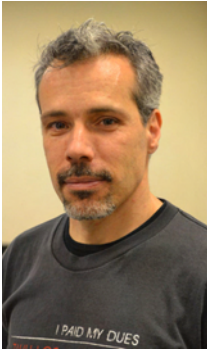




August, 2013

TWU LOCAL 100 NEWS

TA Surface



Your Division Officers

*Vice President, JP Patafio
Recording Secretary, Cathy Davis-Baker
Willie Rivera, Division Chair
Armando Serrano, 1st Vice Chair
Richard Thorne, 2nd Vice Chair
Louis Marrero, 3rd Vice Chair*

Contract Update



Vigilance the Key as “Bus Time” Rolls Out Systemwide

The MTA has been installing GPS's on their buses for a new program called “Bus Time.” They will start Bus Time systemwide beginning on January 1st or thereafter. We will be meeting management to discuss what potential effects it will have in regards to discipline, and other matters related to operations.

We know from our sister union, ATU, in Staten Island and Queens, that this on-time surveillance has led to disciplinary actions as well as altering running times. For instance, there are cases where operators received late slips and management was able to demonstrate that the operator pulled the bus over for 15 minutes prior to pulling in. Management will try to use GPS, like cameras on buses, against an operator for disciplinary matters. All operators need to keep this in mind and take precautions.

As for our picks, the GPS system

will do either of two things; make the MTA add or reduce time on our runs. This will be totally up to you. This system will give the MTA up-to-date and on-time scheduling options. No longer will management have to wait for the line to get a check ride, which usually takes months. Instead the MTA will have the option of changing those runs every single pick based upon real time data. Our job is simple when it comes to Bus Time: remember the TA slogan, Safety Before Schedule. Your Union instruction is to operate the bus safely and don't race to the end of the lines.

There are some fringe benefits to the new system. For example, the GPS-based system should at some point introduce automatic ADA announcements. It should also be helpful in times of emergencies, pin pointing a bus in distress.

The system is set to go fully opera-

With the appointment of Tom Prendergast and MTA Chair, negotiations are set to resume soon, but no one expects things to have changed much from our last negotiations – the TA still wants three zeros and for you to pay more for your health coverage. That said, the Union is building for a local-wide rally on October 29th. The Division will keep you informed on all matters pertaining to the contract talks as soon as we get it. Keep updated via the web at www.twulocal100.org and on Facebook at [tasurfaceinsight](https://www.facebook.com/tasurfaceinsight).

tional in the beginning of the New Year, with startups popping up throughout the Division. During this time the Union will be monitoring the implementation and discussing those issues that have been flagged for problems.



Rally Presses the TA to Make Assaults “a Real Priority”

TA Surface Officers: “If someone is threatening you or your passengers, and putting your bus in an unsafe condition, take it out of service.”

Bus operator assaults are a concern of everyone; it is an issue that every operator can relate to. We feel the pressure every day, and it seems the problem has gotten worse while the TA has not taken this problem seriously enough. Just look at how long it is taking them to put partitions on the buses.

In early July we held a rally demanding that more action be taken, and it seems the NYPD has listened. Around July 17th TWU started getting calls from the NYPD for emergency meetings with our Division. The Division and TA Surface’s BOAC committee has had about five meetings with Brooklyn’s NYPD top commanders and precinct captains and we have discussed ways to stem the violence. One of the things that the NYPD is going to start focusing on is the spot checks at hot spots around the city, meaning the prime locations and times where most of the operator

harassments and assaults are occurring. Also, the NYPD is going to start arresting fare evaders so that the general public can see that fare evasion will not be tolerated. More one-on-ones will also take place with the NYPD boarding buses and riding a couple a blocks or asking the operator how everything is on the line. Brooklyn North’s commander has standing orders going out to his subordinates for these actions to take place immediately. Brooklyn South will also follow this lead as well. We will continue to have a proactive approach with this new NYPD policy.

We will be pressing the TA to make assaults a real priority rather than just another cost item issue. From the Command Center to the public announcements and public relations, the TA needs to change its ways and begin to better appreciate and respect bus operators. We will continue to push for

real changes.

Part of our campaign relies on you to follow the TA rules and take a bus out of service when there is trouble brewing. Not reporting instances of threats and violence on your bus only gives the TA an excuse not to act. We ask you to continue to stop the bus and report incidents when you are confronted with an unsafe situation. If someone is threatening you or your passengers and putting your bus in an unsafe condition, take the bus out of service and call immediately for assistance. Be proactive and be safe out there.

TA Surface would like to thank all who came to our last assault rally. Your activism made a difference in getting the NYPD to become proactive in these trying times. The membership has proven again that, with organization and solidarity, much can be accomplished.

ICC Issue

A few weeks ago 126 St. Chair Carlos Saliva brought to our attention that several of his Operators were complaining that they could not reach the ICC brake to safely secure their bus. We investigated and found that a vendor had gone out and changed the position of the ICC brake to behind the operator's seat. When we complained, work of the ICC was immediately stopped and we called for a meeting with management. After some back and forth, management agreed to change the placements of the ICC brake on the affected buses and to make sure that all the new buses have them changed as well.



Most of you probably heard of the bus driver in New Jersey who killed an 8 month old baby when a light post he ran into fell on a little girl. This driver was on a cell phone, speeding around a curve by a park which is always congested with heavy traffic and pedestrians. He was also a probie working for the MTA.

In our profession cell phone usage is met with zero tolerance, and after accidents like this it becomes very hard to argue otherwise. The actions of a bus operator in any city or state can affect us all. The MTA has harsh penalties for cell phone violations that can and have led to termination. Though our cell phone violations have dropped dramatically in TA Surface, we cannot emphasize enough to leave it in your bag while you operate the bus, otherwise you could find yourself serving time in the street without pay or losing your job.

With new laws coming from Albany and Washington, cell phone penalties are getting more severe. For instance, a new state law for texting penalizes you with 5 points on your license, a stiff fine and an increase in your insurance payments. Or you can lose your CDL license for up to 3 months and get a \$2,000 dollar fine. The MTA watches these changes and with each new tragedy only pushes the zero tolerance on cell phone use even harder.

With such needless deaths as this little girl's, who can fault the MTA or the Government? Stay off the phone while you operate the bus.



Other Highlights

- TA Surface Safety Officer Thomas McNally finally got the MTA to agree to replace over 900 sun visors. The work has been approved after a lengthy wait and will commence in September.
- Fresh Pond will finally have the lights put in their parking lots with that work commencing immediately.
- Through the hard efforts of our Shop Stewards and activists, the Division has finally won the fight to bring back some of the service that was lost back in 2010. Starting in 2014, the B-37 will come back to Brooklyn with other restorations being added and new lines also coming into service. Part of the service enhancements will be the extension of the B-8, the B-67 and the addition of a new line, the B-32. The B-70 will be put back to its original route when the B-37 comes back.

TWU Is Moving

By the end of August, we will finally be in our brand-new headquarters at 195 Montague, in Brooklyn. TA Surface will have its own office. There will be an open house policy and the Hall will retain the same contact numbers and offices. So come on over and visit us at the new place. For your information, all our Division meetings will take place at the new Hall. Starting September 17, TA Surface will have our AM meeting at 11am and our PM meeting at 6:30.

The Hall's contact number remains the same: 212-873-6000.