

Public Report Concerning Taylor Law Strike Activity On July 14, 2026

September 11, 2026

This public report is issued pursuant to Section 210(4) of the New York Civil Service Law (the “Taylor Law”), which requires the chief executive officer to publish, within sixty (60) days after the termination of a strike, a report setting forth: “(a) the circumstances surrounding the commencement of the strike; (b) the efforts used to terminate the strike; (c) the names of those public employees whom the public officer or body had reason to believe were responsible for causing, instigating or encouraging the strike; and (d) related to the varying degrees of individual responsibility, the sanctions imposed or proceedings pending against each such individual public employee.”

Circumstances Surrounding the Commencement of the Strike

The Grand Avenue Central Maintenance Facility (“CMF”), located in Maspeth, Queens, is responsible for the heavy maintenance of New York City Transit Authority (“Transit”) buses. On July 14, 2026, during the mid-tour shift (2:00 p.m.–10:00 p.m.) at Grand Avenue CMF, 27 hourly employees represented by Transport Workers Union, Local 100 (“Local 100”) assigned to voluntary overtime, collectively left their work assignments approximately forty minutes into the overtime period.

The job action immediately followed the removal from duty of Carlos Franco (Bus Maintainer B and Local 100 Union Section Chair) by supervision for not wearing the correct safety footwear. Shortly thereafter, at approximately 2:35 p.m., union Shop Steward Alvin Umadas paged all overtime employees to gather at Lift A-1, and minutes later, paged Maintenance Supervisors Anthony Marchese and Walter Giron to the same location. Upon arrival, the Supervisors were informed by Umadas that all 27 Local 100 overtime employees were clocking out and leaving. No reasons were provided at the time for the mass departure, and there were no contemporaneous complaints regarding workplace conditions or supervisory conduct. All 27 employees elected to clock out or be clocked out at approximately 2:40 p.m. and left the premises. This job action left a range of critical maintenance tasks unfinished, including scheduled relines, ongoing structural repairs, and roof hatch maintenance.

Following a comprehensive investigation, the undersigned, as Chair and CEO of the MTA and its affiliate and subsidiary agencies, determined that the above activity on July 14 constituted a prohibited concerted job action under Section 210 of the Taylor Law.

Efforts Used to Terminate the Strike

Despite the Supervisors’ efforts to engage with the employees, the employees decided to stop work and depart the premises. The strike did not continue beyond this overtime shift.

Individuals Believed Responsible for Causing, Instigating, or Encouraging the Strike

Appendix A to this report sets forth the names of all of the individual employees whom Transit has determined caused, instigated or encouraged the strike.

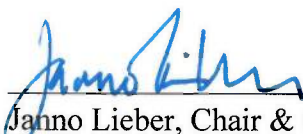
Sanctions Imposed and Proceedings Pending

Pursuant to Section 210(2)(e) of the Taylor Law, employees determined to have engaged in such strike activity were notified on August 6, 2026, by Certified Mail that they may be subject to a deduction of twice their daily rate-of-pay for each day of participation in the strike, in addition to any discipline the employer may determine is appropriate for violating their governing work rules. Employees were notified of their right to object, within 20 days of the date on which such notice was served or mailed, by providing a sworn affidavit, supported by available documentary proof, containing a short and plain statement of the facts upon which they rely to show that the determination is incorrect. No objections were made within the required time period.

On August 5, 2026, the Chief Financial Officer of the MTA was notified to deduct, within a period of not less than 30 and not more than 90 days following the date of determination, overtime compensation earned on July 14, 2026, and one day of regular pay at the employee's daily rate.

Transit has served the employees involved in the strike activity with disciplinary charges alleging violations of the Transit Rules and Regulations, including failing to report for their assignments, failing to follow the directives of supervision, making false statements, failing to give proper notice of their intention to be absent, and shirking duties. The union representatives were also served with disciplinary charges for such violations and for additional violations including soliciting false statements; Carlos Franco has also been charged regarding wearing improper footwear.

Dated: September 11, 2026



Janno Lieber, Chair & CEO
Metropolitan Transportation Authority

APPENDIX A

Name and Pass Number of employees who engaged in prohibited actions or encouraged participation:

- 1) BMA Allard, 008076
- 2) BMA Demasi, 211014
- 3) BMB Deonarayan, 214050
- 4) BMA Espinosa, 259023
- 5) BMB Hussain, 421043
- 6) BMA Jones, 446058
- 7) BMB Kondylas, 484050
- 8) BMA E. Magdaleno, 549034
- 9) BMA R. Magdaleno, 549035
- 10) BMB Perez, 691197
- 11) BMA Perez, 691165
- 12) BMA Persaud, 693035
- 13) BMA Rampaul, 727075
- 14) BMB Umadas, 911019
- 15) BMB Verros, 919282
- 16) BMB Ortiz, 669150
- 17) BMB Longobardi, 533049
- 18) BMB Ewers, 262032
- 19) MHB Deohari, 214051
- 20) BMB Franco, 289055
- 21) BMB Kanivelil, 455063
- 22) BMB Gabbore, 733030
- 23) BMB Deolali, 214002
- 24) BMB Bello, 057101
- 25) BMB Estaban, 259087
- 26) BMB Matadin, 566135
- 27) BMB McCoon, 572051