

TWU Launches Campaign for MTA Capital Funding and Members' Jobs

The City of New York has been short-changing the bus and subway system – and transit workers for years. Thanks to a new Local 100 media campaign, this disparity may soon change. The Independent Budget Office notes that only .2% of all City government spending goes to support the MTA Capital Program.

Why does that matter to Transit Workers?

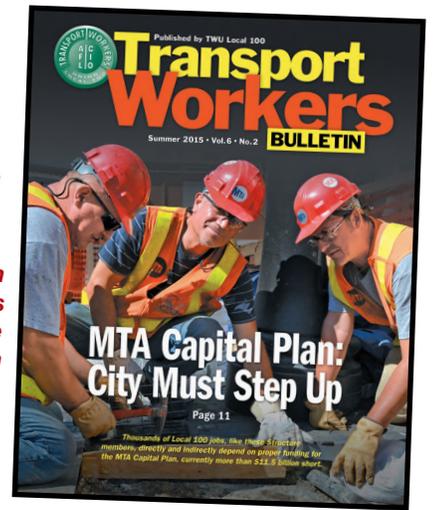
When the system expands or invests in big-ticket infrastructure repair projects, TWU members get the work:

- ✓ Track reconstruction
- ✓ Signal capital construction
- ✓ Train mechanics and Work Train Crews

It's not just the subways!

- ✓ Bus operators drive shuttles to ferry passengers to stations between track construction projects
- ✓ Construction Flaggers protect workers
- ✓ Masons, Iron Workers, Carpenters, Plumbers, Hydraulics, Electronics titles and other workers are all required.

The MTA Capital Plan is \$11 billion short. The State is putting up \$8.3 billion. But Mayor de Blasio is waffling on the City's commitment to mass transit. We're demanding the City pay its fair share. (Below: These Local 100 ads ran in the NY Daily News and other publications.)



The most recent edition of the Transport Workers Bulletin explained the fight for the Capital Plan and why the City must do more to help.

President John Samuelsen has made the case for TWU's position clear in the New York media:

Samuelsen to the Daily News:



"We have 3,000 jobs riding on this capital plan. We're fighting a fight on behalf of our members."

Samuelsen to Eyewitness News:



"The Mayor has been incredibly blasé about the tribulation of the average transit rider, day in day out. The system is clearly in a state of disrepair, trains are packed, buses are packed. We need the money."



Samuelsen to NY1: "Mayor de Blasio must step up, pay his fair share, and provide a safe, reliable system for New York's working families."

Lucky 7 ... for a few

41 Street-Hudson Yards Subway Station 7

The City invested \$2.4 billion for the beautiful, new one-stop extension to the No. 7 line. That's great for the lucky few going to the far West Side of Manhattan, and the even luckier fat cat developers and real estate investors who stand to get richer on high-rise luxury towers and hotels.

But Mayor de Blasio says the rest of us — New York's working families who constitute the 1.7 billion annual subway riders — are simply out of luck.

The MTA has a \$20 billion Capital Plan to deal with dangerous, overcrowding, century-old stations in depressing states of disrepair, overwhelming hazards and crumbling tunnel walls. But the plan has a multi-billion dollar budget shortfall.

Even though 90% of the funds provided by the MTA are on NYC's Subway and Bus System, Mayor de Blasio has only been asked to kick in 10 percent to this essential program. The Mayor has responded by telling NYC's working neighborhoods "tough luck."

New York State has pledged an additional \$8.3 billion dollars to protect and expand our transit system. Now it's time for Mayor de Blasio to get on board and stand up for New York's working families.

Transport Workers Union of America (TWU) Local 100
100 Montgomery St., 9th Floor
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WHERE ARE YOU TAKING US?

Mayor de Blasio risks taking us back to the bad old days of the 1970s and 1980s when graffiti-covered subway trains regularly broke down and rickety buses spluttered from stop to stop.

This is what straphangers can expect unless Mayor de Blasio pays his fair share to the MTA's desperately needed capital plan:

No Second Avenue subway — Riders would be stuck with a "subway" between 63rd St. and 98th St. in Manhattan. The MTA won't have the money for the next phase, which would extend the line uptown to 125th St. in Harlem, providing relief for massive overcrowding on the Lexington Ave. line and a new transfer point for working families riding the subway in from the Bronx.

No New Subway Cars — That means more rides on battered subway cars that were built in the 1970s when Gerald Ford was president. Too bad for the A-train riders from working class neighborhoods like Far Rockaway, Queens, East New York, Brooklyn and Inwood in northern Manhattan.

No Progress — Our transit system will continue to slide backward, rather than move forward. Buses and the subway will remain packed like sardines. Stations will continue to crumble and without proper state-of-good-repair investment, derails will become the norm rather than the exception.

Mayor de Blasio Must Switch Tracks Before Disaster Strikes. NYC Must Properly Fund Our System.

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Stop Farebeating New York City's Working Families

Just 0.2% of all the money New York City government spends each year goes to fix, maintain and improve the subway and bus system that New York's Working Families rely on. Unless the City pays its fair share of the MTA Capital Plan, the 2nd Avenue Subway expansion will be terminated, and jam-packed buses and trains will be the norm.

New York City's public transit system is at a pivotal moment. Either New York City invests its fair share, or we backslide into the dark days of New York's graffiti-strewn system of the 70's and 80's.

Mayor de Blasio — Stop Exposing New York's Working Families to Danger. Pay Your Fair Share to the MTA Capital Plan.

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