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Transport Workers BULLETIN



Contract Fight On Members Mobilize at Work Locations

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NYC Mayor Eric Adams Attends TWU Mass Membership Meeting PAGE 15

Member Strong

RICHARD DAVIS, PRESIDENT

Give Us What We Are Due

WE DON'T OWE THE MTA – OR ANYONE ELSE – A DEBT.

As many of you know, we have begun contract negotiations with the Metropolitan Transportation Authority. Right from the start, I made it clear that this contract must reflect the pandemic service and sacrifices Local 100 members made during the pandemic.

As the virus ravaged through our city, we braved the risks head-on. And when most of NYC isolated at home, we were on the job – moving essential workers, keeping the hospitals open and staffed, and the food supply chain functioning. We were denied PPE until the union obtained masks and started handing them out ourselves.

If there is one thing we proved these last few years, it is that we are invaluable, especially in crises, like 9/11, Hurricane Sandy, and a pandemic. It's about time we are treated as the invaluable workforce that we are. Our toils are worth more than just a pat on the back.



We will fight any effort to balance the budget on our backs. Thousands of us got sick from COVID-19, including me. Scores of our union brothers and sisters died.

– Richard Davis

Importantly, I told the MTA that this contract also must take into the account the challenges and abuse many transit workers face on the job, the cost of living in the New York City metropolitan area – and the product we produce day in and day out, which is safely getting millions of bus and subway riders to their destinations.

The editorial writers at the New York Post, and to a lesser degree at other newspapers, already have their knives out, advocating for several cost-cutting measures. They say transit workers should pay more for healthcare. They also say the MTA should run trains without Conductors. Such ideas are usually first put forth by fiscally conservative policy spewing organizations like the Manhattan Institute or the Citizens Budget Commission.

We will fight any effort to balance the budget on our backs. Thousands of us got sick from COVID-19, including me. Scores of our union brothers and sisters died.

We don't owe anyone a debt. We've paid more than our fair share.

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Davis Takes Reins as 12th President of Local 100

Tony Utano steps down but remains active in advisory role. Tony will lend his expertise to the Union as Director of Operations



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Court Support

Stations, RTO Putting pressure on prosecutors to demand maximum sentences for perps who assault transit workers



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Lobby Day Brings 2000 to Albany

In a strong show of force, Local 100 members streamed into Albany and were met by pledges of support from key legislators



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Job Security for Station Agents

A new agreement to save jobs which were threatened by the rollout of new fare collection technology was crafted by Stations Vice President Robert Kelley. It includes a no-layoff clause



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HOW TO STAY INFORMED WITHOUT GETTING OVERWHELMED

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access the TWU Local
100 LinkTree

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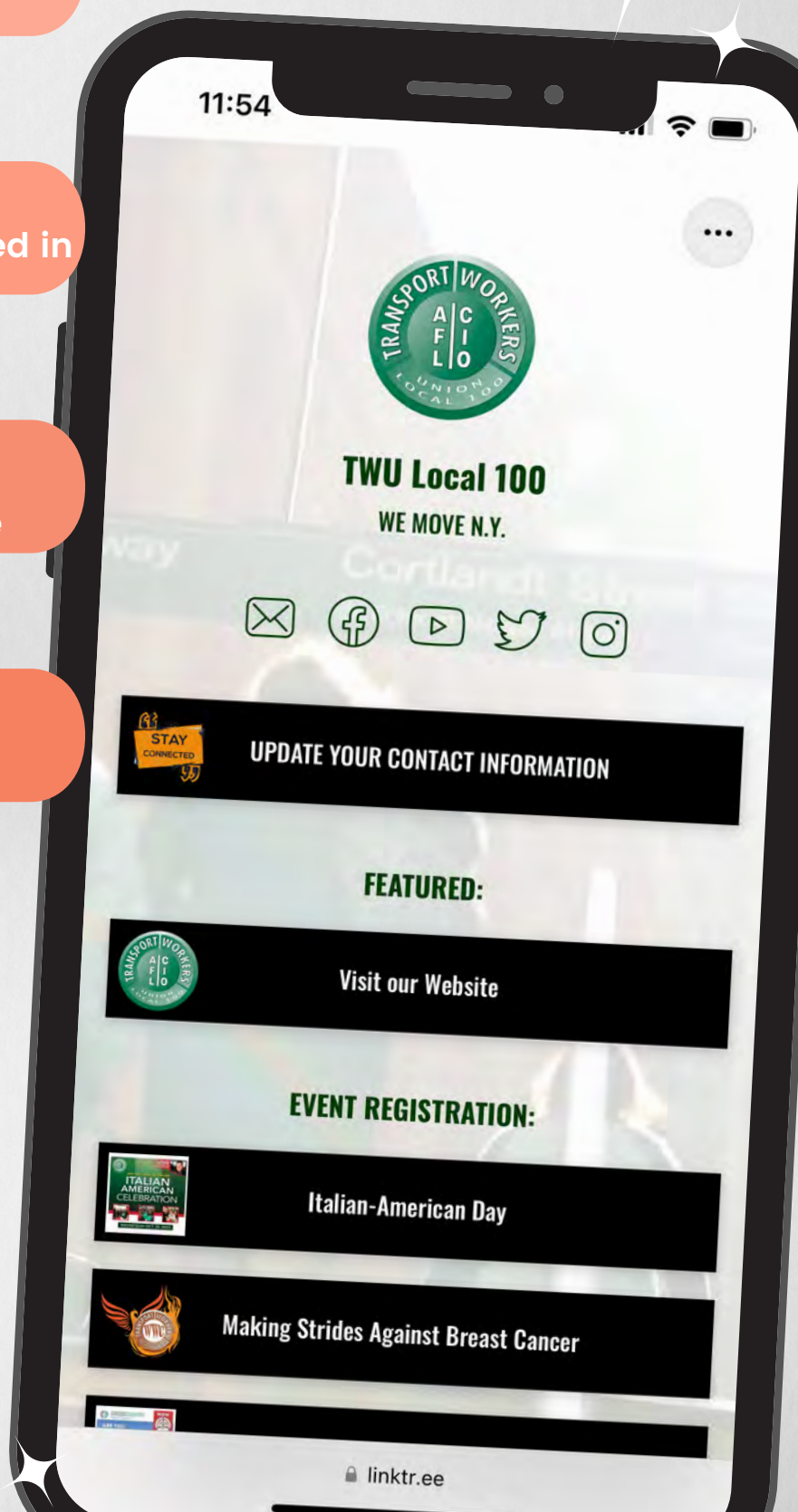
Register for upcoming
events you're interested in

03

Bookmark the
LinkTree in your
browser for later use

04

Subscribe to receive
notifications when
links are updated



Davis Appointed as President; Chiarello to Secretary-Treasurer

TWU Local 100 President Tony Utano – whose career as a union leader spanned four decades – stepped down from the top position on December 14, 2022. The Local 100 Executive Board then overwhelmingly voted to elevate Secretary-Treasurer Richard Davis to the presidency of the union with 41 in favor, none opposed.

Utano, 60, who was previously Vice President of Maintenance of Way, has stayed active with the Union, taking the position of Director of Operations reporting to President

“I promise to work tirelessly on your behalf and put your needs first. I will never stop working to make improvements on multiple key fronts, including safety, job security, your quality of life and your ability to take care of your families.”

– Richard Davis

Davis. Utano joined NYC Transit in 1980 as an Electrical Helper at the age of 18. He was elected to his first union position the following year. He never lost an election, serving as Section Vice Chair, Section Chair, Division Chair and Vice President before becoming President in September 2017.

The Executive Board also voted to promote MOW Vice President John Chiarello to Secretary-Treasurer. Structures Chair Richard Rocco was named MOW Vice President.



Incoming Secretary-Treasurer John Chiarello takes the oath of office administered by newly minted President Davis.



Richard Davis is sworn in as the 12th President of TWU Local 100 by International President John Samuelson (on video link).

In a statement to the membership, Davis said: “I’d like to thank the Executive Board for this honor. Thank you for putting your faith and trust in me to lead our union forward.

“And that’s exactly what I intend to do - move us forward and make this great union even greater. My mission is to build a better, stronger, more unified, and more effective TWU Local 100 that has an administration that is focused on you, the membership.

“I promise to work tirelessly on your behalf and put your needs first. I will never stop working to make improvements on multiple key fronts, including safety, job security, your quality of life and your ability to take care of your families.

Continues on next page



In his first remarks on becoming Union President, Richard Davis promises to fight hard as we go into a difficult contract fight with the MTA

“Priority number one is gearing up for our upcoming contract fights at the MTA and at our private bus and school bus divisions. I will be immediately sending teams into the field as part of an internal organizing and membership outreach campaign. I believe it’s vitally important that your voices be heard as we chart a course for the future. We also must be ready to mobilize to face any obstacles that are

placed in our way. You have my commitment to lead, to serve, and to fight.”

Davis, 53, joined NYC Transit as a Bus Operator at the age of 26. His first union position was chief line steward. He was elected MaBSTOA Division 1 Chair in 2004, then Vice President of the Department in 2014. Davis became Secretary-Treasurer in May following the retirement of Earl Phillips.

Bachoo Sworn in as Structure Division Chair

Structure Maintainer Kenneth Bachoo was elected as the Structure Division’s new chair in early February, and was formally sworn in by President Richard Davis on March 4, 2023. Brother Bachoo, an SM-D (Tinsmith) by trade, started his career at NYC Transit 24 years ago, coming to the Car Equipment Department from Kawasaki Corporation.

He then moved over to MOW after taking a civil service exam. Released as a full-time Union Rep in 2006, he won his first election in 2009.

“I’m continually working to improve the Structure Division,” he said. “But it’s not a one-man effort. It’s a collective effort with the other elected members.”



Kenneth Bachoo is sworn in by President Davis at the March Executive Board meeting.



TWU LOCAL 100 FAMILY DAY

LOT 26 AT AMERICAN DREAM MALL

Saturday June 3rd
Festivities at Lot 26 from 11:00 AM - 5:00 PM
Food, Entertainment, Vendors, Games,
Tailgating, and more!

Up to 45% OFF
Theme Park Tix
for Local 100
members*

*TWU Local 100 Exclusive Discount Tickets for American Dream Mall Theme Parks and Attractions available to purchase upon registration.

Scan the QR code with your mobile device camera for more details and to register.



1 American Dream Way, East Rutherford, NJ 07073

*American Dream Mall is solely responsible for all purchases of Discount Tickets, regardless of TWU Local 100's Family Day Registration.

Supporting Local 100 Assault Victims, Demanding Justice

TWU Local 100 Mobilizes for Criminal Cases in Brooklyn and the Bronx



RTO VP Canella Gomez stands with assault victim T/O Tanya McCray. At right is Train Operator Division Chair JonLuke Rodriguez.

Defendant: Jean-Francois Coste
Background: Banker
Top Charge: Felony Assault

When a Brooklyn banker accused of punching a Train Operator in the face appeared in Brooklyn Supreme Court in February to answer the charges against him, he had plenty of unwanted company. Nearly 100 union members packed the courtroom in an impressive show of support for Train Operator Tanya McCray that spanned across multiple Local 100 departments.

“It’s important to set an example with this guy, to let the city know, and public know, it’s not okay to assault transit workers,” RTO Vice President Canella Gomez said to the assembled media.

Jean-Francois Coste, a French banker living in Brooklyn, punched McCray several times Dec. 16 at the Stillwell terminal station in Coney Island. The unprovoked attack came after McCray saw an apparently intoxicated Coste approaching the crew room off the mezzanine. McCray, who was exiting, shut the door so he could not gain entrance. He was arrested by police in the station after transit workers cornered him in a train idling at one of the platforms.

Coste was hit with felony assault and other charges. He pled not guilty during the court appearance. The case will return to Criminal Court, Part 4, at 320 Jay St., on June 23rd.

McCray teared up talking about the support she has received from her union brothers and sisters. “The love has been overwhelming,” she said.



Union Officers including Dwayne (Tank) Hammond, at right, turn out to support Anthony Nelson (wearing white cap) outside the Bronx Hall of Justice.

Defendant: Alexander Wright
Background: Career criminal with 41 prior arrests
Top Charge: Felony Assault

Chants of “Justice for Anthony” have been a familiar refrain inside and outside the Bronx courthouse where TWU Local 100 rallied numerous times since last August when CTA Anthony Nelson was brutally assaulted by a career menace.

Nelson went to investigate reports that a man was harassing women outside the Pelham Bay subway station when he was jumped and pummeled by Alexander Wright on Aug. 11, leaving him with a broken nose and a complex break to his collarbone that required two surgeries. Stations Vice President Robert Kelley led the charge, standing with Anthony and his family, and accompanying them in meetings with prosecutors handling the case.

The attack on Wright was just the latest in a long string of crimes committed by Wright, including slugging a woman outside a Manhattan restaurant and throwing hot coffee on two traffic agents in Midtown.

“If you look at his history, you’ll throw up,” Kelley said.

After approximately five court appearances, which included testimony from court-appointed psychiatrists, a judge declared Wright mentally unfit to stand trial – but he’s not off the hook, according to the Bronx District Attorney’s Office. He was remanded to a psychiatric facility “until he is fit to stand trial,” DA Darcel Clark said in a statement after the development. “If and when he is fit to stand trial, we will be there to ensure justice is served,” Kelley said.



Flanked by Attorney Dennis Engel and Recording Secretary LaTonya Crisp, TWU Local 100 President Richard Davis opens bargaining with the MTA/ New York City Transit on April 17th.

TWU Local 100 Kicks off Contract Negotiations with MTA

“Don’t Try to Nickel and Dime Us”

TWU Local 100 President Richard Davis kicked off contract negotiations with the MTA on April 17 by stressing the consistent service – and sacrifices – transit workers made throughout the pandemic.

Davis, joined by the other top elected officials, staff, and legal experts, presented MTA leaders with a list of general demands developed through a series of meetings, surveys, and one-on-one discussions with members in the field.

“My message to the MTA is this: Don’t try and nickel and dime us,” Davis said. “Don’t try and balance the budget on our backs. Don’t dare suggest that we somehow owe a debt. We paid more than our fair share already.”

The main-table economic demands include substantial wage increases in each year of the contract; hazard pay; extending maternity and paternity leave to six months; E-ZPasses for all members; and greater MTA payments towards the medical and dental plans.

Under New York state law, pensions are not a mandatory subject of



How the Daily News reported the contract kickoff

bargaining, and thus, cannot be subject to union “demands.” But union leadership is asking the MTA to agree to support legislation in Albany that would reduce how much members in the Tier 6 plan are required to contribute and eliminate the overtime cap in pension calculations.

Pensions are set by the state legislature and the Governor. The Tier 6 plan was imposed on public sector workers hired after 2012 by legislation adopted during a fiscal crisis more than a decade ago.

Representatives of the MTA during the opening session, held at the Union Hall in downtown Brooklyn, included NYC Transit President Richard Davey and MTA Labor Relations Director Anita Miller.

Local 100 Executive Director Tony Utano read a letter of support from TWU International President John Samuelsen at the meeting. “As International President, I pledge that TWU is locked and loaded for every possible scenario, and we will not back down or compromise on what we deem necessary for the job security and economic stability of our members and their families,” Samuelsen wrote.

Davis was flanked during the presentation by Secretary-Treasurer John Chiarello, Administrative Vice President Lynwood Whichard, Recording Secretary LaTonya Crisp, and the Vice Presidents, Shirley Martin (CED), Richard



As COVID-19 overwhelmed the transit system, causing 131 deaths and thousands of cases of illness, leaders including Gov. Cuomo called for hazard pay for transit workers. We haven't seen it yet, and are demanding it in this round of negotiations.

Rocco (MOW), Donald Yates (MaBSTOA), Pete Rosconi (MTA Bus/Private Bus/School Bus), Canella Gomez (RTO), and JP Patafio (TA Surface). Stations VP Robert Kelley was unable to attend because of a death in his immediate family.

The current contract expires at midnight on May 15, 2023. The terms in the current contract remain in effect if a deal is not reached before that date.



Pres. Davis hands our contract demands to NYCT President Richard Davey and Labor Relations head Anita Miller.

Management Caught Flatfooted as COVID Bore Down on Workers

NYT: COVID'S Toll Makes Austerity a Hard Sell

In a copyrighted article on April 12, the New York Times makes the point that, after absorbing 131 worker deaths from COVID-19, the Union doesn't want to hear the MTA crying poverty in the current round of negotiations. After the toll taken by the pandemic, the paper noted, TWU Local 100 President Richard Davis is determined to achieve more recognition – and compensation – for workers.

Even before the deaths of Conductor Peter Petrassi and Bus Operator Oliver Cyrus, the first and second transit workers to die of the virus (both on March 26, 2020), the MTA knew a deadly virus was coming – and even had a written plan to deal with it.

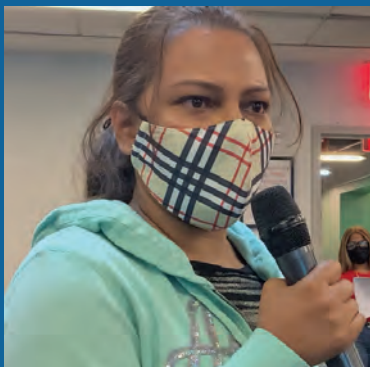
Policy Instruction 10.37.1, issued by then NYCT President Thomas Prendergast on December 31, 2012, says that “when there is a declared pandemic, an informational campaign to both employees and to the customers must begin.” It also says a six-week supply of materials (wipes, gels, and gloves) must be stockpiled, along with masks (for Traffic Checkers only).

President Trump declared a public health emergency on January 31, about ten days after the first case appeared in Washington State. Alarm bells were ringing in New York in February, when some TWU Local 100 members, seeing civilians wearing masks and reasoning that the virus was spreading in the system, began wearing surgical masks. On March 1, NYC Transit began a program of disinfecting trains and buses.

A few days later, in a now-infamous memo, MTA Chief Safety Officer Patrick Warren directed that, “Since a mask is not part of the authorized uniform and not medically recommended at this time they may not be worn by uniformed MTA employees.”

CNN reported that a Train Operator who refused orders to remove a surgical mask was taken out of service by management. Local 100 President Tony Utano told the news network that Bus Operators were also being told not to wear them. “If there is a Bus Operator with a mask, [management] feels the public is going to say, ‘oh, he’s wearing a mask. Is that bus contaminated?’”

But management also bowed to the Union’s demand that fingerprint scanning for the Kronos timekeeping system be suspended because of the danger of viral contamination.



One of Many: Widow Ceriandia Mahadeo cries at the Union Hall remembering her husband Khemraj, a Power Distribution Maintainer who reported to crowded crew quarters where he likely contracted COVID-19. He died on April 19, 2020.

Then, after pushback from TWU Local 100, on March 8 management reversed its directive that masks should not be worn, stating, “any employee may choose to wear gloves and masks, if they have underlying medical conditions or if this makes them more comfortable during this time.”

The World Health Organization declared COVID-19 a pandemic on March 11. TWU Local 100 began our media campaign on March 12, telling newspaper readers that “Transit Workers Can’t Work from Home,” explaining our ongoing work of disinfecting the transit system. President Trump upgraded the virus to the level of a national emergency on March 13.

Ridership numbers in both buses and subways dropped by 20% overnight. Gov. Cuomo declared a state of emergency. In the New York Post, on March 16, columnist Nicole Gelinas wrote: “But the MTA can’t drastically cut back service to match the lower ridership, as that would screw up the whole point: Keeping trains and buses as uncrowded as possible, for the people who need to get around, like grocery-store workers and home-health aides.”

Maintaining service, transit workers started to fall sick, with 23 testing positive on March 19th. Transit suspended service on the B, Z and W trains. Cases climbed rapidly. With Transit still not distributing masks, TWU Local 100 began its own distribution program, using a Union van to bring masks to facilities.

On March 26th, Peter Petrassi and Oliver Cyrus died, with other transit worker deaths following in rapid succession. New York City Transit finally made masks available on March 27th, clearly more than a day late and much more than a dollar short. Within days – by April 9th – the death toll was up to 41 union members – with no quick end in sight.

Garrett Goble Award Honors Conductor, Train Operator

An emotional third anniversary of the death of Train Operator Garrett Goble brought a flood of dozens of white balloons into the skies of Brooklyn as union members gathered to commemorate his sacrifice.

RTO Vice President Canella Gomez welcomed Brother Goble's family to the March 26th ceremony at the Flatbush Avenue stop on the 2 train, where Goble had boarded the train that was later torched by an arsonist at 110th and Central Park West. Goble died of smoke inhalation evacuating his passengers in the early hours of March 27, 2020.

Gomez said, "This man lost his life trying to save passengers. If that's not a hero, I don't know what a hero is."

Train Operator Jamal Pearson, delivering the eulogy, said in part: "This is all about the Goble family. We are here to say, thank you, for the time they allowed us to share with Garrett. We may not be able to understand your grief and your pain, but we understand your joy, from the time that we had to spend with him, from the laughs that we had, from the stories that we shared. He was not just a number. He was a person, he was a father, he was a brother, and most importantly, he was a hero. We're out here today to keep his memory going and to tell his family, you do not grieve alone."

Goble's wife, Delilah, presented Conductor Raven Haynes and Train Operator David Artis with the Garrett Goble Award for Heroism in Service, commending them on their professionalism and focus in the wake of the worst mass shooting in the history of the NYC subway system, when a gunman opened fire on the N train as it was coming into 36th Street in Sunset Park last April.



Delilah Goble, widow of fallen Train Operator Garrett Goble, presented awards for heroism to Conductor Raven Haynes and T/O David Artis, who evacuated passengers at the site of the mass shooting aboard the N Train in Sunset Park last April.



Remembering their father, Garrett's wife Delilah (in dark sunglasses) and her two sons are joined by other family members at the ceremony at the Flatbush Avenue Station on the 2/5 lines.

Then she addressed the crowd, saying, "Sometimes I think it will get easier. No. I just thank you for doing your jobs. I know it's not easy. I appreciate the ones who check in with us and anytime you show up for him. I appreciate it. I know he would. And my boys too."



Conductor Raven Haynes and Train Operator David Artis honored with the Goble Award for heroism in service at the mass shooting on the N Train with RTO VP Canella Gomez, Train Operator Chair Jonluke Rodriguez & Conductor Tower Chair Jesse Arguetta





Mayor Adams takes center stage along with Union leaders at the January Mass Membership Meeting.

Gearing up for Contract Fight, Members Pack Sheraton Times Square

Speaking at a jam-packed Mass Membership Meeting in Manhattan on Saturday, January 28, TWU Local 100 President Richard Davis vowed the MTA won't get off easy in upcoming contract negotiations by crying poverty — again.

"The MTA says they have massive budget gaps," Davis said. "I say, screw their budget gaps! We worked through the pandemic! And that needs to be recognized!"

The negotiations could be among the most difficult ever. "We have to be united," Davis said. "No divisions! One union, with one voice, and one fist!"

More than 1,500 members attended the gathering at the Sheraton Hotel near Times Square. In a strong sign of respect and support, Mayor Eric Adams made time in his busy schedule to attend and speak to the members. He is the first mayor of New York City to attend a TWU Mass Membership Meeting. TWU International President John Samuelson also was a guest speaker. He promised that the TWU International would back Local 100 one-hundred percent during negotiations, providing resources, expertise, and other assistance.

The over-arching theme of the event was "Member Built, Member Strong, Member Driven."

Member Built: TWU was organized by subway workers in the depths of the Great Depression when workers toiled 7 days a week for poverty wages — without overtime, healthcare, vacations, or pensions.

Member Strong: Local 100 has more than 42,000 members working for the MTA. We operate and maintain the largest transit system in North America. We also have thousands of members in the school bus, private bus, and tourism industries.

Member Driven: The top priority is the membership. The focus is on the membership.

"TWU is a great union, not just because of what we do, or our size, but because of who we are as individuals," Davis said after introducing a video featuring "some of our outstanding members."

Members featured in the video received certificates of appreciation, including Tonya Thompson, a Bronx Bus Operator and a cancer survivor. Thompson is a leading volunteer organizer and fundraiser for breast cancer awareness and research. "It felt amazing to be recognized by my Union for all the hard work I've put in over the years," she said. "Simply a wonderful day."

Member Driven: Videos Highlight Rank and File Members

A TWU Local 100 video showcasing some of our outstanding members was a highlight of the Mass Membership meeting. Here's a recap of the featured stories of our union Brothers and Sisters.

Zaric "Zeke" Reed

Zeke is a welder and a fabricator in the 207th St. Overhaul shop, and a section vice chairman.

He also is a leader on the Medical Response Team. When a co-worker is injured, or becomes ill, Zeke and the team race to the scene. Zeke and his team have literally stopped the bleeding and kept hearts beating. They render First Aid during the precious time it takes for an ambulance to arrive. They have saved lives.

Colin Kilkenny

Before joining Transit, Brooklyn Bus Operator Colin Kilkenny sang in an R & B and Soul group and at his church. Since being hired, he's shared his talent with Local 100 – in times of celebration and of mourning. He saluted a Bus Operator with 50 years on the job. On another occasion, the funeral procession for a deceased retired Bus Operator passed by the Flatbush Bus Depot. Colin was there – standing outside



SCAN THIS CODE
FOR MORE PHOTOS
FROM THE EVENT



President Davis introduces some of our outstanding union members

in the rain – singing a hymn for the mourners. When Local 100 took the families of our Covid-19 victims to a baseball game in Coney Island, he stepped up to the microphone and sang the National Anthem.

Dave Forgione

Collecting Agent Dave Forgione was in a Harlem subway station when he heard a commotion. He saw two teen-agers brawling with police officers. One of the teens

continues on next page



(holding awards from left to right: Zaric Reed, Dave Forgione, Tanya Thompson, Alfonso Simmons, Cesarina Perez Rodríguez, David Artis, and Raven Haynes.

continues on next page

was winning the fight. He slammed a police officer to the ground and put him in a headlock.

Dave feared the teen-ager would take the officer's gun. That would have put the officer, and all the riders in the station, in great danger. He intervened, helping to subdue the young man, who had a previous arrest for gun possession. Dave isn't comfortable with the word hero, but the word fits him perfectly.

Tonya Thompson

A cancer victim, Tonya, a Bus Operator out of the West Farms Depot, not only survived – she also dedicated herself to helping others. As an Executive Board Member with Making Strides Against Breast Cancer, she handles the planning and logistics for the annual march in the Bronx, raising money for breast cancer research and providing patients with programs and services – such as transportation to treatment, counseling, peer support groups, and a cancer hotline staffed 24 hours a day, 7 days a week.

Alfonso Simmons

Hurricane Ida was weakened by the time it hit New York City – but it still caused tremendous damage – and



Pelham Barn shows its union spirit with CED VP Shirley Martin.

Biblical flooding. An estimated 75 million gallons of water filled the subway system. Subway staircases turned into waterfalls. Platforms and tracks became rivers. MOW worker Alfonso Simmons, a Ventilation and Drainage Maintainer, and the Local 100 section chairman, was dispatched to the Newkirk Ave. station in Brooklyn. The tracks, including the electrified third rail, were submerged



Unity as Department VPs from RTO, TA Surface, and MaBSTOA and rank and file gather at the Mass Membership Meeting. At center is Political Action Director Sharase DeBouse.

under four feet of water. He worked 16-hours straight battling the flood and restoring service.

Cesarina Perez Rodriguez

Cesarina, a Bus Monitor for students with special needs, helps the kids get on the bus, takes care of them during the trip, and delivers them safely to adults - at the school in the morning, at their homes in the afternoon. She is also raising two boys of her own. Somehow, Cesarina finds the time - and energy - to take classes at Lehman College. She hits the books at the kitchen table, late at night, when the kids have gone to sleep. Last year, she won a Local 100 college scholarship, sponsored by M3 Technology, and is on her way to winning a Bachelor's Degree in Social Work.

David Artis and Raven Haynes

All hell broke loose in the subway on April 12th. A deranged gunman, riding a northbound N train in Brooklyn, set off two smoke grenades - and then started shooting riders - as the train neared the 36th St. station. Ten riders were shot in the worst mass shooting in the history of the subway. Throughout the chaos, Train Operator David Artis and Conductor Raven Haynes did not panic. They reported the shooting, evacuated the train at 36th St., and herded riders to an R train at the same platform. They summoned medical assistance for the wounded at 36th St. and those headed to 25th St. on the R train. They made quick decisions, exhibiting true courage and professionalism.

Adams: I Am You

Eric Adams, the 110th Mayor of New York, who came to his career in politics by way of working first as a transit police officer, is in a unique position to understand our workforce. He began his 12-minute speech to Local 100 members at the Sheraton Times Square by congratulating President Davis on taking office, then spent the bulk of his speech addressing the problem of mentally ill people in the subways, a point of concern both to him and the union.

"I know what it's like to blow steel dust out of my nose at the end of the tour," he said of his days as a transit police officer, recounting an incident where he was separating two brawling people - one with a knife - when a Local 100 Conductor came to his aid.

"This union means so much to me," he added, speaking of his advocacy for masks and PPE back in early 2020, as the COVID surge was beginning, when he stood with TWU Local 100 at a time when the MTA was reluctant to hand them out.

He noted that he was a union member who got his job via a civil service exam. "I know what it is to fight for a raise to make sure your children can go to school. I am you. We are the same thing. And one of you is now the mayor of the most important city in the country."

"That says," he continued, "if you are a Cleaner in the transit system, you can mobilize and move to the next level of government. You can make policy if you are a token clerk. If you are a Conductor, if you are a Bus Operator, you



The 110th Mayor of the City of New York addressing our big membership meeting.

have the experience of being on the front lines knowing what we need to move the city forward."

He then talked about one of his signature issues - the successful drive to take thousands of the homeless mentally ill out of the transit system and place them in housing with wrap-around services.

"This was led by you and what you deal with every day," he said. "Driving the bus and having someone come on not willing to pay their fare and dealing with a mental health crisis and attacking you. Now we are giving people wrap-around service. We took over 3,000 people off the subway system, who were living there, and put them into safe havens."

Departmental Highlights from 2022

With more than 44,000 members in the public and private sectors, TWU Local 100 is constantly confronting challenges and fighting battles with management. Last year was no exception. Here are some of the departmental highlights from 2022.

In **Car Equipment**, Vice President Shirley Martin and Chair Matt Ahern successfully pushed management to adopt a whole new approach to subway car cleaning, giving it the attention – and staffing – the massive job requires. A hiring blitz got underway in 2022 and is continuing. As a result, we expect there will be about 500 more Local 100 Terminal Car Cleaners on the property in 2023, bringing the total force to its highest level ever.

In **RTO**, pressure from Vice President Canella Gomez forced management to provide safer Train Operator and Conductor cabs on R62 and R62A trains. Vandals and criminals were kicking in the cab doors because the door latches were so flimsy and useless. One of our Train Operators was physically assaulted by a rider who kicked in a cab door. All doors now have solid steel door stoppers – and our Conductors and Operators can work without fear their workspace will be invaded.

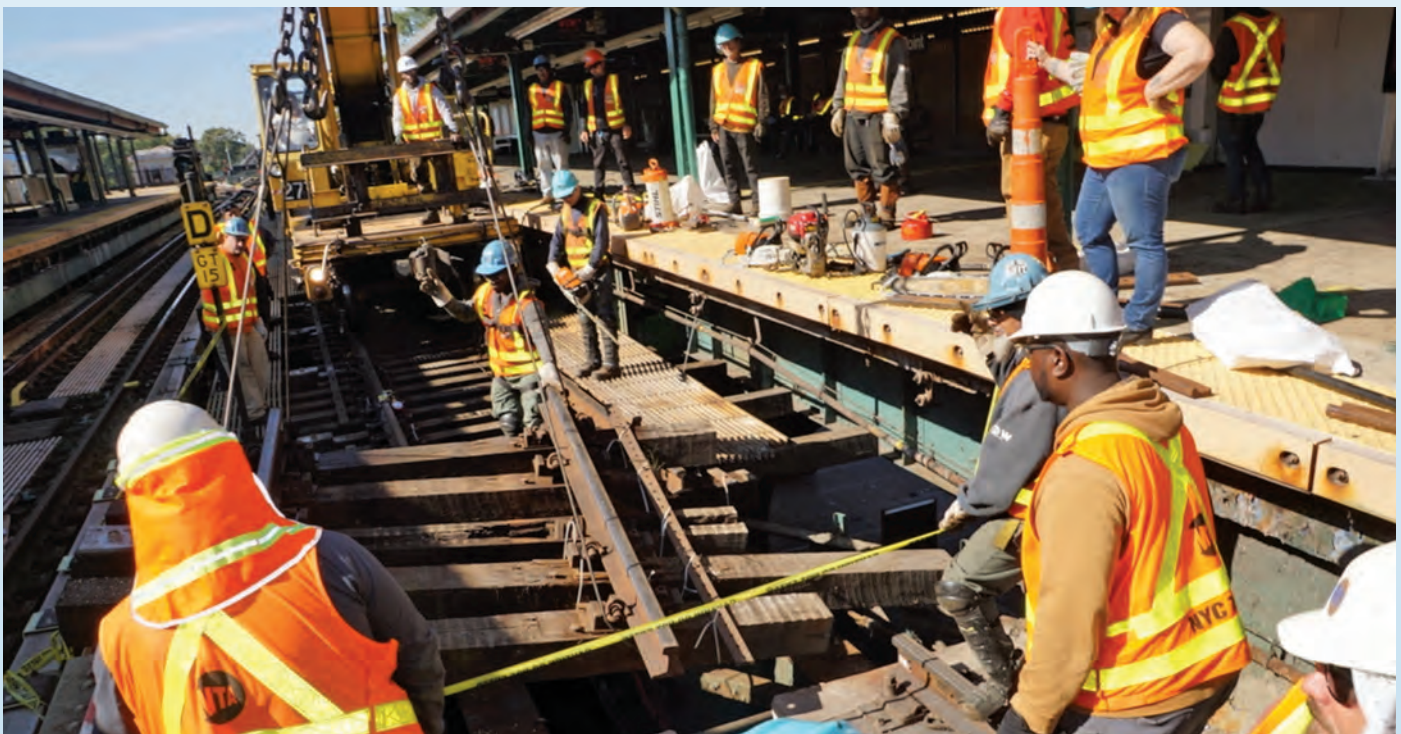
Over in the **Stations** Department, our Station Agents



MABSTOA VP Donald Yates and his officers fought back against an unwarranted suspension – and won.

faced a very real threat from technology. Vice President Kelley took action to prevent our Station Agents from being phased out along with the MetroCard – negotiating an agreement that gives agents new customer service roles, and a pay raise of \$1 per hour. That's more than \$2,000 over the course of a year. The MTA hired nearly 300 Station Agents last year and plans on hiring hundreds more this year.

The **Maintenance of Way** Department, led by John Chiarello, aggressively pursued and secured robust project



In MOW infrastructure money is being put to good use and creating Union jobs.



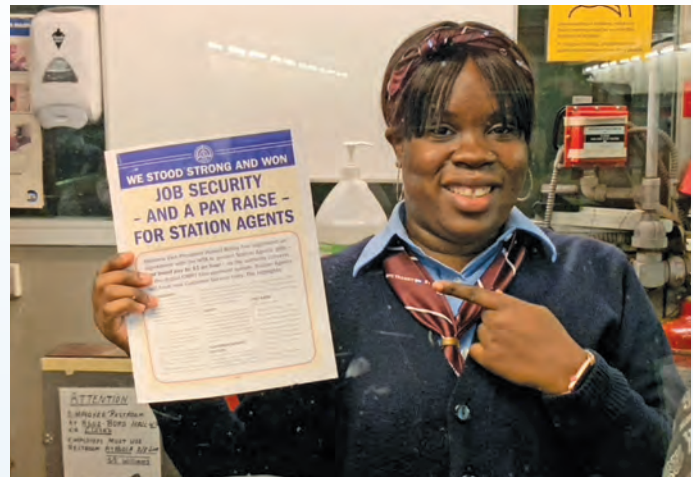
A new contract for 800 Computer Analysts and Computer Specialists brought much needed retro pay

schedules for members in all divisions – Line Equipment Signals, Power, Structures and Track. With funding from the Infrastructure Bill, and the largest-ever MTA Capital Plan, MOW launched an amazing number of projects across the subway system, replacing track panels, repairing train signals, and performing other vital work. There also was some good news for Stations and RTO workers: The Employee Facilities Enhancement Program was re-instituted to improve bathrooms, crew rooms and other non-public areas.

Our Vice Presidents at **MTA Bus**, **MaBSTOA**, and **TA Surface** – Pete Rosconi, Donald Yates, and JP Patafi – helped drive down the number of termination cases in the arbitration system by using a stipulation concerning Bus Operators with cell phone violations. Before the stipulation, Bus Operators faced immediate termination for a second violation. Now, Bus Operators with at least five years on the job are reassigned - not fired – after a second offense. These members continue to maintain an income and healthcare coverage for themselves and their loved ones.

Our **Career and Salary** unit, with members in **MTA Bus** and **MaBSTOA**, ratified a four-year contract with annual raises, full retro-pay, express bus passes, and importantly, maternity and paternity leave. It was a long battle, but the agreement was approved by a huge margin: 383 to 8.

In the Spring of 2022, the MTA outrageously suspended one of our Manhattan Bus Operators who defended himself – against a rider had already spit on him twice. MaBSTOA Vice President Donald Yates led an aggressive fightback campaign, using the appeal and arbitration provisions of the Local 100 contract. The MTA was forced to put the Operator back on the payroll in just a few days. Then, after a full series of hearings, the arbitrator



New Agreement gives job security for our Station Agents – and a raise.



A big boost in the ranks of Car Cleaners scores a win for CED.

stopped the MTA's attempt to fire the Operator. He remains on the job today.

Local 100 was also very busy in the Private Lines. We negotiated contracts in six cities for our members at Big Bus Tours: Chicago, Las Vegas, Los Angeles, Miami, San Francisco, and Washington, D.C. A new contract was secured at New York Waterway. At Mount Sinai, management wanted to increase starting pay to attract new drivers. We insisted the raises be spread across the board to existing workers too – and they were.

At Liberty Lines, in Westchester, Chair Carlos Bernabel won an unprecedented victory – forcing management to re-do a company-wide job pick. The company wanted to bundle work, breaking 35-years of precedents, but caved in after realizing we were going to arbitration and would win our case.

TWU Local 100 Takes Albany by Storm

A great example of COPE in action.

Approximately 2,000 TWU Local 100 members descended on Albany on March 28th to push our union's legislative agenda - including TIER VI pension reform and the right to strike legally.

The massive contingent of members first gathered at the Egg Convention Center, where some of the state's most powerful politicians - like Assembly Speaker Carl Heastie - came to give remarks and show their support.

Members then streamed through the capitol building for one-on-one lobbying meetings with elected officials and their staff in their offices.

"This is a great day - and a great example of COPE in action," Local 100 President Richard Davis said, referring to the Committee on Political Education, which funded the day-long event. "We must educate and inform elected officials about what's most important to us. But we are also here to strengthen relationships and make new ones. That's what Lobby Day and COPE are all about."



PAC Director Sharase DeBouse addresses audience as the Honor Guard stands to attention.

Davis, Director of Operations Tony Utano, Secretary-Treasurer John Chiarello, and Political Action Director Sharase DeBouse also held meetings with Senate Majority Leader Andrea Stewart-Cousins, Comptroller Tom DiNapoli, Assembly Speaker Heastie, Assemblyman William Magnarelli, Chair of the Assembly Transportation Committee, and other top officials.



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FROM THE EVENT

Union members fill the Egg auditorium in Albany for a powerful display of unity.





Members came to Albany to push legislation including S.5707A, which would create due process discipline for School Bus Drivers.



Int'l Pres. John Samuelsen makes our case for a 'right to strike' amendment to the NYS Taylor Law.

Local 100's 2023 Legislative Agenda starts with pension reform, bringing parity and fairness to members enrolled in the Tier VI plan, crafted by the state Legislature during a fiscal crisis over a decade ago. (Pensions by law are created by the state Legislature, not through contract negotiations). Local 100 is pushing a bill that would reduce the employee contribution to 2% from the current range of 3% to 6%. Another Local 100 bill would eliminate the overtime cap – set at \$19,729 – for transit workers.

continues on next page



When their constituents are TWU families and they have an "ask," legislators listen.

The Rest of the Local 100 Legislative Agenda for 2023

Safety: Elevate spitting on a transit worker from a Violation to Misdemeanor Aggravated Harassment. For a Violation, police can't act against a spitter unless they witness the incident. This legislative fix would mean action could be taken against the spitter based on witness testimony alone. We are again introducing our OPTO bill, preventing NYCT from removing Conductors from any train with two or more cars.

Transit Funding: Internet sales tax and other revenue from Congestion Pricing would go directly to the MTA to avoid it

being diverted by the state for other purposes in future years.

In-Service Death Benefit: This bill would improve the benefit for the family of a member who dies while still in active service but who had the age and service time needed to retire. Currently, the family receives the death benefit provided by law: three times the worker's annual salary. Under this bill, the family could instead receive a lump-sum payment equal to the value of the member's retirement if they had retired, if that is more.

State Sen. Jessica Ramos (D-Jackson Heights) and Assemblywoman Latoya Joyner (D-Bronx), meanwhile, have introduced legislation, at Local 100's request, that would enable transit workers to strike if a lengthy process of negotiations and mediation fails to produce a contract governing wages, health benefits, and other provisions. As a result, the union and workers would not be subject to the draconian penalties authorized under the existing Taylor Law, which prohibits transit workers and other public workers from striking.

Local 100 is also promoting a bill that would mandate all subway trains without at least two cars to be staffed with a Conductor.

What is COPE?

The Committee on Political Education is TWU Local 100's political action fund. Member contributions are used to educate elected officials and the public on issues, including pro-union legislation, which is vital to transit workers. Activities include outreach, lobbying, research, and promoting the union agenda through advertising. COPE also supports candidates for office. COPE is a mechanism for the union to fight to protect and improve benefits, working conditions, wages, and even the right for unions to exist and organize, which is constantly threatened. COPE helps ensure we are heard and have a seat at the table.

Some Victories Achieved by Political Action/COPE and our Allies.

Job Protection. TWU's lobbying efforts secured language in federal COVID-19 bailout legislation during the pandemic, prohibiting the MTA from laying off workers or reducing benefits. At the same time, the authority was supported by billions of dollars in relief funding. Local 100 and our International worked with key representatives, including Sen. Chuck Schumer, to add the job-protecting language.

The "Nigro Bill." This 2021 bill enabled families to file a death benefit claim, even if the regular statute of limitations had expired, when a worker's death was caused by exposure to diesel exhaust. The bill, named after deceased Bus Mechanic Anthony Nigro, amends New York State workers' compensation law.

Tier VI Reform. Gov. Hochul signed in 2021 legislation that cut in half the time on the job required to be vested, slashing it from 10 years to five.

Covid-19 Death Benefit Bill. New accidental death benefit



Assembly Speaker Carl Heastie made a point of commending our members for what we do every day.



Ret. SM-E Alan Grande meets with Republican Assemblyman Sam Pirozzolo (R-Staten Island) asking him to sponsor a bill giving ¾ disability retirement to those disabled from 9/11 illness.

for families of public workers who died after contracting COVID-19. The pension legislation, signed in 2021, enabled a beneficiary to receive half-salary payments for life. That could be more advantageous than the other applicable New York State pension law option: up to three years' pay in one lump sum. Both options are in addition to the \$500,000 per transit family that Local 100 secured in negotiations with the MTA.

Assault Bills. The Cleaner Assault Bill of 2017 added subway Cleaners to the titles protected by legislation authorizing stiffer penalties for attacking transit workers, raising attacks to D felonies. Gov. Hochul, in 2022 signed legislation that expanded the law to include revenue collectors and titles involved in the repair, inspection, and maintenance of equipment like tracks, turnstiles, and buses.

Veteran's Equality Act. Signed in 2016, the state bill allows honorably discharged veterans to purchase pension credits for up to three years of military service performed. Previously, only veterans who served in combat or during specific periods of war were eligible for this benefit.

New Roles and Job Security for Station Agents

Station Agents began assisting riders outside booths in March, part of an agreement that brings increased job security – and a \$1 per hour pay raise.

Stations Vice President Robert Kelley negotiated the agreement with management as the MTA moved towards full implementation of its cashless OMNY fare-payment system. The digital system enables riders to pay at turnstiles with their smartphones, debit, and credit cards, and purchase OMNY cards at Walgreens, CVS, and others stores. That posed a growing threat to the Station Agent title.

“Local 100 is committed to protecting our members’ employment through waves of new technology, and beyond,” Local 100 President Richard Davis said. “Station agents have new roles that make them even more important than before. Station Agents will not disappear from stations like toll booth collectors disappeared from bridges and tunnels.”

Agents still have access to the booths but now spend much of their shift outside the cubicles, answering questions, giving directions, helping at fare machines, assisting the disabled, assisting senior citizens, and reporting quality of life or equipment issues, like a faulty

elevator. Some Station Agents are being assigned to Customer Service Centers at major hubs where they help riders switch from Reduced-Fare MetroCards to OMNY, apply for the Reduced Fare program, and provide other services. There are nine Customer Service Centers with plans for six more to open by the end of 2023.

S/A Matthew Patrick, a third-generation transit worker who is assigned to the Fulton Center in Lower Manhattan, was among several agents interviewed by the media as the program rolled out.

“I can interact with the customers more,” Patrick told WPIX Channel 11. “They’re not frustrated, and I’m not frustrated for not being able to get out and show them what they need to know.”

Agents, who have been outfitted with cell phones, also received basic de-escalation training. The Stations Department is closely monitoring the program and actively soliciting feedback, VP Kelley said. He’s pleased with what’s been achieved so far, he said.

“Our members have a future in Stations, and they can continue to take care of themselves and their families,” Kelley said. “We met the threat from OMNY head on.”



**“LOCAL 100 IS
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OUR MEMBERS’
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THROUGH WAVES OF
NEW TECHNOLOGY,
AND BEYOND.”**

– RICHARD DAVIS
LOCAL 100 PRESIDENT

*Stations VP Robert Kelley is interviewed on
NY1 on new roles for our Station Agents.*

Indian Day

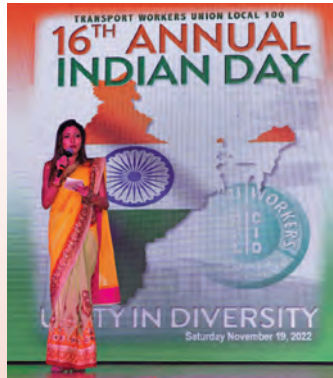
NOVEMBER 19, 2022 – Over 800 transit workers of Indian heritage gathered in Fresh Meadows, Queens for a night of celebration. Then President Tony Utano and Secretary-Treasurer Richard Davis spoke to the crowd, and all of the top union officers in attendance — including VP's Shirley Martin, Canella Gomez, Robert Kelley, and Donald Yates lit the ceremonial candle to begin the event.

Indian cuisine was a highlight, as well as entertainment featuring Bollywood-style singing and dancing. State Senator and longtime TWU Local 100 supporter John Liu was on hand, as well as Dilip Chauhan, Deputy Commissioner, Mayor's Office for International Affairs.

President Utano got an unexpected award, from WBSL radio personality Dr. Bob Lee, who presented him with a plaque from his Make the Grade Foundation for his humanitarian work.



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Keynote speaker Congresswoman Yvette D. Clarke with union leadership at the inspiring event.

Black History Celebration

FEBRUARY 22, 2023 – The largest crowd ever for Black History Month graced the Union Hall as our third Black President, Richard Davis, spoke for a new generation of transit workers.

“I’m a pro-Black President,” Davis said, “and I will continue to be pro-Black. I am very proud of my heritage. Immigrating to the United States, I experienced a level of disdain for people of color. That really put things into perspective for me. I want every person of color to experience civility, to experience citizenship. I have to focus on the development and uplifting of my people.”

Throughout the evening, videos produced by TWU Local 100 Communications documented the proud history of our Union in fighting for civil rights – and the courage and commitment shown by Black trail-blazing Union officials across the years.

Turning to conflicts within the union, Davis called for an end to “us backstabbing us, scandalizing one another, pulling each others’ heritage down. We are doing it to ourselves, and it’s not civil.”

**Newly appointed
MABSTOA VP Donald
Yates with his
beautiful family.**



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Pres. Davis and Admin VP Lynwood Whichard with MABSTOA reps.

“We are over 40,000 members strong. We have the power to effect change. We need to band together and fight as one voice. It’s our time,” he said. “We must focus now and move in one direction collectively to secure a solid contract for our members and our families.”



Members raise fists in the revolutionary salute.

Women Celebrated at Gala Event

FEBRUARY 28, 2023 – President Richard Davis and Giselle Martinez, our Working Women's Committee and Family Assistance Coordinator, welcomed over 100 union women to the hall on March 22nd for our International Women's Day celebration. A special guest was TWU International's Shirley Duff, Director of the TWU's Civil and Human Rights Committee. Outstanding TWU Local 100 women who were honored with awards included longtime staffer Nancy Martinez. Brother Davis delivered the keynote address highlighting the commitments the Union has made to advancing women transit workers. Entertainment included saxophonist Ashley Keiko and singer Nancy Torres.



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International Civil and Human Rights Director Shirley Duff was welcomed to our event, and brought greetings from Washington, DC.



CED's Adeline Carson-Leath is honored at the event. At left is CED VP Shirley Martin. President Davis is at center.



Longtime union staffer Nancy Martinez receives our Certificate of Recognition on Women's Day



Local 100 President Richard Davis at center, with Union officials including Executive Director of Organizing Frank McCann (at left, with green tie), Secretary-Treasurer John Chiarello (at extreme right), Admin. VP Lynwood Whichard, Director of Health Benefits Chris Lightbourne, and MABSTOA VP Donald Yates (immediately to the right of Davis) and Barry Roberts (seated at rear, with glasses).



Maryann Conlon speechless as she receives a QC Award

Irish Dignitaries Highlight Quill-Connolly Celebration

MARCH 17, 2023 – International President John Samuelson and Local 100 President Richard Davis played host to prominent Irish labor leaders who are part of a new tradition at the Union Hall.

Honoring the legacy of our Founder, Mike Quill, and his inspiration, Irish patriot and martyr of the Easter Rising James Connolly were Mick Cash, former Secretary-General of the National Union of Rail Maritime and Transport Workers, Paddy Crumlin, President of the International Transport Federation, and Harry Connolly, Director of Failte Feirste Th ar, which promotes the legacy and the community of Belfast.

The event took place against the backdrop of continuing transit strikes in the United Kingdom, spurred by the RMT in an attempt to fi ht back against inadequate wages and unfair working conditions. Cash called the RMT and the TWU soul mates. “It’s one fi ht whether you’re in America or the UK,” he said. “They want working people to pay for COVID, austerity measures and inflation. They don’t want the bosses or



Mick Cash, former Secretary-General of the National Union of Rail Maritime and Transport Workers, is at center, flanked by IP John Samuelson and Paddy Crumlin. At right is Harry Connolly.



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the corporations to pay. They want working people to pay and it’s not happening.”

Quill Connolly Awards were presented to our very own co-Director of Grievance and Discipline, Maryann Conlon, and Michael Rehn, Division Chair of MABSTOA Maintenance. Maryann wasn’t expecting the award when it was suddenly given to her. “It was very nice, I was shocked and surprised. Had no clue whatsoever, and I appreciate it.”

Civil Engineer, Austin Hogan, Is Elected Local's 1st President in 1937

Ironically, the first President of Local 100 was not a transit worker. Austin Hogan was a Cooper Union-educated civil engineer, who as late as two years before the founding of TWU in 1934, was working on plans for the construction of the Whitestone Bridge.

Hogan was born in Ennistymon, Ireland in 1906. He received a solid education at a Catholic Church-run monastery school and at a technical institute, where he began his studies in civil engineering. He emigrated to America in 1925 where he continued his studies at Cooper Union. He became exposed to the socialist writings of legendary Irish patriot James Connolly, who was executed by the British in 1916 for his role in the Easter Uprising. Hogan later said that Connolly's beliefs swept him "into a complete understanding of what all this oppression and suffering was caused by."

Hogan became involved in the Irish Worker Clubs, where he met many Irish transit workers. He was an accomplished singer and public speaker and grew in popularity among the workers.

He left a life in engineering in 1934 to join the TWU International's 1st President Michael J. Quill and other early TWU activists in the effort to organize a lasting union of transit workers in New York.

After three years of stunning organizing successes, TWU was chartered by the CIO as a full-fledged International Union with 30,000 members in New York, and a growing following in other cities. Quill was elected International President at the union's first convention in 1937. Austin



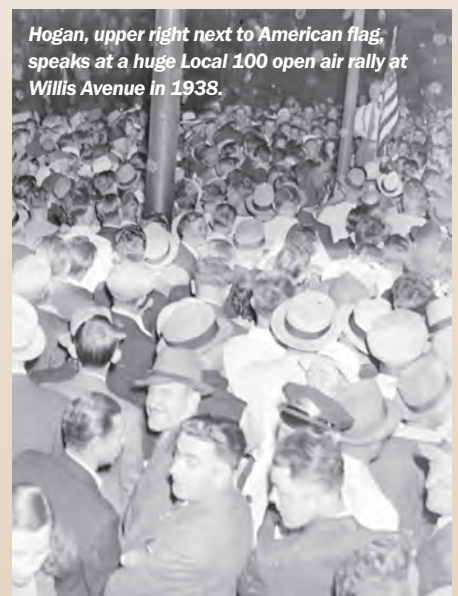
1941 photo shows Hogan, left, with Mike Quill, 2nd from left, and other CIO leaders listening on radio to President Roosevelt asking Congress for a declaration of war against Japan.

Hogan, a few months later, was elected President of the newly chartered Local 100.

During the war, Hogan served in the U.S. Army in an engineering unit, where he was seriously wounded and spent months convalescing at a Hawaii hospital.

After the war, Hogan and a number of other leaders came into conflict over Quill's break with radical outside organizations. Hogan was removed from office by a vote of the membership at a mass meeting in 1948 at the Manhattan Center.

Unlike some of the other leaders who were also swept out of office, Hogan didn't have a transit job to fall back on. He returned to his engineering career where he worked in New York, on the West Coast and in Ireland. He returned to Ireland in his later years where he died of cancer.



Hogan, upper right next to American flag, speaks at a huge Local 100 open air rally at Willis Avenue in 1938.



Quill and Hogan in his Army uniform ready to go off to War.



This 1937 photo shows Austin Hogan, right, with TWU of America founding President Mike Quill, left, and Local 100's 1st Recording Secretary Douglas McMahon.



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