1) The Parties agree that this Settlement Agreement is a compromise of disputed claims between the Parties and their desire to avoid the time, expense, inconvenience and uncertainty of litigation. The Parties further wish to resolve all outstanding obligations and claims discussed in this Settlement Agreement.
- (2) The Union agrees to withdraw with prejudice and/or dismiss with prejudice the following numbered allegations of the pending ULP charge (01-CA-224863): Allegations 1, 2, 9, 13, and 17. This shall be done within three (3) days after a new CBA is ratified or the Union enters a new CBA with the Company.



- (3) The Union agrees to withdraw with prejudice and/or dismiss with prejudice the leave of absence dental/vision arbitration currently in arbitration.
- (4) The Union agrees that all matters in front of Federal Judge O'Toole (Federal Case No. 1: 16-cv-11481) are resolved.
- (5) Upon ratification of the CBA, the Parties, through counsel, will jointly contact the Regional Director of the NLRB and ask that the Director act on the withdrawal requests identified in paragraph three (3) above as quickly as possible. To the extent that the NLRB refuses to allow withdrawal of the compliment of charges, the Union agrees that they will not participate in the prosecution of any unfair labor practice complaint based on the charges mentioned herein unless compelled to do so and the Union voluntarily, clearly and unmistakably waive their right and the right of the members of the bargaining unit to any monetary remedy that may be ordered by the National Labor Relations Board as a result of the prosecution of the said charges.
- (6) The Company and the Union agree that this Settlement Agreement shall not create a practice or a precedent as to how same or similar cases shall be resolved in the future. This Agreement may not



be used as evidence in any other proceeding or arbitration except one in which any party seeks enforcement of this Settlement Agreement or a defense to a claim under this Settlement Agreement.



Appendix “F” – Memoranda of Agreement

Memorandum of Agreement of November 18, 2021

This Agreement is entered into on the 18 day of November, 2021, between TRANSDEV SERVICES, Inc. (the "Company") and UNITED STEELWORKERS Local 8751 (the "Union").

Collective Bargaining Agreement Extension

- (1)** The parties agree to extend the Agreement, which was previously extended by mutual agreement on September 7, 2021 and is scheduled to expire on November 15, 2021, through January 6, 2022. This extension shall remain in effect through January 6, 2022 until successor negotiations are completed.
- (2)** If the parties have not reached a ratified CBA by January 6, 2022, should the Local 8751 on January 6, 2022 or later decide to strike, Local 8751 will provide the Company with forty-eight (48) hours' notice of its intent to strike. Parties propose to use the forty-eight (48) hour period for the purpose of meeting with the Company's representatives.
- (3)** The Company agrees that the Collective Bargaining Agreement shall be fully retroactive to July 1, 2021.



- (4) As of the date of the signing of this agreement through January 6, 2022, any drivers, including standby drivers and radio drivers, who actually report physically for work 15 minutes before their regular check in time shall receive an additional 15 minutes pay per report period.
- (5) For the duration of this Agreement only, amend section 8(b) of Article 12 (Seniority) by replacing the reference from 5:00AM to 4:45AM and both references to 5: ISAM to 5:00AM.
- (6) The Union and the Company will actively engage with the City of Boston's liaison to assist with facilitating a successor agreement.

City's Vaccination Policy

- (7) Union agrees to accept the City's Policy and that all covered members shall be required to verify their vaccination status.
- (8) Any member who does not verify full vaccination status will be required to submit proof of a valid negative COVID-19 screen test every seven (7) calendar days.
- (9) Transdev, in coordination with Boston Public School and the City of Boston, will offer access to COVID-19 testing twice a week at all three (3) facilities;



- (10) Transdev will issue \$150.00 bonuses to all drivers that produce proof of completed vaccination for SY 2021-2022.
- (11) For SY 21-22 only, drivers who (a) are fully vaccinated, or (b) who have a documented and approved medical or religious accommodations and are in compliance with submitting weekly negative COVID-19 tests, and who exhausted the ten (10) days of COVID-19 leave referenced in paragraph 10 of the parties September 7, 2021 Memorandum of Agreement, will receive up to an additional ten (10) days paid leave if the driver provides signed medical documentation that the driver is positive for COVID-19.
- (12) Drivers will receive fifteen (15) minutes of COVID-19 testing time every seven(?) - calendar days, regardless of vaccination status upon submission of test results.
- (13) The City Vaccination Policy section of this Agreement shall take effect upon execution and expire on June 30, 2022 unless extended by mutual written agreement.
- (14) City Vaccination Policy section of this Agreement will automatically expire if the City revises, rescinds or terminates the Policy in place (as of the execution of this agreement) prior to June 30, 2022.



- (15) The parties agree that acceptance of this City Vaccination Policy shall not be used to set a precedent on any other matter and that all bargaining obligations under the NLRA related to the implementation of the Policy and this Agreement are satisfied.

Suspended Transportation Service

- (16) The parties agree that the October 2020 MOA (attached) as amended on January 4, 2021 (also attached) shall remain in full force and effect through the end of SY 2021-2022, except as amended:
- Drivers that are NOT required to physically report to work will NOT be eligible for the payments outlined above in Paragraph 4 and 12 of this Agreement.
 - Drivers not required to physical report to work will not be eligible for attendance bonus. Drivers that are required to physically report to work will be eligible for attendance bonus on pro-rated basis.

The parties agree that this Agreement shall not create a practice or a precedent and in no way modifies the parties' past or future obligations under the collective bargaining agreement. Any alleged violation of this Agreement shall be processed by filing of a grievance under Article 13 of the CBA.



[The following is added to this book of convenience for reference purposes only.]

Side Letters of May 24, 2022 LBFO

Transdev Services, Inc. and the United Steelworkers (USW), AFL-CIO-CLC, agree to perform as follows:

COVID 19

The Company shall assist in convening a meeting between the City of Boston, Boston Public Health Commission, BPS, the Company and the Union in order to discuss issues related to COVID-19. The Company and Union agree to continue working collaboratively to address issues related to COVID-19. Parties acknowledge certain COVID-19 policies from the City of Boston or BPS, if applicable to the Company, may require impact bargaining between Transdev and the Union.

Driver Recruitment and Training Program

In light of the severe driver shortage, nationally and locally, the Union agrees to assist Transdev's driver recruitment and training program. The Union agrees to (a) support the Company's efforts to recruit and train residents of Boston, particularly those within Boston's communities of Color; (b) to assist with advertising job opportunities at the Company; and (c) any other recruitment efforts deemed by mutual agreement of the parties to be appropriate for joint collaboration between the Company and the Union.



Deceased Drivers

The five (5) listed drivers that (a) meet the qualifications for retirement severance pay and (b) died (and have not yet received the benefit) between March 1, 2020 and June 30, 2021, shall receive the benefit. Charles Hoy, William Doorley, Frederick Green, John Cheevers, Maximo O'Neal.

Holidays

The Company will replace any reference to "Thanksgiving Day" in the CBA with "National Day of Mourning" if "National Day of Mourning" becomes the official federal or state holiday.

When designating paid holidays to the Company, the Union may refer to the 4th Thursday in November as "National Day of Mourning".

Dental Insurance

In advance of the upcoming open enrollment for FY23, the Company will solicit Request For Proposals from dental insurance carriers, including, but not limited to, Delta Dental and the current dental insurance carrier (CIGNA).

The Company agrees to change dental insurance carriers only if (a) cost associated with comparable HMO and PPO plans are cost neutral for the employer in the first year (members agree to pay any difference) and (b) the Company's two other unions (Teamsters and UAW) agree,



in writing, to change to the new dental insurance carrier under the conditions described herein.

If the above-described conditions do not occur, no change in dental insurance carrier will occur in the new plan year.

Memorandum of Agreement of August 22, 2022

TRANSDEV SERVICES, INC. (the "Company") and the UNITED STEELWORKERS, LOCAL 8751 (the "Union") hereby agree to the following:

- 1. Increase Standby Rate.** For the duration of SY2022-2023, the parties agree that the standby rate shall increase from the contractual 14% rate to 18%.
- 2. Health Plan Carrier.** The parties agree that Transdev shall contract with Harvard Pilgrim for the duration of SY2022-2023 to provide health benefit coverage required by the CBA.
- 3. Supplemental COVID-19 Sick Leave.** The parties agree to a "COVID-19 Supplemental Paid Sick Leave" as described below:

Through June 30, 2023, hourly employees may be entitled to paid sick leave (at full pay) for up to ten (10) days if they are unable to work for any combination of the following qualifying reasons:

- The employee is personally subject to a Federal, State or local quarantine or isolation order related to



COVID-19 as opposed to a general quarantine or isolation order related to COVID-19

- The employee has been advised by a licensed health care provider to self-quarantine because the employee may have had exposure to an individual known to have been COVID-19 positive;
- The employee is experiencing symptoms of COVID-19 and is taking affirmative steps to seek a medical diagnosis; or
- The employee has tested positive for COVID-19 and has not been cleared to return to work by a healthcare provider or public health authority. Employees who have tested positive for COVID-19 shall not be entitled to use Coronavirus Supplemental Paid Sick Leave for any absences after they have been cleared or directed to return to work.

Employees who use leave for the first three (3) bullets above must be tested promptly if they meet the guidelines of the CDC or Massachusetts Department of Public Health for testing and shall not be entitled to use Coronavirus Supplemental Paid Sick Leave for any absences after they have refused to be tested or received a negative test result.

Coronavirus Supplemental Paid Sick Leave is capped at (10) days. Employees shall not be awarded more than ten (10) days of Coronavirus Supplemental Paid Sick Leave in



any event, including if they have more than one qualifying reason, multiple episodes of the same qualifying reason, or in any other circumstances.

4. Suspension of Transportation Due to COVID-19. The parties agree, should transportation be suspended for all or part of SY2022-2023, the following shall apply:

- a) Should bus transportation be suspended for all or part of the driving force due to the on-going pandemic, the drivers will be paid wages in the amount that they received in the last full payroll period in which they drove their assigned routes.
- b) In the event that BPS returns students back to school after a period of suspension of transportation, drivers will be called back to work (as needed based on the number of runs needed by BPS) and are expected to report to work on time and available to drive. Those drivers who fail to report may be subject to discipline and will not be paid for days school is in session and they do not report to work.
- c) Drivers not required to physically report to work will not be eligible for attendance bonus. Drivers that are required to physically report to work will



be eligible for attendance bonus on pro-rated basis.

1. Temporary Re-Assignment of Certain

Routes. Based on the service disruption of the MBTA's Orange Line and the unexpected effects it will have on other public transportation that will adversely impact student transportation and obligations pursuant to the City of Boston/BPS agreement with DESE relative to transportation, the parties agree as follows:

- (a) The attached routes will be assigned to other vendors by Boston Public Schools.
- (b) Union agrees that the above-described routes will not be the subject of a grievance, arbitration, ULP or any form of litigation against any party in any forum for any purpose.
- (c) The routes that are the subject of this MOA shall sunset on January 27, 2023. The company shall conduct a special clean up bid Saturday, January 15, 2023 through Sunday, January 16, 2023 for the purpose of reintegrating the routes that had been subject to this MOA.



- (d) During the October clean up bid, a minimum of 10 of the routes that are the subject of this agreement shall be returned to the bargaining unit.
- (e) Transdev shall further endeavor to return up to a total of 20 of the routes covered by this MOA to the bargaining unit by the October bid. The parties understand that the pace of licensing new drivers and the status of route coverage in October 2022 shall determine the ability to return these routes to the bargaining unit. To that end, the Company agrees to meet with the Union no later than Friday, October 7, 2022 to review the status of licensing, route coverage, and the number of routes that can be returned to the bargaining unit for the October bid.
- (f) The school year 2022-2023 fall pre-bid meeting shall take place on Monday, August 22, 2022. The bid shall take place on Wednesday, August 24, 2022 through Friday, August 26, 2022. The Union shall not file any grievances arising from the agreed upon timelines set forth in this provision.
- (g) Any of the temporarily reassigned routes that are greater than 31 hours shall be posted for bid as "MBTA orange line closure Disclaimer." They shall be posted in a separate, clearly designated area in the bid room. Drivers who bid on these routes shall become the next lowest stand by slot



(at an identified yard) and be guaranteed a minimum of the route hours. The Provisions of the CBA governing stand by lock-in procedures shall apply, including to these open routes. These stand-by drivers shall be afforded the option to "unlock" to participate in any subsequent bid including but not limited to the October Bid and the January Bid.

(h) Parties agree that the above-described re-assignment of routes will not result in a strike or lockout and all the terms of Article 16 remain in full force and effect.

2. **Check in time.** For the duration of this agreement through January 27, 2023, any drivers, including standby drivers and radio drivers, who actually report physically to work 15 minutes before their regular check in time shall receive an additional 15 minutes per report time in both the morning and the afternoon.
3. **Standby bid.** For the duration of this agreement through January 27, 2023, amend Section 8(b) of Article 12 (Seniority), by replacing the reference from 5:00AM to 4:45AM and both references to 5:15AM to 5:00AM.


Parties agree that this Agreement shall not create a practice or a precedent and in no way modifies the parties' past or future obligations under the collective bargaining



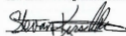

agreement. Any alleged violation of this Agreement shall be processed by filing a grievance under Article 13 of the CBA. This document shall not be introduced in any forum except to enforce its terms.

Signature Page

Transdev Services, Inc.


James Folik, General Manager

USW Local 8751 Negotiations Committee


Steve Blackman, Vice President


Franitz "Franz" Cudet, Financial Secretary


Charval Casimir

Chantal Casmir, Guide


Steve Gillis, Trustee

Steve Gillis, Trustee


Laphoy Pierre, Guard

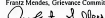
Laphoy Pierre, Guard


Steven Smith, Chief Steward/ARC

Steven Smith, Chief Steward/ARC



Franitz Mendes, Grievance Committee


Franitz Mendes, Grievance Committee


Robert Salley, Accident Review Committee

Robert Salley, Accident Review Committee

United Steelworkers (USW), AFL-CIO-CLC


André François, President, USW Local 8751


John Buonopane, USW Staff Representative

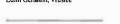
John Buonopane, USW Staff Representative


Claude "Toussie" St. Germain, Recording Secretary

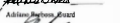

Garry Marchison, Grievance Committee


Serge Bomy, Treasurer


Edith Germain, Trustee


Nora Briggs, Trustee


Adriano Barbosa, Board


Lisa Robinson, Grievance Committee


Samir Jerome Stanley, Accident Review Com

Samir Jerome Stanley, Accident Review Com

AGREEMENTS BETWEEN THE BOSTON SCHOOL DEPARTMENT, THE MAYOR OF THE CITY OF BOSTON AND THE UNITED STEELWORKERS, AND LOCAL 8751.

LETTER OF AGREEMENT “A”

The Boston School Department, the Mayor of the City of Boston and the United Steelworkers and Local 8751 agree:

- (1) The City agrees to contain in any bid specifications for bus transportation that will be provided during the period of the Agreement a requirement that the vendor or vendors, should there be multiple vendors, will recognize the Union as the collective bargaining representative of all employees employed by such vendor(s) who furnish regular and special service under the terms of the vendor(s) contract;
- (2) The City agrees to contain in any bid specifications for bus transportation that will be provided during the period of this Agreement a requirement that any new vendor(s) give preference for available continued employment in order of seniority to employees employed by the preceding vendor(s);
- (3) The City agrees to contain in any bid specifications for bus transportation that will be provided during the


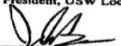


period of this Agreement a requirement that any new vendor(s) shall agree to be bound by the terms of the collective bargaining agreement, ratified on September 26,, 2018, between the United Steelworkers, Local 8751 and Transdev for as long as Transdev agreed to be bound by the same agreement, specifically for the period commencing July 1, 2021 through June 30, 2024;

This Agreement is subject to the approval of the Boston School Committee, and subject to the ratification of the Union. The Union agrees that there will be no strikes, stoppage of work, or slowdowns during the life of this Agreement. The Union agrees that in the event of any violation of the previous sentence, the Union will immediately order that such violation cease and that the work be fully resumed;

This agreement shall be in effect from the date of execution through June 30, 2025.

This agreement is voluntarily entered into and adopted as between the parties this twenty-fourth day of May, 2022.


President, USW Local 8751

Staff Representative
United Steel Workers


Mayor, City of Boston


Chairperson, School Committee
Boston Public Schools


Superintendent
Boston Public Schools *JH*



LETTER OF AGREEMENT “B”

The Boston School Department, the Mayor of the City of Boston, and the United Steelworkers and Local 8751, in an effort to resolve concerns over job security and to promote transportation service stability, enter into this binding Letter of Agreement.

If the School Committee or the City determines to provide school bus services using its own employees, rather than entering into a contract with a private vendor, for work to be performed during the term of this agreement, the School Committee or the City agrees to be bound by the terms of the collective bargaining agreement and other memoranda of agreement with the Union so long as they are in effect. In such case, the City or the School Committee will offer available employment to employees in order of seniority, will honor the employees' seniority under the collective bargaining agreement for wages, benefits and competitive purposes, and will recognize the Union.


The terms and conditions of the 2021-2024 agreement with Transdev will continue in effect during its term and, the School Committee or City will meet to negotiate a new collective bargaining agreement to be effective as of the expiration of the prior agreement; This Agreement will be in effect through June 30, 2025.

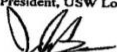
This Agreement is subject to the approval of the Boston School Committee, and subject to the ratification of the



Union; The Union agrees that there will be no strikes, stoppages of work, or slowdowns during the life of this Agreement. The Union agrees that in the event of any violation of the previous sentence, the Union will immediately order that such violation cease and that the work be fully resumed; and

This agreement is voluntarily entered into and adopted as between the parties this twenty-fourth day of May, 2022.



President, USW Local 8751


Shop Representative
United Steel Workers



Mayor, City of Boston



Chairperson, School Committee
Boston Public Schools



Superintendent
Boston Public Schools *JH*



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Notes

Notes



**Freeport Administration Building:
617-608-7800**

**Washington St. Yard Dispatch
617-603-7853**

**Freeport St. Yard Dispatch
623-887-5784 & 435-210-7454**

**Readville Yard Dispatch
617-603-7880**

**Human Resources – Employee Benefits:
(617) 603-7807**

**Training, Licensure and Compliance:
617-603-7823 & 617-603-7821**

**Payroll Department:
617-603-7813 & 617-603-7823**

KNOW YOUR **WEINGARTEN RIGHTS**

“

**IF THIS DISCUSSION COULD IN ANY WAY LEAD TO MY
BEING DISCIPLINED OR TERMINATED, OR AFFECT MY
PERSONAL WORKING CONDITIONS, I RESPECTFULLY
REQUEST THAT MY UNION REPRESENTATIVE, OFFICER,
OR STEWARD BE PRESENT AT THIS MEETING. UNTIL
MY REPRESENTATIVE ARRIVES, I CHOOSE NOT TO
PARTICIPATE IN THIS DISCUSSION.**

”

AFL-CIO