

TA & MaBSTOA UNITED

NEWSLETTER | JUNE 2022

Your Right To Know:

No Sick Days? Here's How to Get Paid 60%.

By: Michael Enriquez



Scan the QR code above to learn about:
60% Paid Sick Leave.

Fed Up With Assaults, Transit Workers' Rally in Brooklyn.

By: Michael Enriquez

On June 14th, 2022, Transit Workers' marched from Broadway Junction to East New York Depot to demand better safety measures for Bus Operators'.



TWU Secretary-Treasurer Richard Davis (left), Flatbush Chairman Richard Thorne (center) and TA Surface E-Board Member Nasar Abdurrahman (right) at the June 14th Rally in Brooklyn

Are Bus Network Redesigns a Productivity Giveback?

By: Michael Enriquez

The Bronx Bus Network Redesign goes into effect on June 26th, 2022, but what's really the deal? Is the MTA really looking to improve the bus network across the city? Or, is the MTA looking for a "creative" way to keep it's Bus Operators' in the seat much longer for not that much more pay, if any? If you guessed the second option, I'd say you're correct!

Compared to the Summer 2021 schedules a notable highlight is Kingsbridge Depot, **beginning June 26th, 2022, Bus Operators' will incur 17.5% more vehicle time and complete 132 more trips for only a 4% bump in total pay when compared to the Summer 2021 schedules.** This exploitation is across the board on redesigned schedules where the MTA has achieved higher productivity levels from the workforce for a negligible increase in pay (or even a decrease in total pay in some scenarios).

The only reason the lines from Gun Hill Depot didn't get slaughtered is because the community showed up and showed out at their town hall meetings, demonstrating the importance of an effective alliance between our union and local community political leaders. If this administration's political action committee (PAC department) can contribute \$189,000 to the "friends of Andrew Cuomo" fund and get nothing for it, our PAC should strongly consider dispersing PAC contributions to cultivate and strengthen our ties with the communities we serve as if our work rules depend on it, because they do! The basic premise of a union revolves around securing the most amount of pay for the least amount of work possible, but we're quickly seeing that balance tip in favor of the MTA as our work loads are increasing far faster than our pay.

Donald Yates Elevated to MaBSTOA VP.

By: Danny Cruz

On May 31st, 2022, the executive board voted 43-2 to elevate MaBSTOA Division I Chairman Donald Yates to the office of the MaBSTOA Vice-President. The move came after Richard Davis was elevated to local-wide Secretary-Treasurer and Director of Operations. Donald Yates is notably known for his tenure at Manhattanville Depot. In 2014 he was elected as the MaBSTOA Division I Chairman and will now serve as the Vice-President of MaBSTOA.



MaBSTOA Vice-President Donald Yates (left) alongside Gun Hill Chairman Tom Browne (right) at Gun Hill Depot

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Transit Crime Solutions - a Game of Hot Potato.

By: Michael Enriquez

As of May 2022, transit crime is up 58% compared to this time last year. Is there a solution in sight? It seems like the MTA tosses the bag to NYPD, who then tossed it to the Mayor and somehow, it lands right back into the hands of the MTA - worse than before, but, as each agency drags their feet the ones who pay the ultimate price are us, the transit workers' who are physically and verbally assaulted.

It's evident, the lack of any progress is a deeply rooted accountability problem, is it time for the MTA to take back control of the NYPD's Transit Bureau and re-establish the NYC Transit Police Department so that the MTA can be held directly accountable without deferring blame and jumping through the red tape of multiple agencies?

The NYC Transit Police Department was a law enforcement agency that patrolled the transit system between 1953 and 1995.

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