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Transport Workers BULLETIN

Local 100 Opens Contract Talks



"Your transit workforce is stuck in an affordability crisis."

— John V. Chiarello, TWU 100 President

When We Fight We Win

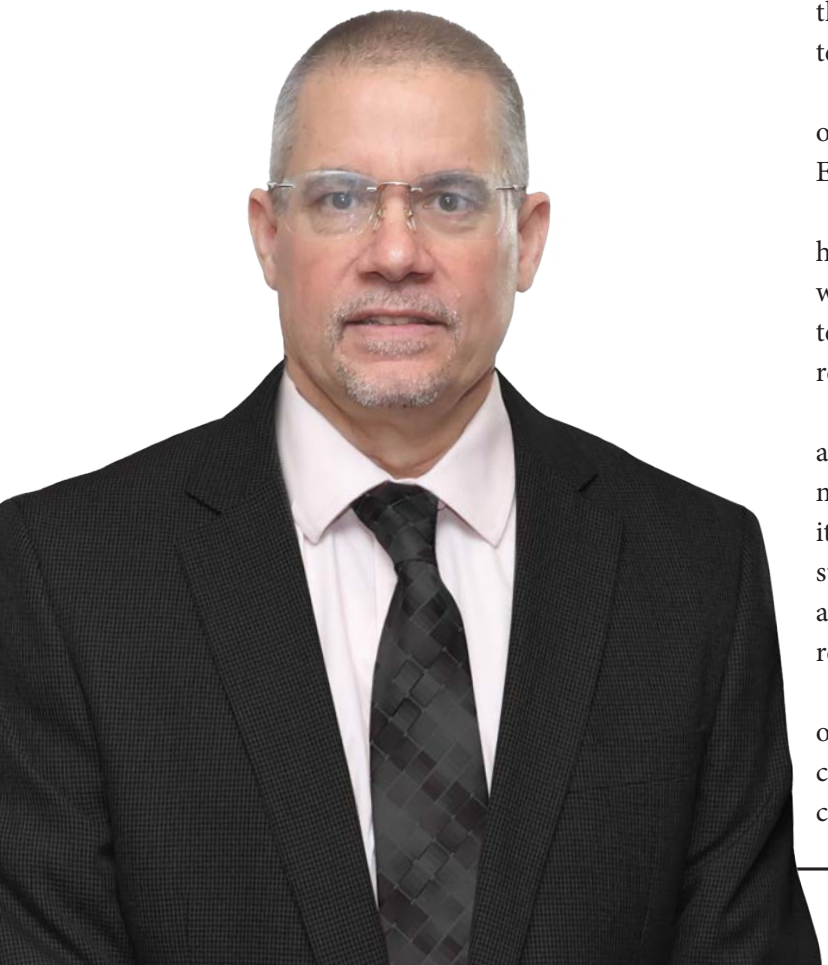
JOHN V. CHIARELLO, PRESIDENT

Standing Against AI

AT THE STROKE OF MIDNIGHT ON MAY 16 OUR CURRENT contract with the MTA will expire.

As of this writing, it's been less than a week since we met with officials from the MTA to exchange our contract demands. Our first bargaining session will be held in two days. It is too soon to see which way the negotiations will go, but you have already been a part of it all.

The path to a contract takes months—back in February, members began to bring demands to their division meetings, which were recorded by division officers.



After those meetings were held, the demands each group of members had identified as priorities were brought to the Contract Policy Meeting in March, where they were refined and approved. There was a good amount of overlap in demands from the different divisions—everyone wants increased pay, better benefits and oversight of discipline.

There are also demands we have never put forward before, like prohibiting the use of Artificial Intelligence to reduce or impact the work we have traditionally done.

While we have been bargaining over the use of new technology for decades, the swift and sharp advance of AI is something we need to closely watch and guard against. It's one thing to enjoy videos on social media that were made by AI, but don't fool yourself: this new technology is coming for our jobs if we don't rein it in.

Amazon fired 30,000 people in three months, or 9% of their workforce. And it's not just in the warehouses. Engineers and managers were fired.

Driverless cars were tested just blocks from the union hall this past year. Fortunately, the permits for testing were not renewed, but it won't be long before the next tech company starts pushing for something else to replace the work we do as humans.

It's our duty as union members to stand against automation. A future of buses and trains operated and maintained by robots and computers is a bleak one. But it's also unsafe. When a passenger walks into a subway station at night, they want to see our agents. When buses are inspected, we don't want a software malfunction to result in a missed brake pad repair.

In the days to come we will need to stand together on our AI demand and all the others we have made for this contract. And we will. Because when we rally around common goal, we are a powerful force.

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President John Chiarello handed bargaining demands to management, delivering a message about affordability.



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A big turnout on one of the coldest days of the winter was a good predictor of member spirit going into the contract fight.



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A new contract was negotiated for 750 members who run Westchester's commuter and intra-city bus lines.



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Lobby Day Breaks Records

Albany heard from Local 100 as members came to talk with legislators; press for pension improvements.



On the Cover

The union hall was packed as Pres. Chiarello outlined our bargaining demands to New York City Transit's delegation. Now the clock ticks towards contract expiration.

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Contract Talks Open as

The economic clouds on the horizon were darkening in mid-April as TWU Local100 President John V. Chiarello kicked off negotiations by telling management about the affordability crisis facing transit workers.

Speaking to over 100 Local 100 officers and guests from the other major transit unions, Chiarello painted a picture of a workforce that has consistently delivered the goods to New York but is now hemmed in by rising prices.

"We pushed through one of the coldest and snowiest winters on record. Transit workers dug it out, toughed it out, and kept New York running," he told NYCT President Demetrius Crichlow and top aides. "At the same time, your transit workforce is stuck in an affordability crisis. Food and fuel prices are rising relentlessly. Inflation is increasing."

He pointed out that pension rules are taking a disproportionate bite out of the paychecks of Tier 6 members, causing friction because two members working side by side see different pension deductions as well as inequities when it comes to pensionable overtime.

He also noted that many workers reporting to sites in Manhattan have to pay the MTA just to come to work. "We are asking for relief from congestion pricing mandates," he said, "because the people who run this system should not pay extra to fund it."



Pres. Chiarello hands package of demands to MTA Chief Labor and Employee Relations Officer Anita Miller.

He also hammered management with a broadside against artificial intelligence, saying that the union would never accept AI encroaching on bargaining unit jobs. This is also codified in bargaining demand 29, which asks the Authority to "prohibit use of any new technology (such as A.I) to reduce/impact traditional work/jobs."

"We will not allow technology to be used as an excuse to eliminate the very people who make this system safe," he said, noting the critical importance of transit workers



Leaders of other major transit unions were invited, including Anthony Simon (above, behind Samuelsen, wearing blue tie) whose SMART union is contemplating a strike against the LIRR.

Inflation Spikes

in emergency situations above and below ground.

TWU International President John Samuelsen, seated beside Chiarello at the front table facing management, recounted his history in MTA/Local 100 negotiations going back to 1997, saying that 2026 "presents itself with a unique set of circumstances."

He said these include the fact that the MTA is flush with cash for the operating budget coming from a deal cut with casino developers to pay $1.5 billion to the Authority. In addition, Samuelsen said that the revenue raised from congestion pricing also ensures that the MTA can't legitimately claim that it has a fiscal crisis.



As International President, and with his breadth of experience, John Samuelsen has a key role in contract negotiations for Local 100.

"One thing is for sure," he added. "We, the International, will not approve a contract that includes provisions for the degradation of the two person train crew, or the elimination of Conductors. I will not approve a contract that has a provision for the introduction of part-timers, particularly part-time Bus Operators," he added.

As we have done in other recent contracts, TWU Local 100 is asking for a three-year deal, substantial wage increases in each year of the agreement, and a wide range of improvements in benefits and working conditions. You can read our complete demands on page 6 of this issue of the TWU Bulletin.

At the table facing Chiarello, Samuelsen, our other top officers and all of our seven Vice Presidents, along with legal counsel, was NYCT President Demetrius Crichlow and top-level MTA managers. MTA CEO Janno Lieber, as is the common practice, did not attend the contract opener, although it is expected that he will become involved in the negotiations as they progress and take direction from NYS Governor Kathy Hochul, who has to OK the final deal.



At the management table, (l-r) Director of Collective Bargaining David Franchesini, Chief Financial Officer Jai Patel (partially obscured), Chief of Policy David McCarthy, NYCT President Demetrius Crichlow and MTA Chief Labor and Employee Relations Officer Anita Miller.

MTA Chief Labor and Employee Relations Officer Anita Miller, who was given a copy of the demands by Chiarello, said "we are going to have some disagreements, no doubt about it. We're going to be actually seeking efficiencies not just for the sake of it, but to make your lives better and also for the riding public."

Reading between the lines, any transit worker will conclude that there will, in fact, be plenty to disagree about, and that issues that aren't solved in the board room may have to be solved in the streets.

TWU Local 100
Main Table Contract Demands, April 9, 2026

1. Three Year Term
2. Substantial Wage Increases in Each Year of the Agreement
3. Expand Longevity to Include 5 years and 10 years and Increase Longevity Bonus Amounts in Each Category
4. 401 (k} 457 Match
5. Increase Night Differential by 10% at beginning of term of Agreement and then increase by GWI each year (including year 1)
6. Perfect Attendance Bonus
7. Reduce to $25 the Emergency Room Co-pay for utilization between hours of 9:00 p.m. and 9:00 a.m.
8. Lifetime Spousal Medical Coverage
9. Direct Deposit for Medicare Reimbursement for all Retirees (TA/OA/MTA Bus}
10. Commuter Pass for All Retirees (Metro North/LIRR)
11. Lifetime Medical Coverage for COVID families
12. Expand Bereavement Leave
    a. 5 days
    b. Permit usage for any family member
13. Maternity/Paternity
    a. Expand Maternity Recovery Period to 16 weeks for premature births
    b. Extend MaPa Coverage for Miscarriages/Still-births
    c. Flexibility in Usage to include prenatal period
14. Increase Length of Restricted Duty
15. Provide/Reimburse EZ Pass for All Members Required to enter the CBD for Work
16. Reduce Wage Progression to 3 years wherever it is currently more than 3 years
17. Increase substantially MTA Contribution for Dental/ Optical Plans and Include Retirees
18. Increase Vacation to 6 weeks after 25 Years of Service
19. Increase Maintainer Bonus to $2000/year for all who currently receive it
20. Apply Articulated Bus Differential to all run pay hours
21. Increase Meal Allowance to $30
22. Vacation Cash Out (up to 2 weeks per year) Pensionable
23. Create Sick Leave Bank for Members to Donate 1 day per year to be used by other members who have exhausted their Sick Days
24. Revise Sick Leave Control List
25. Improve Restricted Duty Assignments for Pregnant Women
26. 100% Sick Leave Cash Out (Pensionable)
27. Employers to Provide 2 pairs of work shoes/boots per member per year
28. Substantially Improve Safety Glasses both quality and vendor engagement
29. Prohibit Use of Any New Technology (such as A.I.) to Reduce/Impact Traditional Work/Jobs
30. Interest on all late payments (9%) including
    a. Payroll Corrections
    b. Back Pay Awards
31. Loosen Restrictions on Dual Employment
    a. Employer Must demonstrate negative impact on operations
    b. Denials subject to arbitration
32. Improve MAC/OHS Procedures
    a. Shorten timeframes for return to work
    b. If beyond 30 days, through no fault of employee, restore to payroll until cleared for work
33. Probationary Employees to access Disciplinary Grievance/Arbitration Process
34. Step II Decision within five (5) days of Hearing. For Disciplinary matters, if no Step II Decision, Charges to be dropped.

    For Contractual matters, grievance sustained
35. On Disciplinary matters, evidence not contained in DAN Package at Step I cannot be raised later, in either Step II or Arbitration
36. Expunge DAN History after two years
37. Where Member is the victim of an Assault, no discipline for engaging in self-defense

Transport Workers Union Local 100 reserves the right to modify, alter, amend, add to or delete from any of the Contract Demands set forth herein up to and including to the time of execution of an Agreement.

TWU Convention Recap

Every four years, the TWU International holds a Convention for over 100 autonomous local unions. Last year, the mid-September event was held in Las Vegas, Nevada.

TWU Local 100, with 44,000 members is the largest local union in the International, and plays a key role in supporting the organization. President John Chiarello and some140 Delegates came to Vegas in strong support of the United Unstoppable slate, led by former Local 100 President John Samuelsen.

The slate – which includes Samuelsen, Executive Vice President Alex Garcia, Secretary-Treasurer Jerome Lafragola, Administrative Vice President Curtis Tate, and Administrative Vice President Mike Mayes won re-election by acclamation without opposition.



International President Samuelsen's slate was elected by acclamation.

Samuelsen, celebrating his ninth year at the helm of the TWU, said: "We will continue fighting aggressively for contracts that raise the living standards of Transport Workers. We will continue fighting aggressively to organize the unorganized, and we will continue to invest in a robust political program."

The Convention's theme was "America's Fightback Union," and it kicked off with a roundtable on the threat posed by AI systems to transportation workers. International President Samuelsen welcomed union leaders from SAG-AFTRA which has won contractual protections against AI encroachment on acting jobs. Convention delegates also heard from New Jersey Governor Phil Murphy and AFL-CIO President Liz Shuler

Rosario Sworn in at Convention

On the fourth day of the Convention, Gary Rosario, the newly-appointed Vice President of TA Surface, was sworn in by President Chiarello to complete the term of his predecessor.

Rosario, born and raised in Brooklyn, began his transit career in 1999 as a Bus Operator, driving out of the Fresh Pond Depot for 26 years. He was elected as TA Surface Division First Vice Chair in 2021 and as the Division Chair in 2024.

"I am humbled to serve as Vice President, but I will always be a Bus Operator at heart," he said. "For close to 27 years, I have proudly worked behind the wheel, with 23 of those years spent mastering my tools and serving the riding public. No promotion or title will ever change who I am or the work ethic I bring. I will always fight and work hard for our members, no matter how big or small my role may be. My heart has always been, and will continue to be, in service to the membership."



Gary Rosario is sworn in by President Chiarello.

Mass Membership Sends Message:

Transit Workers are Rea

More than 2,500 union members braved bitter cold temperatures on Saturday, January 26, packing the Jacob Javits Center in Manhattan for the 2026 TWU Local 100 Mass Membership Meeting. The turnout would have been greater but for the huge number of transit workers mandated to remain on post due to the imminent winter storm.

The theme of this year's meeting, "Our Fight, Our Contract, Our Future, Our Union", formed the foundation of Chiarello's fiery keynote address. The crowd booed vigorously when he told them that the MTA had budgeted two percent for each year of the 2026 contract.





"Two percent raises. That's not an offer — that's an insult!", he said. The crowd roared in agreement. Citing large funding increases for the MTA, Chiarello demanded that management offer a contract that exceeds inflation. He asked the membership: "Are you ready to do what it takes to win? Are you ready to stand together on the front lines?" An enthusiastic cheer went up.

Administrative Vice President Alexander Kemp served as MC, warming the crowd up by taking the MTA to task. "Cold hearts wake up every morning and think about ways to spread their pain on everybody else," he said, vowing a fightback against management.

The union's political power was on display at the meeting with local elected officials, including new City Council Speaker Julie Menin and newly-elected Comptroller Mark Levine showing up to support the transit workforce.

"You are essential workers," said Menin. "You are on the front lines, not only during 9/11…. You were on the front lines during Covid. You keep the city moving…. We owe you a debt of gratitude."

Levine vowed that "we have to make Tier 6 better," echoing Local 100's demand at Lobby Day for reduced contribution rates. The Comptroller also addressed assaults on transit workers, calling them unacceptable, and stressed that "the



dy to Rumble







place for [the mentally ill] is not on the subway platform; they need to be in treatment."

Labor support was also in the house with New York State AFL-CIO President Mario Cilento, and TWU International Secretary-Treasurer Jerome LaFragola, bringing greetings and support.

After a video recap of the events of 2025, highlighting the union's accomplishments on the ground, the audience heard from Secretary-Treasurer Carlos Bernabel, who reported on the continuing advances in all departments in the percentage of members in good standing.

Other highlights included an invocation from MTA Chaplain Rev. Philip Sharp, who is also a Bus Operator out of Ulmer Park Depot. The National Anthem was performed by RTO Tower Operator Denise Davis, a 22-year transit veteran.

The fight with management has now officially begun. We're calling on all union members to join their Brothers and Sisters for a big march and rally on May Day, where we will again speak truth to power and demand the wages we deserve.

SCAN THIS CODE FOR MORE PHOTOS FROM THE EVENT



Black History Celebrated at Harlem Event

TWU members celebrated the legacy of Black Americans at the historic Alhambra Ballroom in Harlem on Feb. 27th for our annual Black History Month Celebration. The festive evening–with the theme of a sneaker ball–featured guest speakers, food and entertainment provided by a DJ and dancers from InVision U.

TWU Local 100 President John Chiarello invoked labor's power in creating the Black middle class and expanding Black economic power in New York and across the country. He paid tribute to recently deceased civil rights leader Jesse Jackson, noting that Jackson stood with Local 100 at our 2001 contract rally and throughout our 2005 strike, as well as lending his voice to national campaigns to boost transit funding.

"Black history is American history," Chiarello said, "because the stories and struggles of Black Americans are essential to the American narrative."

He presented the first-ever Julia McMillon award to her niece, Siaida Lee, "in recognition of exceptional dedication and service and unwavering commitment to the members and mission of TWU Local 100." Also getting an award from President Chiarello was Claude Marshall, Chair of MABSTOA Division 2 in the Bronx.

Administrative Vice President Kemp, who MC'd the evening, talked personally about the history of the Black experience, and what he called, "the soul of blackness." He said that this is "the spirit to fight against everything that holds you back."









SCAN THIS CODE FOR MORE PHOTOS FROM THE EVENT



Union leaders called out management for radio lapses. At right, TA Surface VP Gary Rosario stands with Bus Operator Bibi Bano, who couldn't get through to console.

Union Protests Bus Radio Outages

Local 100, along with other members of the newly formed inter-union Safety Alliance held a press conference in January at the Union Hall to bring attention to bus radio outages, which have been going on since digital upgrades to the communications system were implemented.

"There are still buses without operational radios on the streets of New York, and that is unacceptable," Local 100 President John Chiarello told the media. He pointed to the recent case of a baby girl born aboard a B37 bus in downtown Brooklyn.

"There was a Bus Operator who helped deliver a baby last week, who was praised by management, but what they didn't tell you was that he had trouble getting through to command in that poor woman's time of need. He did not get a response for a full five minutes on the radio and had to use his cell phone to call 911 as this woman was in agony on the bus."



TWU Local 106 President Philip Valenti says radios aren't performing as promised



Bus Operator Bibi Bano

The MTA has spent $750 million on the radio system set up by Parsons Transportation Group, a military infrastructure company, only for it to repeatedly fail. Another $33 million went to Clever Devices, a company whose proprietary intellectual property is in use across the system.

Bibi Bano, a Bus Operator who was attacked in October while on the job in Brooklyn, told the press how she was unable to reach command for half an hour while an angry passenger went on a tirade.

She ended up calling 911.

Philip Valenti, President of TWU Local 106, the Transit Supervisors Organization, said the problems with the radios has repeatedly been brought to management's attention but has gotten worse instead of better. Valenti also had a message for the riding public.

"I will tell you — if you're taking a bus, you're in danger," said Valenti.

Chiarello demanded the radio systems be fixed and laid the blame squarely at the feet of Janno Lieber.

"He's failing our Bus Operators, he's failing the riding public and I'm demanding the cell phone ban on our members be lifted immediately."

Union Calls MTA Booth Closings Illegal



Pres. Chiarello and Stations VP Robert Kelley, with rank and file, address media outside the courthouse.

Union officers and rank and file members packed into an April 8 State Supreme Civil Court hearing to determine whether the MTA acted lawfully by unilaterally closing subway station booths for up to 8 hours at a time. New York City Transit had issued a memo back in January, stating that station booths which were unstaffed as a result of unplanned emergencies — such as an agent going out sick — would no longer be backfilled on overtime, leaving the public at greater risk of criminal behavior and the disabled without access.

We believe this memo was illegal — and that management can not partially close stations without a public hearing. In court, raising a red flag, MTA lawyer Neil Abramson could not guarantee that this policy of booth closings wouldn't expand from the current 19 stations to other locations as well.

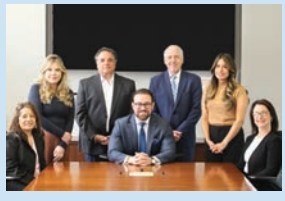
Stations Dept. VP Robert Kelley, placed on the record by the Court, told Judge Nicholas Moyne that the MTA was violating their January bulletin which stated that this refusal to staff booths in emergencies situations would only occur on the PM tour. But now, Kelly testified, they are doing it on the AM tour and not even seeking members on the extra list for vacancies.

Judge Moyne did not issue a decision before we went to press, but TWU Local 100 was optimistic that he would stay the implementation of the MTA's January memo and rule that a public hearing must be held before management can proceed with booth closures, giving us time to rally the public and disability advocates to our side.

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Liberty Wins New Five-Year Contract

750 union members at Liberty Lines in Yonkers, aka the Bee Line System, gave their endorsement to a new five-year contract hammered out by their negotiating committee the month before. The March 19th vote approved the contract by 85% after on-site balloting at the company's two depots.



Taking the win for Liberty Lines (l-r): Private Ops MTA Bus Division Chair Mike Capocci, Recording Secretary Shirley Martin, longtime Liberty Bus Operator and Sec-Treas. Carlos Bernabel, Private Lines Division Chair Tom Monaco, PBL VP Danny D'Amato, President Chiarello, AVP Alexander Kemp, and Pres. Emeritus Tony Utano.

The negotiating committee, led by Private Lines VP Danny D'Amato, scored wins on every front, from wages beating inflation to additional vacation time, pension enhancements, and increased allowances for tools and shoes. Raises provided by the contract are 3% in the first year, 3.5% in the second and third years, and 4% in the fourth and fifth years. It expires on March 1, 2030.

Visiting Liberty's main depot in Yonkers, President Chiarello said, "I am very proud of this contract and the tremendous gains we won for the membership."

D'Amato also thanked President Chiarello and the members of the Committee, including Secretary-Treasurer Carlos Bernabel, Administrative Vice President Alexander Manuel Kemp, President Emeritus Anthony Utano, Senior Executive Director Frank McCann, Counsel Denis Engel, Private Ops Division Chair Tom Monaco, and Liberty Lines Chair Robert Johnson and all the Union reps in the Liberty Lines section.

"This was a true testament to unionism and solidarity," he added. "When you fight, you win."

TWU to Nurses: Stand Fast!

Local 100 President John Chiarello and top leadership joined picket lines three times during NYC's longest-ever nurses strike in the bitter cold early this year. Chiarello urged the nurses to stand fast as essential workers the City could not do without.





The 41-day strike pitted 15,000 nurses at the Mt. Sinai, New York-Presbyterian, and Montefiore health systems against a management that wanted givebacks on staffing ratios. The nurses prevailed, ratifying three-year agreements that include enforceable nurse-to-patient staffing standards, maintenance of health benefits, and expanded workplace-violence protections.

An Activist Message on

A packed TWU Local 100 Union Hall heard from international and national campaigners for civil rights and workers justice as our new Working Women's Committee leadership, including Safety Director Celeste Kirkland (MOW), Nivea Luke (RTO), and LaClesha Spears (MaBSTOA) hosted labor rights campaigner Prarthana Gurung as well as Sybrina Fulton, mother of Travyon Martin.

President Chiarello spoke strongly of the union's history of defending women's rights in the workplace, and urged any woman who feels attacked or undermined on the job to contact her union rep. He also took the opportunity to inveigh against the threat posed by AI systems to transit jobs.

"Automation is the devil," he said. "Big business, multi-billionaires, are pumping all kinds of money in to take away our jobs. It's not to make life better. It's to take away your job."

"They'll park the bus, they'll drive the bus -- they may flip the bus — but you know what? They don't care, because they'll save money. [MTA CEO] Janno Lieber cares about nothing but saving money."

Introducing Gurung, an organizer with Global Labor Justice, Car Equipment CTA and Union Rep Joan Bygrave said that "when I first worked with Global Labor Justice, I quickly realized that the fight in transit and in the global alliance was the same."



Union members show solidarity with garment workers in Sri Lanka

Recalling the union's fight when women were docked or written up for going to the bathroom, she said, "this is a common issue around the world. Working people are often denied the basics of safety and dignity."

Gurung highlighted the case of Paramsivam Pushpalatha, a garment worker in Sri Lanka who felt unwell at her factory job, was denied permission for medical care, and died after collapsing on the production floor.

Gurung said that Brandix factory where Pushpalatha worked supplies garments to Victoria's Secret, a company that she said is responsible for Pushpalatha's death and a subsequent attempted cover-up.



A wellness afternoon brought some soothing to union members



Garment industry activist Prarthana Gurung

Women's Day



Crusader against gun violence Sybrina Fulton, mother of Trayvon Martin, receives an award next to Pres. Chiarello. On his left are our three co-chairs of the Working Women's Committee, Nivea Luke, LaClesha Spears, and Celeste Kirkland.

"We're starting a campaign to tell Victoria's Secret: No more of this," she said. Many union members joined the campaign by posing with placards, also noting the hashtag, #JusticeForPushpa.

Also captivating the room and receiving an award from Pres. Chiarello was Sybrina Fulton, the mother of Trayvon Martin, who was killed in 2012 after being racially profiled for appearing 'suspicious' in Sanford, Florida. His death led to nationwide protests.

Also honored was longtime union rep and Executive Board Member from Car Equipment Lillian Richardson.

Before the dinner and speakers' event, the WWC hosted a wellness afternoon, with massage, meditation, and medical support for attendees. A dance performance was provided by the Victory Dance Company from Brownsville.



Just one of the festive tables at Women's Day



Garment worker Pushpalatha died after she felt sick and management refused her request to leave the factory floor.

Transit Takes Blizzard,

The winter of 2025–2026 was New York City's coldest and snowiest in 11 years, featuring a brutal January-February cold wave with temperatures falling to 3°F in Central Park. TWU Local 100 members showed grit and resilience, getting an "E" for Essential from February 22 to the 24th, as a powerful, historic and deadly blizzard bore down on the five boroughs.

New York declared a state of emergency as did six other states, with NYC Mayor Zohran Mamdani banning road travel for non-emergency vehicles as the snowstorm gained strength Sunday night. With the Department of Sanitation doing a great job plowing major roadways, NYC transit sidelined our articulated buses and soldiered on with short buses with chains wrapping their tires.



CTA's got into the action on the biggest blizzard in years.





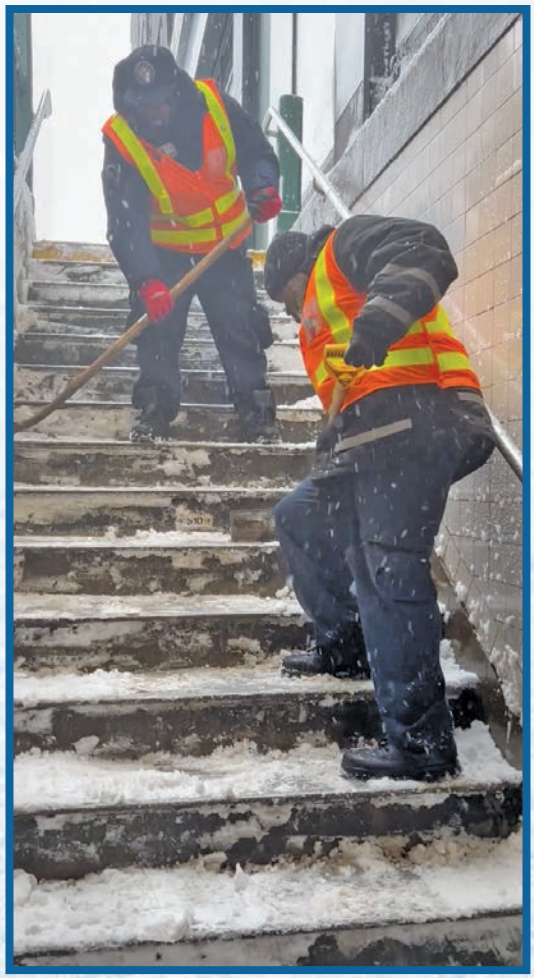
Record Cold in Stride

On the subway side, Conductors kept windows clear but Train Operators were hampered by an inability to see iced-over signals covered by snowdrifts on the elevated structure, bringing speeds down to a crawl. MOW workers were deployed to street level to work side by side with Stations CTA's, keeping entry and exit points usable. Work Train Operators used huge blowers to lift snow from tracks within the train yards.

After a decade-long warming trend, no one expected a throwback winter like this one — but we proved equal to mother nature's challenge.



MOW Maintainers were placed into service to help Stations personnel dig out.





Snow blowing car travels on the tracks at 38th Street Yard in Brooklyn.



Retail workers Kristina Ching, Shallena Jabid, and Rita Simon work the Grand Central museum store.

Museum Workers Looking to Make Jobs into Careers

News flash: MTA Sales Leads and Sales Associates who staff Transit's three museum locations — 2 Broadway, Grand Central, and Livingston Street — aren't getting a fair shake from their employer. So they turned to Local 100 for representation, becoming some of our newest members.

For the holidays at Grand Central, they greeted throngs of travelers eager to buy NYCT-themed Christmas gifts. A mammoth train set dominated the space, with cars looping through models of tunnels from snowy mountains to elevated tracks leading to s scale model of Grand Central Station itself.

Kristina Ching, a four-year employee at the museum, is the Shop Steward for the Grand Central store. She's one of about 35 members across the three locations who signed with TWU Local 100 in April of last year.

These retail workers — most in their 20s and 30s — enjoy their jobs. It's just that in a city that grows more expensive by the day, their wages aren't growing. Lead Sales Associates make $20 an hour while Sales Associates make $18 an hour. Transit Museum workers have no vacation time, no sick time, and no holiday pay. If they work on Christmas, they get paid. If not, they don't.

Also representing workers in the shop is Shallena Jabid, with 26 years on the job. Both Ching and Jabid are on the bargaining committee which meets with management.

"I like working with people," said Jabid. "So many come here just for information, every day — nothing to do with the museum — and we can help them."

"We are all right now officially part time," said Ching. That's where we asked the TWU to help us out with the contract, to get [contractual language for] our full-time staff. That's our main goal."

While no one is full-time, some museum employees get the opportunity to work 40 hours when needed. There are no pick rights for locations, and seniority means nothing. Raises are given whenever the MTA gets around to it, which is rarely. One worker noted that when the minimum wage increases is when raises occur. On their wages, few could afford the $82 for a wooden toy train for toddlers sold in the store.

Museum employees do have one perk — an EPIC pass that gets them on the subway for free.

The next time you're in Grand Central, step up to the museum store near Metro North Track 37 and welcome them into the union family.

Big Penalties for Assailants

It looks like penalties against people assaulting transit workers are getting harsher. And that's not a coincidence. Persistent pressure on politicians and district attorneys in the five boroughs is bearing fruit, said Local 100 President John Chiarello.

Talking to the media on February 25, when Leonard Johnson, 43, was given two to four years in prison for punching a Conductor in the face at Grand Central on the 5 line, Chiarello said that the relatively harsh sentence reflected a new reality stemming from union activism. The perpetrator, he said, would likely have only received probation for this offense only a short time ago.

Just two months earlier, on December 15, Train Operator Myran Pollack, who suffered 11 stab wounds inflicted by a man who later pleaded guilty to attempted murder, saw his assailant, Jonathan Davalos, sentenced to 15 years in prison plus five years' supervised release.



Train Operator Myran Pollack, at left, listens to Brooklyn DA Eric Gonzalez as President Chiarello stands at the DA's left. Behind them is Local 100 AVP Alexander Kemp.

"By the grace of God, he is here with us today. Thank God, the NYPD was there to stop the person stabbing him," said Chiarello at the time.



Pres. Chiarello speaks at the sentencing of Jamar Banks as Stations Department officers look on. At left is Co-Director of Communications Eric Loegel.

Brooklyn District Attorney Eric Gonzalez, who has been paying a lot of attention to assaults on transit workers, said: "My message is really clear to all New Yorkers. If you attack a member of the MTA, of Local 100, this office will do everything in its power to prosecute you to the fullest extent of the law.…No one who comes work in this great city should ever have to be fearful of doing their job."

Just a week before, another perpetrator, Jamar Banks, 53, got ten years in prison and five years' probation for the January 2 stabbing of an off-duty NYCT Cleaner who was on the northbound No. 6 train platform at the Pelham Bay station when Banks started an argument with him and then attacked him with a knife, stabbing him multiple times.

Outside the courtroom, Chiarello thanked Bronx District Attorney Darcel Clark for the sentence, but said he'd like to see a higher penalty.

"I'd like to see 20 years to life," he said. "Our workers get assaulted nearly every day."

Manhattan DA Alvin Bragg, like DA Gonzalez, signaled that subway crime now has his attention. "New Yorkers deserve to feel safe riding our subways, and we will continue to hold accountable those who cause harm and put their safety at risk," the DA said.

Does this string of high-profile felony charges resulting in significant convictions mean that prosecutors are starting to treat attacks on transit workers with the seriousness they deserve?

If the answer is yes, part of the reason has to be the forceful language being used by union leaders as well as the growth in courtroom attendance by transit workers when a suspect is put on trial. A packed courtroom sends a big message — not only to prosecutors and journalists, but to the politicians who ultimately vote on criminal penalties and to members of the riding public, who may need a reminder that assaults on transit workers will be met with harsh retribution.

Our 2026 Lobby Day:

TWU Local 100 came to Albany on March 25th determined to get action on the remaining Fix Tier 6 agenda items. President Chiarello recapped our successful campaigns over the years to over 3,000 transit workers who gathered at the Albany convention center auditorium. Out of five objectives to Fix Tier 6, we have so far accomplished three: retaining the 25/55 retirement, which many unions — including the UFT — lost; recalculating Final Average Salary (FAS) to what it was for Tier 4 members, and decreasing the time to vest your pension from ten years to five.



AVP Kemp begins the proceedings as our Honor Guard stands by.



Pres Chiarello and AVP Kemp with legislators. At center is NYS AFL-CIO President Mario Cilento and, next to him, State Comptroller Tom DiNapoli.

Our goal now, Chiarello said, is to be laser-focused on lobbying the legislature to reduce the contribution rate for Tier 6 members and to remove the overtime cap, that unfairly penalizes Tier 6 members, many of whom have mandatory overtime assignments.

"I want to thank everybody here, from the bottom of my heart, because you are the union. You will push this contract through. We have new political power. People feel something — they know there's a change in the air. Because we're a strong fighting union. The politicians saw our power — our power's in numbers, and when we show up, they take notice."

"Any politician who supports labor, we support," he added. "Democrat, Republican, Independent — it doesn't



Highest Turnout Ever



Pres. Chiarello addresses the membership.

Our Legislative Agenda

Find your State Senator at *https://www.nysenate.gov/*find-my-senator and leave a message asking him or her to support our bills. To reach your Assemblymember, call the switchboard at 518-455-4100.

Scan the QR to read about all of our bills. Do your research before your reach out to your legislator.

matter. Because we are one union. If we stick together, we lock arms, we fight, we win."

International President John Samuelsen cautioned the membership not to trust management. "If you thought the bosses who work for the MTA are our allies or friends in some way, they are not. To this MTA, everyone in this room is a digit. They're institutionally depraved, institutionally indifferent…. [to them] we're not mothers and fathers, we're not children of elderly parents — we're digits, and that's all we are. We need to organize in this contract fight. It's us against them."

He said that the MTA should not make any concessionary contract demands because they are "flush with capital money from congestion pricing, and flush with operating money because of the recent casino windfall of $1.5 billion, but they're still crying poverty."

Next on stage were a dozen State Assembly and State Senate representatives, including most of the sponsors of the seven bills that have been introduced in both houses. Each pledged their support and best efforts on behalf of transit workers.

As the program came to a conclusion, the most important part of the day came into focus as Political Action Director Sharase DeBouse explained what's at stake and how to lobby your representative. Scores of members, many who had planned their visits in advance, picked up lobbying packets and proceeded to legislative offices in the Capitol and Legislative Office Building.



Pres. Chiarello with State Senator Jessica Ramos who is sponsoring a bill that would allow transit workers to strike at the end of our contract.



International President Samuelsen delivers broadside against MTA management.

Members, Leadership Urge Legislators to Push Forward on Key Bills

In a whirlwind tour of dozens of legislative offices, union leaders and rank and file members urged legislators from both sides of the aisle to move our seven bills out of Committee and into consideration by both houses.

Working with Political Action Director Sharase DeBouse and our lobbying firm, the MirRam Group, Union President John Chiarello and other members of the top 11 blitzed key Assemblymembers and State Senators on Monday and Tuesday, even before members arrived on Wednesday for Lobby Day. We secured commitments to move our bills, aiming to push a majority of our measures onto Governor Hochul's desk.

Besides our main focus on fixing Tier 6, we introduced a late-breaking OPTO bill (A. 10706, introduced by Assembly Member Monique Chandler Waterman) that addresses the Governor's objection to last year's bill and wouldn't cost Transit a dime. It simply guarantees existing staffing. We're waiting to see what her response will be. New Yorkers have already weighed in, in a public poll that showed they overwhelmingly want two-person train operation to continue.



RTO members with Assemblywoman Chantel Jackson (D-Bronx), who supports our new RTO bill.



Leadership meets with State Sen. Jessica Ramos.



State Sen. Robert Jackson is sponsoring our Tier 6 bill to reduce contributions.



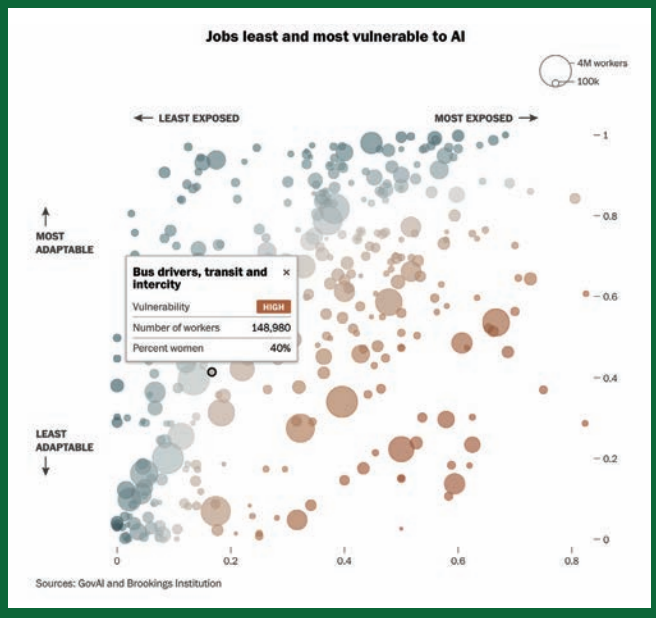
Members wearing our Lobby Day union regalia crowd the stage with leadership.

The Long-Term Threat from AI

If there's a behind-the-scenes threat on the minds of union leaders, it's the potential for AI to wreak havoc with transportation jobs. The Washington Post recently summarized research done by the Brookings Institution, evaluating the risk of AI replacement of a multitude of occupations, including mass transit jobs. Over a ten to thirty year timeline, it found Train and Bus Operator jobs to be at high risk. Cleaners would be harder to replace, the paper said.

AI is already being used to monitor surveillance cameras in transit systems to detect dangerous conditions and even crimes. AI is also being used to analyze transportation logistics and plan more efficient routes. AI is forcing riders to buy tickets in advance on Metro North and activate them before they board, threatening conductor jobs. Sensors monitor components in buses and trains, so managers know when tech systems are failing and need to be replaced.

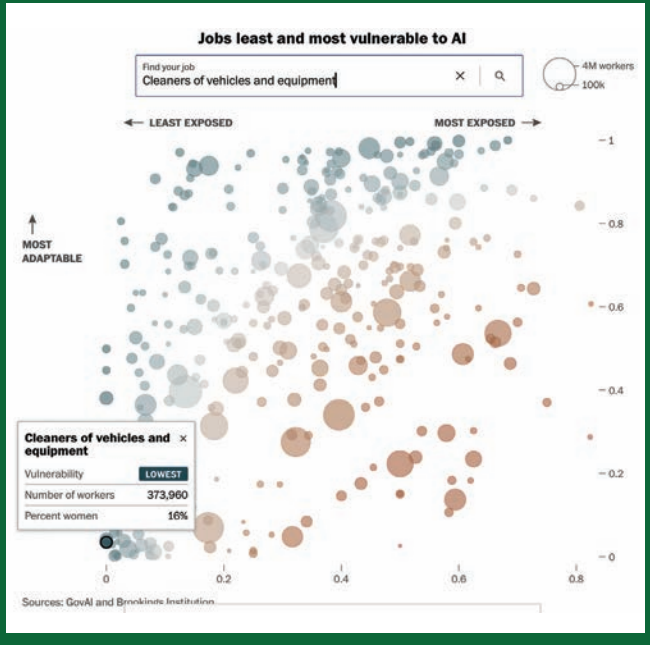
Local 100 has consistently argued that replacing the human factor in mass transit would be catastrophic. Consider a crowded subway car threatened by a gunman (as happened two years ago in Sunset Park), or an evacuation away from fire or flood. AI would be helpless to intervene. In addition to providing customer service in ways a machine could not, professional bus drivers easily handle "edge cases" such as construction, erratic human behavior, or unexpected weather changes that sideline AI systems.



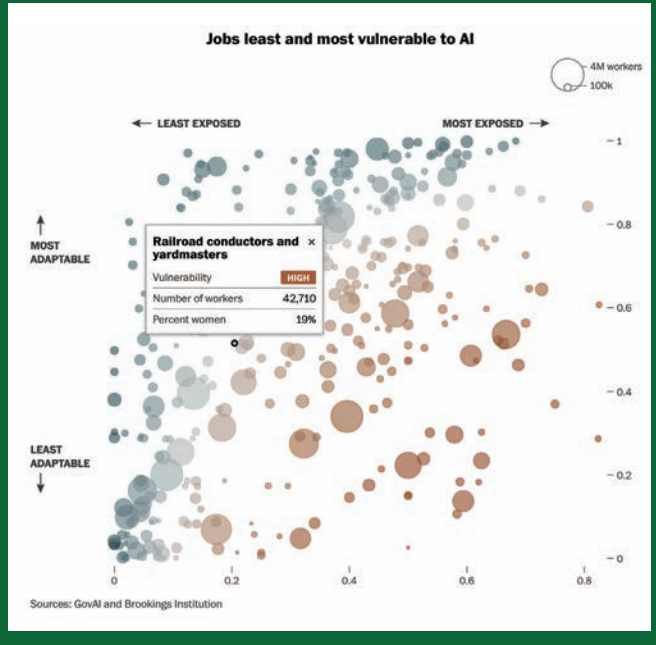
According to the Brookings Institute, Bus Operators are at high risk.

But this may not matter to a management that wants to cut the operating budget and lie to the public about what they can expect from automated systems. Count on Local 100 to take this fight on and win agreements — such as the TWU recently inked in Columbus, Ohio — to keep AI restricted to system logistics and efficiencies, without impacting the jobs of transit workers.

Source: Washington Post



Cleaners will be hard to replace because robots aren't as versatile.



AI innovations also threaten Conductors and yardmasters.



Car Equipment members, with VP Matt Ahern front and center, show their union power.



Coney Island Overhaul comes to represent.



A big crowd from PBL as another bus shows up at the Albany convention center.



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Private Lines in the house with VP Danny D'Amato



MaBSTOA brings the heat as VP Donald Yates (wearing hat) and Operators Division 1 Chair Sean Battaglia punch it up.



Another MaBSTOA look as members display our new t-shirt for the event, "Our Fight, Our Contract, Our Future, Our Union."

SCAN THIS CODE FOR MORE PHOTOS FROM THE EVENT



MOW with VP Richard Rocco crowds the hallway just before the opening of the main event.



RTO assembles outside the convention center and inside the hall leading to the event space. With former VP Canella Gomez at left.



RTO outside after their bus arrived from NYC. Front center, kneeling, is Exec Board Member Jonluke "JL" Rodriguez; to his right is Chief Shop Steward for Work Trains Frank Hartman.



In Solidarity: Pres. Chiarello shows off a specially-made t-shirt worn by our Brothers and Sisters in Liberty Lines. They were celebrating their just-won new five-year contract.



TA Surface represents as newly-appointed VP Gary Rosario (center) leads the charge.



Stations is in the house with VP Robert Kelley and a big crowd from all of our far-flung booths and stations.



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Another look for Stations.



More TA Surface action as another bus arrives for Lobby Day.







Members show their union spirit; some brought kids to see Local 100 in action.

Our Endorsements for the June Primaries

With only half as many registered Republicans as Democrats in New York State, winning the June Democratic Primary is generally the key to winning the General in November. That's why our political action department puts special emphasis on getting out the vote in June.

We'll have a complete list of endorsements on our website before the primary, but we want to bring our members' attention now to the candidates on this page. Each is a tried and true friend of TWU Local 100. Every registered Democrat in the State can vote for Tish James and Tom DiNapoli, because they are statewide candidates. Check to see if you're in Jessica Ramos's State Senate District 13 or Adriano Espaillat's Congressional District, NY-13.

Remember — our union power depends on your getting out to vote — because the politicians keep careful tabs on who shows up at the polls.

Leticia James for Attorney General



Leticia James

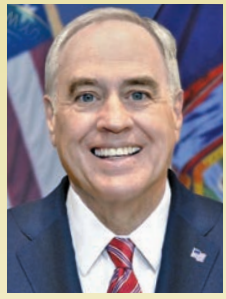
From her earliest days as a City Councilwoman from Brooklyn, Tish James has been a force for working families, especially transit workers. She has rallied with us on many occasions to call for fair treatment of workers and has opposed efforts to weaken the labor movement here in New York.

"As Attorney General, she has shown herself to be a fighter in the tradition of Shirley Chisholm, unafraid of taking on the hardest fights and most aggressive adversaries," said Local 100 President John Chiarello. "She has recovered millions of dollars for the people of New York."

Tom DiNapoli for State Comptroller

DiNapoli has shown himself to be an able steward of New York State's retirement system, where his office has achieved excellent returns on investment while steering the funds he manages to support working people and return benefits to New York communities.

"Tom DiNapoli is one of the best fund managers in the nation," said TWU Local 100 President John Chiarello. "He has always fulfilled a double bottom line — doing well for the fund he manages and doing well for the community. He is mindful of the gross inequality in society. Through wise investing, he is a key player in reducing those inequalities."



Tom DiNapoli

Jessica Ramos for State Senate

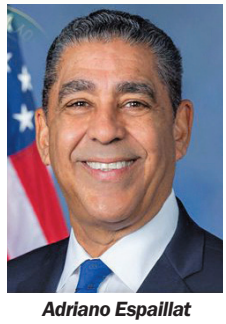


Jessica Ramos

Jessica is a loyal supporter of transit workers and our families," said Local 100 President John Chiarello. "As Chair of the Senate Labor Committee, she can be counted on to support the men and women who move New York."

She is been carrying a key piece of legislation for TWU Local 100 which would give New York City transit workers the right to strike under similar terms as those which apply to union workers at the LIRR and Metro-North. The right to strike confers bargaining power as well as dignity and respect from management.

Adriano Espaillat for US Congress



Adriano Espaillat

Transit workers have a real friend in Congressman Espaillat. In Washington Heights, he helped us win reversal of the MTA's plan to cut restricted duty jobs for Cleaners.

TWU Local 100 President John Chiarello said: "Local 100 members have been walking the streets of Washington Heights and Inwood for Adriano Espaillat for nearly 20 years, from one election to the next. We're impressed by his record of sponsoring bills, supporting workers, and fighting discrimination. We're with him for the fight in 2026." A proud Dominican American, he speaks from the heart to many NYC transit workers. He is also a former undocumented immigrant who is a role model for many.



TWU Celebrates Our Irish Heritage in the Bronx

Irish dignitaries were on hand along with International President John Samuelsen, Local 100 President John Chiarello, and brother and sister unionists as we celebrated our annual Quill-Connolly Day in the Bronx at the American Turner's Club on March 12. Mike Quill, the founder of the TWU, drew inspiration and tactics from Irish trade union leader and Socialist James Connolly, who was executed by a British firing squad in 1916.

Local 100 President John Chiarello, looking forward to the upcoming contract fight with the MTA, said he was in a good place and that "we are going to be in the fight of our life."

Also present at the celebration and fighting for a united Ireland was TD for the Dublin Fingal West constituency (equivalent to a US Congresswoman) Louise O'Reilly. She is a member of Sinn Fein, which advocates for Irish reunification. In her speech, O'Reilly gave greetings in Gaelic, noting that Mike Quill arrived in New York exactly 100 years ago.

A longtime champion of the unification of Ireland, TWU International President John Samuelsen quoted Mike Quill's warning in 1957 to the British to end their occupation of Northern Ireland or face violent rebellion. Today, after the Troubles which convulsed the country, Samuelsen said that "in our lifetime, we are going to see a re-united Ireland."

SCAN THIS CODE FOR MORE PHOTOS FROM THE EVENT

Besides great food and a winning performance by a troupe of step dancers, the company warmly congratulated the winner of this year's Quill Connolly Award, MaBSTOA Division 2 1st Vice Chair Tom Browne, for his "unwavering dedication to the union and its members."



MABSTOA Div 2 Vice Chair Tom Browne takes a bow after getting the evening's highest honor.



Int'l President John Samuelsen, at center, stands with Local100 Pres. Chiarello, Irish Member of Parliament Louise O'Reilly, and Local 100 officers Alexander Kemp and Carlos Bernabel.

Carriage on! Horse Foes Turned Back

The latest chapter in Local 100's decades-old effort to save the jobs of about 200 active drivers and their 68 licensed horse carriages kicked into high gear late last year. That's when then-Mayor Eric Adams did an about-face on his commitment to International President John Samuelsen to support our drivers.

Last September 17th, Adams called on the City Council to pass Ryder's Law, a bill sponsored by term-limited Councilman Robert Holden that would have abolished the industry, which has been taking New Yorkers and tourists alike on elegant tours of the park for 166 years. Adams also signed an executive order winding down the carriage trade. But when the bill came up for a hearing two months later, political support melted away.



President Chiarello leading the rally



Pressure from Local 100 and a big rally outside 250 Broadway where the hearing was being held told councilmembers to say neigh to Ryder's Law, which ended up with just one vote in the affirmative, bottling it up in committee and ending the bill's chances during that legislative session.



For years, the main opposition to the horse carriage trade in central park has been coming from NYCLASS, an animal rights group founded by real estate mogul Steve Nislick. We believe that NYCLASS is co-opting people who believe the horse carriage trade is inhumane as a cover for a maneuver to gain control of the 19th Century buildings now used as stables for the horses located on 37th, 38th, 48th, and 52nd Streets near 11th Avenue.

President Chiarello told the November 14th rally: "Everybody is making this fight about horses, which is totally unfair. What about the carriage operators? What about the lives of 200 people who do this for a living?"

After the failed committee vote, Chiarello had this to say:

"We won because we're a union, and if we weren't a union they would put us in the street. So when we stick together, we win."

New Mayor Zohran Mamdani has promised International President Samuelsen that he wouldn't take a position until he had given weight to our equine experts, veterinarians who have certified on numerous occasions that the horses are well-treated and cared for.

BANGLADESHI DAY – AUGUST 6, 2025







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WEST INDIAN DAY – SEPTEMBER 1, 2025





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AFRICAN-AMERICAN DAY – SEPTEMBER 21, 2025







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HISPANIC HERITAGE DAY – SEPTEMBER 26, 2025





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CHINESE AMERICAN DAY – OCTOBER 10, 2025



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EASTERN EUROPEAN/ CENTRAL ASIAN DAY – OCTOBER 12, 2025





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ITALIAN AMERICAN DAY – OCTOBER 17, 2025





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INDIAN DAY – NOVEMBER 22, 2025





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HONORING OUR VETERANS









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SOLIDARITY EVENTS

LABOR DAY







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MAKING STRIDES





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HONORING OUR 9/11 HEROES



At our annual 9/11 commemoration event at the 9/11 Memorial and Museum in lower Manhattan, union leadership with the Museum's Executive Director Beth Hillman (center) and Chief Curator Jan Ramirez (at left).



Retired Work Train Operator Orlando Jusino receives medal from Secretary-Treasurer Carlos Bernabel

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International President Samuelsen at the podium with medals on the stage.



VPs from affected Departments join union leaders at display case of Local 100 artifacts.



Angela Moss receives posthumous medal for her father, Train Operator Willard Marshall Moss, who died of 9/11 cancer.

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