



MABSTOA



DIVISION



BUSINESS

From the Desk of Donald Yates, VP, MABSTOA

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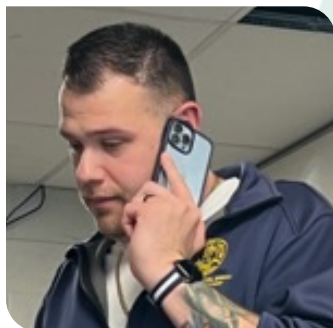


It all starts in the building behind me. The Zerega training facility is where you learn how to drive and the rules of the road, according to NYCT

The truth, as known by many, is that once you complete your training, pressures from supervision and road control managers scare operators into unsafe actions. Never forget that — resist the pressure.

SITUATIONAL AWARENESS

by Sean Battaglia, Division Vice Chair



By definition, situational awareness is “being aware of what is happening around you in terms of where you are, where you are supposed to be, and whether anyone or anything around you is a threat to your health and safety.”

In recent weeks, we’ve had a string of assaults that left our TWU brothers and sisters beaten and sidelined. One of our sisters from Manhattanville was attacked by a homeless man who literally climbed the fare box to harm her. A brother out of MJQ narrowly escaped being hit by a brick that was thrown by a homeless man; the projectile struck the closing door. We had another brother out of MJQ who was brutally robbed at knifepoint and beaten while walking to the train to go home shortly after clearing. Another sister was hit in the face by a glass bottle, breaking her nose, while at Zerega and attending a Mentor Program.

We are urging all brothers and sisters to be mindful of your surroundings, and use situational awareness. If something doesn’t look right, 9 out of 10 times it’s not right. If you’re operating the bus and your life is in danger, we want everyone to pull over at the next safest location and press PRTT. If you are off

the bus, call 911. We can no longer take Safety or our lives for granted. We need to be protected at all costs. Lastly, when these horrendous actions happen, and we call on our brothers and sisters to make themselves available to attend court dates or rallies (sometimes last minute-including the night before), we hope everyone can show up and show out – as only the TWU can. Years ago, we used to communicate with our fellow brothers and sisters on the buses using hand signals to make sure everyone is ok, and I hope this is something we can go back to. Sometimes, if we need immediate assistance, the closest and nearest help may actually be our follower or the bus across the street going in the opposite direction. We must go back to being our brothers and sisters’ keeper to ensure everyone’s well-being. Stay safe and God bless!



PICK GRIEVANCE

by Donald Yates, OA Vice President

At the Operations Planning meeting between the MTA NYCT and the TWU Local 100, there was an announcement that the bus redesign in the Bronx was completed, and that a consolidated pick would ensue.

Once it was learned that the Transit Authority was changing its position on a consolidated pick, we decided to grieve the issue by filing two grievances.

Two Grievances Filed

As a result of the unique circumstances regarding the Bronx Redesign, three areas of the contract had to be looked at: Section 6.1 to 6.3, the MOU of 2002 Attachment E, and Section 5.1.

In looking at these areas, we found that there were in fact some impediments that favored the Transit Authority in 5.1, so we filed two grievances. One sought a consolidated pick as a remedy. The second grievance called for a pick between the Manhattan & Bronx Divisions.

We were successful with the second grievance. The Arbitrator ruled in a manner consistent with the MaBSTOA Pick Practices. The Arbitrator, however, didn't issue a precedent-setting decision. So, there is a strong possibility that MaBSTOA may have to fight this pick battle again in the future.



ASSAULT RALLY

by Donald Yates, OA Vice President



On May 19th, 2022, TWU Local 100 held a press conference and rally to inform the public that 'enough is enough' with assaults. We have demanded more police protection and changes in the bus design. We are now asking for a full "cockpit" enclosure of the operators for all our protection. If the Bus operators aren't safe, then the riding public isn't safe!

Every assault is an assault that could've been avoided. Our job is to execute the wishes of our members. And our members would like a greater police presence in the hot spots where the assaults and harassments are taking place.

MABSTOA PICK PRACTICE & WHY IT WAS PUT IN THE CONTRACT

by Donald Yates, OA Vice President

During the 2002 negotiations, members of MaBSTOA sought to be able to work closer to home and to have 12 sick days like their TA brethren. For years, the MTA has been looking for ways to reduce its costs – but the Union has always been skeptical of this.

Prior to 2002, in other negotiated terms of the CBA, the Union and MTA agreed to set up a committee to discuss regional bus. This committee had 90 days to discuss these issues. Delay, however, was a Union tactic because of the problems associated with a regionalized system. In 2001 the Health Benefit Trust which was controlled by the TWU was being run in the red due to lack of funding and rising healthcare costs.

With a new President and negotiations soon to take place, there were

many rallies that led to a contractual agreement in 2002. In the department of buses, there was a first-time bus consolidation agreement, which revamped the whole MaBSTOA contract and standardized it to the TA Surface section, except that MaBSTOA pick practice will be continued.

What did continuing MaBSTOA's pick practices mean to MaBSTOA? For starters, there would have to be a history lesson on what happened when things sparked more than one general pick, such as a bad vacation allotment count, routes that had to be moved, depot closures and other unforeseen occurrences. In addition, and the most talked about, is the procedure of conducting those picks. For MaBSTOA, those were the pick practices that were being continued.

Contract Section 5.1 K12 or 6.3BB Which Apply to you?

Prior to consolidation, Section 5.1 of the CBA pertained to TA Surface Operators, while 6.1 to 7.0 pertained to MaBSTOA employees.

What has changed? In 2002 the CBA was changed to consolidate bus operators from TA Surface and MaBSTOA to remove all impediments for the free movement of equipment and personnel. This is found in Attachment E of the 2002 MOU. The MOU stated that all work and pay practices will be standardized to the TA level except the OA employees hired before December 16, 2002, where the pay practices would continue.

BRONX REDESIGN

by Claude Marshall, Bronx Division 2 Chairman

The Bronx network Redesign went into effect on June 26, 2022. One of the main concerns the Union has is the safety of all our members and the folks doing ambassador work to inform the public. It is very obvious at this point that operations planning had no idea, or just didn't care, about the people who ride the buses in the Bronx. Some routes that have been changed require feeder transfers to the train where formerly you could transfer to a bus for a better commute. Other changes require commuters, many of them elderly, to walk several blocks to transfer. The Bronx residents have definitely been undermined with these changes.

In order to keep everyone in a safe environment, the union negotiated having the MTA Police, MTA Security and the Eagle team present and riding the buses in the most projected problem areas. None of these things will matter in the aftermath, when our Bus Operators will have to deal with these issues without additional assistance. As the Bronx Division chairman, I have laid out additional issues that must be resolved for the sake of our customers and our Operators. We believe if management listens to these issues, and makes an effort to correct them, we can be in a better place. But we will have to see.



MABSTOA SOLID AND STRONG

MaBSTOA Maintenance Division is as solid as they come. With them, the job is more than just turning a wrench. They are very tight knit, and protective, of their work and the membership.

Management cannot put one over on them because of they have years of experience. Mike Rehn is the current Division Chairman and has done a great job keeping his members

whole. Tom Lenane, Director of MaBstoa Maintenance, has done well to keep the officers balanced and certified as fighters for the cause of organized labor. When Reps retire, and others Reps move up to take on the job of protecting the rights of the Division, they are ready because of the years of learning under the guardianship of Tommy Lenane.

MABSTOA MAINTENANCE DIVISION MAINTENANCE DIVISION MEETING AND BARBECUE

