



Building TWU Political Power



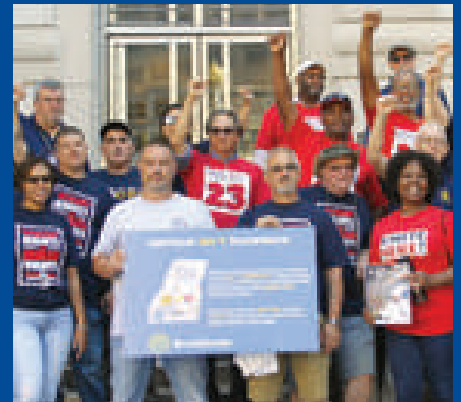
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The TWU Returns to Its Fighting, Democratic Roots

By John Samuelson

"All TWU divisions have been hard at work molding strategic, multifaceted, fightback campaigns against the bosses who are determined to gut the rights of working people and turn back the clock on all the progress made by unionized workers in the USA"

The TWU has once again returned to its fighting, democratic roots. We are not just a service union, making sure our members are safe on the job, negotiating contracts at the bargaining table. The TWU is also working to build a trade union movement with a progressive agenda that works for everyone.

We're building a movement when we fend off the endless assault of privatization and automation – and you can read all about it in this issue. For example, the Columbus Ohio City Council unanimously passed a resolution against autonomous vehicles (*see p. 20*). Although it's not binding, it's a huge step in the right direction. Local 291 won a long-fought contract campaign, preventing Miami-Dade transit from succeeding in getting one step closer to privatization (*see p. 22*). Local 1460 is taking the lead in a campaign to save Amtrak service and workers' careers with a coalition of other unions (*see p. 24*).

Despite the all-out assault on working people, the TWU is thriving in ways we haven't seen in decades. Our Organizing, Campaigns and Political Action Departments have spearheaded campaigns to build and defend our members. We're talking to bike share workers all over the country; port truckers in Virginia; 1,000 municipal workers in Lee County, Florida and machinists at the Kawasaki plants in Yonkers and Nebraska.

On top of that, we are balloting 300 Spirit Air customer service agents based in Fort Lauderdale to join the TWU as this issue goes to press. This is all in addition to the ongoing contract campaigns that our Air Division is working on, including Envoy Air, Allegiant Air, Alaska Air, defending our jobs against American Airlines and the inaugural contract for Jet Blue InFlight Crewmembers.

TWU Committees are also spending the summer in action. The Young Workers Committee met at TWU International headquarters in June to plan their fall conference in Dallas. The Working Women's Committee convened in Cocoa Beach in July, culminating the conference with a rally supporting Local 525, and the ever-expanding Veteran's Committee met in Chicago in August. For more info on how to get involved with these committees, visit twu.org/for-our-members/committees/.

All TWU divisions have been hard at work molding strategic, multifaceted, fightback campaigns against the bosses who are determined to gut the rights of working people and turn back the clock on all the progress made by unionized workers in the USA. And truthfully, we're just getting started.

Advancing the workers through the trade union movement is the forefront of what we do. In the age of Janus and Right-to-Work, the TWU must keep pushing forward, keep organizing and keep campaigning.

A handwritten signature in black ink that reads "John Samuelson". The signature is written in a cursive, flowing style.



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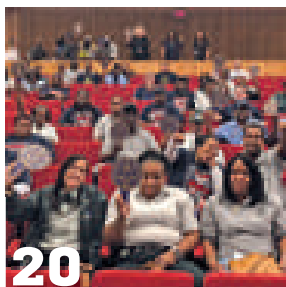
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Janus Ruling Can't Touch the TWU

*By International Secretary-Treasurer
Jerome Lafragola*



When the Supreme Court's *Janus v. AFSCME* ruling was announced, many called it the final nail in the coffin for public-sector labor unions. It was all over the news, everywhere you looked: All states would become Right-to-Work. Wages would drop. Collective bargaining as we know it would no longer exist. The number of union members in the country would plummet.

But not the TWU.

We knew this decision was coming and spent months holding workshops, creating guidelines and providing assistance to our locals. We were prepared for the worst-case scenario. However, instead of losing members, the TWU is doing quite the opposite – we are thriving. When I look at the rolls each month, I see more and more members, and I couldn't be more proud.

For example, Local 100 organized 1,300 clerical workers this year, who are employed by the MTA. We have 5,000 new members at JetBlue where flight attendants are negotiating their first contract as this issue goes to press. Our organizing department recently launched a campaign in Lee County, Florida with the potential to organize 1,000 public workers who represent dozens of different classifications. And that's just the tip of the iceberg – we have so much more great work going on behind the scenes with an unlimited amount of potential.

Our members understand the importance of joining our union and sticking with our union, along with all the benefits that come with it. Our jobs create the foundations on which successful communities are built. Numerous studies have shown that the more union jobs are concentrated in an area, the higher the wages and benefits are for ALL workers in the area, not just union members. As the age-old saying goes, "A rising tide lifts all boats."

The TWU is truly a fighting, democratic union. We are not afraid to stand up for what's right, no matter how unpopular the opinion. We believe in good wages, benefits and safe work places to help our members and working families thrive. The legacy of founding President Mike Quill lives on through all the great work our officers, staff and members do, each and every day.

So when you read all those headlines mourning the death of the labor movement, know deep down inside that it's not true for the TWU. As long as you are a member of the TWU, this "news" does not apply to you. Our union isn't dying, we are flourishing. The TWU is moving onward and upward with innovative strategies and tactics. And it's all thanks to you - the hardworking brothers and sisters on the frontlines.

Keep doing what you're doing. Spread the word about the benefits of being a TWU member. Organize your co-workers who don't belong to the TWU. Fight on. We move America and nothing can stop the TWU. We are, as always, United Invincible.

A handwritten signature in dark ink, appearing to read "Jerome Lafragola". The signature is fluid and stylized, with a large, sweeping flourish at the end.

"Our members understand the importance of joining our union and sticking with our union, along with all the benefits that come with it."

MEMBERS IN ACTION

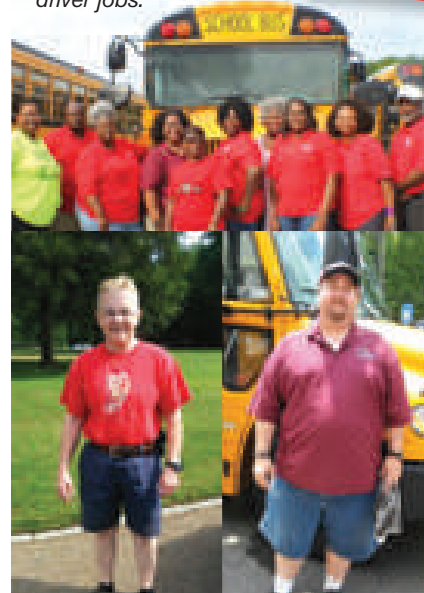


Local 260 Swearing In Ceremony

From left to right standing: Jose Cruz-Torres, Executive Board Maintenance/ Fidel Minor, Vice President & Transportation Representative/ D.J. Johnson, Executive Board Transportation/ Horace Marves, President/ Robert Garrett, Secretary-Treasurer/ Raul S. DeLeon, Executive Board Maintenance. From left to right seated: Mary Simon, Executive Board Transportation and Shenell Dixon, Executive Assistant.

Local 239 Members March to Capitol

On May 19, Local 239 members marched to the Capitol in Augusta, GA to save school bus driver jobs.



Local 252 Annual Picnic



Relief for St. Croix

TWU members in St. Croix received \$500 gift cards for hurricane relief. They are pictured, along with International Rep and Local 525 President Kevin Smith, Local 504 President Richard Boehm, Local 504 Vice President Monteith Charles (Monty), Local 504 Comptroller Jo-Ellen Lundin, Local 100 Secretary-Treasurer Earl Phillips and COPE Rep Andrew Rangolan.

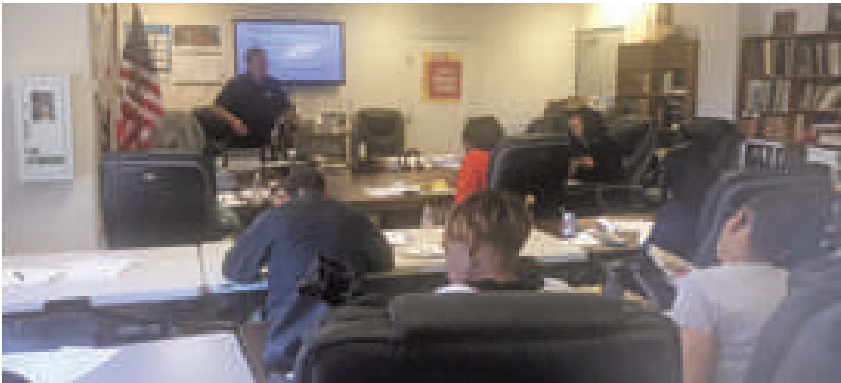


Local 570 Donates to WIN

On June 25, TWU Local 570 Recording Secretary Jose Vera and Board Member-at-Large Eric Salgado presented a check in the amount of \$610 to Marguerite van Stolk, (center) Associate Vice President of Development at WIN, Women in Need. Local 570 President Dan Rivera explained that WIN is an organization whose goal is to break the cycle of homelessness for women and their children in New York. The money was raised through the sale of Local 570 beanie caps.



Local 200 Stewards



Local 250A Stewards



Local 171 Picnic



Local 1400 Members Save Life of Straphanger

Two TWU Local 1400 members saved the life of a 69-year-old man when he went into cardiac emergency while riding a New Jersey Transit bus on June 4.

The Ridgewood-bound bus just left the Port Authority terminal when the passenger started feeling ill. A fellow rider began performing CPR until police arrived, just outside the north tube of the Lincoln Tunnel. Port Authority Tunnel & Bridge Agents Chris Kerrigan and Nicholas Natole, both TWU local 1400 members, used a defibrillator to shock the dying man back to life.

Tunnel & Bridge Agents stated it took three shocks for the passenger to regain his pulse and his vitals. He was brought to a hospital in New York, in stable condition.

"When performing these vital services, we also have to be constantly on the ball," said TWU International President John Samuelsen. "Chris Kerrigan and Nicholas Natole wasted no time in performing their critical, life-saving duties and should be proud of their work."

International Secretary-Treasurer Jerome Lafragola added, "We're so proud of Chris and Nicholas' heroic actions. They saved a life this week and deserve the utmost praise for their decisive action."

Policy ★ Politics ★ Power

The TWU is once again a fighting, democratic union. That vision was laid out by International President John Samuelson at the 2018 Legislative & Political Conference, where the theme *Policy • Politics • Power* was displayed throughout. The Government Affairs Department hosted the biennial conference in Washington, DC, April 22-25.



DAY ONE

With the rest of the IAC at his side, President Samuelson set the tone for the conference with his opening remarks about his vision for the union and the need for members to remain politically engaged. International Executive Vice President Alex Garcia discussed how the new Government Affairs department would carry out that vision.

Larry Willis, President of the AFL-CIO's Transportation Trades Department, spoke about current federal policy and the importance of bringing workers' voices to the policy discussion. Afterwards, Policy and Legislative Director Andrea Wohleber moderated a panel of congressional staff and labor lobbyists who discussed the *Dos and Don'ts of Lobbying*. The panel provided insight on how union members can best engage in the legislative process and answered questions from TWU members.

Wohleber wrapped-up the morning session with a policy

presentation that explained the federal legislative process and described at length the three issues TWU members would lobby on while in DC: Amtrak funding; FAA Reauthorization and Aircraft Maintenance Outsourcing; and Infrastructure Investment. Armed with handouts describing the TWU's positions on these issues, TWU members left the morning session ready to lobby their Representatives and Senators on Capitol Hill.

During the afternoon, members had the opportunity to lobby or participate in three workshops: *TWU State Conference Overview and Working Agenda*; *Janus v. AFSCME: The Case, the Effect, and the TWU Response*; and *How to Use Paid and Free Media to Your Advantage*.

To view all the photos, visit our page on Flickr, www.flickr.com/photos/transportworkersunion

DAY TWO

The second day of the conference kicked off with an address from Sarita Gupta, Executive Director of Jobs with Justice (JWJ), who spoke about JWJ's mission to win meaningful economic justice campaigns for working families throughout the country by building broad-based coalitions with labor unions and holding elected officials accountable.

Director of Political Action Regina Eberhart gave informative presentations on the following subjects:

- The current state of politics and the decline of labor union density in the country.
- Ways to build union power in advancing the TWU Political agenda.
- Where TWU members can have an impact in the upcoming midterm elections in gubernatorial, Senate and House races.
- The importance of COPE and using its resources to expand the TWU's political network.

TWU members also heard an impassioned address from Brian Flynn – a candidate running for Congress in New York District 19 and Grandnephew of Mike Quill – about bringing the issues that matter most to labor union members and their families back to Congress.

International Executive Vice President Alex Garcia honored the memory of our beloved sister and mentor, the late TWU International COPE Director Gwen York, along with a heartfelt video tribute that captured her deep dedication to the TWU. Congressman Marc Veasey (D-TX-33) spoke about Gwen's passion for the union and her steadfast commitment to mentorship and the support of others.

Members also heard from TWU International Director of Organizing Steve Roberts and Assistant Director of Organizing Sean Doyle about the momentous victory for the 5,000 JetBlue Inflight Crewmembers who had voted overwhelming to join the TWU.

TWU State Conference Chair Andrew Rangolan gave a presentation on State Conferences, which explained its structure, its 32-point working agenda, as well as a brief dialogue from Chairs on the importance of being engaged with the State Conferences. State Conferences also work closely with the TWU International Campaign Unit.

Following lobby visits and workshops in the afternoon, TWU members enjoyed themselves at a reception where dozens of Members of Congress addressed the crowd and spoke one-on-one with their TWU constituents.



DAY TWO *Continued*



DAY THREE

The final day began with an address from Congressman Mario Diaz-Balart (R-FL-25) who spoke about federal investment in transportation systems and the importance of union engagement.

Following his remarks, COPE awards were presented to TWU members who had demonstrated dedication to COPE and political involvement. Leader of the PAC Award was presented to the late Gwen York and TWU Civil & Human Rights Director John Bland. The PAC Ambassador Award went to Matt Hettich,

Local 556; Cassandra Gilbert, Local 291 and Patrick Flannery, Local 2001.

The conference culminated with a special Janus panel, moderated by TWU Director of Campaigns Nick Bedell, featuring:

- Chip Shannon, AFL-CIO National Campaign Coordinator
- Peggy Shorey, AFL-CIO Director of State and Local Legislation
- TWU Local 100 Vice President TA Surface, John Patafio
- TWU Local 234, Executive Vice President Brian Pollitt



FAA Reauthorization Update

The House and Senate have been considering their own versions of FAA reauthorization (H.R. 2997, S. 1405) for more than a year. Both bills had controversial provisions: the House privatized the air traffic control (ATC) system; the Senate reduced pilot training standards and prohibited states from enacting trucker meal and rest breaks.

In late April, the House re-introduced its bill as H.R. 4, leaving out the controversial ATC privatization provision. Following re-introduction, H.R. 4 came to the House floor for debate and consideration. The House considered more than 100 amendments, and the TWU sent House members voting recommendations on seven of those.

We urged 'yes' votes on amendments relating to: updates to aviation maintenance technician school curricula; a study on the effects of the FAA's Compliance Philosophy; safe transport of lithium batteries; and the creation of a Women in Aviation Advisory Board. All of those but the lithium battery amendment passed. We urged 'no' votes on amendments that: prohibited Davis-Bacon wage protections; prohibited states from enacting trucker meal and rest break laws (similar to the Senate bill provision); and eliminated the Essential Air Service Program that supports air service to rural communities. All of those failed except the amendment on truck driver meal and rest breaks.

Some TWU-relevant provisions in the House bill include: 10-hour minimum rest for flight attendants; in-flight cell phone ban; studies on the future of the aviation workforce including maintenance workers; and a section preventing foreign airlines from evading labor and safety laws by basing parts of their business in various countries in order to undermine competition. Notably, the Trump DOT sent a letter addressing a host of the provisions, calling the flight attendant rest language a 'problematic provision' and opposing the flag-of-convenience section.

The TWU supported final passage of the bill, which passed the House overwhelmingly on April 27.

At various moments over the past several months, the Senate has been expected to consider and vote on S. 1405 but for various reasons has not done so. As this issue went to press, the Senate was poised to vote on its bill,

but the schedule remains fluid. If the Senate passes its version of FAA reauthorization, the Senate and House must work out the differences between their two bills (S. 1405 and H.R. 4) and produce one, identical bill. The two chambers will then have to vote and pass that compromise bill, and only then will new reauthorization become law.

As this process unfolds, the TWU continues to communicate with congressional offices about timing and process, and to advocate for provisions important to TWU members and their livelihoods. The TWU recently sent members a detailed description of this update and bill summaries. We will continue to provide updates as warranted.

Aircraft Maintenance Bill

The TWU has long worked to level the playing field for U.S. aircraft maintenance workers. We've continued that effort by working closely with members of Congress to develop and introduce the Aircraft Maintenance Outsourcing Disclosure Act of 2018 (S. 3026/H.R. 6028). The bill shines a light on the job-killing practice of offshoring aircraft maintenance and was introduced in June by Claire McCaskill (D-MO) in the Senate and John Garamendi (D-CA) and Dan Donovan (R-NY) in the House.

Today, most passengers of U.S. airlines are unaware that their plane likely underwent maintenance on foreign soil where U.S. oversight and important safety regulations are limited or non-existent. This bill would expose airlines for their maintenance practices by requiring that they post on their websites a list of the cities and countries in which their fleet underwent heavy maintenance in the past five years and those locations where they hold a contract for heavy maintenance. It also would require airlines to disclose when and where an aircraft, scheduled for a flight, last underwent heavy maintenance. This information would be disclosed prior to ticket purchase, and on ticket confirmations and boarding passes.

TWU aircraft mechanics and maintenance members know better than anyone that offshoring their work eliminates quality, skilled jobs while also undermining the safety and security of U.S. aircraft. The TWU's been taking that message to Capitol Hill, and this bill is another step in our continued effort to keep this work in the U.S. the TWU is

developing a call-to-action day for members to call their members of Congress and urge them to cosponsor the bills.



Questions on Amtrak's Future Plans

As explained on page 24, Amtrak has eliminated dining car service on certain long-distance routes, resulting in the termination of TWU members' careers. As part of the effort to push back on this job-gutting move and better understand the railroad's plans under its new CEO Richard Anderson, Senator Murray (D-WA) has requested information from Amtrak about its plans for the long-distance routes, including the continuation of food and beverage services. We await Amtrak's reply. Also, during a hearing to consider Rick Deaborn's nomination to the Amtrak Board of Directors, Senator Markey (D-MA) raised concern for the elimination of dining car service and received commitment from Deaborn that, if confirmed, he would re-evaluate the cuts.

Multi-Modal Drug and Alcohol Testing Bill

In May, the Senate Commerce Committee passed a bill written by Committee Republicans to expand drug and alcohol testing of transportation workers. Specifically, it: expands testing to include rail mechanical and yardmaster employees; considers testing all transportation workers for fentanyl; and requires Health and Human Services (HHS) to report every 30 days on why it has not issued standards for testing workers for drugs using hair samples and to provide an expected completion date for those standards.

The bill also would: create a DOT website database containing statistics about annual drug and alcohol tests; study how DOT uses data on test results; require HHS to issue standards for testing workers for drugs by oral fluids; and report on the status of the

commercial drivers license drug and alcohol clearinghouse.

The TWU sought changes to the bill to: better protect worker privacy; to prevent HHS from being rushed to issue hair testing standards; and to prohibit the certification of new foreign repair stations until the FAA has issued the long-overdue foreign maintenance worker drug and alcohol testing rule. Republicans rejected all those recommendations, and the bill passed the Committee. The bill's changes won't become law until the full Senate and House vote to pass it.

TWU Roundtable Participant

The TWU was invited to take part in a roundtable hosted by a House Homeland Security Subcommittee to discuss ways of securing our airports. Andre Sutton, International Vice President and President of TWU Local 502, represented the TWU's aviation workers as a panelist, discussing the impacts that background checks have on workers and their ability to earn a living. TWU Roundtable Participant

Service Animals in Aircraft Cabins

There's been a significant increase in service animals traveling with airline passengers and service animal behavior-related issues. In July, the TWU filed comments to a DOT regulatory notice seeking input on how DOT should regulate service animals, including emotional support animals (ESAs), that travel by air. In the comments, the TWU urged DOT to adopt regulations that limit the type and quantity of ESAs that may travel; require they be leashed/harnessed; require they have documentation showing they're needed by the passenger, vaccinated, and behave properly; and that passengers traveling with ESAs provide airlines advanced notice and stop at the check-in counter prior to boarding. Standardization of these requirements should help reduce service animal fraud and prevent unnecessary health and safety risks to flight attendants and passengers.

TWU Named to TSA Security Committee

TSA Administrator Pekoske selected TWU International Administrative Vice President and Air Division Director Mike Mayes to serve on the Aviation Security Advisory Committee (ASAC), which advises TSA on aviation security issues. ASAC members represent various aviation security interests, and Mayes was selected to represent unions of airport construction and maintenance contractors. The TWU's representation on ASAC helps ensure workers' voices are considered as TSA reviews aviation security issues.



TWU Endorses Legislation

The TWU endorsed H.R. 6016, the Bus Operator and Pedestrian Protection Act, which would require public transit agencies with fixed route bus service to develop programs to reduce the number of accidents involving buses. The programs must be developed in cooperation with labor and must: reduce accidents by addressing visibility problems like blind spots or using driver-assisted technology; mitigate operator assault through barriers and de-escalation training; and reduce ergonomic health risks through seat or workspace re-design. The bill also updates the National Transit Database's definition of 'assault' so that FTA collects more data on assaults. Rep. Grace Napolitano (D-CA-32) sponsored the bill.

The TWU also endorsed S. 2738, which would address the increase of service animals traveling on com-

mercial flights. Specifically, the bill would align DOT's definition of "service animal" with that of the Americans with Disability Act's, so that only dogs trained to do work or perform a specific task for a person with disability would be considered service animals. It would also make it illegal for passengers to willfully make false statements in order to receive accommodations from an airline to bring an animal onboard a flight. And it would require DOT to work with other federal departments and industry to create a basic training standard that all service animals brought onto an aircraft would have to follow. Senator Richard Burr (R-NC) introduced the bill.

Democrats' Letter on Foreign Repair Station Oversight

Reps. Peter DeFazio (D-OR-4) and Rick Larsen (D-WA-2), the senior Democrats on the House Transportation and Infrastructure Committee and the Subcommittee on Aviation, wrote DOT Secretary Chao about their concerns for the FAA's oversight of foreign repair stations. They reference the DOT Inspector General's findings that the agency's oversight of repair facilities has "significant weaknesses" and "lacks the rigor needed to identify deficiencies and verify that they have been addressed." The Congressmen wrote, the "only thing consistent about the FAA's oversight of these FAA-certificated facilities...is its inconsistency, leaving far too many stones unturned."

The letter references the "great disparity" in the regulations applicable to U.S. and foreign repair stations, stating that the "failure to reduce these security vulnerabilities at foreign facilities poses immense risks to the safety of the flying public." In particular, the Congressmen highlight the two outstanding mandates passed by Congress which require the FAA to issue a rule subjecting foreign maintenance workers to drug and alcohol testing. The FAA has "flagrantly disregarded" these directives, and the DOT must "take swift action to finalize this critical rule," the Congressmen wrote.



Campaign Against American Airlines Ramps Up Shining A Spotlight on Offshoring Airline Maintenance

THE TWU RAMPED UP ITS CAMPAIGN AGAINST GREEDY, American Airline bosses this summer while contract negotiations with the company dragged on.

Ridge Report

In May, the TWU issued a report together with former-Department of Homeland Security Secretary Tom Ridge's firm, Ridge Global, LLC, outlining risks found with aircraft maintenance being maintained overseas.

The report discusses the various legal, regulatory, and cultural differences that affect the quality, frequency and thoroughness of inspections. This includes the FAA's advanced notice of inspections and, in some cases, access approvals from the very facilities inspectors intend to visit. Pressure on the FAA's budget also strains the agency's safety inspectors and their ability to travel overseas to perform inspections, the report found. Additionally, the lack of checks on security, an absence of controls to limit cyber threats, and the FAA turning over its oversight authority of E.U. facilities without ensuring foreign authorities were properly trained on U.S. regulations, all create risks.

"Given the absence of direct oversight by the FAA and the differences described in the report... the qualifications of those responsible for oversight and those maintaining and repairing the aircraft in foreign countries cannot be viewed as meeting the same rigorous standards of inspection and repair as required in the U.S," the report found.

One of the most significant disparities among qualification standards for those making repairs relates to drug and alcohol testing requirements. Testing has long been required for those repairing aircraft in the U.S. but still is not required of foreign workers.

The report also details a series of other disparities that continue to hold foreign maintenance employees to a lower standard than U.S. workers. This includes the requirement that U.S. workers responsible for certain safety-crucial positions hold proper FAA



certification — and therefore, undergo background vetting. FAA certification is not required of foreign maintenance workers. Additionally, language barrier issues; the absence of programs that encourage workers to disclose safety mistakes; and the potential for a shallow pool of labor skill abroad, all create risks unique to foreign repair stations.

"Foreign repair stations present risks that domestic ones do not," the report further states. The report concludes "that the safety and security concerns of commercial aviation are better addressed when the repair and maintenance is done in the United States."

"The Ridge Global Report exposes significant flaws in the mechanical maintenance practices of the United States airline industry," President John Samuelsen said. "Major air carriers' lust for profits has driven them to fix planes on foreign soil, which has compromised the safety and security of America's air travelers. It's the dangerous dirty secret of America's airlines, and the U.S. government must act to end this danger."

The TWU also launched a blistering ad campaign in conjunction with the report, calling out aircraft carriers for misleading and endangering the flying public.



TWU International President John Samuelson and APA President Dan Carey shake hands while flanked by leaders of their unions.

Allied Pilots Association Pledges Solidarity

At the International Executive Council's May meeting in Boston, the Allied Pilots Association (APA) pledged their unconditional support to the TWU during our contract negotiations with American Airlines.

"Years with no contract for our TWU colleagues is unacceptable when this company is wildly profitable, making \$500,000 an hour," said Captain Dan Carey, APA president. "Safety is the foundation of what we do. Whether I'm in the cockpit with members of my union or in the cabin with members of my family, I expect to be assured that the protection of the margin of safety

is first and foremost on every flight. With American Airlines outsourcing TWU maintenance jobs to under-regulated offshore camps, I have serious concerns over the potential narrowing of the safety margin."

President Samuelson is thankful to have the APA's support. "I'm extremely grateful to have the pilots on our side, and today marks a new era in our relationship," he said. "We are strong unions individually. Together, we are even more formidable. American Airlines is facing some serious turbulence on several fronts."

Jobs with Justice Launches Petition Against AA Outsourcing

In August, Jobs with Justice launched a petition urging American Airlines CEO Doug Parker to "protect passenger and crew safety and good jobs here at home."

"Offshoring maintenance means cutting corners and putting passenger safety at risk, all in the name of corporate profits. Even though American reported \$1.9 billion in profits last year, the company wants to offshore more U.S. based jobs to increase its already hefty bottom line," wrote Jobs with Justice Co-Executive Director Erica Smiley. "There's nothing 'American' about cutting U.S. jobs and jeopardizing safety."

Jobs with Justice notes technicians have alleged that maintaining aircrafts overseas have led to safety violations such as defective doors, expired oxygen canisters and even cracks on some engine parts.

"American Airlines is killing good American jobs and playing a dangerous game with the safety of passengers and working people alike," Smiley wrote. "Aircraft technicians are speaking up, and we need consumers, frequent flyers, and other working people - like you - to stand in solidarity with us and hold American Airlines accountable for this shameful practice."

Sign the petition at actionnetwork.org/letters/tell-american-airlines-stop-outsourcing-jobs-put-safety-first.



On Aug. 13, President Samuelson met with union officials from UNITE, the British union representing AA workers in the UK, to discuss AA's attacks on our scope protections. Future meetings are scheduled.

Hundreds Picket Outside Kennedy Space Center to Support Local 525

The picket line outside the entrance to the Kennedy Space Center on July 27 was nearly a quarter mile long, as hundreds braved the broiling heat to support TWU Local 525. Members from TWU locals across the country, TWU International Representatives and the TWU International Working Women's Committee took part in the Day of Action, expressing our support for the members of Local 525.

About 80 firefighters represented by the TWU have been in contract negotiations with Chenega Infinity and reached an impasse in March. Chenega wants to reduce members' retirement by 85 percent and on top of that, completely cut their sick leave and overtime. If an agreement isn't reached by Oct. 1, NASA will drop the current wage provision and seek wages from the Department of Labor, which are \$7 an hour less than what members earn currently.

"So by Oct. 1, we face cut retirement, sick leave, overtime and wages dropping. I don't know of any other fire department in the country who is treated like this," said Local 525 President Kevin Smith. "These are American heroes, they protect our space center. They don't have any respect for them and are stripping everything from these guys. It's appalling."

TWU International Secretary-Treasurer Jerome Lafragola, International Administrative Vice President/Air Division Director Mike Mayes and International Administrative Vice President/TUUS Division Director Curtis Tate also attended. Members and representatives in attendance were from the Air, Rail, & Transit Divisions; including a delegation from our recently organized JetBlue group.



Locals 556, 577, Join AFA's 2Hot2Cold Campaign

On August 1, Local 556 President Lyn Montgomery, Local 577 member Christa Gifford and other Local 556 members took part in a press conference hosted by the Association of Flight Attendants (AFA) at Ronald Reagan National Airport, calling on the Department of Transportation to better regulate aircraft cabin temperatures. The TWU represents Southwest, JetBlue, Allegiant and Flight Services International flight attendants.

"Extreme temperatures while boarding an aircraft inhibit

a Flight Attendant's number one responsibility, the safety and security of passengers," Montgomery said at the press conference.

As part of the 2Hot2Cold Campaign, thousands of thermometers will be distributed to flight attendants across the nation. Flight attendants will be able to track temperatures in an app and the data will be collected and given to the DOT. For more info, visit twu556.org/2Hot2Cold.



JetBlue IFC Prepares for Negotiations

The JetBlue InFlight Crewmember bargaining team has been preparing for negotiations for their inaugural contract. They are pictured at TWU International headquarters on June 28 during one of their planning sessions.

TWU Members Vote Overwhelmingly to Ratify Merger Transition Agreement for Alaska Airlines Dispatchers

On July 16, TWU members voted overwhelmingly to ratify a Merger Transition Agreement for the Dispatchers at Alaska Airlines. This ratification vote will combine the Boeing and Airbus dispatch groups into a single group, completing the final step in the Alaska Airlines/Virgin America merger.

This agreement includes a two-year extension of the existing contract and benefits the company's approximately 90 Airbus and Boeing dispatchers. It combines both dispatcher groups into a single collective bargaining agreement (CBA) and includes the process for an integrated seniority list, provided by the TWU. Implementation will begin in the coming weeks and conclude when the groups are fully combined in a single work location.



AFL-CIO President Rich Trumka, UNITE-HERE organizer Katherine Payne, AFT organizer Annie Simmons, Lyndi Wade Howard, UAW organizer Rachel Sandalow-Ash and The Nation reporter Michelle Chen.

TWU Talks Organizing Wins on AFL-CIO Panel

On July 10, Jet Blue flight attendant and TWU member Lyndi Wade Howard was featured on a panel hosted by the AFL-CIO, "Collective Action on the Rise: How the Labor Movement can Sustain the Momentum of Change." She and other labor organizers from the UAW, AFT and UNITE HERE spoke about the challenges trade unions face and how struggles are overcome when workers stick together. The panel was moderated by *The Nation* reporter Michelle Chen.



Lyndi Wade Howard speaks on the panel.

Lee County, FL Organizing Campaign Launch

In June, the TWU launched a new campaign in Lee County, FL, with the potential to organize over 1,000 public workers employed by Lee County Transit, Public Works, Fleet Management and Parks & Recreation Departments. Workers represent the following classifications:

Bookmobile Driver, Bridge Repair Tech, Bridge Tender, Bus Driver, Compost Operations Technician, Construction & Demolition Ops. Technician, Coordinator Solid Waste, Coordinator Transit, Driver Solid Waste, Electronics Technician, Equipment Operator Sr., Fleet Mechanic, Fleet Service Worker, Heavy Equipment, Operator, Lead Operator, Landfill Ops Tech, Maintenance Worker Sr., Meter Reader, Operator A, B, C, Operator Trainee, Paratransit Bus Operator, Parking Attendant, Parks & Rec Maintenance Specialist Sr., Parks & Rec Worker, Pro/Am Sports Ground Crew, Scale House Attendant, Senior Supply Specialist, Sign Fabricator, Team Toll Leader, Technician I, II & Senior, Toll Collector, Trades Workers II, III, IV, Traffic Marking Tech, Traffic Sign Tech, Tram Attendant, Transfer Station Ops. Tech, Utilities Plant Electrical Tech.

Mailings to potential members were underway as this issue went to press.

Spirit Airlines CSAs



On June 28, the TWU filed for a representational election with the National Mediation Board on behalf of 300 Spirit Airlines Customer Service Agents. The workers are based in Fort Lauderdale, FL. The voting period began on Aug. 14 and ran until Sept. 4.

STAY ON TOP OF OUR ORGANIZING EFFORTS FOLLOW US ON:

@transportworker @transportworker
 /transportworkersunion transportworker

Local 2054 Updates



Former Local 2054 Vice President Edward White, TWU Railroad Division Representative Brian DeLucia, TWU International President John Samuels, State House Rep. Carlos E. Tobon (D-RI-58), Local 2054 member Kevin Murray and Local 2054 Secretary Treasurer Michael Sullivan at the IEC's May meeting in Boston. Rep. Tobon has been a huge friend to TWU Local 2054 for the past several years.



In August, Congressman Joe Kennedy III (D-MA-4) met with Local 2054 members who work as Carmen and Coach Cleaners for MBTA commuter rail operator, Keolis. The Congressman visited Widett Circle, where he saw firsthand the work that Local 2054 members do and listened to their concerns about the current state of operations. The Congressman agreed to the tour after meeting with TWU Rail Division members during the Legislative and Political Conference.

Countdown Begins to Midterm Elections

Election Day is Nov. 6 - just weeks ahead - and as TWU members, it's time to get out the vote! Why are this year's midterm elections so important for labor unions?

The results will shape our political landscape for decades. Up for election is the whole House of Representatives, a third of the Senate, 36 governor seats and many state legislature seats. Looking at the bigger picture, if Republicans hold Congress, it would give conservatives an opportunity to tip the Supreme Court further in their favor – which has historically been bad news for labor unions.

During this election cycle, the TWU will be spending a lot of time listening to members' concerns and educating workers on issues that could affect their livelihood. As a trade union, it's the TWU's job to make sure candidates who are real labor activists are elected to office, not only on the federal level but on the state level. The stakes are high, and labor will feel the consequences for a very long time if the right person is not elected.

For more info on midterm elections, contact TWU Director of Political Action Regina Eberhart at 202-719-3900 or visit twu.org.

TWU Rank-and-File at Labor Notes

Over 50 TWU rank-and-file members and stewards from all divisions attended the Labor Notes conference in Chicago in April. Along with fellow union activists from all over the country, they participated in panels and workshops.

In a rare opportunity to meet and collaborate, TWU rank-and-filers met together sharing fights that their locals were involved in, kind of a "What we're doing in my part of the TWU" discussion.



TWU Strategic Fightback Campaign Secures Local

Transport Workers Union Local 291 scored a huge victory in June when it secured a new contract with a pay increase - and successfully fended off a series of large-scale attacks by Miami-Dade Transit and Miami-Dade Mayor Carlos Gimenez.

Union leaders and Mayor Gimenez reached a negotiated settlement on June 6, thanks in part to a multi-pronged, six-month strategic campaign that Local 291 waged with the full support of the TWU International. Members of TWU Local 291 overwhelmingly ratified the contract on July 23, with a 1,369-80 vote.

The agreement includes:

- 4% wage increase, retroactive to October 2016.
- Union leave for seven members to conduct future contract negotiations.
- Eight shop stewards on full-time company-paid release.
- Weekly and daily overtime for shop stewards.
- Full pay for workers on sick leave and vacation, including shift differentials and overtime premiums.



- Union time pool enabling employees to donate unused leave time.

Rank-and-File Mobilization

The foundation of this multi-faceted campaign was rank-and-file mobilization.

But it also involved a wide array of tactics, including: placing blistering full-page newspaper ads in the *Miami Herald* and other publications; writing pointed Op-Ed columns and Letters-to-the-Editor; organizing community support by meeting with members of the clergy and civic organizations; reaching out to elected officials and political leaders; building labor solidarity across the board in southern Florida, and earning free media coverage of the union's

activities, views and criticism of management.

The International assigned a team of professionals to help craft and carry out the plan of action. The team provided expertise in organizing, research and communications.



291 Contract Victory

"This victory is the product of a textbook strategic campaign and demonstrates that we can beat the bosses when we have the courage to stand up and fight back," President Samuelsen said. "The entire International leadership is committed to defending our members wherever and whenever our jobs are threatened."

The contract settlement ends a long standoff between Local 291 and Miami-Dade Transit. The last labor agreement expired in 2014. The new agreement covers 2014-2017.

"This was a long battle for our members, but we stuck it out till the end and were victorious," TWU Local 291 President Clarence Washington said. "Our members are dedicated to their communities and deserve good-paying jobs for the vital services we perform each and every day. Thanks to the power of our Union, we have settled this contract."

International Administrative Vice President and Transit, Universities, Utilities and Services Director Curtis Tate said, "The Local and International worked hand-in-hand - and there is no better recipe for success."

"We defeated a relentless attack against Local 291 members by Miami Dade County," Samuelsen concluded. "The Local and International worked together to defend our members, and this contract campaign is a great example of the necessity to fight back when we are attacked."



After Six Years of Challenging Negotiations, Local 1400 Ratifies Contract 97% VOTED 'YES'

After six years at the bargaining table, members of Local 1400 overwhelmingly ratified a 10-year contract with the Port Authority of NY & NJ on July 27. An unprecedented 77% of the members cast ballots with 97% voting "Yes" to ratify the contract.

The contract will be in effect until July 27, 2022.

"Thanks to all of you who came out and took the time to vote not just for your future, but for the future of all your local sisters and brothers. Instead of caving in to demands, we all worked long and hard to negotiate an acceptable contract," said TWU International Secretary-Treasurer Jerome Lafragola. "Local 1400 officers made four commitments from the outset: *No Zeros, Retroactive Pay, Protect Medical in Retirement* and *Protect Toll Collectors' Jobs*. The officers never wavered on these declarations to the membership - and that's why the 'Yes' vote was overwhelming."

CONTRACT HIGHLIGHTS

- Compounded wage increases totaling 29.87% for members with 10 years or more on the job.
- Compounded wage increases totaling 23.69% for members up to 10 years, after their 10 anniversary they'll receive an additional 5% increase.
- Full retroactivity.
- A \$1,000 signing bonus and an annual \$750 bonus for all active members.
- Healthcare contributions at 2% of base pay starting in 2019, increasing to 2.5% in 2021.
- Maintained full medical and dental for retirees.
- Implementation of Automated Electronic Tolling (AET) - No Toll Collector or Senior Toll Collector, as a result of AET, will be laid off or lose any then-existing base pay or benefits.

Columbus City Council Passes Resolution in Support of the TWU's Fight Against Driverless Buses!

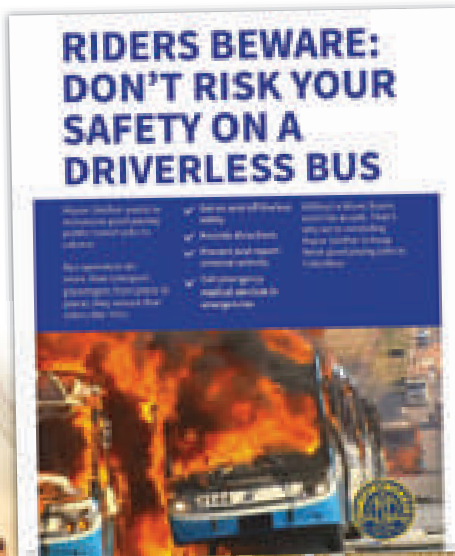
This Historic Move Represents a Battle Victory in Our War Against Autonomous Buses

When Columbus, Ohio was awarded the U.S. Department of Transportation SMART City Challenge grant last year, local elected officials talked about bringing the city into the 21st century by introducing cutting-edge

technology into the transportation sector led by a group called SMART Columbus—but no one thought they would want to eliminate Bus Operators. The SMART Columbus plan called for a pilot project in which six autonomous shuttles would be tested.

The TWU International and the executive board of Local 208, “where a bus is nothing without us,” quickly sprang into action, launching a sophisticated, multi-pronged, strategic fight back campaign. Local 208 worked closely with International staff on developing a campaign plan that would involve member-to-member

education, informational leaflets for members and riders, Local 208 newsletters, social media updates, campaign text blasts and published op-eds warning the public on the dangers of riding on a driverless bus.



First of Many Battles

On June 11, the fruits of our organizing paid dividends when TWU Local 208 came out victorious in the first phase of the TWU's major battle against autonomous vehicles. Due to political action and member-to-member organizing, the Columbus City Council passed a historic resolution supporting our membership which stated TWU Bus Operators should remain on board – and not be replaced by computers.



Dozens of Columbus Bus Operators and supporters filled the room, alongside TWU officers from Washington DC, New York City, Long Island, Miami and beyond. The council chambers erupted into cheers when the resolution was unanimously approved.

The resolution states that “smart technology is designed to uplift people and workers, not replace them.” It goes on to say that the city of Columbus can embrace technological advances and create new jobs “while we also maintain existing and future middle-class Bus Operator and other jobs.”

The TWU asserts that driverless buses would create a huge safety gap, putting riders at risk. A driverless bus can’t spot and assist a lost child, report a suspicious package or person to authorities or go off route and help evacuate people fleeing a terror attack, which TWU Bus Operators did on Sept. 11 in the immediate aftermath the World Trade Center attacks. A driverless bus can’t give directions, help a senior citizen get on board or calm riders during an emergency.

“There are million reasons why Bus Operators are so important,” President John Samuelsen said. “There will be significant and unacceptable safety and security gaps if they succeed in taking Bus Operators out from behind the wheel.”

“The Transport Workers Union is not against technological advances,” TWU Local 208 President Andrew Jordan said. “The TWU believes that technology is a tool that can help make public transit – already incredibly safe – even safer, but it shouldn’t be used to eliminate these vital jobs.”

Buses can be outfitted, for example, with collision-avoiding technology, including sensors that detect and alert a Bus Operator when a pedestrian or bicyclist is perilously close to the front, side or rear of the bus. It can eliminate so-called “blind spots” that Bus Operators suffer



from in their field of vision. Public transportation agencies, including the Metropolitan Transportation Authority in New York, are adding this type of technology to buses to assist Bus Operators, not replace them.

Transit workers wore T-shirts to the Columbus City Council meeting, depicting a bus without a driver. The shirts had five messages:

- “An Empty Seat Can’t Spot a Lost Child”
- “An Empty Seat Can’t Assist in An Emergency”
- “An Empty Seat Can’t Help Grandma Get on Board”
- “An Empty Seat Can’t Give Directions”
- “Robot Buses Are Dangerous”

The messaging on the shirts proved very effective. Elected officials, as well as management representatives, began asking for shirts as the session got underway.

Looking Ahead

It’s important to note that the City Council resolution is not set in stone. Passing the resolution was a symbolic sign of support, not a binding law, so this dispute is far from over.

The TWU knows that the fight against driverless vehicles is here to stay and these strategic campaigns are going to move beyond Columbus, to more TWU cities, in the near future. We are always prepared to fight to defend our membership, and ready to take this debate to the national level.

“This resolution is a step in the right direction in our battle against autonomous buses. While we are proud of this victory, we are immediately getting ready for the next confrontation,” Samuelsen concluded.

Local 290 Donates to Philadelphia School

On Thursday, Aug. 9, Local 290 donated 217 bookbags filled with school supplies to the students of West Philadelphia Achievement Charter School, as well as provided snacks for the event. The kids were happy and local members were pleased to be able to give back to their community.

Local 290 Vice President Melody Allen did the heavy lifting by purchasing and preparing bookbags and supplies with the assistance of President Craig Holmes, and Executive Board members George Booker and Mike Pearson.

The students and the school administration were very appreciative of Local 290’s efforts to help launch the new school year.



Local 1460 Launches Campaign to

When Amtrak President and CEO Richard Anderson announced dining-car service would be cut from the Capitol Limited and Lake Shore Limited lines beginning June 1, TWU Local 1460 quickly sprung into action.

Seven TWU chefs were furloughed with only a nine-day notice, forcing workers with decades of service to either uproot their lives across the country or start over again in a new position with much lower pay.

Amtrak riders are suffering, too. Instead of being served freshly-prepared meals on tableware, they are offered pre-packaged, boxed meals.

With the help of the TWU International, Local 1460 launched a communications plan. Local President Amy Griffin handed out informational flyers to her members on May 31 and June 1, informing them of the upcoming cuts. Members were also urged to call Amtrak President Anderson and tell him to “Stop the #ColdCuts,” and use the hashtag #ColdCuts.

‘Immediate Ripple Effect’

After much discussion, TWU Railroad Division Director John Feltz reached out to his counterparts in the Amtrak Service Workers Council (ASWC) – a coalition of unions representing Amtrak workers across the country – Jack Dinsdale, National Vice President of TCU-IAM and Donald Boyd, Secretary Treasurer Local 43 UNITE-HERE. Dinsdale and Boyd agreed to join our fight, making it a campaign

not just for the TWU.

The campaign’s first event was a July 18 press conference in front of Amtrak Corporate Headquarters at 1 Massachusetts Ave. in Washington, DC – where the Amtrak Board of Directors meeting was taking place inside.

“This will have an immediate ripple effect on employees across the country,” explained Feltz. “Maintaining current high-quality service for passengers on Amtrak is essential to our members’ livelihoods. We demand that Mr. Anderson reverse these decisions, stop these cuts and meet with us now.”

Anderson himself stopped by the press conference before it began and invited the ASWC to speak with “this officer and that officer, but he refuses to meet with us,” Feltz said. “Meet with us and come up with a better solution for the workforce and passengers. We will protect the rights of our members, always.”

“Our members are on the frontlines. They are the first responders in the tragic accidents and emergencies that Amtrak has experienced. They know that passengers view dining car service as part of the unique, cross-country experience – and are proud to provide that service.”

ALL ABOARD THE COLDCUT EXP

Amtrak’s popular dining car service eliminated on two long-distance routes.

Once again, fares go up and service goes down.

Riders — who pay upwards of \$1,000 used to enjoy a top-shelf restaurant on wheels.

Now they endure a boxed lunch.

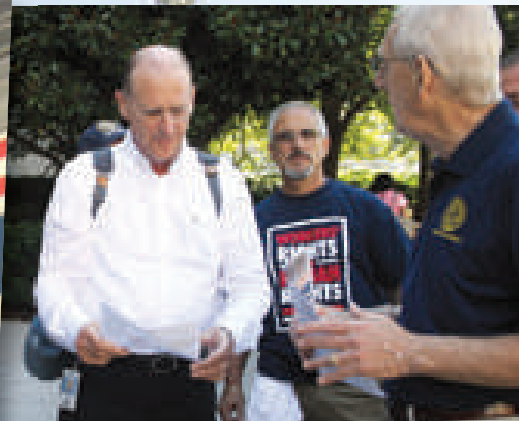
Amtrak CEO Richard Anderson sure knows how to ruin a railroad.

LUNCH

Made by the Transport Workers Union of America



Restore Amtrak Careers, Service



Amtrak President Richard Anderson takes a look at the flyer featuring himself before the press conference.

"Hear us loud and clear, Mr. Anderson: We know you're at that window," Feltz yelled at the building. "The ASWC is unlike any other coalition you have faced in your career. We will never, ever back down or go away. We will in solidarity fight for our members and their families. We are here to fight — we will always, always be here."

Griffin talked about how many of her members had their lives uprooted. "These cuts are outrageous and ludicrous. These aren't jobs, these are careers. They propel families into higher education and onward," she explained, noting that riders are affected, too.

"Passengers deserve more than a cold, boxed lunch. They deserve respect and a hot meal," Griffin said.

ASWC Chair Boyd noted that what Amtrak is "doing is totally unheard of. This is the not the

quality we are used to. We are going to hit the bricks. They are taking service away from customers and we are customer-oriented people. As John said, we will be in your face, in your face, in your face."

ASWC Vice Chairman Dinsdale concurred, "This isn't about food service, this is about careers and employees' lives. They want to outsource us, but we are going to save these jobs the best we can and fight them every step of the way," he said. "Richard Anderson wants to turn this into an airline on the rails. We can't outsource this work."

Paul Dyson, President of RAILPac (Rail Passenger Association of California and Nevada) took a redeye to make the press conference. He talked about how Anderson "doesn't like national trains. He thinks they are obsolete. He's diminishing the quality of service on trains and this is just the tip of the iceberg," he said.

"There are station closures, shut down by these bureaucrats. It's just unacceptable. We are getting together to fight cuts and this ridiculous policy destroying national networks," Dyson concluded.

Also in attendance were TWU International Secretary-Treasurer Jerome Lafragola, representatives from UNITE-HERE, TCU-IAM and the Transportation Trades Department.

Looking Ahead

As this issue went to press, the ASWC was planning upcoming press conferences in other affected cities — New York, Chicago and Boston.

"This is just the beginning — you haven't heard the last of us," Feltz said.

For updates and more information, visit facebook.com/AmtrakServiceWorkersCouncil.





David Rosen was honored at the IEC's May meeting in Boston.

General Counsel David Rosen Retires After 35 Year Career

After 35 years of service, TWU General Counsel David Rosen has retired. He was honored during a ceremony at the International Executive Council's May meeting in Boston.

"We celebrate your remarkable career providing safe, legal guidance for a generation. Your work has built the reputation for our great union as a powerful advocate for American workers," read a commemorative plaque.

Although Rosen is officially retired, he will continue to work with the Appeals Committee.

"One of the great pleasures of the retirement is that the administration committee has enabled me to continue my association with the TWU and I look forward very much to that," Rosen said. "I always try to look to the future to remember the past – and it's been a wonderful past for me. I've been very lucky to work with such extraordinary, capable individuals who brought me into this union and who taught me not only what a union was but taught me the proper role that a union labor lawyer should strive for."

Rosen began his career in 1973, at the Chicago union firm of Cotton, Watt Jones. Rosen joined the law firm of O'Donnell & Schwartz in 1984 and became General Counsel of TWU in 1993 following the untimely death of General Counsel John O'Donnell.

He thanked O'Donnell – who became deeply involved with the union in the 1930s and became General Counsel in 1948– for showing him the ropes.

"He was an extraordinary lawyer and teacher. He was a man who said the role of a lawyer is not to say, 'No, don't do this,' but to figure out every possible way to do something. I am grateful not to just him, but to many others who have not just made my life satisfying, but hugely enjoyable, as well."

Rosen recalled attending his first TWU Convention in 1985, with his wife and son, who was seven months old at the time. He said this moment in Boston was just as "moving."

"I want to thank John [Samuels] very much...I do in fact, remember speaking early in his career to John and I do recall how pleased I was to speak to anyone who took his work for the union as seriously as John did, and still does," he explained. "His work for the union is fired by a real, deep passion and not simply ambition. That stands out in individuals and I have to say, it stands out in John and in the character and achievements of all top five officers of the TWU. I am proud to have been associated with them."

TWU International leaders and staff held a surprise celebration in Washington, DC for Rosen on June 27. TWU International Secretary-Treasurer Jerome Lafragola noted, "This wasn't just a job to you. You were general counsel to a family – something that was near and dear to your heart – and you showed that through your work. Have a wonderful, safe and healthy retirement."

2018 Michael J. Quill Scholarship Winners

Established in 1969, the Michael J. Quill Scholarship Fund provides 15 scholarships worth \$4,800 each to college-bound dependents of TWU members. It is paid out every year in the amount of \$1,200 to winners who continue to be eligible over their four-year course of study. The money is paid directly to the recipient's accredited college or university and may be used for tuition, college fees, or room and board while pursuing an undergraduate degree.

On June 5, International Executive Vice President Alex Garcia was joined by Local 2001 President Patrick Flannery, who was assisted by several members of the TWU International staff. TWU International Executive Secretary Tinisha Thompson managed the entire scholarship process.

The TWU's leadership remains committed to honoring the tradition of investing in the education of our members' children and is grateful to be joined in this noble endeavor by other scholarship sponsors—Union Benefit Planners, M3 Technology and Pitta & Giblin LLP. John B. Pescitelli, President of M3 Technology LLC; Igor Rivilis, Executive Vice President of M3 Technology LLC; Ralph Pitta, National Benefit Coordinator for M3 Technology LLC; and

UNION PLUS SCHOLARSHIP WINNERS

Union Plus awarded \$150,000 in scholarships to 115 students representing 32 unions across 36 states, including one winner representing the TWU, Tianyu She (Shen She) Local 100.

Lori Goldberg, Vice President of Sales and Marketing of Union Benefit Planners were all present for the drawing.

The winners came from locals large and small across the TWU's divisions, representing some of the best and brightest students in the country. They can now continue the next step in their education with some financial assistance that will make the journey a little easier. The TWU will continue to honor our founder by investing in the next generation and to support the commitment to learning that all the Quill Scholarship applicants exhibit. Our members and their families are our greatest asset. A solid education leads to good-paying jobs, which is what successful communities are built upon.

Michael J. Quill Scholarship Winners – \$4,800 (\$1,200 paid out per year for 4 years)

Sydney Flourre (Thomas Flourre), Local 574
Renee Megwa (Dennis Megwa), Local 513
Audrey Arias (Juan Arias), Local 252
Samantha Samlal (Pramnath Samlal), Local 100
Kaitlyn Easington (Keith Easington Jr.), Local 100
Alyssa Weber (Ronald Weber), Local 100
Kelliann Duffy (Richard Duffy), Local 100
Tina Dinh (Tai Dinh), Local 234
Brian Castelli (Kellie Piskur), Local 556
Kayleigh Genova (Tara Genova), Local 556
Eve Cooney (Martin Cooney), Local 591
Shannon Mathew (Sam Mathew), Local 100
Kathleen Byrnes (John Byrnes), Local 100
Jack Laucella (Rosemary Laucella), Local 252
Kacie Gruver (Ron Gruver), Local 514

Alternates – (will be selected in the following order)

Aidan Hatfield (Robert Hatfield), Local 514

Grace McGrath (Michael McGrath), Local 100
Genesis Morillo (Erickson Morillo), Local 591
Giuseppe Badalamenti (Giovani Badalamenti), Local 591
Toushis Azad (Abul Azad), Local 100
Austin Tirado (Rafael Tirado), Local 100
Trudie Riggs (Craig Riggs), Local 514
Desiree Jimenez (Daisy Delgado), Local 100
Brett Haight (Ronald Haight), Local 576
Yessenia Velez-Figueroa (Jose Velez Velez), Local 570

Union Benefit Planners – \$2,500 each

Sydney Cruz (Jose Cruz), Local 556
Morgan Fernandez (Coral Vidro), Local 100
Anthony Bellomo (Angelo Bellomo), Local 100
Jordan Robinson (Mark Robinson), Local 591
Crystal Hilton (Robert Hilton), Local 100
Ashlyn Phipps (Theron Phipps), Local 514
Landry Dacke (David Dacke), Local 591
Jacob Torres (Jean Elmaraghi), Local 556
Nicole Pogue (Jeffrey Pogue), Local 514

Parker Waugh (Jennifer Simons), Local 556
Sola Hope (Frank Hope), Local 591
Brook Assefa (Zewdu Assefa), Local 100
Victoria Huang (Haisheng Huang), Local 100
Jordan Henry (Karl Henry), Local 100

M3 Technology – \$2,000 each

Kevin McManus (Terence McManus), Local 100
Mariana MacDonald (William MacDonald), Local 513
Emma Enebo (Tricia Enebo), Local 556
Bayza Assefa (Zewdu Assefa), Local 100
Trinity Warder (John Warder), Local 514

Pitta LLP – \$2,500 (for one year)

Madison Thum (Richard Thum), Local 208

Pitta Bishop Del Giorno LLC – \$2,500

(for one year)

Andrea Stone (Jeffrey Stone), Local 507



Working Women's Committee Convenes in Cocoa Beach

Members of the TWU International Working Women's Committee met in Cocoa Beach, Florida on July 26 and 27, hosted by Local 525.

TWU International Director of Human and Civil Rights and Working Women's Committee John Bland and Committee Chair LaTonya Crisp opened the meeting with remarks stressing the importance of voting this November, registering those who aren't and contributing to COPE. LaTonia Benoit, 2nd Vice President of Local 556, served as the conference's co-chair.

On the first day, Kennedy Space Center Firefighters gave attendees CPR training. Local 525 President Kevin Smith gave instructions and details about the next day's rally, taking place outside the Kennedy Space Center. The 80 firefighters represented by the TWU have been in intense negotiations with Chenega Infinity, facing slashed retirement and sick leave benefits. The Working Women's Committee agreed to take part in the July 27 Day of Action.

Next up were workplace presentations by women in non-traditional roles. JoAnn Rota, Fleet Service Clerk, Local 501, showed us the different tasks she performs

in a typical workday. Terry Hind, Business Agent, Local 252, virtually took us on the job for a day with a school bus driver. Shirley Martin, Vice President, CED, Local 100, shared all the struggles she had to overcome to become a machinist. The day wrapped up with Cheryl Pollock, Local 513, giving a presentation on Grievance and Discipline Procedures.

The conference culminated at Local 525's rally. Attendees joined hundreds of others on the picket line outside Kennedy Space Center, informing drivers passing by about the inhuman conditions the firefighters are facing. Despite the broiling temperatures, committee members sang, chanted and danced holding picket signs all afternoon. Local 525 hosted a barbecue afterwards.

"It means the world to us that you are here," Smith said to the Working Women's Committee.

For more updates on the Working Women's Committee, visit their new Facebook page, facebook.com/TWU-International-Working-Womens-Committee-1815578568480947/. When posting on social media, remember to use the hashtag #TWUWorkingWomen.



COMMITTEE UPDATES



Young Workers Committee Plans Upcoming Conference

Members of the TWU Young Workers Committee met at International headquarters in Washington, DC on June 28. They are planning their upcoming conference in Dallas, Nov. 30 through Dec. 2.



The TWU Veteran's Committee with guest speaker Congressman Dan Lipinski (D-IL-3).

Join the TWU Veteran's Committee

The TWU Veteran's Committee is working on updating the TWU veteran database. If you haven't already filled out a registration form, please go to veterans.twu.org or scan the QR code below.

The database includes information about different types of veteran benefits, such as VA compensation, VA loans, education benefits and programs, tax breaks, VAMC medical care, veteran's discounts, free park passes, etc. Please check in to see what is out there for you and what you may be eligible for. This information may also benefit those who have family members or friends that have served/are serving - so feel free to pass it along.

There will also be an event calendar coming soon. If your local community has a military event being held, let us know and we will post it. If you are not a veteran but would still like to volunteer, you are more than welcome.



New attendees with patches presented by Committee Chairman Peter Meyer and Co-Chair Brendon Remezas.



We understand many support our military.

The TWU Veteran's Committee works with all locals to best serve our military members and veterans. It goes beyond holding events and sending care packages. They also work on legislation that will aide those who have served and have been in the process of trying to change laws to better serve all veterans.

Thank you to all our union brothers and sisters that have served, are serving, are family of, and all those who support our military!

As this issue went to press, the Veteran's Committee was meeting in Chicago.

Follow the Veteran's Committee on social media: Facebook, TWU Veterans Committee group; Instagram, @twuveterans; Twitter, @twuveterans. When posting use the hashtag #twuveterans.

The TWU Stands Strong in the Face of *Janus*

The TWU anticipated the Supreme Court's ruling in the *Janus v. AFSCME* case and has gotten out ahead of the game. Months before the June 27 decision was made, at the direction of the International Administrative Council, committees were formed and met several times.

The TWU International has conducted comprehensive training and education with our locals, been in direct contact with officers and local leadership, and given organizational and legal support wherever needed.

"Overall, in the face of this adversity, we are faring very well," said International President John Samuelsen. "The TWU is going to keep doing exactly what we have been: winning solid contracts, launching strategic fightback campaigns against our enemies and organizing workers to fight to defend their livelihoods. When workers stand shoulder-to-shoulder, we can beat the bosses. The TWU won't back down and will continue to fight until the playing field is level for all. We are, and always will be, united invincible."

In the wake of the decision, the TWU International Administrative Council held a series of conference calls with affected locals. Next steps include examining the legal structure of each affected state to best counsel our locals on how to stay united going forward.

Right-wing groups, funded by the billionaire Koch brothers, are already calling transit workers in New York City, Ohio and California, asking them to opt out of their local union. In Ohio, they are knocking on doors. This will not work. We are sticking with our union.

Janus Guidelines

International Administrative Vice President and Transit Director Curtis Tate emphasized, "The TWU International is here to provide as much assistance as possible. If any issue arises, feel free to reach out to us."

To clarify important steps to be taken, the TWU developed *Janus* guidelines. They were carefully developed after consultation with TWU counsel, as well as leading labor attorneys across the country. We have acted in good faith in complying with the disastrous Supreme Court ruling.

- If you have not done so, immediately communicate with your employer to make sure that agency fees – those who were agency fee payers before the June 27 decision – are not withheld anymore (or refunded by the employer to the fee payer if the fees have already been deducted).
- If the employer refuses or cannot cooperate, alternatively consider setting up a union "escrow" account. (This is to ensure that you have the monies that should not have been deducted are set aside). As a last alternative, promptly write a refund check to the employer refunding all transmitted agency fees. Keep records of these transactions. (Dues deducted from union members are to continue to be transferred to the local).
- Make sure to confirm that the employer has properly stopped deducting these monies. If any of these steps do not work out, or if there are still problems, contact the TWU International.
- Set up a consistent plan to communicate with members, non-members and others (some of whom might be acting undercover). All leaders, staff, stewards and union representatives should be trained to properly and consistently answer questions. If questions cannot be answered, tell the party you will call them back and/or have them put the question in writing. (You can follow up the written request with our help).
- Please have all persons contacting you give their name and work location. Confirm they are in the bargaining unit. Try to record the date and name.
- Stick to the message. Do not freelance.
- Do not answer questions from anyone who is not a bargaining unit employee, such as someone who identifies as a friend or relative. Have them put the questions in writing, since you are unsure who you are dealing with, you will contact them.

Ask for help from the TWU International anytime you need. For more information, key points to remember and the #WeRise Toolkit, visit www.twu.org/janus-resources/.



Smiles Bring Sunshine to Local 100's Family Day

Clouds rolled over Coney Island on Saturday, June 23 for Local 100's Annual Family Day – but it didn't rain on our parade.

Thousands came out to eat, drink and be merry with their union sisters, brothers and families. The following locals attended: Local 100, Local 101, Local 229,

Local 252, Local 501, Local 555, Local 568, Local 591, Local 1400 and Local 2001.

This year, eight out of the ten locals participated in softball games. International Secretary-Treasurer Jerome Lafragola and International Administrative Vice President Curtis Tate also took part in the fun.



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