

Perhaps the policymakers pushing the congestion tax deserve some blame here. After all, MTA senior executives and their staffs got sucked into the effort to impose the congestion tax. Fortunately that scheme did not get done. But blaming prior administrations for past issues misses the total picture. When proponents of stupid policies press for them and enlist MTA folks in the scheme, they deserve the same slap Chairman Walder wants to land on unnamed predecessors. After all, what were these outsiders looking at? And is it not interesting how the overtime dollars match up nicely against the claimed revenue (not that that number was ever proven real) of the congestion tax. Simply put executive time, resources and attention frittered away by Senior MTA execs to support the congestion tax diverted their attention from managing the agency because there exists no such thing as multi-tasking at that level. And don't forget how some \$1.5 to 1.8 billion from last years mobility taxes, fare hikes and other new fees got frittered away. This makes clear, that any revenues that could have been derived by the congestion tax touted as the financial rescue for the MTA, would just be frittered away by the wasteful practices of the MTA.

http://www.nydailynews.com/ny_local/2010/05/22/2010-05-22_he_blames_past_mta_big_for_ot.html

MTA chairman Jay Walder blames prior administrations for blowing \$560M on overtime

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Saturday, May 22nd 2010, 4:00 AM

An MTA bigwig threw prior administrations under the bus Friday, saying their failure to crack down on sick-time abuse and unnecessary overtime drove labor costs sky high.

"The chairman is determined that this is not the way he wants to manage the operation," [Hilary](#)

[Ring](#), the [Metropolitan Transportation Authority's](#) government affairs director, told a City Council committee.

"This may have been the way that prior administrations wanted to manage the operation - but this is clearly not the way he wants to manage the operation."

[Jay Walder](#), the MTA's chairman and chief executive officer, has been in office since October. [Gov. Paterson](#) picked Walder after ousting MTA brass installed by former [Gov. Eliot Spitzer](#).

The MTA spent \$560 million on overtime last year. On Thursday, [CEO Charles Monheim](#) and agency presidents blamed sick-time abuse and outdated work rules.

[Transport Workers Union Local 100](#) officials said workers get sick because they toil in unhealthy environments. They won the work rules in past rounds of contract negotiations with the MTA by trading away other benefits like bigger raises, union officials and workers' stress.



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One-quarter of bus and subway workers took 15 or more sick days last year.