



PUBLISHED BY TWU LOCAL 100 • SPRING 2025 • VOL.16 • NO.1

Transport Workers BULLETIN



2025 LOBBY DAY: Wake-Up Call for Albany

PAGE 12



**John V. Chiarello
Takes the Helm** PAGE 8



Working as LES Chair



VP of MOW

An Experienced Leader to Take Us Forward

When the chips were down and strong leadership was needed, John V. Chiarello stepped up. In February 2025, he was appointed President of TWU Local 100, bringing decades of hands-on experience, a deep union foundation, and a clear commitment to the membership. Here are photos showing highlights from his service to the Union.

A proud Brooklyn native and longtime transit professional, Chiarello began his career in 2001 as a provisional Car Inspector. He became a permanent Signal Maintainer in 2003 and soon got involved with the union. He won his first elected position through a special Executive Board election and quickly rose through the ranks. In 2006, he was elected Division Recording Secretary for Line Equipment-Signals. In 2009, he became Division Chair — a position he held through 2015. Chiarello still considers that role his favorite because it kept him directly connected to the day-to-day realities of the membership.

In 2017, when Tony Utano became President, Chiarello

was appointed Vice President of Maintenance of Way. He was elected to the position in 2018 and re-elected in 2021. In 2022, he was appointed Financial Secretary-Treasurer and won election to that post in 2024. Chiarello has also served on the TWU International Executive Council, elected in 2013, 2017, and 2021, helping to strengthen the voice of Local 100 across the national labor movement.

Now as President, Chiarello has vowed to continue the fighting legacy of TWU founder Michael J. Quill, stating: “We will take no crap from management, and we will do what needs to be done to get what our members expect and deserve. If that includes knocking down walls and shaking some foundations, we will do it.”

Chiarello is a graduate of William E. Grady Career and Technical Education High School. He is a devoted husband, father, Catholic, and lifelong unionist who stands firm on faith, family, and the fight for workers’ rights.



Serving as a Pallbearer for Signal Maintainer Louis Moore (2013)



Talking Union In Crew Quarters (2015)

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Published by TWU Local 100

Transport Workers

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Spring 2024 • Volume 16 • Number 1

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Over two thousand union members stormed Albany to make progress on four bills; union fights to stop NYCERS "pension grab"



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On the Cover

John V. Chiarello was sworn in as the new President of TWU Local 100 by International President John Samuelsen on February 21 alongside other members of the Top 4.



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Official Publication of the Transport Workers Union of Greater New York, Local 100, AFL-CIO

Published by the Transport Workers Union, Local 100, AFL-CIO
195 Montague St., Brooklyn, NY 11201

Postmaster: Send address changes to: Transport Workers Union,
Local 100, 195 Montague St., Brooklyn, NY 11201



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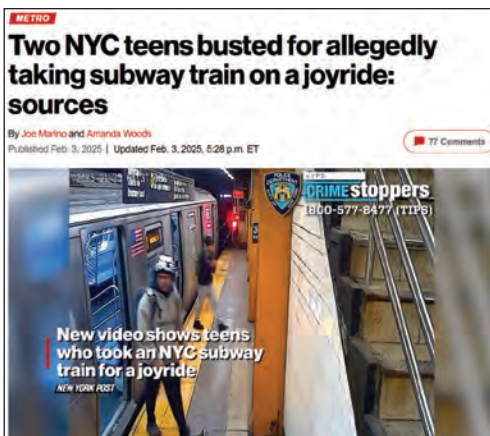
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Joy Ride Reveals MTA Security Lapses



B Division Vice Chair Aaron Morrison
interviewed by WABC Reporter NJ Burkett



In late January a group of kids took the MTA for a ride. In a bold stunt that unmasked lax security in the system, six youngsters commandeered an empty R Train at 36th Street in Brooklyn and took it for a spin.

A video posted on Instagram showed the train reaching speeds of 30 MPH while traversing the tunnels below Sunset Park.

Interviewed by ABC-News reporter NJ Burkett, B Division Vice Chair Aaron Morrison, said that “the onus is on the MTA to stop this, because this is a well known issue. So, we have to get this addressed immediately.”

“Train crews and riders are vulnerable to exploits like this and we have to send the message that anyone occupying and operating a train who is not a transit employee will be tracked down and punished to the full extent of the law”

—TWU LOCAL 100 PRESIDENT JOHN V. CHIARELLO

He noted that even though cab doors are routinely locked, the key is standard and works on every subway train in the transit system. They’re either stolen or purchased on the black market.

After similar incidents occurred in train yards, transit officials said that they would do better in insuring secure cabs and yards. Yet over the last year, the Authority did not take action to make cabs harder to access by putting in a plate so the door couldn’t be forced, a fix recommended by TWU Local 100.

On January 30, TWU Local 100 President John V. Chiarello said the Union would match the \$3,500 reward offered by NYPD Crime Stoppers for information leading to the apprehension of the youths who took the train.

“A bunch of reckless teens took a \$20 million piece of equipment out of a secure transit layup area, endangering themselves, transit property, and transit workers who may well have been working on the tracks,” he said. “I’m outraged that this theft occurred and determined to stop copycats.”

“Train crews and riders are vulnerable to exploits like this and we have to send the message that anyone occupying and operating a train who is not a transit employee will be tracked down and punished to the full extent of the law, he added.”

Three of the perps were caught the following month, but no reward was paid out because the informants were police officers in area schools, who cannot accept reward money.

AI Waits in the Wings, and What Could Possibly go Wrong?

there's no steering wheel or pedals, so I hope this goes well," Elon Musk said, with the air of a magician about to pull a rabbit out of a hat. The occasion was the unveiling of his new Cybercab and his 20-seat Robovan at the Warner Bros. Studios lot in Burbank, California on October 11, 2024, just weeks before the Presidential election.

The demo did go well, with 20 Tesla employees disembarking from the Robovan after it came to a smooth stop. And the camera panned the interior: no driver, no steering wheel, and no pedals.

"This can carry up to 20 people and can also transport goods, so you can configure it for goods transport within a city, or you can transport as many as 20 people at a time," Musk said. "If you wanted to take a sports team somewhere or you want to get the cost of travel down to five, ten cents a mile then you can use the Robovan."

New York City Transit's per mile per passenger cost is about 75 cents – not much when compared to other transit systems but an order of magnitude greater than the Robovan, according to Musk.

Can it happen here? TWU International President



John Samuelsen and Local 100 President John V. Chiarello agree: if AI comes for our jobs, the driver is likely to be none other than MTA CEO Janno Lieber, who finds himself in a cash crunch, with Congestion Pricing's future uncertain and the MTA Capital Program on life support in the State legislature.

Immediately after he was sworn in as Local 100 President by Samuelsen, John Chiarello didn't waste much time.

"We must begin right away to organize for our next



Union Presidents stand together to oppose management's AI plans

contract against the MTA and its chairman, Janno Lieber,” Chiarello said. “Lieber sweet talks to media and appears to be rational, but he’s not. He’s the most significant enemy that we in this local and international have had in a long time. Without Congestion Pricing revenue, take a wild guess where Janno Lieber and the MTA will look to make it up – from our members’ backs.”

Samuelson echoed his words: “Janno’s a wolf in sheep’s clothing . Everyone in the room needs to focus their attention on him. If there’s a funding crisis here, the first thing Janno is going to do is try to use that funding crisis to get One Person Train Operation.

“This next contract coming up is going to be the fight of everybody in this room’s career. This is the kind of contract that could trigger strike action in the New York City transit system. He wants to replace all the work in our jurisdiction with outside contractors, whether it’s swinging a hammer on the tracks or the operation of buses. And don’t be surprised if there’s artificial intelligence demands that are entered into this next contract, on both the bus and subway sides of the house.

“The shite is hitting the fan right now, with Trump in the White House, right wing Republicans having Trump’s ear, and Janno Lieber at the helm of the MTA,” he continued. “So focus: focus your energy on Janno, because this kind of fight is going to require the highest level of organization on the ground at Local 100 in order to prevail.”

Today, AI is confined to four areas in New York City



Transit: TrackInspect, which uses Google Pixel phones to sense track defects by measuring soundwaves as railcars traverse the system, weapons scanners powered by AI made by a company called Evolv that are supposed to identify people who are threats, bus lane enforcement cameras made by Hayden AI, and the big one – Communication Based Train Control, a system which could be used in conjunction with AI to eliminate Conductors.

Missing in action is the value of the human element – Bus Operators willing and able to unite a lost child with their parent, to react faster than a robot to a pedestrian changing direction in traffic, and Conductors ready to evacuate 400 people in a rush-hour scenario. In New York City, the unexpected happens every day, and no machine can fully guard against it, especially if that machine is itself vulnerable to compromise and cyberattacks.

As billionaires like Musk try to change the face of public transit, millionaires like Lieber are positioned to help them do it. But not if we can help it.

John V. Chiarello Sworn in as Local President

*Carlos Bernabel Moves Up to
Secretary-Treasurer;
Alexander Kemp Named AVP*

On February 21, 2025, TWU Local 100's Executive Board installed Secretary-Treasurer John V. Chiarello, a union veteran to be the 13th President of TWU Local 100. A 20-year Signal Maintainer who steady rose through leadership ranks, Chiarello served as Chair of Line Equipment/Signals Division and Vice President of Maintenance of Way before being elected Secretary-Treasurer last year.

In a speech to the Executive Board, Chiarello vowed to continue the fighting legacy of TWU founder Mike Quill. "We will take no crap from management, and we will do what needs to be done to get what our members expect and deserve," he said. "If that includes knocking down walls and shaking some foundations, we will do it."

Chiarello called for unity as TWU Local 100 faces considerable challenges, including contract negotiations that are set to begin later this year. He said he expects MTA Chairman Janno Lieber to try and solve the MTA's financial problems, including the potential loss of congestion pricing revenues, by squeezing transit workers for concessions.

"Lieber sweet talks the media and appears to be rational," Chiarello said. "But he's not. He is the most significant enemy that we in the Local and at the International have had in a long time."

TWU International President John Samuelsen said: "Congratulations to President Chiarello and new top leadership of Local 100. The focus must immediately be put on fighting back against transit workers' enemy, MTA CEO Janno Lieber, and the bosses who seek to harm us."

In other changes made by the Executive Board, Carlos Bernabel is moving from Administrative Vice President to Secretary-Treasurer. Alexander Kemp is moving from TA Surface Division Vice Chair to Administrative Vice President. Shirley Martin remains in her role as Recording Secretary.



John V. Chiarello (far right) is sworn in by TWU International President John Samuelsen (holding Union Constitution). At far left is Carlos Bernabel. To Brother Chiarello's right is Alexander Kemp. Recording Secretary Shirley Martin is at center.

Chiarello, 58, started his career with NYC Transit in 2001 as a provisional Car Inspector. He then became a Signal Maintainer and was first elected to the Executive Board in 2002. He became Division Chair of Line Equipment-Signals in 2009 and was elected to that role three times in total. In 2017, Chiarello became Maintenance of Way Vice President and was elected twice. In 2024, he was elected Secretary-Treasurer. John is a lifelong native of Brooklyn, New York and a graduate of Grady Vocational High School.

Carlos Bernabel, 55, started his career as a Bus Operator with Liberty Lines in Westchester County in 1998. He was first elected to union office in 2003 as a depot Recording Secretary. He became Division Chair of Private Operations in 2017 and elected Administrative Vice President in 2024. Born in the Dominican Republic, he resides in The Bronx.

Alexander Kemp, 45, started with NYC Transit as a Bus Operator in 2011. He was first elected Local 100 Division Recording Secretary and an Executive Board Member of TA Surface in 2021. Kemp was re-elected to the Executive Board and as Division 1st Vice Chair in 2024. In supporting Brother Kemp for Administrative Vice President, TA Surface Bus Operator Chair Gary Rosario said in part:

"This is a big loss for TA Surface, but a big gain for this union. I believe that he represents the future."

Kemp's elevation to AVP is the only one of the three officer changes that requires an election for his former position as a Vice Chair for Operators within the TA Surface Department. Under our Constitution, Vacancies in the top 11 officer positions may be filled by the Executive Board.

New President Sets Course of Fighting Management

After he took the oath of office as TWU Local 100's 13th President, John V. Chiarello delivered remarks to the Executive Board. Here's what he said.

I've been a member and an officer of this great union for more than 20 years. I served as a board member, a division officer, a division chairman of Line Equipment/Signals, a vice president of Maintenance of Way, and now, for the past two years as the Secretary Treasurer. I rose up the ladder in this union the right way, by earning my stripes on the shop floor and then moving up as fast and far as the members saw fit.

Before transit, I graduated from Grady High School and went straight to work in a private company fixing air conditioners. When I made the switch to transit, my life changed for the better – in wages, in benefits, and in job protection. What this union did for me is what it does for all of us and our members. As officers, we fight for them, we win for them, and we defend them to the best of our ability. Our members are our top priority. They come first. We come second. It has to be that way. That's why our reputation as a union going back all the way to Mike Quill in the 1930's is that we will take no crap from management, and we will do what we need, to get what our members expect and deserve. If it includes knocking down doors and shaking some foundations, we're going to do that.

Our reputation precedes us, and has always been rock solid with the politicians, the media and the labor movement. Those of you who know me best know that I am a stand-up guy. I always tell it like it is, and I've created a few detractors along the way because of my bluntness.

These have been challenging times for this great union, and, by extension, for all of our members, but we need to put this behind us and move forward with a renewed sense of purpose and commitment to our core principles.



President Chiarello delivered his remarks as he sat on a raised dais with the other top officers.

So today, I'm asking you for support in turning the page and coming together in unity.

We must begin right away to organize for our next contract against the MTA and its chairman, Janno Lieber. Lieber sweet-talks the media and appears to be rational, but he's not. He's the most significant enemy that we in this local and international have had in a long time. He's worse than Jay Walder, as Samuelson said, because Walder, at least, was up front about his hatred to TWU and his workforce.

Coincidentally, this week, President Trump canceled congestion pricing, or attempted to. No one liked it, but it was done to provide a large revenue stream to the MTA's capital plan. Thousands of our members are either directly or indirectly employed, and are earning overtime because of the capital program. Without that revenue, take a wild guess where Janno Lieber and the MTA would look to make it up. From our members – our backs.

So, we have our work cut out for us. Thankfully, our local has a good bench of leaders to step up to quiet the noise and move forward with resolve. We have a great friend at the International, John Samuelson, who's supporting our actions. And we have experienced advisors such as Tony Utano, Tommy Lenane, Jimmy Whalen in Retirees. I call them my advisors, but these are historians of this union, where I'll look for advice. They're valuable resources.

And again, I ask for your support today for what I believe is the best way to move forward in filling our leadership vacancies. I did not ask for this responsibility, but I accept it willingly, with your support.

I have the utmost confidence in my ability to get this job done, and I promise that I will work as hard as I possibly can to win your confidence and that of this membership.

When We Fight We Win

JOHN V. CHIARELLO, PRESIDENT

This Fight Belongs to All of Us

I STEPPED INTO THIS ROLE WITH ONE PURPOSE: TO fight for every TWU Local 100 member with everything I've got. That means delivering a strong contract, protecting our jobs, defending our pension, and making sure that our voices are front and center in every decision that affects our lives.

Let's not sugarcoat it—there's a lot coming at us right now.

We're staring down automation, expanding outside contracts, and attempts to quietly undermine our pension system. These are real threats. And they're happening at the same time we're heading into a new contract fight.

So here's what I'm saying to you today: this is our moment to draw the line and hold it.

We showed what we're capable of at Lobby Day. Thousands of us filled the halls of Albany. We demanded investment in public transit and in the workforce that keeps it moving. We demanded safety, funding, and a full stop to any plan that puts our jobs or retirement at risk. Albany heard us. But now we've got to keep the pressure on.

This contract is not going to be won at the table alone. It's going to be won in the streets, on the shop floor, and through unity across every title and every department. Every one of us has a role to play.

When I call for a rally, show up.

When your reps come with info, stay informed. When we organize, get involved.

Because the MTA is already planning. Janno Lieber is already calculating. He wants a workforce that costs less, speaks up less, and gives in more. That's why he's pushing AI and contractors while smiling for the cameras on Transit Worker Appreciation Day. But let me remind him, and everyone else watching—TWU Local 100 doesn't get pushed around.

We know our value.

We know our strength.

And we're going to prove it, together.

I promise to lead from the front—but I need you with me. Because this union isn't built from the top down. It's built member to member, shift to shift, location by location.

We must protect what's ours and fight for what's next. Together we will show this city exactly who we are.



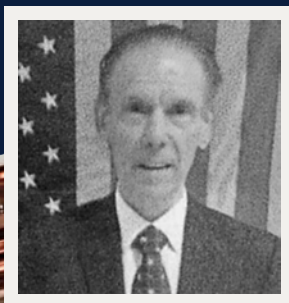
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Lobby Day Roars Back

Over 2,000 Rally in Albany to Fight for Better Pensions, Benefits

Less than a week after we celebrated our founder, Mike Quill, thousands of transit workers boarded buses to the state capitol in Albany to achieve his goal – winning the best possible package for union members. Every step builds our union power. Sometimes – as in our fight for modifications to Tier 6 – progress requires a multi-year campaign.

The night before Lobby Day, our new President, John V. Chiarello, set out the union's priorities to legislators attending our reception in Corning Tower. He first talked about the MTA's capital construction plan, which funds thousands of Local 100 union jobs. He made a crucial point: legislators can't expect labor support if they don't support union jobs.

"We need to keep the work in house," he said. "We run this system – and we want language in the budget that protects our members and our work going forward."

Chiarello made clear the union's opposition to a new measure in the State Assembly that would allow the employers – the City of New York and the MTA – to pause contributions to our pension systems. He then detailed our key legislative objectives: Eliminating the overtime cap on Tier 6 pensions – reducing the amount members contribute in each paycheck – making sure that the MTA doesn't expand One Person Train Operation (OPTO), passing the Death Gamble Bill, and



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Car Equipment brings fire to Lobby Day





allowing Taylor Law reform.

“This is a union town,” he said, “so we need your support to pass this legislation. We’re not asking for pie in the sky – nothing crazy. Simple stuff.”

With the climate in Washington turning against organized labor, President Chiarello used his remaining time with the legislators to talk about the big picture. “Tens of thousands of people have been laid off,” he said. “And there’s just been a whimper of protest. If we don’t stick together – politicians and labor – people who truly care about this country – we’re going into a downward spiral. And we’re not going to get funding from the federal government. So we have to look to each other for strength.”



TA Surface displays a banner from Gleason Depot

During the main program in the Albany Convention Center, members heard strong words of support from key legislators who are sponsoring our legislation. They included State Senator Jessica Ramos (who is sponsoring the bill for Taylor Law reform), Stacey Pheffer-Amato and Andrew Gounardes (Assembly and Senate sponsors

Continues on page 14

Union Fights Pension Grab

TWU Local 100 has registered our strong opposition to a budgetary measure that would shift NYCERS pension costs into the future. The bill, designated #70043-04-5 in the Governor’s budget, would allow the City and the State to stop contributing to public employee pension systems including the New York City Employee Retirement System (NYCERS), refinancing this obligation to 2033, when payments would kick in at a much higher rate.

Speaking to an audience of over 2,000 transit workers at Lobby Day in Albany, President John V. Chiarello said: “They’re trying to underfund our pension and take a five-year pause in contributions. As I walked the halls in Albany,

I told them, hell no – we’re not doing that. I’m a NYCERS Trustee. Our NYCERS pension is good. If you ever want to get Tier 6 changed, you can never underfund the pension, because that’s where the money comes from. Local 100 is against any underfunding of this pension.”

The pension legislation passed the Assembly earlier this month without apparent scrutiny, but that changed when Local 100 and other labor representatives on the board of the pension system got wind of it. Our activism has sidelined the money grab for now, but we must remain vigilant to make sure that this isn’t raised again in the future.

Lobby Day Roars Back

Continued from page 13



MOW Makes a Stand for our legislation



Leadership meets with Senate Majority Leader Andrea Stewart-Cousins

of our bill eliminating the Overtime Cap for Tier 6), and Monique Chandler-Waterman (sponsor of the bill stopping the expansion of OPTO). Also speaking to the members were Assembly Labor Committee Chair Harry Bronson, Assemblymembers Al Taylor and Demond Weeks, who said, “Tax the ultra-rich, and Fix Tier 6.” Sen.

Shelley Mayer from Westchester talked about funding the MTA capital plan.

Members got into the spirit by jumping on stage with signs and banners for our legislation showing the support of barns, depots, and titles throughout the length and breadth of New York City Transit.

Member Visits Key to Mustering Support

TWU Local 100's Political Action Committee set up 66 appointments for members to meet their representatives on Lobby Day.

One meeting was set with State Senator Steve Rhoads (R-Levittown), who is the ranking Republican on the Senate Labor Committee. Three weeks before, he took a position to cut MTA funding by reducing revenues raised from the Payroll Tax. In January, he called for the resignation of MTA CEO Janno Lieber, saying he hasn't done enough to reduce subway crime.

On March 19, he welcomed over 20 union members to his office in the Legislative Office Building with positive words about reforming Tier 6.

“Tier 6 is obviously a disaster, in terms of recruitment and retention,” he told transit workers. “It’s awful. [The Legislature] tinkered around the edges last year, but you need to make aggressive change, because the problems are only continuing.”

Hydraulic Maintainer Alfonso Simmons asked Rhoads about the Union’s proposal to lift the overtime cap, asking whether the cap formula can be modified by not being linked to the Consumer Price Index.

“I think there’s a workable solution,” Rhoads said. “We



Senator Rhoads talks with Union Members

should put our heads together to figure out a work-around.”

Structure Maintainer Jim Billington also spoke up, saying that having to pay a contribution rate of between 3 and 6 percent means that Tier 6 “is not a meaningful retirement benefit anymore. What it means is that some heads of households can’t retire – we’re getting pinched out of the middle class.”

Rhoads seemed to agree: “Until we come up with a comprehensive solution for it, the problems are simply going to continue, and your members are going to continue to suffer,” the legislator said.



MTA Bus/PBL/School Bus in the house



MABSTOA is looking good as members arrive

After describing our fight in Albany and the legislation we want to see passed, Chiarello invoked our founder, Mike Quill. “He built this Union from the ground up, leading us to our first victories. He proved that working class people could take on powerful interests and win. Those who followed built on his legacy and turned Local 100 into a real fighting force. Our strength comes from you – the members who show up, who fight back, who refuse to be silent. The work we do is the lifeblood of New York City. The legislators need to be reminded of that fact – and that we will hold them accountable.”



Pres. Chiarello and Administrative Vice President Alexander Kemp discuss priorities with Assemblyman J. Gary Pretlow (D-Mt. Vernon/Yonkers)



Station Department gathers for a group shot

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Federal Government Threatening MTA Funding

In February, subway crime dropped 15% from the year before, but that apparently wasn't enough for Federal DOT Secretary Sean Duffy, who threatened to withhold federal funding for the MTA in March, apparently holding it responsible for "violent crime, homelessness, and other threats to public safety."

In a letter sent March 18 to MTA Chair Janno Lieber, Duffy demanded information about crime levels and money spent by the MTA to bring them down, to be delivered by the end of the month. The MTA responded that crime has been dropping in the system, with the MTA's John McCarthy saying that "the good news is numbers are moving in the right direction... so far in 2025 there are fewer daily major crimes in transit than any non-pandemic year ever."

TWU Local 100 kept up relentless pressure on the Mayor and the Governor last year after seeing a spike in attacks on transit workers as well as horrific crimes against the public. That campaign led to a surge of police into the system and a renewed focus on "quality of life" offenses such as lying across several seats and playing loud music. Arrests for fare beating also increased.

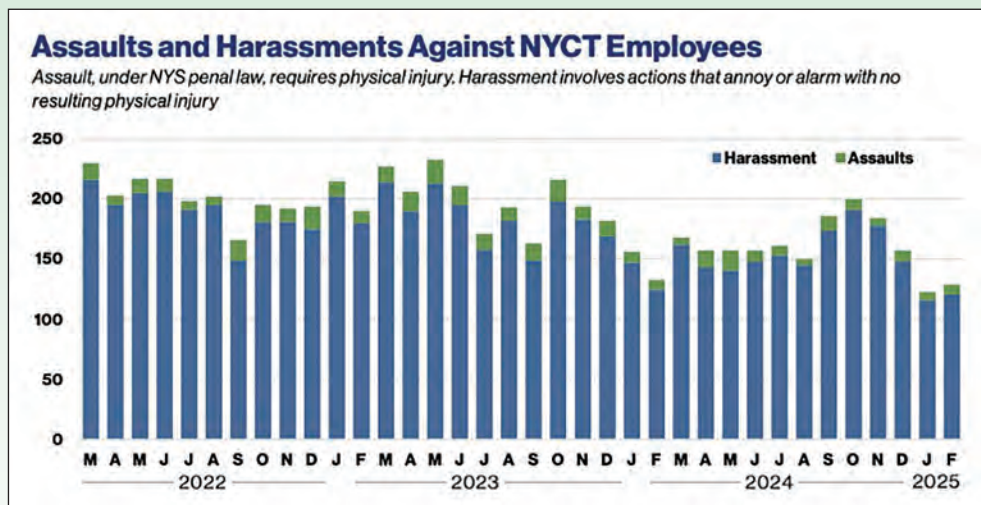
However, the New York Post continued its campaign of painting subway crime as far worse than it actually is to demonize Democratic politicians who run the City. This is what may have led the Transportation Secretary to raise the proverbial sword of Damocles over the MTA.

On March 24, TWU Local 100 President John V. Chiarello called on the Trump administration to stop playing politics – but faulted the MTA as well.

"For decades, federal transit funding has been an essential commitment to New York," he said. "It is not discretionary. It is not a bargaining chip. It is an obligation. These funds keep the system safe, keep service running, and ensure that the transit workers who power it have the resources they need."

"Transportation Secretary Duffy is demanding additional safety data from the MTA, linking it to continued federal funding. This data is already provided through established reporting requirements. MTA leadership has failed to get ahead of the situation before it became a potential crisis. Transit workers and riders should not be caught in a tug of war between the MTA and the Feds. Janno needs to get off his high horse and ensure we are properly funded."

When federal funding is disrupted, he said, "it doesn't



just delay projects—it forces the MTA to shift resources, cutting into operating funds, squeezing workers, and creating instability. Every time the MTA falls short in securing federal support, transit workers and riders pay the price."

He called upon the federal government not to place new hurdles on the delivery of critically important federal dollars for mass transit, but stressed that the responsibility for protecting federal funding falls on MTA leadership.

"MTA CEO Janno Lieber has let the MTA become vulnerable to outside political maneuvering, allowing federal officials to question the agency's finances and safety practices in ways that threaten stability," he said.

"New York City transit funding should never be a point of debate—it should be a guarantee."

Union Arbitration Victory Narrows Scope Of Testing

Religious Rights Also At Issue

A landmark decision by Arbitrator Leona Cummings took aim at management's practice of casting a wider net than necessary on drug testing after on-the-job incidents.

A Power Distribution Maintainer, then working as a Supervisor, was called to provide a urine sample after an

When called to provide a urine sample, the Union Brother said that he could not drink water because of his religious obligation to fast during Ramadan. A second request was made at which he again invoked his religious rights. Management moved to terminate his employment.

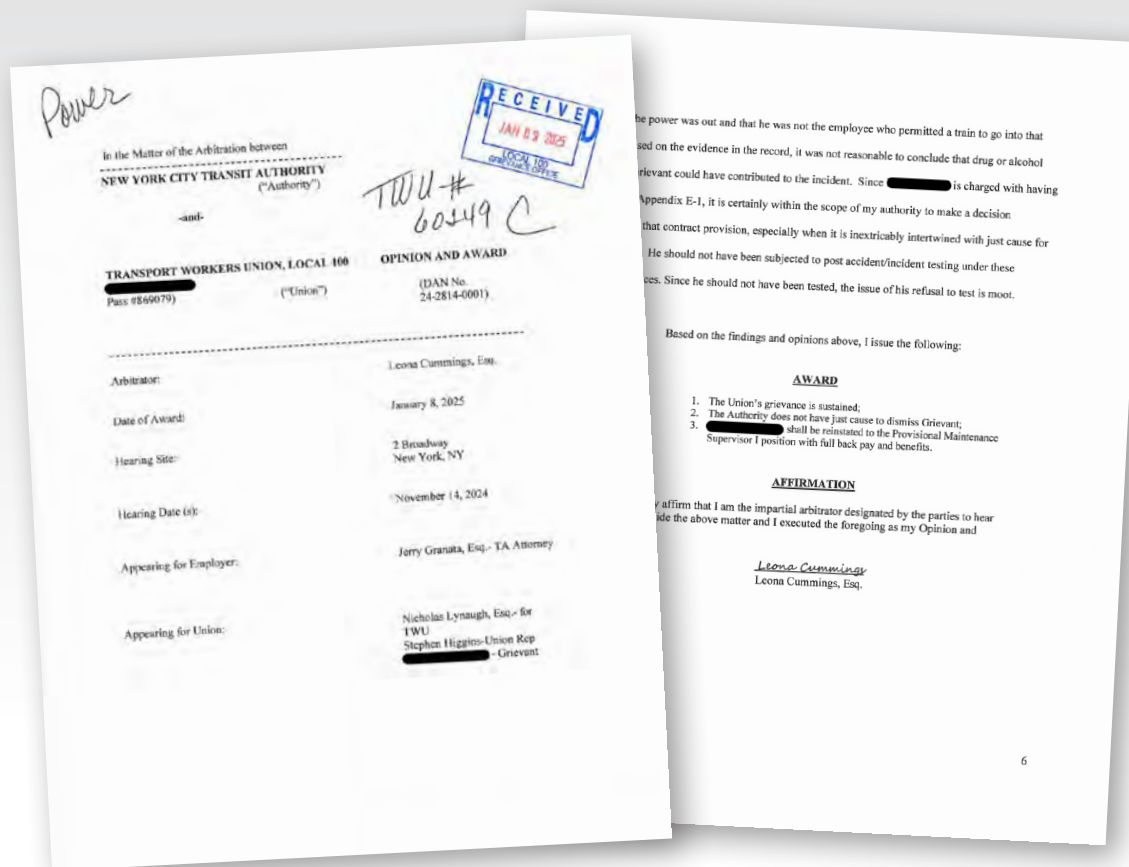
Ruling for the Union, Leona Cummings said that the

Authority's "interest in keeping employees and the public safe" outweighed the Brother's need to observe his religious practice. However, she said that testing him was not justified because he "did not make the decision that caused the incident."

She ordered him reinstated to his supervisory position with full back pay and benefits.

This decision narrows management's ability to indiscriminately test employees who were merely at the scene of an incident. They have taken advantage of this in the past, and this decision is a big win for

the union rights of members across all Departments. In hearing our Union Brother's reason for not providing a urine sample, the arbitrator gave credit to the employees' religious obligations and the decision suggests that in other cases it may be considered a compelling reason to object to management's order for a drug test.



This arbitration win cemented the right of union members who are adjacent to the scene of an incident but not directly involved not to be drug tested.

incident where a train was allowed to enter a dead area and lost power. But he did not hold a safety sensitive position at the time and he had no role in directing the train to enter the dead area. His only role at the time had been to request power removal so that work could be conducted in the area.



NEW YORK, HAVERSTRAW TRANSIT MEMBERS

In the photo (l-r) Organizer Karla Kozak, Section Recording Secretary Noreen Reilly, Section Chair Lori McWeeny, Section Vice Chair Rosa Rosario, Danny D'Amato, Vice President of MTA Bus/School Bus/Private Lines, Director of Organizing Frank McCann, Exec. Board Member Mary Pryce, School Bus Division Chair Gus Moghrabi, and Exec. Board Member Orlando Vasquez.

Our Newest Properties

HAVERSTRAW

TWU Local 100's organizing department, headed by Frank McCann with the assistance of Karla Kozak, notched two new properties bringing new members into the union fold. Both were achieved using voluntary recognition,

meaning a majority of the employees supported unionization with Local 100 and the employer agreed to the union on the property without a formal election.

The first representation agreement,

reached at the end of last year, is for a school bus company in upstate New York, Haverstraw Transit. The company provides services for the North Rockland Central School District (Rockland and Orange counties).



THE NEW YORK TRANSIT CITY MEMBERS

THE TRANSIT MUSEUM

Right on TWU Local 100's doorstep in Brooklyn is the world-famous New York City Transit Museum, which showcases the transit system to hundreds of thousands each year. It's only fitting

that the men and women who work there have chosen to be represented by TWU Local 100 to enhance their wages, benefits, and working conditions.

Explosion Rips Through Substa

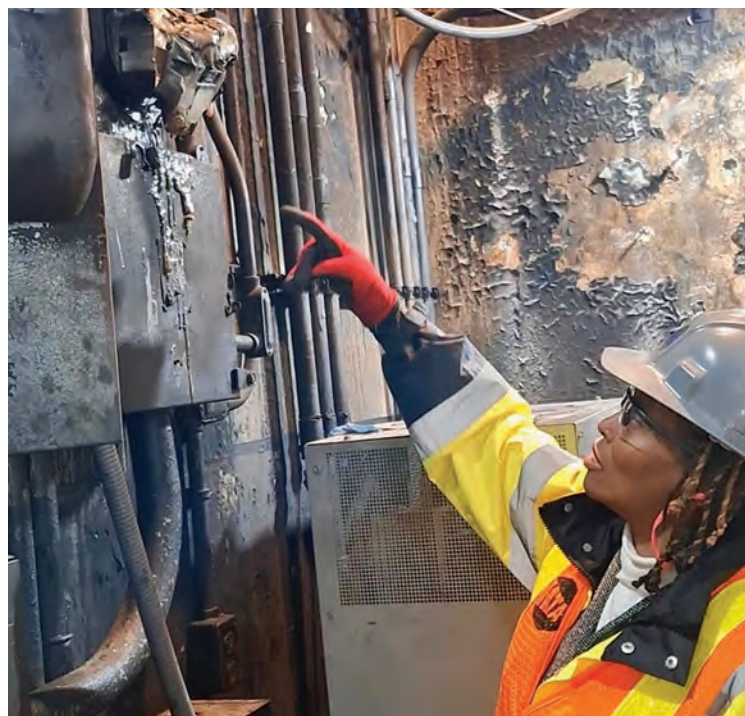
Repair and Clean-Up Highlights Aging Infrastructure

Power to four subway lines went out for several hours on December 11th when an explosion tore through an underground substation in downtown Brooklyn. 3,500 passengers were stranded between stations as union members worked quickly to re-direct power from another substation and put the trains back in service.

Our disaster response crews were called to stop any further damage, to assess the damage, and to start repairs, said Safety Director Celeste Kirkland.

Power Division Chairman Steve Higgins said that the transformer failure could be traced to deferred maintenance. The transformers contain oil which insulates the electrical components of the system, he explained. Around that there's a water-filled cooling system.

"The cause of the explosion was the water from the cooling system leaking into the oil. The water system surrounds the oil in a jacket, but that hadn't been inspected in years, and it leaked. As they say, oil and water don't mix. It went into a fireball," he said.



Safety Director Kirkland on scene shortly after the transformer failed



Crews seal plates on top of transformer vault

tation in Downtown Brooklyn

On the scene of the explosion, Higgins said management responded quickly to the union's requests and issues were resolved resulting in a safe return to work. Both Higgins and Maintenance of Way Structure Division Chair Ken Bachoo had to step in to stop unsafe work.

The transformer that failed was brought to Pitkin Yard for analysis early in April. Higgins said that there are ten other locations throughout the transit system that have similar equipment subject to the same stresses and that, "come the summer, these things really heat up."

Kirkland said the repair work was entirely done by Local 100 members, with no contractors on the job except Bay Crane to handle the heavy lifting. Maintenance of Way Structure Division removed three feet of concrete to allow crane operators to remove the



Kirkland and Higgins at the scene in mid-winter

damaged equipment. Safety reps on the scene included Buses Safety Director Joe DiPaola, Chris Lake of TA Surface, William Bolar, Vice Chair of Line Equipment/Signals, Power Division Vice Chair Sacha Sapp, and Duvet Williams of LES.



The heat of the fire and explosion baked components



Kirkland discusses clean-up operations with supervisor on site

Black History Celebration Honors Sen. Robert Jackson

Our 2025 Black History Celebration at the historic Alhambra Ballroom in Harlem on February 28th was a night of great entertainment, dining, dancing, and a special welcome for a long-time friend of Local 100 who has stood with us in many political campaigns, Harlem's own Sen. Robert Jackson. Our new President, John V. Chiarello, gave the first speech to members since his appointment by the Union's Executive Board. For more photos, scan the QR code!



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FROM THE EVENT



Recording Secretary Shirley Martin



President John Chiarello



Secretary-Treasurer Carlos Bernabel



Administrative Vice President Kemp



Union Celebrates Quill Connolly Day

Quill Connolly Day is always special for the TWU, since the Irish were the founders of this Union and our first International President, Mike Quill, was made strong and determined by his struggle against British imperialism back home. A highlight of this year's event was the presentation, by Irish historian Lorcan Collins, to current International President John Samuelson and newly-appointed TWU Local 100 President John V. Chiarello of a reproduction of a ship's manifest which listed Michael Quill as a passenger to America in 1926. He would go on to create this great institution which has delivered good livelihoods to hundreds of thousands of New Yorkers, first Irish, now predominantly Black and Latino. Attendees also enjoyed Irish food, traditional step dancers, and meeting friends old and new.





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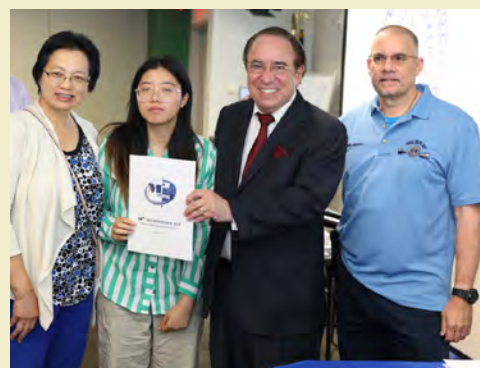
SCHOLARS: **There's Still Time to Apply!**

The TWU Local 100/M3 Technology Scholarship deadline is May 31, 2025. Over \$150,000 one-year scholarships will be awarded to Union members/retirees, their children, and grandchildren who are attending or have been accepted by an accredited two or four-year college.

Union members in good standing can submit one application each year for each student, and households with two TWU Local 100 members/retirees, may submit two applications per student each year.

Applicants for the TWU Local 100 Scholarships must be the member, spouse, children or grandchildren of TWU Local 100 members or TWU Local 100 Retiree members. Scholarships will be awarded at random to qualified applicants. In order to qualify for a bonus scholarship, you must be a full-time student.

Just scan this QR code to apply online. Good luck!





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