

We've been there before.

WE'VE SEEN THIS MOVIE ALREADY!

The devastating impact of deferred maintenance has been one of the rare areas of agreement between Local 100 and the MTA.



Let's leave these headlines in the past

M.T.A. Agrees With Union Ads Charging Years of City Neglect

By DAMON STETSON

A spokesman for the Metropolitan Transportation Authority said yesterday that the agency's officials were in general agreement with criticisms of the subway system cited in advertisements by the Transport Workers Union.

The union, in newspaper advertisements published in several New York newspapers yesterday, charged that the subway system had been neglected over the years and allowed to deteriorate through deferred maintenance and "destructive" economies.

The advertisements urged a comprehensive investigation of the condition of the city's rapid transit facilities, emphasizing that subway workers were not the "culprits" in the subway's plight and would not become

do" over the years. The spokesman said that the authority, he said, was guarding the public interest by ensuring that the subway system was in the best conditions.

The Transport Workers Union also critical of a subway accident that was a result of human error. But the M.T.A. said the finding was a dictment of the will of an individual.

The union, in a way maintenance allegation that a maintenance plan instituted had left the system in a state of neglect and that the workers were not the "culprits" in the subway's plight and would not become

Subway Failures Last Year Called Worst in Decade

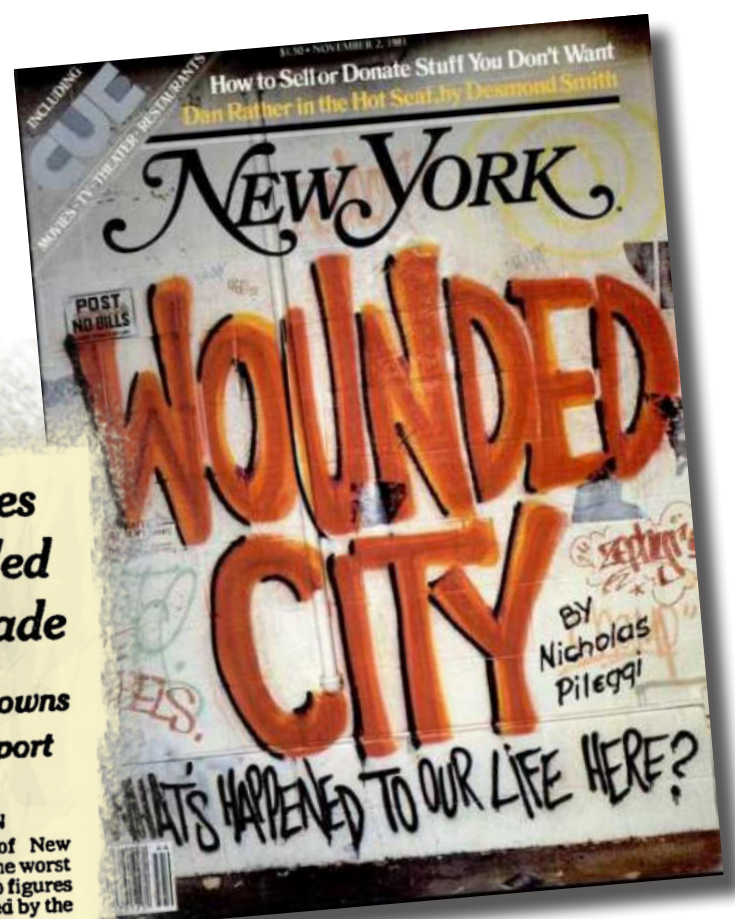
21% Rise in Breakdowns Cited in Bellamy Report

By DAVID A. ANDELMAN

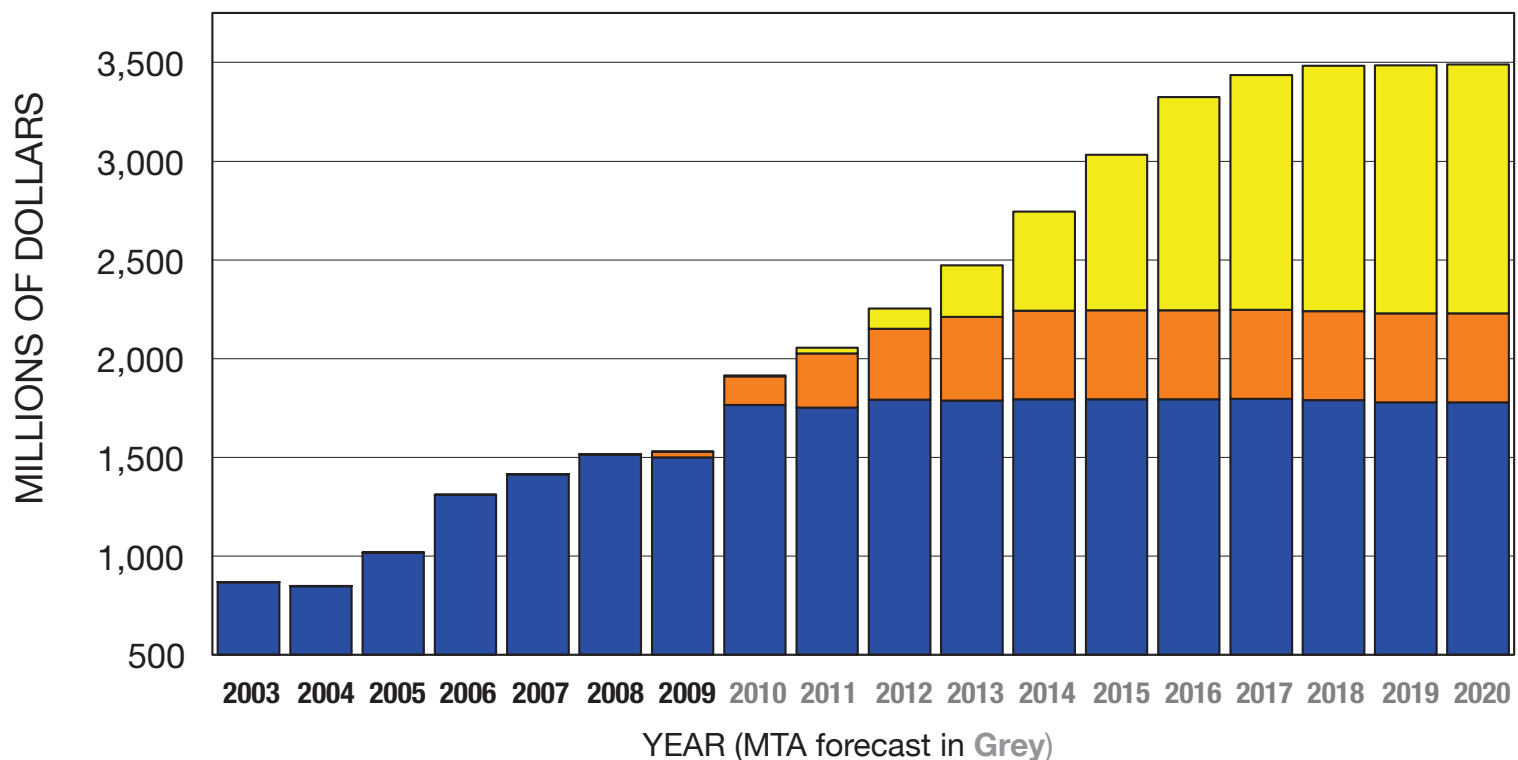
The operating performance of New York City's subway system was the worst in a decade last year, according to figures disclosed yesterday and confirmed by the Transit Authority.

The frequency of subway breakdowns rose 21 percent in 1979, compared with the performance in 1978. A spokesman attributed this to five years of neglect under the program of "deferred maintenance."

The figures were in a memorandum prepared by the staff of City Council President Carol Bellamy. They showed that the number of miles traveled by the subway system last year was the lowest since 1974.



TICKING TIME BOMB: MTA DEBT SERVICE PROJECTIONS



Adapted from the Office of the New York State Comptroller's Report 10-2010 "A Review of the Proposed Capital Program for the Metropolitan Transportation Authority."

Key

- Issued Bonds
- Approved Programs
- 2010-14 Proposed Capital Plan

THE TRANSIT FUNDING CRISIS WILL LEAD TO DEFERRED MAINTENANCE

Mass transit powers New York State's economy. The draining of dedicated funds from the MTA is a threat to New York's economic recovery and the future of the entire region.

CASH BALANCES ARE DROPPING

The slow recovery means there is less in the funding streams "dedicated" to mass transit. And those funding streams aren't even secure. Last year, \$160 million was stolen from transit funds. And now, in his FY 2011-12 Executive Budget, Governor Cuomo is proposing another raid of \$200 million in dedicated funds for the MTA. Despite the painful service cuts of 2010 and three consecutive annual fare hikes, the MTA is barely treading water.

DEBT SERVICE SQUEEZES THE OPERATING BUDGET

Over the past two decades, a decline in government support forced the MTA to engage in large-scale borrowing in order to deal with its mega projects like the 2nd Avenue Subway. It also had to

borrow to get the money to restore the system to a state of good repair and keep it there.

As a result, debt service has been growing faster than any other expense and will grow to \$3.5 billion in 2020 if current trends continue, squeezing the operations budget of the MTA. The current five-year Capital Plan has a funding gap of almost \$10 billion.

Because money earmarked by the legislature for the MTA Operations budget has been repeatedly raided, New York City Transit intends to severely curtail the maintenance of subways and buses. That means a crisis of deferred maintenance – which can be avoided if the legislature restores the funds it raided.

We need to stop the hemorrhaging of money from the MTA. Moving forward, we need to secure new revenue sources for the Authority. The legislature needs to lock down "dedicated" MTA budget funding streams to insure the future of affordable mass public transportation for all New Yorkers.

Coming soon to a neighborhood near you: UNSCHEDULED SERVICE CUTS

The MTA has pledged to address the current budget gap without resorting to service cuts.

Read that as unscheduled service cuts.

The MTA is planning to cut maintenance: on buses, on trains, on track, signals and structure.

What will come of these cuts over time? Buses will fail to run. Trains will fail to run. There will be emergency closings of tunnels, stations, etc. Service will be impacted. The impact simply will not be reflected in the schedules.

This approach allows the MTA leadership to avoid the public hearings and the bad publicity that would accompany another round of cuts to scheduled service. No elected official or community group can pinpoint cuts that target their district. However, riders in their district will be affected all the same. Instead of scheduled cuts, they will get less reliable service and a deterioration of safety. Both are unacceptable.

The maintenance cuts should be halted before they go any further.



Fund it. Lock it in.



Transport Workers Union Local 100 2011 LEGISLATIVE AGENDA

BARGAINING PROTECTIONS

School Bus Grievance (Awaiting Bill #, Lanza/Nolan) – Provides wage and benefit protection for school bus drivers and monitors working under a transportation contract by creation of due process hearings within the school board.

Taylor Law Reform Allows PERB to seek an injunction when a party engages in prohibited subjects of bargaining; employers engaged in extreme provocation are penalized, and pay the labor organization for losses sustained from dues forfeiture; defines extreme provocation to include bargaining tactics that increase tensions.

BUDGET & FINANCE

Transit Lock Box Mandate (Golden/Brennan, Awaiting Bill #) – that dedicated transit funds be used solely for that purpose.

SECURITY & SAFETY ISSUES

Transit Authority Passenger Security & Safety Act (A641, Wright) – Creates a New York City Transit Authority advisory panel to study and report on security and safety from terrorist acts, provides for a moratorium on the closing of token booths, and defines minimum staffing levels

on trains.

Weapons Assault on Public Transport (A1872, Jeffries | S3934, Lanza/Adams) – Classifies as assault in the second degree, class D felony, carrying a weapon on public transportation or facilities.

Bus Passenger Security & Safety Act (In Draft) – Promulgates safety standards for all New York City Transit Authority surface passenger vehicles based on NYS 19A guidelines; creates a taskforce to achieve new standards in passenger security and safety for the riding public.

Track Safety (A2294, Clark) – Renames the New York City Transit Authority Track Safety Task Force the “Daniel Boggs - Marvin Franklin New York City Transit Track Safety Task Force.”

Assault Bill (A3571, P. Rivera | S1154, Golden/Parker) – Classifies as assault in the second degree, class D felony, intentionally causing injury to Cleaners of the MTA or a subsidiary.

BENEFITS

Health Insurance Coverage for Surviving Spouses or Domestic Partners (A06535, Abbate) – Provides health insurance to surviving spouses or domestic partners of MTA employees.

Military Leave - Extends the current leave from 22 days to 44 days, with a possible extension of up to 60 days if necessary.

PENSION ISSUES

20/50 Pension (Awaiting Bill #, Golden/Abbate) – Establishes a 20-year retirement program for employees of the New York City transit authority who are subject to article 15 of such law; establishes participation criteria for such plan; establishes vested benefits in such plan.

Lung Bill (Awaiting Bill #, Golden/Abbate) – Provides that any lung condition resulting in partial disability or death to a member of the New York city transit authority, or its subsidiary corporation, shall be presumed to have been incurred in the performance or discharge of duty.

Childcare Pension Credit (Awaiting Bill #, Golden/Abbate) – The bill will allow transit authority members of NYCERS, who have accumulated substantial periods for childcare, to obtain credit upon retirement for periods of childcare leave.

Heart Bill (Awaiting Bill #, Golden/Abbate) – Provides that any heart condition resulting in partial disability or death to a member of the New York city transit authority, or a member of its subsidiary corporation shall be presumed to have been incurred in the performance or discharge of duty.

Allowable Service Credit (Awaiting Bill #, Golden/Abbate) – Includes all service rendered prior to service in the NYC transit authority, which

qualifies as city service for purposes of the 25-year and age 55 retirement program.

MTA Bus to NYCERS Pension Fund - Allows the pensions of members who are currently in the MTA Bus pension plan to be absorbed into NYCERS pension plan.

RETIREEES' ISSUES

Medicare Part B Reimbursement (A6371, Golden/Abbate) – Authorizes the Metropolitan Transportation Authority to reimburse on a monthly basis to each authority retiree the cost of the premium for such retiree's enrollment in the hospital and medical program for the aged and disability for such retiree and his or her dependents.

25/55 Refund for Post Retirees Bill (In Draft) – Provides a refund to retired transit members of NYCERS who were not included in the 2007 25/55 Pension Refund award.

Supplemental Benefit For Retirees Provides (Awaiting Bill #, Golden/Abbate) – an additional supplemental pension to retired transit members of the NYCERS in the amount of a one-shot payment of \$500.



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