WITH $200 MILLION IN CUTS to transit coming in Governor Cuomo’s new budget, the days of subway derailments, bus breakdowns, and the deterioration of structures and tracks are coming back.

Without enough money for planned capital projects, the MTA will cut maintenance to save mega projects.

The Transport Workers Union says:

Let’s learn from the 1980’s and avoid the slippery slope of deferred maintenance.

We’ve been there before.
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.
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.

**THE TRANSIT FUNDING CRISIS WILL LEAD TO DEFERRED MAINTENANCE**

Coming soon to a neighborhood near you:

**UNSCHEDULED SERVICE CUTS**
The MTA has pledges 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 2, 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 2) that dedicated transit funds be used solely for that purpose.

SECURITY & SAFETY ISSUES

Transit Authority Passenger Security & Safety Act (A644, 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 1 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.”

Assault Bill (A3571, P. Rivera 1 S133, 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 (A06355, 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 2, 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 2, 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 2, 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 2, 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 2, 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.

RETIREES’ 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 2, Golden/Abbate) – an additional supplemental pension to retired transit members of the NYCERS in the amount of a one-shot payment of $500.

www.twulocal100.org

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