



AT THE GATE

JANUARY/FEBRUARY 2026

A TWU Local 100 newsletter for members of the Stations Division from the desk of Stations Vice President Robert Kelley



Robert Kelley
Vice President Station Department



A MESSAGE FROM THE VICE PRESIDENT

Happy New Year to all. I hope you and your families enjoyed a warm, peaceful, and healthy holiday season.

As we enter 2026, we are facing an important contract fight ahead. This is a critical moment for our Stations Department, and success will require unity and solidarity from every member. We must stand together and show what it truly means to be Stations Strong.



"Are you ready to do what it takes to win? Are you ready to stand together on the front lines?"
— TWU Local 100 President John V. Chiarello addressing over 2,500 strong union members at this year's Mass Membership Meeting.

On January 24, 2026, we held the TWU Local 100 Mass Membership Meeting, and the message was clear: now is the time to come together collectively and move as one.

This fight is not about politics or internal opposition, but those differences must be set aside.

What matters now is our department, our livelihoods, and our future. Our strength comes from standing shoulder to shoulder, focused on the common goals we share.

This contract fight involves all of us, collectively. When we are united, we are powerful-and together, we will fight for the contract we deserve.

Now is the time to stay engaged, support one another, and show up when called upon. Our unity will determine our success.

Let's remain focused, committed, and Stations Strong.

In Solidarity,
Robert Kelley, VP Stations Department





Nicolette Browne
Station Division Chair

FROM THE DESK OF THE DIVISION CHAIR

Happy New Year, everyone. I hope you all enjoyed a restful holiday season. As we begin this new year, I want to wish each of you good health and peace of mind.

We're now deep into the winter months, and cases of the flu and other illnesses continue to rise. Let's be mindful of one another-if you're feeling unwell, please take the necessary steps to protect your coworkers and yourself.

This is also a time to stay vigilant and aware of our surroundings. Safety remains the most important part of every tour. Your well-being comes first, and looking out for one another is what keeps our stations strong.

Wishing you all a safe and healthy start to the year.

Nicolette Browne
Station Division Chair



Remember to take care of your health first and foremost.

Stay vigilant while out on the field.



Important Updates from Your 2 Broadway Hearing Representatives



OLR ▪ Sick Control ▪ Member Responsibilities

Sick Forms & Sick Control Procedures

To protect yourself from avoidable discipline follow these requirements:

Submitting Sick Forms

Sick forms must be submitted within 72 hours of your return to duty. If submitting by email, always follow up to confirm the Sick Unit received it. If submitting in person, get the form stamped and keep a copy. Whether you are at 70%, 30% on Sick Control, or not — if you are out sick, a sick form is mandatory.

Too many cases are being generated simply because sick forms are not submitted.

Know Your Sick Status

It is the member's responsibility to monitor their own Sick Control status. Call the Sick Unit and ask:

What is my current status?
How is it being reviewed?
What steps are required to be removed?

If you are removed from Sick Control, request written confirmation.

Stipulation Agreements

Stipulations are serious legal agreements. When you sign one, you agree to specific terms. Violating those terms can lead to dismissal.

After Your Hearing

Members must sign off to officially close their cases. Email requests for signatures serve as proof that your case is closed, and your DAN history is updated. Leaving cases open or failing to follow up with your rep can block promotions. No member can promote with open cases.

Emergency AVAs

Emergency AVAs require supporting documentation. If you do not submit proof of the emergency in a timely manner, a DAN will be issued. Depending on your last penalty, this can escalate to dismissal — something that is completely avoidable.

Avoid Altercations & Confrontations

It is not worth risking your job. Once you are brought into OLR: You lose overtime. Your tour is automatically changed. Your family life and responsibilities are

disrupted. Childcare, school schedules, and financial obligations are affected. Many of you are the primary providers for your families. Protect your job and your peace.

Drugs and Alcohol

NYCT is a drug and alcohol-free employer. Transit employees cannot take anything containing THC including:

- Oils
- Lotions
- Teas
- Brownies
- Gummies
- Any other form

All medications must be prescribed, and you must provide proof when required. All employees must be cleared by the MAC Center. If MAC does not approve you, you cannot work.

When reporting to OLR:

Sign in and out on the log near the waiting area. Do not sleep in the waiting area — this can result in additional charges. Notify your union rep immediately if an emergency arises. Inform your rep in advance if you have scheduled vacation.

Reporting to OLR at Broadway

Your tour automatically changes to 8 AM – 4 PM. You must be in full uniform — no exceptions.

Final Message to All Members

Take your livelihood seriously. Take your family's well being seriously. Take yourself seriously. Show up as the best version of who you are.
YOU ARE WORTH IT.

Shameeka Spearman-Martin,
Hearing Representative /
CTA Section Recording Secretary,

From left to right: Jason Nisanov,
Station Agent, Vice Chair Sabrina
Rosado and Anthony Atria,
Stations Representatives and
Shameeka Spearman-Martin.





Antonio Roldan Jr.
CTA Section Chairman

CTA Section

It's a New Year to change your ways, whether in life or at the job. Be a better version of yourself. Go to the doctor and check your health! Be a better CTA, Station Agent, Collecting Agent or Stock Worker! Go to your union meetings! Be a Better union member and become a better you! You can do it.

It's a New Year of possibilities. Snow is one of them. Snow Emergency Days and Snow Anticipation Days for CTA's gives our title job security and highlights our work, not only for the MTA but also for the riding public. Clean and safe platforms and stairways are a benefit to us all and your hard work is never overlooked.

Financially, we get paid for our work, not always on time, but we get paid time and a half and OT! Be Safe! Stay Warm! Come in and do your hours! We all appreciate YOUR WORK!

If you are having issues with snow duty pay please e-mail:

snowdutyissues@twulocal100.org

Include: Name, Pass, Date of Missing Pay, Hours Worker, Supervisor, Reporting Station, Contact Information. Have a happy, healthy and prosperous New Year everybody!!!



Pedro Rivera
Collecting Agent Vice Chairman

COLLECTORS WORLD

I would like to begin by wishing a **HAPPY NEW YEAR to ALL COLLECTING AGENTS!** Brothers and Sisters, we have contract negotiations coming up and we need everyone on board to get a good contract. We need everyone to be active, supportive and boots on the ground if necessary. Our department is targeted to shrink and

we are professionals, individuals who deserve the best, but we have to fight together! I especially want to thank all Collecting Agents who attended **OUR UNION's Mass Meeting, THANK YOU!**

Let's have a successful New Year for us and Our Families!!!



Michael LittleBear
Division Vice Chairman

SUPPLY LOGISTICS

This New Year brings us all new challenges, but we are ready for the fight. Management is coming after us more, and more, and Vice President Kelley and your UNION are challenging management at every turn. The UNION will not back down. Not Now, not EVER.

As our contract runs out this year, in May. It is time for **all hands on deck**. We must stand together to be treated fairly and with true respect!



2 Broadway Hearings

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 OMEQYYEAENOVYNPHMOXSUESSV
 DOE LZKYUROVCQGPXIIJIBPCQU
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 ZFWEGNEBXSNEPVROOIPKNKPJO
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 CBVHRWNVKHHQSVIQXKKOCDIXQ
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 OGGGLELAYDNXQFGDKTCMAGEAS
 PEVSEARLIAPNSNDVUANSMBHUZ
 LBVKIRLCS PVQZKORHTTLZSNBA
 ODAMMLZOHJLAJT CATUQCLZMAO
 QXZLHUOHDMXQYSUWTSP LTEXTK
 SPQBFMNORZDBZYMVBVLSWUUDJ
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 MAAQULYRPRKTWXNYEX IPPKZDU
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 BMACCENTERXHDUDWXTBSFVDMB
 CBFUMPRCONFRONTATIONS KOYF
 UXKKIALTERCATIONS SRCOGPEKO

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Altercations

Emergency Ava

Discipline

Sick Status

Sick Forms

Mac Center

New Year

Hearings

Alcohol

JOIN YOUR BROTHERS & SISTERS FOR

LOBBY DAY

WEDNESDAY, MARCH 25TH • ALBANY, NY

HERE

This year, 2026, there will be elections held for the entire body of State Legislators in November. The Governor is also up for re-election. However, for many candidates, the June 23rd Party Primary is of equal, if not greater importance.

This is why this year's **Lobby Day trip to Albany, on Wednesday March 25th**, is consequential. For more than a few State Senators and Assembly members (and perhaps the Governor) the primary

is where they are most vulnerable. Voter turnout for a primary is, generally, significantly lower than in a general election. To employ a **Sports Analogy**, relative to **professional athletes**, this is their **walk year**. It is the time when they want to pad their stats! Well, let them do it!

Get them behind the movement to **Fix Tier 6**. Join your fellow members and press the issue of pension justice as a ticket to their serving another term.

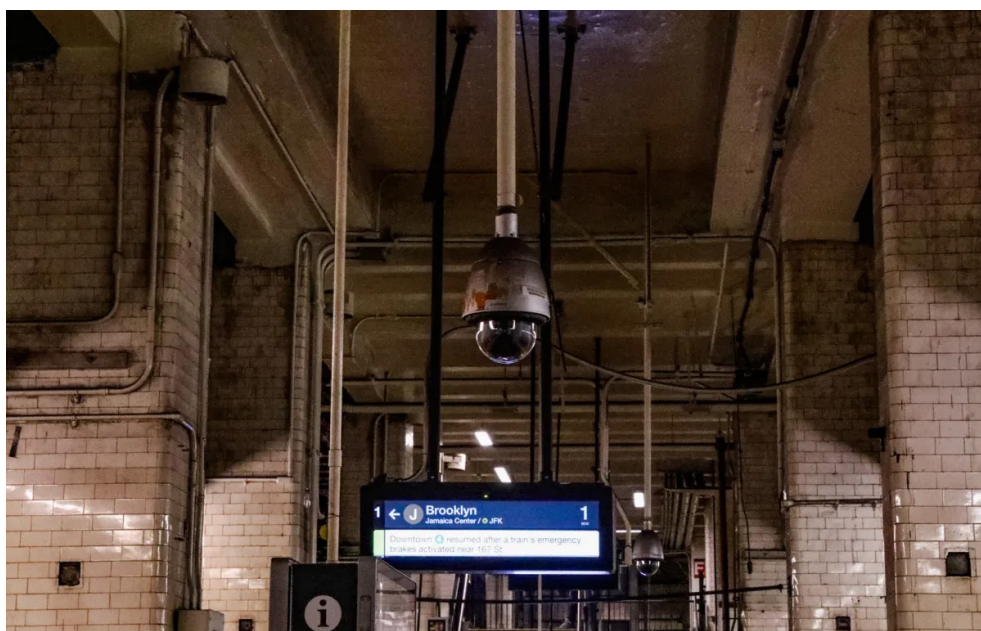
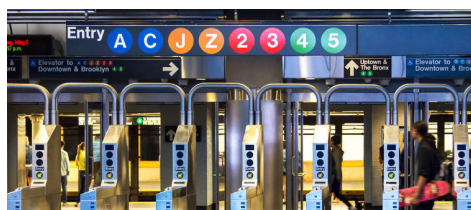


AND

HALLS OF JUSTICE?

"Crime and Punishment" are the foundation of these imposing structures in Bronx, Kings, Richmond, Queens and New York counties which have etched above their entrances **criminal court**. The staple diet of those who toil there consists of the adjudication and deliverance of penalties.

Our union's presence, notably President John Chiarello and Station Vice President Robert Kelley accompanied by bands of union activists sends, loud and clear, the message that those who assault us are **put away** for the maximum sentence allowed. Their selfless actions have not gone unnoticed as the D.A.s are now more inclined to remove the menace, through incarceration, for a significant time.



One day the notion of **deterrence** can be buttressed with, in addition to the current seven-year mandatory sentence, a **banning of the individual** from the system is implemented (from three to five years). Harnessing the advances in artificial intelligence technology will make this enforcement a reality. **Prevention is the ultimate objective**. Again, A.I. can help achieve this goal.

Several stations are equipped with cameras which feed conditions at the location to a monitor in the booth. Every booth should be armed with such an arrangement. The Station Agent will then be aware of all conditions at their **work-place**, which pose a potential threat to passengers, and report, via the EBCS, the condition as well as alert co-workers of a possible dangerous situation.

THERE



TECH vs FAREBEATING

The MTA is about to unleash an army of Fare Agents with small computers that can ticket offenders (fare beaters) instantly. They'll have hand-held technology that allows them to check an OMNY Card, a credit card, your phone however someone pay; to confirm that the fare was paid, according To MTA Chairman Lieber. These devices will also be able to spit out tickets and fines on the spot.

The Chair said the new initiative is designed to stop the **evasion epidemic** and will go in effect when the OMNY fare system is fully operational. Initially the bus fare beaters will be targeted.

The quest for a better mousetrap will continue with the testing of different turnstile models. A recent Citizen Budget Commission study concluded that \$918 million was lost to the MTA from fare evasion in the last year.

AMBASSADORS (?) SCOUTS(?)

In the quest for an efficient method in dealing with the **homeless problem** on the subways, Governor Hochul has proposed expanding the **Scouts Program** to fifteen from the current ten. Each team consists of transit police officers and a behavioral nurse. They (based on the nurse's assessment) can force homeless into hospital care if it is determined that the individual is at risk of harming themselves or others.

Mayor Mamdani has proposed the "removal of police personnel from homeless outreach" (known as **PATH** in N.Y.C.'s bureaucracy).

He would have them replaced by **Transit Ambassadors** who will "offer assistance with emergencies, directions, accessibility and transit information to riders on the platform". His description of their duties

mirror those of the Station Agent. It is a situation that demands scrutiny as it could be sculpted into a threat to our jobs! Perhaps the Mayor is unaware of Agents' responsibilities and the intricacies of the subway station and the tasks of those who work there. Ultimately the subway is under N.Y. State's control, not the city's.

The last time City Hall tried (albeit unsuccessfully) to meddle in NYCT operations was when the **WEP** program came into being. Governor Pataki and the MTA slammed the door in Guliani's face.



HIGH ROLLIN'

The MTA defied the wishes of the White House and plowed ahead with a congestion pricing plan, which is now well on its way to funding Capital Projects for the coming years.

Their successful streak continued as the State of New York has awarded three licenses for casinos which are anticipated to bring in \$2 Billion in the coming years. The monies from congestion

tolls will be used for increasing accessibility, the 2nd Ave. Subway expansion, the Interborough Express and other planned Capital Projects.

Generally, the **TWU workforce** gets roughly **20%** of these jobs. In Stations we get the **G.O.** jobs when and where there are diversions/ disruptions in regular service as a result of construction.

However, the Capital Budget's allotted funds, according to law, can't be used for the **operating budget** (which includes, among other things, our payroll). The Casino monies are ticketed, in whole, for the Operating Budget.



SNAP SHOTS

Well, we've welcomed in another year. This time it's different, 2026 is a **contract year**. Put on your thinking caps! Submit your ideas/demands (in writing) at the February union meeting.



The practice of self-driving vehicles is being implemented across the country. Such cars were tested in Lower Manhattan and Downtown Brooklyn in September. Several cities are considering Public Transit (buses/trams) as an option to be explored. An overlooked aspect was brought to light in San Francisco one Saturday night (12/17).

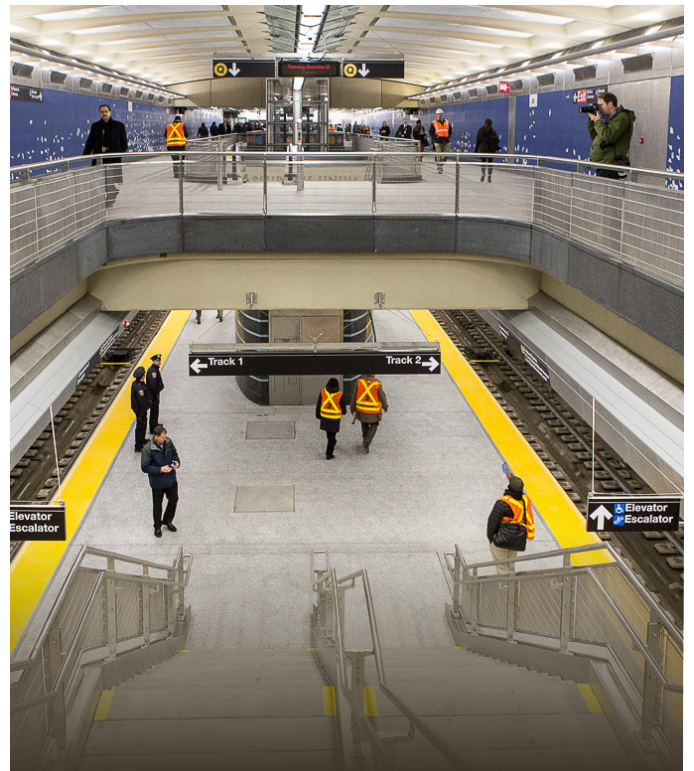
A number of neighborhoods suffered total power outages. Waymo suspended its **self-driving** car service after the autonomous taxis caused major traffic jams. The blackout brought down the traffic lights. Without working traffic signals the driverless cars malfunctioned, with many halting in their tracks, causing massive tie-ups. Some were stuck at intersections with long lines of cars piled up behind them (imagine the monster-gridlock crippled self-driving buses could engender!).



Welcome side effects of congestion pricing include a **22%** decline in particulate pollution, according to a Cornell Univ. study. Particulates are issued from the tailpipe and can aggravate asthma and heart disease and increase the risk of lung cancer and heart attack. Globally they are a risk factor for premature death.

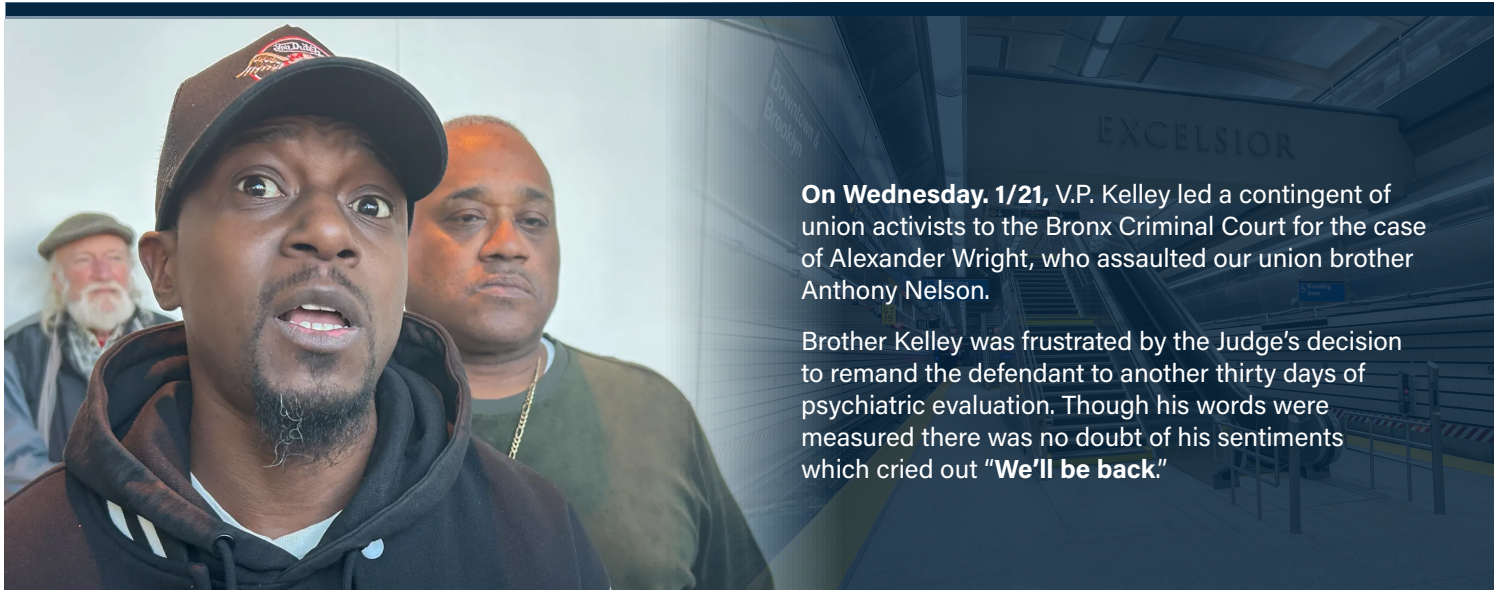
Apparently, the White House has tired of trashing the dead and is setting its sights, not on fishermen or deckhands in the Caribbean nor on an ex-bus operator in Venezuela but on the MTA.

On January 28th in the U.S. District Court (in Manhattan) the showdown over congestion pricing, between the U.S. Dept. of Transportation and the MTA will unfold.



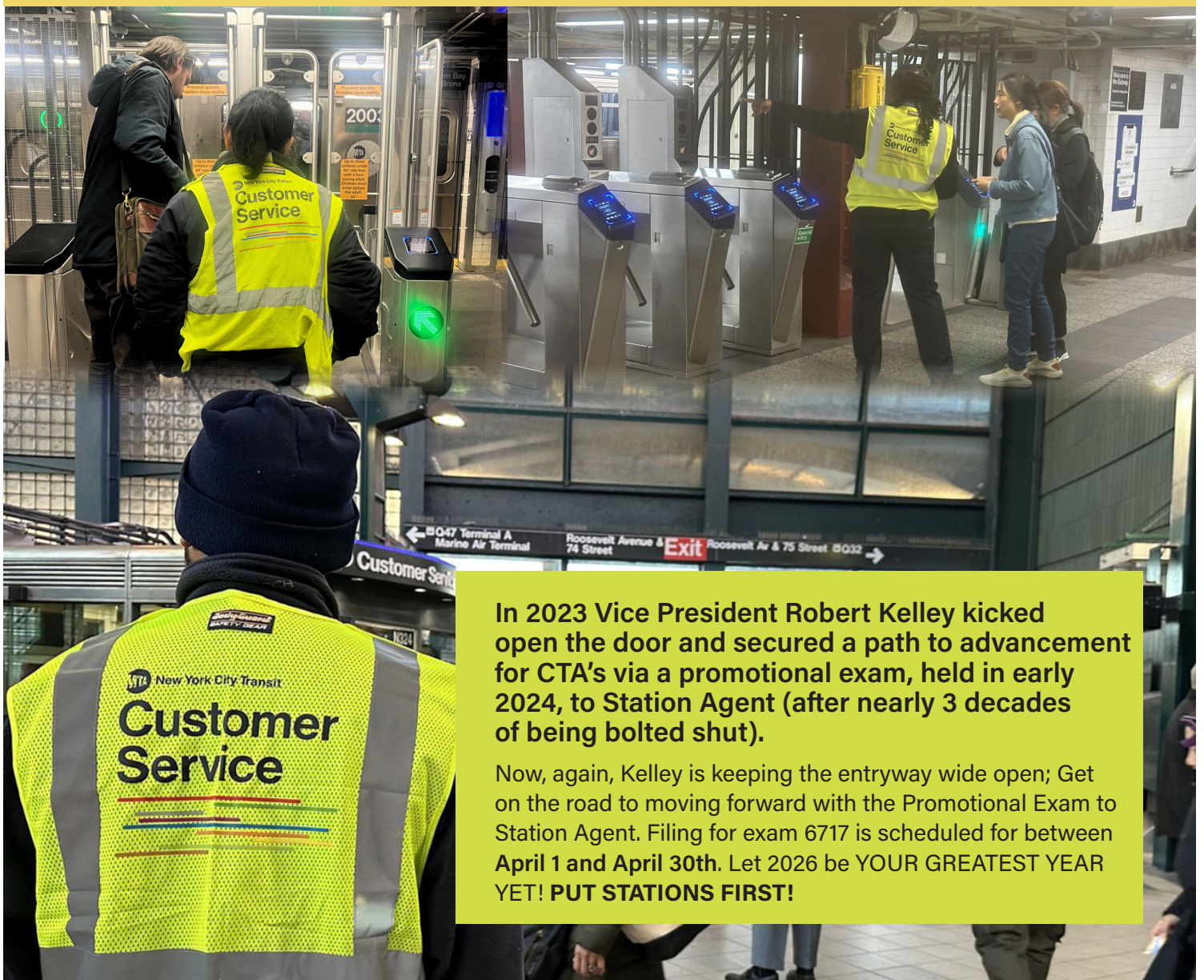
Finally! The initial phase of the 2nd Ave. subway (ending at 96th St.) will soon have construction completed! Nearly a decade after being opened for passenger service! Upcoming projects include: Emergency Exit Lighting, Safety Railings, Guardrails as well as Critical Mechanical, Electrical and Waterproofing Measures

SNAP SHOTS



On Wednesday, 1/21, V.P. Kelley led a contingent of union activists to the Bronx Criminal Court for the case of Alexander Wright, who assaulted our union brother Anthony Nelson.

Brother Kelley was frustrated by the Judge's decision to remand the defendant to another thirty days of psychiatric evaluation. Though his words were measured there was no doubt of his sentiments which cried out **"We'll be back."**



In 2023 Vice President Robert Kelley kicked open the door and secured a path to advancement for CTA's via a promotional exam, held in early 2024, to Station Agent (after nearly 3 decades of being bolted shut).

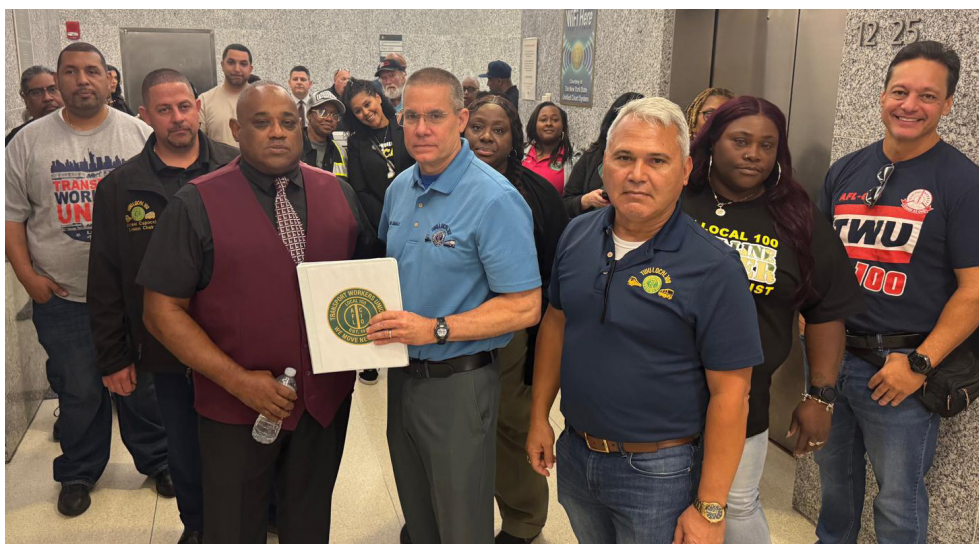
Now, again, Kelley is keeping the entryway wide open; Get on the road to moving forward with the Promotional Exam to Station Agent. Filing for exam 6717 is scheduled for between **April 1 and April 30th.** Let 2026 be **YOUR GREATEST YEAR YET! PUT STATIONS FIRST!**

MTA BOARD REPORT

The MTA Board Meeting of Wednesday Dec. 17th attracted 34 public speakers. While it was business as usual insofar as the public comments portion of the meeting (the forum that typically devolves into a whine and gripe fest dominated by wannabe celebs and experts) this meeting contained a truly unique moment; a genuine alarm was voiced!

Such a rarity has not been sounded in over a dozen years when prior to the MTA moving its Center of Operations to 2 Broadway, from Madison Ave in Midtown, a speaker (Alan Saly) cautioned them against the move, pointing out that they were relocating into a flood risk zone.

Some five months later he was proved prescient when Super Storm Sandy inundated the new downtown Headquarters, causing a plethora of problems for the Agency.



This time it was TWU Local 100 Administrative V.P. Alexander Kemp who lambasted the MTA for problems with radios on buses. Communication between Control and the road is essential (Bus Operators are not permitted to have cell phones on their person when driving and are subject to severe discipline if they violate this policy). Brother Kemp warned of consequences, stating:

“Any bus without access to a working radio should be considered unsafe”

He emphasized the dire impact on safety, when declaring that a bus lacking a working radio should not be in service because you **“cannot protect the general public or the work force in an emergency.”** It would be wise if the MTA heeds Kemps' warning.

MTA Chairman Leiber opened the regular session with a brief recap of the MTA's achievements in 2025. He proudly announced that the budget is again balanced, praising New York's governor for her contributions. A video highlighting the advances was then broadcast. It opened with Governor Hochul (promising not to back down on congestion pricing) and concluded with a push for **tap and ride** use.

The critical accomplishments were then detailed by the MTA's Chief Strategic Initiatives Officer, John Kaufman. He listed the surge in ridership, **97%** use of tap and ride, Drop in crime (lowest since 2017; 1.5 per one million passengers), the Capital Plan and congestion pricing. **The feel good / pat on the back meeting** approved the budget and five-year plan and forwarded it to the State Legislature for confirmation.





The Wednesday January 28th Board meeting also hosted the Agency's Committee Meetings (postponed from Monday 1/26) and drew 17 participants (in person & virtual) to the public comments segment of the Meeting.

Chairman Lieber crowed that, during the **snow incident**, the MTA was the **only system that kept operating**. Later in the **Transit Committee** report it was noted that there were detours but not disruptions. The Chair declared that "We are starting 2026 in good shape." He followed with announcing increases in ridership (**7%**), customer satisfaction, safety and a decrease in crime.

Lieber cautioned that the work on the **Second Ave. Subway** could be delayed by Washington, citing the recent freezing of Federal funds for the **Trans-Hudson Gateway Project**. One initiative for 2026, which is already underway, is **optimizing schedules on subways**.

The IRT lines in Brooklyn are scheduled to have new timetables shortly. Increasing productivity and efficiency for the public is one of the coming year's goals.



On the issue of **fare evasion** the Board was reminded that they are not paying for the current gates but rather the three companies vying for the contract are funding the installation of the pilot program.

The final model will be adjusted and customized to fit "what works in New York" and that version will be installed in 70 stations affecting about **70%** of the ridership. Lieber tickled the fiscal imagination when speaking of a proposal by the Governor regarding Auto Insurance.

She seeks to lower the rate for New Yorkers but also make revisions that would lower the exposure of the MTA and city agencies: police, sanitation, fire trucks etc. The Chair lambasted the current 'litigation process' as one which "unintentionally permits fraud".

The MTA is faced with enormous pay-outs "even if judged only **1%** responsible" for the accident. Continuing, he mused that lawyers tend to look around and ask; "Was there an MTA bus nearby?"

This restructuring will limit the liability of the MTA (whose **deep pockets** are often exploited when it comes time to impose damages in a lawsuit) and millions of dollars will be saved. The enormous amount of money currently paid should be awarded instead to those who according to Chairman Lieber, when speaking of the snowstorm, "Really showed up".



RING!

RING!



Who to Call @ JTWU

Member Services: Wondering what your Health Benefits cover? Get the correct answer by calling: **347-643-8060 or 8062.**

The kids need braces or has a toothache? For **Dental coverage call: 347-643-8064.** Questions concerning your vision? **Call: 347-643-8064.**

Union Assistance Program: UAP is by the workers for the workers. Confidential is their motto. If there is a twist in your life that threatens to take you down the wrong path call **UAP: 212-736-3378.** Get guidance/help before management fires you!

Training & Upgrade: Self-improvement, promotion, advancement, higher education opportunities! These are some of the reasons you should call Training and Upgrade for information on what they have to offer that will benefit you and your family: **718-780-8700.**

Retirement: Is obviously (and ideally) a long-term proposition, so why rush into it? Plan ahead! Set a comfortable pace; set up an appointment with a Pension Consultant months before your anticipated "So long/farewell TA date" so you have the time to set up what is best for YOU regarding benefits. **Call: 212-873-6000 (extension 2161, 2076 or 2037)**



SHARE YOUR CONCERNS, THOUGHTS AND IDEAS AT THE
2026 STATION DIVISION MEETINGS

~~January 22, 2026~~

February 26, 2026

March 26, 2026

April 23, 2026

May 28, 2026

June 25, 2026

July 23, 2026**

August 27, 2025**

September 24, 2026

October 22, 2026

November 26, 2026*

December 24, 2026*

*Dates are subject to change pending Thanksgiving and Christmas holidays.
Tentative dates are November 19, 2026 and December 17, 2026

**According to the TWU Local 100 Bylaws - Summer meetings are dispensed with during the months of July and August by majority vote at the June meeting.

SUMMER MEETINGS WERE DISPENSED BY MAJORITY VOTE. MEETINGS WILL RESUME IN SEPTEMBER.

2 Broadway Hearings

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 EWSOPREZHDMOUKUUYRZRZRQIRF
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Drug

Stipulation

Altercations

Emergency Ava

Discipline

Sick Status

Sick Forms

Mac Center

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Alcohol



Applications for the Quill Scholarship is now open.

The scholarship will offer fifteen college bound dependents of TWU Members \$4,800. The winners will be paid \$1,200 each year that they continue to be eligible over their four-year college course. **The deadline is April 27th, 2026.**



For more information
and to apply please
scan the QR Code.

**This presented a serious threat to OUR JOBS!
Our livelihoods were in grave danger! We stopped it.**

Notice of Examination

Transit Customer Service Specialist, Exam No. 0611

Application Deadline:

December 24, 2019

Type of Test:

Multiple-Choice

Application Fee:

\$61.00

Test Date: (subject to change)

Saturday, March 28, 2020 or
Sunday, March 29, 2020

JOB DESCRIPTION

Transit Customer Service Specialists, under close supervision, with limited latitude for independent initiative and judgement, assist and participate in explaining MTA New York City Transit policies and procedures to inquiring customers; receive/record customer complaints, comments and suggestions; dispense information and maps; draft routine replies to customer inquiries; study route schedules of trains and buses to select the most advantageous routes and modes of transportation to reach a destination; provide full and reduced fair media, travel information to callers on special customer inquiry telephone lines; and perform related work.

Special Working Conditions: Transit Customer Service Specialists may be required to work various shifts including nights, Saturdays, Sundays and holidays.

(This brief description does not include all of the duties of this position.)

SALARY AND BENEFITS

The current minimum salary for Transit Customer Service Specialist is \$42,090 per annum. This rate is subject to change. The benefits of this position include, but are not limited to, night and weekend salary differentials, paid holidays, vacation and sick leave, a comprehensive medical plan and a pension plan.

**Now, OUR JOBS have been secured!
The “Station Agent of the Future”
GUARANTEES OUR JOBS!**



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