



New York City Transit

September 5, 2014

Tony Gammone, President
Subway Surface Supervisors Association
350 State Street
Brooklyn, NY 11217

Vincent Modafferi, President
Transit Supervisors Organization, TWU Local 106
5768 Mosholu Avenue
Bronx, NY 10471

Re: 126th Street Depot

Dear Messieurs Gammone & Modafferi:

As a follow-up to our recent discussion, I am writing to advise you that MTA New York City Transit has determined that continuing to maintain 126th Street Depot is not a feasible option and will therefore be closing 126th Street Depot. There are compelling operational and fiscal reasons to close the 126th Street Depot, primarily, the current state of the facility, the existence of adequate capacity without 126th Street, and declining bus ridership trends. The 126th Street Depot is in need of significant renovation or reconstruction and would require a substantial financial investment if it were to remain in service. The project would be time-consuming, as well as fiscally and logistically daunting, complicated by the existence of the Harlem African Burial Ground.

Moreover, the size of the 126th Street Depot requires that most of its buses be stored in adjacent lots across 2nd Avenue from the Depot. While we own one parcel on this block, we have long parked 126th Street Depot buses on the entire site. The City has informed us of their intention to begin developing part of the block and have put us on notice to vacate the City's parking lots. In addition, long term trends indicate there will be flat or reduced bus ridership in Manhattan. We have been able to operate bus service without Mother Clara Hale Depot (MCH) since 2008, when it was closed for reconstruction. When MCH reopens in 2015, we will have adequate capacity among our other depots to maintain current and future bus service without the 126th Street facility.

Current routes emanating from 126th Depot will be reallocated to various depots in Manhattan, including MCH. It is planned that the M01 (currently an OA route), the M07 (currently an OA route), the M35 (currently a TA route) and the SBS15 (currently a TA route) will be assigned to MCH Depot. After the planned redistribution of routes, the majority of service running out of MCH will be TA service, as is currently the case with 126th Street Depot.

Messieurs Gammone & Modafferi

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Re: 126th Street Depot

We have had discussions with TSO and SSSA regarding the impact on supervisors currently working at 126th Street Depot but to date, have been unable to reach a mutually agreeable solution. Please note that the Authority will continue planning for redeployment of these employees and are available to discuss Transit's plan to assimilate 126th Street incumbents in other Manhattan depots. Absent an agreement between all affected parties, Transit will implement a plan where supervisors currently working at 126th Street Depot will be given the option to pick into the Brooklyn Division or into MCH Depot, for those who opt to remain in Manhattan. Any remaining positions at MCH Depot will be made available to other Manhattan and Bronx Division Supervisors. Supervisors currently assigned to Road Control who service 126th Street routes will continue to pick in the same manner and will be permitted to pick a post in the Brooklyn Division or one currently included in the 126th Street Depot pick. To reiterate, the Authority is available to discuss the matter further and favors a mutual agreement between the parties. Should you wish to continue our discussions, please contact my office as soon as possible to schedule a meeting.

In the event the parties are unable to reach a mutually agreeable resolution regarding the deployment of 126th Street Depot personnel and the unions elect to proceed to arbitration, the Authority proposes a tripartite arbitrator panel to hear the dispute.

Sincerely,



Christopher J. Johnson

Vice President

Office of Labor Relations

cc: C. Bianco
D. Irick
D. Franceschini