



Remembering John Bland





Maintain Internal Unity at All Costs

By International President John Samuelsen

“We are in the middle of a societal reckoning that has been a long time coming, but we must remember our common enemy is the boss.”

No matter what is happening in the outside world, we must always strive to maintain internal TWU unity. But maintaining unity can never be a reason standing in the way of our union calling out wrong for “wrong.” The TWU condemns race hatred, and all forms of discrimination, whether it be based on race, gender, sexuality, religion – whatever identity.

We are in the middle of a societal reckoning that has been a long time coming, but we must remember our common enemy is the boss. What we all have in common is the fight for our livelihoods – and bosses are the ones who want to take that away from us.

“The fundamental purpose and objectives of our union are increased wages, real job security, proper pensions and more organizations in a full and democratic America with equal rights for all,” said our founder Michael J. Quill.

In these tumultuous times, these quotes from Quill I find to be especially relevant:

“TWU became great because of its industrial form of organization. It treats all workers equally; fights for hourly increases across the board, along with equal vacations, equal pensions, equal sick leave, equal paid legal holidays and equal job security. This is in the very heart of the industrial form of the organization – one payroll, one union – equal treatment for all. That is the way it is done throughout the CIO. That is why the CIO was founded. That is why the AFL craft union system was discredited.”

“Our greatest and most lasting contribution is TWU’s achievement in restoring the rights of citizenship and dignity to the individual worker. When I speak of the rights of citizenship and dignity, I mean freedom from fear, freedom from want, freedom to speak one’s mind – this is the measure of security established by our strong union organization.”

“We will win what we are strong enough to take from the employers. This is a basic fact of life. What we don’t win this year, we will fight to win next year. And if we aren’t successful next year, we will keep up the fight until we achieve our goals. This, I believe, is the only way a responsible trade union movement can operate within a framework of democracy.”

A handwritten signature in black ink that reads "John Samuelsen".



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Frontline Heroes Deserve Better

*By International Secretary-Treasurer
Jerome Lafragola*

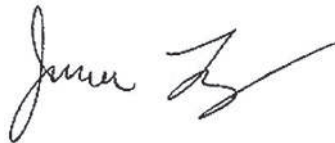
For weeks on end, TWU members have been putting their lives on the line each day they are on the job. Ninety-five percent of our members are essential workers – still on the frontlines of this ravaging pandemic. At least ten percent of our membership has tested positive for or have been quarantined because of the coronavirus. At the very least, our federal government must take care of essential workers the same way you all have been taking care of others for the past five months.

The Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act, H.R. 6800, which was passed by the House back on May 17, would be a good start. The \$3 trillion legislation includes aid for state and local governments, and public schools; an emergency temporary standard to keep workplaces safe from infectious disease; hazard pay for our members; more direct payments to working people; extended health care coverage; direct funding for our transit systems; and many more provisions that we fought for to help get us through this pandemic safe and secure. This vital legislation has been waiting for any action in the Senate for far too long.

The HEROES Act may be ambitious, but it likely understates the needs of our workers during this crisis. Even if this became law, we still need state, county and local governments to provide more aid to frontline workers. Our members still report needing masks, gloves and hand sanitizers in places. Employers continue to force our members to choose between their health and a paycheck. And our economy continues to shrink as we suffer from the effects of the virus.

TWU members have served as the circulatory system for other essential workers throughout this pandemic. We – and all other essential workers across the country – deserve health protections and hazard pay for the exceptional work we have done to keep our country running over these past few months.

In these uncertain times, I am certain of one thing: the TWU will prevail if we remain United Invincible.



“TWU members have served as the circulatory system for other essential workers throughout this pandemic. We – and all other essential workers across the country – deserve health protections and hazard pay for the exceptional work we have done to keep our country running over these past few months.”

2020 Scholarship Winners

Established in 1969, the Michael J. Quill Scholarship Fund provides 15 scholarships worth \$4,800 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.

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. This year,

we are honored to have four additional scholarship sponsors, which will add another 21 scholarships: Union Benefit Planners, M3Technology, Pitta LLP, and Pitta Bishop & Del Giorno LLC. All of the above sponsored scholarships will be paid out in the first year, as a single scholarship.

2020 winners came from locals large and small across the TWU's divisions, representing some of the best and brightest students in the country. 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.

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

Kenneth M. Black (Kenneth S. Black), Local 514
Christopher N. Bradberry (Darcy Bradberry), Local 100
Gabriella R. Bruno (Michael Bruno), Local 2001
Mason G. Cairns (Roberts Cairns), Local 591
Sofia M. Ferrezza (Anthony Ferrezza), Local 252
Joshua Flannagan (Darryl Flannagan), Local 100
Gina E. Kurian (Philip Kurian), Local 100
Karlie E. Martin (Brian Martin), Local 100
Fiona C. Messer (Allison Messer), Local 220
Jamar R. Moore (Demond Hayes), Local 529
Russell J. Raunam (Christopher Raunam), Local 556
Arianna B. Saad (Anwar Saad), Local 591
Kennedy B. Stapleton (Robert Stapleton), Local 2003
Reece J. Toso (Jennifer Sederholm-Toso), Local 556
Nia Walsh (Brian Walsh), Local 591

Union Benefit Planners – \$2,500 one-time scholarship

Ruby D. Arvizu (Carlos Arvizu), Local 591
Alexandra Bayon (Neftaly Bayon), Local 591
Amelia D. Danker (Dale Danker), Local 514
Carter L. Davis (Mitchell Davis), Local 591
Christian A. Davis (Steve Davis), Local 100
Emma M. Hannigan (Kathleen Hannigan), Local 252
Shannon P. Josephs (Mary Josephs), Local 220
Gabriel R. Maysonet Jr. (Gabriel Maysonet), Local 100
Madelix N. Miranda (Jose Figueroa Jr.), Local 100
Taylor M. Morison (Sandra Morrison), Local 555
Rafael Ortiz III (Rafael Ortiz Jr.), Local 591
Daniela S. Rivera (Edwin Rivera), Local 591
Navaeh K. Slater (Jessie Ortiz), Local 100
Amia L. Waters (Tosha Hughes), Local 502

M3 Technology – \$2,000 one-time scholarship

Shakaya P. Edens (James Edens), Local 100
Isaac A. Herrera (Alejandro Herrera), Local 591
Megan R. Josephs (Mary Josephs), Local 220
Alexandra R. Martinez (David Martinez), Local 568
Amira J. McCoy (James McCoy), Local 100

Pitta LLP – \$2,500

one-time scholarship
Cindy L. Cervantes
(Speed Cervantes),
Local 591

Pitta Bishop Del Giorno

LLC – \$2,500 one-time
scholarship
Janelle E. Diaz
(Javier Diaz), Local 591





John Bland speaking at the last convention.

Remembering John Bland

“As long as God gives me breath, I will keep fighting for the rights and the privileges of the underprivileged to get what we so richly deserve.” – John Bland

With heavy hearts, the TWU International Administrative Council announced the passing of John Bland on July 10. It is said the arc of history is long, but it bends toward justice. Mr. Bland stood on the precipice of that arc to demand justice for all.

John Bland was TWU's Administrative Vice President until his retirement in 2017 and the Director of the Human and Civil Rights Department until late last year. Mr. Bland joined the TWU when he began working as a bus operator at HouTran, now known as Houston Metro. During his career with our union, he served as a Local Steward, Local Vice President, Local Secretary-Treasurer, Local 260 President and Deputy Director of the TUUS division. Mr. Bland organized transportation workers in the Houston, El Paso, Aldine, North Forest, Dayton, Lufkin, Humble, Conroe, and

Spring School Districts. He was a Vice President of the Texas State AFL-CIO, a Vice President of the A. Philip Randolph Institute, and President of the Houston chapter of the Coalition of Black Trade Unionists.

John Bland always fought for justice. On March 4, 1960, he helped lead Houston's first sit-in at Weingarten's grocery store lunch counter. He was one of 13 students from Texas Southern University who marched from campus to stage a nonviolent protest to end segregation. He was also a founding member of the Progressive Youth Association, which was instrumental in integrating Houston.

John Bland leaves behind a loving wife, Betty, of almost 60 years, two beloved daughters, Dr. Debbie Bland-Nicholson and Fayette Bland, and one grandchild, Jordan Nicholson. We lift his family up in our prayers and thank God for John Bland.

In Memory of Nelson Rivera

International Administrative Vice President Nelson Rivera passed away on Saturday, May 23, after a long fight with lung cancer.

He was diagnosed with stage 4 cancer shortly after Labor Day in 2018 and was given only months to live. But he fought back hard going through a series of grueling and painful procedures in an effort to beat the disease.

“Brother Rivera was the epitome of a union leader: Working on everyone else’s issues before his own and always defending what’s not necessarily popular, but what’s just,” said TWU International President John Samuelson. “He will be sorely missed.”

Brother Rivera joined New York City Transit in 1989 at the age of 23 as a Car Maintainer Helper at the 207th Street Overhaul Shop. He earned promotion to Car Maintainer in 1990. He also worked at the Concourse Barn and Coney Island Overhaul shops, repairing and rebuilding subway cars. He was elected TWU Local



100 shop steward at 207th Street in 2000 and then Shop Chair in 2004. He was then elected Vice President for the Local 100 Car Equipment Department in 2007 and was reelected in three subsequent elections. He was named Administrative Vice President in 2017 and was elected to a full three-year term to that office in 2018.

Rivera was also a member of the TWU International Executive Council and was a member of the National Executive Board of the Labor Council for Latin American Advancement (LCLAA). He also served on the Executive Board of the NYC Chapter of LCLAA. He served on the union’s

Indian Day and Russian Day Committees since their inaugurations 14 years ago.

He spearheaded TWU Local 100’s relief effort for Puerto Rico after Hurricane Maria, and personally led three aid missions to the Island’s hardest hit areas. Also recently, he oversaw the union’s “Trash Train” campaign aimed at forcing the MTA to hire a full compliment of Cleaners for underserved terminals.

He graduated Automotive High School, as did his dad, in Brooklyn and found work doing quality assurance and warranty work for MTA vendors Kawasaki, Alstom and CLRT, before joining New York City Transit. Nelson was a lifelong Brooklynite. He is survived by his wife, Catherine, and three children, Jason, Jeffrey, and Samantha.

We Mourn Theresa Samuelson, Mother of International President Samuelson

The TWU was saddened by the passing of Theresa Samuelson, 84, on July 25. She raised four sons and a daughter in Brooklyn, including TWU International President Samuelson.

Theresa Samuelson passed away in the Gerritsen Beach house where she was raised by her mother, who emigrated from Ireland. Theresa and her husband raised five of their own children in the same home.

“She was both fierce and gentle, a classy blue-collar mom who loved her family and community,” President John Samuelson told the *New York Daily News*. “She’s gone now to a well-deserved rest.”

She was a lifetime trade unionist, who worked as a benefit fund administrator for both the IAM and the



Teamsters. Her husband Warren (Bunky), who passed away in 2017, was a truck driver in the Meatpacking District and union activist who died in 2017. Bunky and Theresa Samuelson had eight grandchildren and two great-grandchildren.

John Samuelson credits his late parents with instilling him with working-class values during his upbringing in Gerritsen Beach. “We knew our bread was buttered by the trade union,” he told the *News* in a 2009 interview. “We learned that from an early age.”

In this photo she is shown with her husband, President Samuelson, and his two boys.

TWU Has Always Been on the

This past spring, our nation was rocked by calls to eradicate police brutality and a renewed fight for social, racial and economic justice in the wake of George Floyd's murder at the hands of Minneapolis police officers.

The TWU International Administrative Council released a statement on Justice for George Floyd and national protests, calling for the prosecution of every police officer involved in his killing.

"Racism and economic injustice are tied at the hip and in this moment, we must remind ourselves that the trade union movement at its best is a powerful force against these poisons. Both on the job and in the street, we have fought for fair treatment, decent wages, healthcare, family leave, and retirement security for all workers regardless of race or gender," it said. "The TWU has always been at the forefront of the battle against racial and economic oppression, breaking the color barriers in every industry where we organize."

You can read the full statement, as well as our statement on Juneteenth at www.TWU.org.

Rich Civil Rights History

Rev. Dr. Martin Luther King Jr. recognized the TWU's tireless dedication to equality and spoke at the union's 1961 convention. "When your union was born in strife during the turbulent thirties, it grew and developed in the pioneering, democratic tradition of a CIO Union with respect to racial equality. Your crusading spirit which broke through the open shop stronghold, also broke through the double walled citadels of race prejudice," Dr. King said. "It is pathetic that our nation did not begin decades ago, as did you, to deal with the evil of discrimination."

TWU members and leaders were honored to work with Dr. King on the fight to end segregation, and the union continues to be proud of its efforts towards achieving equality and ensuring rights for working people of every race, color, creed, nationality, gender, and sexual orientation.

Michael Quill founded the TWU with these goals and every leader since has upheld his values. In the middle of the 20th century, during times when a society seeped in racism and ignorance helped to bolster companies that practiced discrimination, the TWU defied powerful authorities and fought those companies in the name of equality.

Quill started his fight for minorities in 1937 when he worked with



Local 100 to negotiate a contract with the New York Interborough Rapid Transit (IRT) to raise the minimum weekly wage. He won significant pay increases for minority workers who were relegated to the lowest positions by the IRT's discriminatory hiring practices.

The following year, the union worked with the NAACP and the Urban League to get six black porters at the IRT promoted to higher paying station agent and platform men job titles, despite great opposition from the company and other workers. The TWU never backed down and successfully pressured the IRT to promote two black porters to conductors in 1939.

That same year in New Orleans, the union defied local authorities and held the first ever desegregated trade union meeting in the Crescent City. In 1941, the TWU led a successful bus boycott in Harlem that forced the Fifth Avenue Coach Company to start hiring black mechanics and bus drivers. This started the integration of the workforce and finally reflected the city's population. Around the same time, tense race relations in Philadelphia were used as a weapon by the Philadelphia Transportation Company (PTC) and rival union organizers. The TWU won representation for Local 234, which prompted the PTC to ally with their favored union leaders who had been rejected, to use racism in an attempt to overthrow the TWU. They created a race crisis by staging a wildcat strike to protest the promotion of minority workers. President Franklin D. Roosevelt called in federal troops that quelled the fake strike. This helped the TWU win the fight and start the integration of Philadelphia's transit system. Ten years later, the TWU forced the Pennsylvania Railroad



Front Lines of Racial Justice



to delete the word “colored” from company travel passes issued to black workers and their families.

The TWU started the fight for equality in the Northeast but broadened its reach to cities across the country. A transit local was formed in Miami, where the TWU opened a school to train black mechanics who were barred from other vocational schools in the city. A powerful local was formed in Tulsa, where the union rid the American Airlines base of its separate white and black facilities. In 1962 in Houston, Local 260 uncovered a pattern of racial discrimination in the Pioneer Bus Company. The employer and its independent union had two separate units, one for white drivers and shop workers and the other for blacks, with separate seniority lists for each group. The TWU demanded and won, by a 3-to-1 margin, a representation election of the entire group.

The Jim Crow hiring pattern died with the first TWU contract. One of the TWU’s most enduring moments came in 1961 when Dr. King delivered a keynote address at the 11th International Convention where he praised the union for its dedication to the cause of equal rights and for all people. Thousands of TWU members participated in the March on Washington in 1963, and proudly joined other civil rights demonstrators in the Selma March in 1965. Three years later, over 2,500 TWU members joined the Poor People’s March in Washington, D.C.

Although the nation still struggles with racism and prejudice, the TWU has always tried to play a role in the march towards equality

for all. In 2008, the TWU was the first union to endorse Barack Obama for president and fully supported Hillary Clinton’s historic race for the presidency. The TWU has been a staunch opponent of the Trump administration’s anti-worker policies since he took office in 2017.

Reestablishing Civil Rights Committee

On July 2, the International Administrative Committee reestablished the Civil & Human Rights Committee, as outlined in Article XXX of the TWU Constitution.

They appointed 10 members to serve on this Committee which will be headed up by Terry Daniels, who was appointed Director of the Civil & Human Rights department in January. The committee shall begin meeting immediately and their tasks shall include, but are not limited to, presenting recommendations to

the IAC on the internal and external issues facing the TWU related to, but not limited to, issues of hate and discrimination based on race, sex, sexual orientation, gender, religion, nationality, age and disability.

The members are as follows:

AIR DIVISION

- Greg Cosey, Local 513, President and International Executive Board Member
- Andre Sutton, Local 502, President and International VP
- Andrew Rangolan, Local 570, Vice President and TWU International staff
- Thom McDaniel, Local 556, International VP and TWU International staff

RAIL DIVISION

- Amy Griffin, Local 1460, President and International Executive Board member
- Barry Greaves, Local 1460, Vice President
- Bobby Cifarelli, Local 2055, President

TRANSIT DIVISION

- Willie Brown, Local 234, President and International VP
- Cassandra Gilbert, Local 291, Treasurer and International Executive Board member
- Alex Molina, Local 241, President

The TWU Applauds SCOTUS Decision Protecting LGBT Workers

The Transport Workers of America applauded the United States Supreme Court’s June 15 landmark decision that affirms sexual orientation and gender identity are protected characteristics under Title VII of the Civil Rights Act. No one should live in fear of discrimination in the workplace based on who they are or who they love.

It is unconscionable that an employer would fire someone because they are a member of the LGBT community. It’s bigotry, plain and simple. Workers’ rights are human rights and TWU has a long history of fighting for the equal rights of all workers. We stand proudly with our LGBT members on this historic day for workers’ rights.



Tracy Erazo, chair of the JetBlue Grievance Committee wears a TWU pride shirt created by the California State Conference

TUUS Division Takes on Covid-19

Transport workers have been among the hardest hit groups in the country by Covid-19, with more than 10 percent of TWU members having died, tested positive, or been quarantined due to the virus.

But throughout the pandemic, the TWU has launched fightbacks in cities across the country, winning critical protections for our members who are risking their lives battling the virus on the frontlines.

Fightback in Philadelphia

"I'm choosing life over death," said Local 234 President Willie Brown, echoing a sentiment shared by transport workers nationwide as he threatened a job action because SEPTA was refusing to provide proper PPE for frontline workers.

After Philadelphia Mayor Jim Kenney stepped in at the eleventh hour, promising to meet the union's demands, Local 234 postponed the job action. After increased pressure from Local 234 and the International, SEPTA eventually agreed to all of Local 234's demands the following week.

Among the demands SEPTA agreed to are:

- Suspend the attendance point system so sick employees can stay home without incurring disciplinary action,

- Waive normal documentation and waiting time to receive sick benefits,
- Provide full pay to employees who test positive for Covid-19 and to those sent home as a result of having contact with a co-worker who tested positive,
- Expand employee quarantines,
- Allow additional sick leave for employees at greater risk from the virus,
- Sterilize work locations where multiple employees have tested positive,
- Limit the number of riders to maintain social distancing,
- Put additional vehicles in service on heavily traveled routes to reduce overcrowding,
- Wipe down vehicles, equipment, and facility surfaces with disinfectant every two hours.

#RideNotDie in Miami

After Miami-Dade Transit showed repeatedly that they were willing to ignore the health and safety needs of frontline transit workers, Local 291 leaders launched a fightback of their own. With Bus Operators only being provided a single Clorox wipe per day while being forced to drive severely overcrowded buses, Local 291

TWU Local 234 Bus Operator Testifies Before Congress on Dangers of Covid-19

June was a busy month for Local 234 Bus Operator Tom Shaw. On June 9, Shaw was invited to testify before the House Committee on Transportation & Infrastructure about his experiences as a bus operator on the frontlines of the fight against Covid-19.

Speaking via video conference, Shaw detailed what it has been like to work for SEPTA during the pandemic, including the struggles that he and his coworkers have had in acquiring PPE and other necessary protections against the virus. Shaw also spoke about the elevated risk that the virus poses to his family, including his son who has a respiratory condition, and the extra steps that he has had to take in order to protect them.

Toward the end of June, Shaw also provided testimony to the Democratic National Committee (DNC) Platform Subcommittee. Shaw's testimony paid tribute to fallen TWU members before focusing on the steps that lawmakers must take to ensure frontline



transport workers are made whole for their sacrifices during the pandemic.

Following both testimonies, Shaw took questions from committee members and provided policy recommendations going forward, including national health and safety standards for frontline workers, mask requirements and social distancing enforcement, routine health checks, hazard pay, and line of duty death benefits. We thank Brother Shaw for fighting on behalf of all transport workers and raising awareness of the issues that we are facing among key policymakers and elected officials.

President Jeff Mitchell held a press conference where he threatened to sue the transit agency.

Mitchell spoke to numerous newspaper reporters and TV stations to expose Miami-Dade Transit and Director Alice Bravo for failing to provide workers with proper PPE. Mitchell also met with County Commissioners, who subsequently provided gloves and masks, and held a press conference alongside U.S. Representative Debbie Mucarsel-Powell, where she donated 2,800 N95 masks to Local 291.

As soon as Local 291 began to fight back, masks and gloves began to appear. But the TWU isn't finished. On April 28, Local 291 launched the #RideNotDie Challenge, designed to win further protections by raising public awareness about the conditions that transit workers and passengers are facing on a daily basis. Participants are invited to take a picture with a #RideNotDie mobile billboard and post it on social media using the hashtag #RideNotDie and tagging @GoMiamiDade.

Action in Ann Arbor

When management threatened to discipline any Bus Operator who denied service to a passenger who refused to wear a mask – a government order – Local 171 fought back.

At the order of Local 171 President Delisa Brown, no Bus Operator pulled their vehicle out of the garage between 7:30 and 8:45 a.m. the morning of Sunday, May 3 – halting bus service.

“This is a threat to our own personal safety,” Brown said.

After a 1.5 hour-long negotiation and discussion, Local 171 officers and Bus Operators, and management came to an agreement: Bus Operators have the right to deny service to those who refuse to wear a mask without the threat of discipline.

Buses were back out rolling by 9 a.m.

ORGANIZING UPDATES

Organizing Department Restructuring

The TWU International has restructured its Organizing Department. President John Samuelsen explained the department now has a renewed emphasis on promoting from within the ranks.

That emphasis is especially apparent with the promotion of Local 501 member Angelo Cucuzza to Director of the Organizing Department, after the retirement of Steve Roberts. Cucuzza previously served as Special Projects Coordinator, is the New York State Conference Chair and has worked for nearly 30 years with American Airlines fleet service based out of JFK International Airport.

We are at a pivotal moment in time in terms of organizing new workers. The Covid-19 pandemic and the accompanying economic catastrophe across transportation sectors have driven home the continued importance of the trade union movement. Now more

than ever, workers need to organize into unions and win the protection of collective bargaining agreements. By every measure, unionized workers have fared better during this period of upheaval than their non-union counterparts.

The TWU continues to robustly organize transportation workers, with active, ongoing drives in the airline, transit and school bus industries.

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[f/transportworkersunion](https://www.facebook.com/transportworkersunion) [transportworker](https://www.youtube.com/transportworker)

Members of the JetBlue Negotiation Team after a session earlier this year in New York City. From left to right: Brendan Moriarty, International Rep Thom McDaniel, Stacey Bassford, Dee Lozito-Klimar, Sonia Payne and Ernesto Gomez.



Local 260 Joins Workers Caravan

On June 17, the AFL-CIO held its first Workers Caravan for Racial & Economic Justice. In cities across the country, union members and allies organized events to shine a spotlight on the AFL-CIO's America's Five Economic Essentials:

- Keep frontline workers safe and secure.
- Keep workers employed and protect earned pension checks.
- Keep state and local governments, our public schools and the U.S. Postal Service solvent and working.
- Keep America healthy—protect and expand health insurance for all workers.
- Keep America competitive—hire people to build infrastructure.



Pictured are members of TWU Local 260 in Houston.



Local 512 Members Awarded

In late June, members of Local 512 received the 2020 William Linder Award for Excellence:

- Leonard Mitchell - FM Section Chairman
- Dennis Tate - GSE Section Chairman
- Bryan Piper - Cargo Section Chairman
- Guy Maloberti - Safety Coordinator



Local 241 Members at Columbia University

Columbia University's Operation and Facilities Division workers are members of TWU Local 241. Check them out on the job.



After Four Decades of Service, Organizing Director Steve Roberts Retires

After being an unstoppable force in the TWU International's Organizing Department for decades, Organizing Director Steve Roberts has retired from the TWU. His last day of service was April 30.

"I want to thank everybody throughout the TWU that helped me on organizing campaigns. It was a great pleasure and honor for me to help workers gain respect and dignity on the job," Roberts said.

Roberts has been a TWU member for over 40 years, and is a second-generation member, who followed in his father's footsteps at Local 500 at Pan American World Airways. He started his career in LAX at Pan Am and was member of Local 505 before being transferred back to Miami. He worked for Local 500 for 10 years after Pan Am's demise at the end of 1991, organizing and doing first contracts. He also administered the finances of Local 500.

Roberts worked on the first living-wage ordinance at Miami International Airport, which is still in effect today. In 2002, he was hired by the TWU International as an Organizer and International Representative. He organized workers under all forms of federal and state government oversight, NLRB (National Labor Relations Board), NMB, (National Mediation Board) and PERC (Public Employee Relations Commission); and also fought against decertification campaigns, negotiated new contracts, built relationships with elected officials on Capitol Hill, and led grassroots political campaigns.

Roberts worked on hundreds of projects to improve the lives of working people while facing intense union busting tactics from anti-labor bosses and law firms from Ford & Harrison to Jones Day. He led successful campaigns at Airbus Aircraft Manufacturer, Frontier Airlines, Delta Air Lines, Allegiant Air, Virgin America, Atlas Air, Fort Gordon Army Base and several dispatcher and pilot trainer groups at multiple air carriers.

Roberts also organized several transit properties. He worked in Las Vegas



Assistant Organizing Director Sean Doyle, International President John Samuelson and retired Organizing Director Steve Roberts, pictured in April 2018 after the TWU's big JetBlue organizing victory.

organizing five casino dealer groups, which accomplished what no other AFL-CIO affiliated union could do at the time and negotiated their first contracts. He led several accretion campaigns to successfully merge workgroups into the TWU. Most recently, Roberts led one of the most significant union organizing campaign in America at JetBlue Airways, winning the fight which brought 5,000 flight attendants into our TWU family.

Roberts was adept at developing old-school strategies which incorporated new tech elements. He accomplished his goals by applying true organizing tactics that some people seem to think are out of date – boots on the ground, pressing the flesh, very hands-on. But he was also quick to embrace new technology into his organizing playbook.

Assistant Organizing Director Sean Doyle shared well-wishes, "To say Steve Roberts' retirement will leave a huge void in the TWU family is an understatement. I have had the opportunity and privilege to have known and worked with Steve for 25 years. Organizing is not for the weak

of heart. Together we have faced so many challenges in organizing new workers. Employers will use every dirty tactic to try and defeat their employees desire to unionize. Management intimidation tactics, corporate security being called on us and even the police to try and run us off, but, we were always two steps ahead of their efforts because of Steve's knowledge of what our rights were under state and federal law. When you have spent so much time on the road and in the trenches with someone, you learn really quick who has your back. Steve always had mine. I am going to sure miss my 'Road Dog', but I know firsthand how hard you have worked on behalf of the TWU and you have earned this retirement. So have fun, enjoy that long pour in a short glass, and save a seat for me at the Tiki Bar in Key Largo! Cheers my friend!"

Roberts has dedicated a lifetime of service to the TWU and looks forward to spending time in South Florida with his Mother Gale, daughter Kimberly, son-in-law Joel, grandchildren Olivia and Mason, with the rest of the Roberts family.



The DC/MD/VA State Conference on June 25

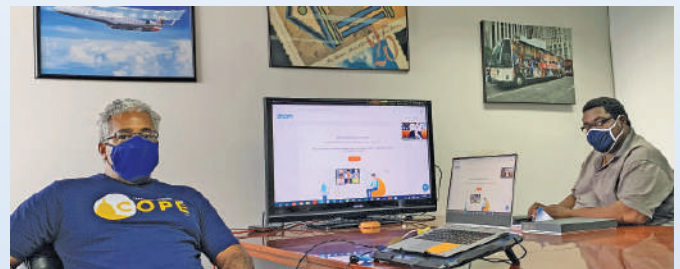
State Conferences Zoom into 2020

Social distancing did not stop TWU State Conferences from conducting business in 2020.

The DC/Maryland/Virginia State Conference, Florida State Conference, Nevada State Conference and Texas/Oklahoma State Conference met during May and June via Zoom.



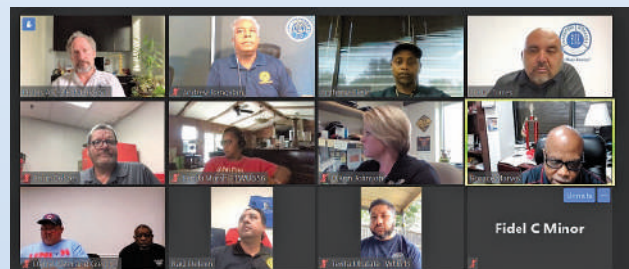
Florida State Conference members at Local 291



Florida State Conference members at Local 570



Members of the Nevada State Conference on May 19



Members of the Nevada State Conference on May 19



*The Texas/
Oklahoma State
Conference on
June 17*

Become a 2020 Labor Volunteer

Interested in becoming a State Conference volunteer for Labor 2020 in the upcoming election?
Scan the QR code!



Rep. Karen Bass (D-CA-37)

The TWU has champions fighting for workers in every state around the country. Elected Members of the U.S. Congress and state legislatures have your back in our nation's capitol's greatest friends in positions of power around the country.

Q1: As chair of the Congressional Black Caucus (CBC), what have been some of the challenges and positive outcomes since your appointment? How are you using the CBC platform to address the racial disparities in this country?

A: I want to begin by expressing my profound sympathy to the friends and families of the hundreds of TWU members who have lost their lives while doing their jobs over the past 4 months. You have not only my gratitude, but the gratitude of a humbled nation for the work you do, day in and day out, in the face of this pandemic.

One year ago, none of us would have been able to predict the predicament our country is facing at this moment.

All across this nation, life as we know it has changed – our hospitals are overrun, our friends have been laid off from their once-secure jobs, and our children are unable to attend school this fall. Hope dwindles as White House leadership continues to fail the American worker and their family. But we cannot be paralyzed by fear. We must look ahead – both with resolve and conviction. We must move forward. The coronavirus pandemic is disproportionately impacting communities of color and so is the economic decline that has resulted from precautions taken due to the disease.

To fight back, the CBC has organized and mobilized. Since the outbreak, we have hosted 11



Officials at the Crenshaw/LAX Line ground-breaking. From left, Secretary Anthony Foxx, Sen. Barbara Boxer, Rep. Maxine Waters, Rep. Karen Bass.
Photo by Juan Ocampo for Metro.

town halls for different portions of our communities impacted by this virus – we've heard from our first responders, our small business owners, our non-profit founders, families of our incarcerated brothers and sisters, as well as our essential employees – those working on the frontlines, just like you and the members of the TWU.

Through this organizing effort, the Congressional Black Caucus has been able to take the voices of those being impacted by this pandemic straight from the neighborhoods in our districts to the halls of power here in Washington, DC. In both the CARES Act and the HEROES Act, the CBC was able to secure vital initiatives and investments to protect our people.

What we must do now, though, is apply the pressure. The Senate must answer the cries throughout this country for assistance in these dire times. The Congressional Black Caucus is ready to act.

Q2: What does the labor movement mean to you?

A: The labor movement to me first starts at home. My father was a letter carrier. I grew up in a union household. I understand the commitment to essential work – the same essential work that you all complete day in and day out despite the dangers that you may face in the workplace – pandemic or not.

This courage exhibited in the workplace every day is not new. This courage has been passed down through the movement – through victory and through struggle – arriving at this crucial moment in our time when our country is faced with its greatest crisis in a hundred years.

But talk is cheap if you can't back it up. Especially as hundreds of thousands risk their lives in this pandemic, it is incumbent upon us as elected officials to do all we can to protect the labor rights of transportation workers. Strengthening the ability to unionize, participate in class action lawsuits, and strike – which the Protecting the Right to Organize Act would codify into law – is a critical step to a larger strategy of buttressing labor rights and empowering workers nationwide.

I've been proud to stand on the front lines with working families as we work to make sure that they have people fighting for them in Congress, and I look forward to continuing our work to raise the nation's minimum wage, defend the Affordable Care Act, defend the rights of workers to organize, and ensure that women receive equal pay for equal work.

Standing with the labor movement is a moral imperative.

Rep. Debbie Mucarsel-Powell (FL-26)

Q1: What does the labor movement mean to you?

A: First and foremost, to me the labor movement means empowerment. Increased wages, workplace standards, reasonable working hours, increased benefits – progress in these areas was secured because of the labor movement. But to me, the labor movement also represents the foundation of the future we're working to build. Establishing a livable minimum wage, attaining pay equity, building more diverse workplaces, and much more rests on the work of the labor movement.

Q2: The House recently passed a \$1.5 trillion infrastructure bill which you helped write as a member of the Transportation & Infrastructure Committee. What will that investment mean for transit and airline workers in South Florida?

A: Rebuilding America's infrastructure was one of my top priorities when I came into office, and that's why I worked to secure my seat on the Transportation and Infrastructure Committee. But with Covid-19 devastating our economy, investing in our transportation and infrastructure systems is even more important. I am so proud that the House of Representatives passed the Moving Forward Act. This \$1.5 trillion investment will protect and create countless good-paying jobs for American workers. The bill includes strong Buy America provisions which will ensure that we keep good-paying jobs on American soil and bolster American manufacturing. Such provisions will ensure that transportation workers have a better standard of living.

Furthermore, the bill will



Rep. Mucarsel-Powell

increase workers' safety, both as it pertains to Covid-19, and more broadly. The bill includes funding to purchase personal protective equipment for transit agencies to help prevent the spread of Covid-19 and protect workers and their families. But beyond the pandemic, it will increase safety by reducing maintenance backlogs in all aspects of our transportation and infrastructure sectors, and it includes important provisions to reduce assaults against transit and provide victims with resources after an incident occurs.

With the investments made in the Moving Forward Act, transportation workers also benefit from more livable communities, better air and water quality, better schools, expanded broadband, and of course, greater ease in traveling across town or across the nation.

Q3: During the worst part of this pandemic, you donated 2,800 N95 masks to keep transit workers at TWU Local 291 in Miami safe. What can be done to improve our government's response to this pandemic – and future

ones – and ensure our transportation systems are safe?

A: There are many ways that the federal government can improve its coronavirus response. One of the most important things that the federal government can do, and should have done, is enact the Defense Production Act on a broader scale, to produce the personal protective equipment (PPE) needed to keep our workers safe. And we needed to produce enough not only for healthcare workers, but all frontline essential workers, including transit workers.

We must also work to make paid sick and family leave a guaranteed right for all workers. This is important during normal times but is especially important during a pandemic. People who are sick should not have to decide between staying home and keeping themselves and their coworkers healthy or forgoing a paycheck. We also must recognize that many essential workers are working in low-paying jobs, so providing hazard pay is critical as well. This will not only fairly compensate workers for putting their health on the line, but also gives workers the financial means to stay home if they're sick, instead of forcing themselves to work while sick to make ends meet.

But the most important thing that the federal government can do is to simply devote the attention and resources needed to bring an end to this virus. The sooner we implement the systems we need to test and trace sufficiently, the sooner we'll get this virus under control and remove both the health and financial insecurities people are facing.

This Q&A was cut for length.

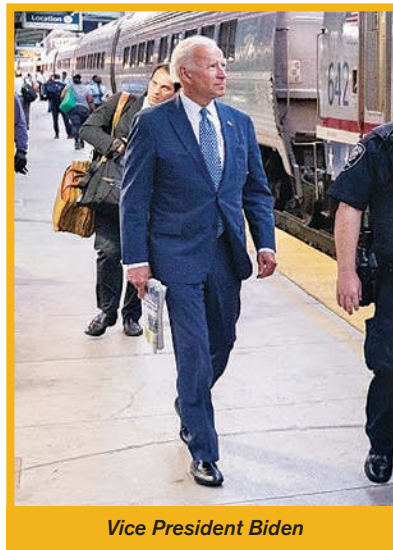
Vice President Joe Biden

Q1: What does the trade union movement mean to you?

A: I've long held that strong unions built the great American middle class – and they are critical to rebuilding our economy and overcoming the most pressing issues we face as a nation. Everything that defines what it means to live a good life and know you can take care of your family – paid leave, health care protections, a voice in the workplace – is because of workers who organized unions and fought for worker protections. There used to be a basic bargain between workers and their employers in this country – that when you work hard, you share in the prosperity your work created. But this bargain has been broken and as a result, the middle class has shrunk.

It's time to restore this basic bargain – and reward work, not just wealth. I have been laying out a plan for economic recovery to do that by creating millions of high-quality, high-skill, safe jobs, with the choice to join a union in order to grow a stronger, more inclusive middle class. I will include in the economic recovery legislation I send to Congress a series of policies to build worker power, raise wages, and secure stronger benefits. This legislation will make it easier for workers to organize a union and bargain collectively with their employers by including the Protecting the Right to Organize (PRO) Act, card check, union and bargaining rights for public service workers, a broad definition of "employee," and tough enforcement to end the misclassification of workers as independent contractors. It will also go further than the PRO Act by holding company executives personally liable when they interfere with organizing efforts.

Q2: Our nation's transportation and infrastructure funding is on life support as a result of Covid-19. Many companies such as Amtrak, American



Vice President Biden

Airlines, JetBlue and Southwest are proposing job cuts in the fall. What would your administration do to bring back confidence to working families and protect essential frontline workers from this and future public health crises?

A: The last six months should be a wake-up call. While industries and entire sectors of our economy have gone remote, we're reminded of the essential nature of the jobs done by transportation workers. Transportation workers are, and always have been, critical to keeping our economy moving. And, amid a global pandemic that has taken the lives of so many, your duty remains the same. We owe it to you to ensure that you receive the benefits and protections you need – now and after this crisis ends. Make no mistake, if I am elected president, organized labor and the Transport Workers Union will have a friend, an advocate, a partner in the White House, and my personal commitment to labor will be reflected in every single policy in a Biden Administration.

The hard truth is, we can't solve the economic crisis until we solve the public health crisis. Unfortunately, President Trump continues to refuse

to take these crises seriously or develop a real strategy to deal with them.

It is critical that without delay, we guarantee testing and personal protective equipment (PPE) for all those who are called back on the job, guarantee paid leave for anyone who gets sick, establish and enforce health and safety standards for workplaces, and enact premium pay for frontline workers putting themselves at risk. My full plan for a safe and effective reopening can be found at www.joe Biden.com/reopening. And, we must ensure that emergency relief benefits workers, not corporations and the super-wealthy.

We also must invest in transportation for the long-term. This includes revolutionizing municipal transit networks by aiming to provide all Americans in municipalities of more than 100,000 people with quality public transportation by 2030. I will allocate flexible federal investments with strong labor protections to help cities and towns install light rail networks and improve existing transit and bus lines. And, I'll make sure that America has the cleanest, safest, and fastest rail system in the world — for both passengers and freight. I will work with Amtrak and private freight rail companies to further electrify the rail system, reducing diesel fuel emissions.

It should not take a public health crisis to give our essential workers the long-term support they deserve. We need to raise wages, make quality, affordable health care accessible, provide free tuition for public higher education for families that make less than \$125,000 per year, and encourage unionization and collective bargaining. These steps, in addition to increased funding for biomedical research and disease surveillance will improve our emergency response capacity

continues on page 18

U.S. House Passes Heroes Act

On May 17, the U.S. House passed the Heroes Act which would directly address the needs of TWU members during the ongoing pandemic. TWU strongly supported this legislation and is calling on the Senate to pass it immediately. The bill takes many actions to protect essential workers and stabilize our economy.

- Specifically defines transportation workers and others as essential workers. More than 95 percent of TWU members would be eligible for federal benefits as essential workers.
- Establishes a fund to pay essential workers premium pay up to \$10,000 for their efforts during the ongoing pandemic.
- Subsidizes family care for essential workers who must leave their children, parents, and others who may need daytime care in order to work.
- Requires OSHA to immediately issue an emergency temporary standard to protect workers from Covid-19. Additionally, directs OSHA to develop a more general standard to protect workers from infectious diseases.
- Mandates the use of face masks and other personal protective equipment for both workers and passengers onboard public transit, airlines and Amtrak.
- Sets CDC guidance for cleaning, disinfecting, and social distancing as mandatory requirements for airlines, public transit systems and Amtrak.
- Prevents public transit agencies from laying off or furloughing workers if they receive federal funds.
- Expands federal paid leave requirements to all employers, regardless of size.
- Extends emergency unemployment insurance payments through at least December 31, 2020. Raises railroad unemployment insurance benefits to put them at parity with other UI programs.
- Provides 100% federally-subsidized COBRA benefits for workers who lose their healthcare coverage.

Vice President Joe Biden

continued from page 17

and allow us to confront future challenges before they become crises. A Biden Administration will immediately reinstate the White House Office for Global Health Security, re-engage the world, and fully fund the Global Health Security Agenda. Walls do not stop diseases, and I am committed to restoring American leadership on the world stage to meet our common challenges and ensure the safety and security of the American people.

Q3: Automation and other new technologies are quickly entering our workplaces. What policies will your administration lead on to ensure that these innovations create good jobs and protect workers?

A: As President, I will work to ensure that technological change benefits workers, creates jobs, and strengthens the middle class. And, I will ensure workers have a voice in innovation and are first in line to benefit. I will ensure that employers

receiving federal funds give all affected employees advance notice of technology changes and automation in the workplace, put their employees at the front of the line for new jobs, and offer paid skills training so that employees can succeed in new jobs. And, I will ensure employers discuss workplace technology changes with their employees and their unions and bargain over protections against employees being displaced.

Q4: TWU members have been put out of work by unfair trade practices in the transportation industry. State-owned enterprises in China, the Middle East, and elsewhere have been exploiting our open markets to siphon good jobs away from our country. What steps do you plan to take to create a fair trade system that preserves and increases American jobs?

A: I believe American business can compete and win when it comes to world trade, but it requires leadership that will fight for American workers. President Trump has sided with corporate interests against workers,

their unions, and their communities. And he rewards corporations for their executives abandoning American workers and moving jobs overseas, rather than holding them accountable to create, maintain, and bring jobs back to the United States. American workers and businesses can out-compete anyone, but their government needs to fight like hell for them. I am going to fight for every American job, especially against unfair foreign practices.

Rebuilding the middle class, creating jobs, raising wages, and strengthening communities must be the goal of every decision made about trade. As President, I will take aggressive trade enforcement actions against the Chinese government or any other country seeking to undercut American workers – including in transit and rail – through unfair practices, including currency manipulation, anti-competitive dumping, state-owned company abuses, or unfair subsidies. My full plan to ensure the future is Made in All of America by All of America's Workers can be found at www.joebiden.com/madeinamerica.



Offline Events to Online Engagement: TWU G.O.T.V. Methods

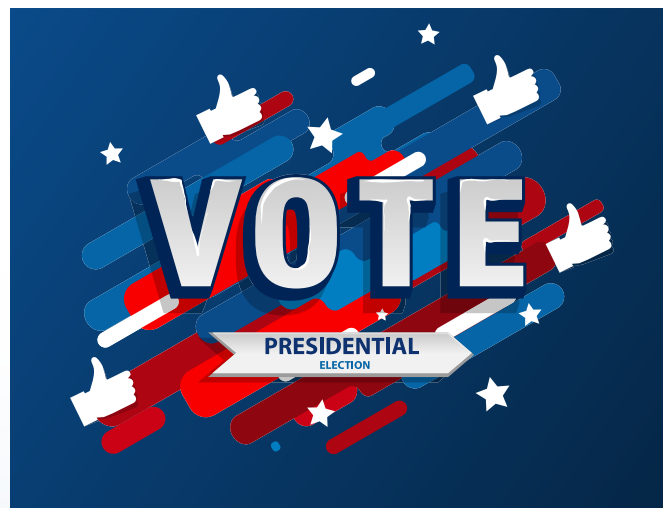
Our country is in crisis. The labor movement is facing serious challenges today – the unexpected viral Covid-19 pandemic, furloughs, the nation's economic downturn – all of which are demanding real and lasting solutions. Our nation will find solutions to all these problems, but it is up to us to find the best solutions for workers. Those kinds of solutions start with the opportunity to elect pro union candidates, even during these challenges. Our jobs depend on it. With a little more than four months to go until the election there is still time for us to adapt and do our part no matter the circumstances. With social distancing practicing still in place, getting out the vote will look different in 2020. We have adjusted to the immediate challenge of moving union meetings, candidate screenings, labor/management discussions almost entirely online. The same will likely occur for traditional GOTV practices such as canvassing and face-to-face mobilization. We will need to start planning and begin to move offline GOTV events to online GOTV engagement. To get started, here are some tips to safely mobilize TWU members – virtually – for the rest of the 2020 election cycle.

Email

Email has become more important during this crisis. TWU members and their families are likely to be checking their email more often, in between breaks, and paying closer attention as it has become their primary communication tool for some local members.

Virtual Townhalls or Webinars

You can work closely with your state conference chairs or local leaders to use digital platforms like Zoom or Google Meet which will allow hundreds of TWU members to join a video call on their phone or computers. Check out zoom.us for more information.



Relational Organizing

Relational organizing is the process by which groups, campaigns and individuals harness their personal relationships to effect community change. You can encourage your local members to reach out to their less engaged friends or colleagues, family and networks and encourage these people to register to vote, sign up to vote by mail (if available in your state) or request an absentee ballot (if available in your state).

Live Streaming

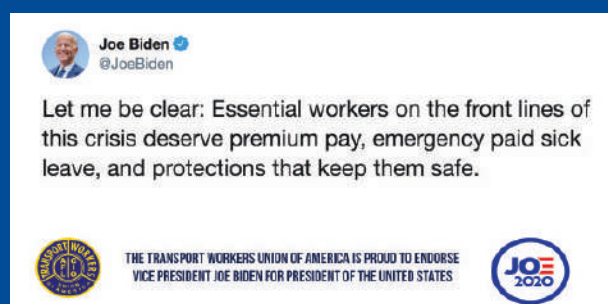
Consider going live on a social media platform (Facebook, Instagram, YouTube, etc.) You can use these platforms as they are

The TWU Endorses Joe Biden for President

On May 7, the TWU International Administrative Council endorsed Joe Biden for President, releasing the following statement:

"As transportation workers continue to suffer through the ongoing pandemic, we are all reminded of the importance of strong, pro-worker leadership at every level. More than 110 TWU members have died and another 10% of our members have tested positive for Covid-19 or been quarantined because of a lack of personal protective equipment (PPE) or mandatory worker protections on our transportation systems.

"Vice President Joe Biden has repeatedly called for an emergency temporary standard from the Occupational Safety and Health Administration (OSHA) which would require these basic protections for all of our members.



He has demanded that frontline workers be the priority for access to PPE and testing. Over his entire career, he has demonstrated the strongest commitment to workers in every transportation sector. For these reasons and many more, the Transport Workers Union of America is proud to endorse Vice President Joe Biden for President of the United States."

Many states have postponed primaries or expanded absentee and mail-in voting. Stay updated by tracking changes via The U.S. Election Assistance Commission's Covid-19 resource page or visiting <https://www.eac.gov/election-officials/coronavirus-covid-19-resources> and navigating to any state or local election office website.

More Helpful Links to Track Absentee Deadlines

Absentee Ballot Deadlines

<https://www.vote.org/absentee-ballot-deadlines/>

Voting & Covid-19

<https://www.vote.org/covid-19/>

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Trump Administration's Anti-Worker Record

Coronavirus Outbreak

- This crisis has been made worse by all the deregulation pushed through by Trump and his administration.
 - Trump's CDC weakened guidelines that put workers who are among the most at risk of contracting the virus in danger.
 - Allows health care employers to rely upon facemasks instead of certified respirators, even though it is widely acknowledged that facemasks do not protect against airborne exposure to the virus.
 - Rolls back requirements for hospitals to isolate suspected and confirmed cases in airborne isolation rooms to limit the spread of the disease.
 - OSHA refuses to issue an Emergency Temporary Standard for infectious disease.

Assaults on Our Union Rights

- Waged an Assault on the Economic Rights of Federal Workers, repeatedly undermining their voice on the job:
 - Undermined our merit-based civil service system, granting managers a license to freely discriminate and retaliate against workers.
 - Restricted union representatives' ability to advocate for their members on the job.
 - Targeted workers' freedom to negotiate on workplace issues, including reasonable accommodations for those with disabilities, employee training, overtime, telework and flexible work schedules.
 - Revoked the Department of Education's previously-negotiated union contract and illegally imposed an anti-union directive, stripping 3,900 workers of all previously negotiated rights and protections.
 - Stripped away protections for rank-and-file workers at the Department of Veterans Affairs, prompting a 60%

- rise in firings in the second half of 2017 alone.
- Pushed relentlessly to roll back employee responsibility to bargain with franchise or subcontracted workers if workers choose to form a union.
- Repeatedly turned a blind eye to misclassifying up to 30% of workers as independent contractors.
- Abolished labor-management councils in federal contracts.
- Stacked the National Labor Relations Board with union-busting corporate lawyers, denying working people our right to organize through a fair process.
- Defended “Right to Work” in a brief to the U.S. Supreme Court
- Rescinded the Department of Labor’s Persuader Rule, which required companies to disclose anti-union legal activities.

Hurting Our Pocketbooks

- Trying to rip off tipped workers by implementing a proposal that would probably result in servers doing more nontipped work and at a lower pay rate than previously required.
- Opposed any increase in the Federal Minimum Wage, denying a desperately needed raise to nearly 40 million workers.
- Derailed the Department of Labor's Overtime Rule, blocking millions of workers from receiving a full paycheck.
- Undermined the Fiduciary Rule, potentially costing working people more than a quarter of our retirement savings.
- Oversaw a rise in outsourcing, including the highest rate of outsourcing by federal contractors in a decade.
- Threatened the future of Social Security, chipping away at working people's retirement security through \$26 billion in proposed funding cuts.



Corporate Giveaways

- Jammed through a massive tax giveaway for the rich, robbing working people of \$1.5 trillion while encouraging corporations to outsource our jobs.
- Overturned the CFPB's ban on forced arbitration clauses, which had prohibited unfair contracts that force consumers to give up our right to sue.
- Destroyed key Dodd-Frank protections, placing the financial system at greater risk, exposing homebuyers and students to predatory lending and weakening protections against racial discrimination in credit.
- Pushed to weaken the rights of shareholders, which would prevent working people and our pension plans from holding corporations and CEOs accountable.

Anti-Worker Trade Deals

- Struck an anti-worker trade deal with South Korea, failing to secure key labor and human rights protections.
- Proposed a 78% cut to the International Labor Affairs Bureau, the federal agency tasked with promoting a fair global playing field for workers.
- Proposed \$400 million budget cuts that would slash the Trade Adjustment Assistance program for those who lose their jobs to imports over the next decade.

Threats to Our Safety and Health

- Targeted Medicare and Medicaid, proposing more than \$1 trillion in funding cuts.
- Championed 'Trumpcare,' threatening to rip health coverage away from 24 million Americans.
- Actively undermined the Affordable Care Act, increasing the number of uninsured Americans by 7 million.
- Made workplaces more dangerous by rolling back critical federal safety regulations:
 - Cut federal workplace safety inspectors to their lowest level in OSHA's history.
 - Repealed recordkeeping rules requiring employers to keep and report accurate injury records.
 - Refused to publicly disclose fatality and injury data reported to OSHA.
 - Loosened requirements for federal contractors, overturning a rule requiring companies to disclose labor violations before being awarded a federal contract.
 - Undermined workers' voice on the job, withdrawing a policy allowing nonunion workers to participate in safety inspections.
 - Proposed eliminating the Chemical Safety Board and cutting workplace safety research and training programs.
 - Proposed revoking key child labor protections for teenagers working in the health care industry.
 - Weakened MSHA's mine safety enforcement, forcing miners to work in hazardous conditions.
 - Halted new rules on styrene, combustible dust, construction noise, infectious diseases, silica and mine safety.
 - Delayed and proposed rolling back the EPA's chemical

risk management rule, leaving workers, the public and first responders in danger.

Failure to Govern

- Shut down the Federal Government for 35 days, forcing 800,000 federal workers and more than 1 million contract workers to go more than a month without pay.
- Proposed merging the Education and Labor Departments, further attempting to increase privatization and enrich corporations at the expense of working people.
- Pushed a 21% cut to the Department of Labor's Budget, including a 40% cut in job training and cuts to OSHA's funding.
- Made numerous anti-worker appointments to key offices:
 - Appointed Eugene Scalia as Secretary of Labor, tapping a dangerously anti-worker, union-busting corporate lawyer whose extreme views are in direct conflict with what America deserves.
 - Appointed Andrew Puzder as Secretary of Labor, despite his career-long record of callous disregard for the welfare of working people.
 - Appointed Betsy DeVos as Secretary of Education, elevating a billionaire who had spent millions attacking public education and undermining teacher unions.
 - Appointed Jeff Sessions as Attorney General, leaving the Department of Justice in the hands of an extremist who has long fought against legal protections for workers, people of color and immigrants.
 - Appointed Neil Gorsuch to the Supreme Court, selecting a justice who consistently prioritizes corporations over working families, as seen in the egregiously wrongheaded Janus and Husted decisions.
 - Appointed Brett Kavanaugh to the Supreme Court, advancing a nominee with a dangerous track record of protecting the privileges of the wealthy and powerful at the expense of working people.
 - Installed OMB Director Mick Mulvaney to head the CFPB, which immediately started rolling back consumer financial protections, put a freeze on the implementation of all new rules, halted its investigation of Equifax and weakened rules against predatory payday lenders.
 - Appointed William Emanuel and Marvin Kaplan to the NLRB, allowing two professional union-busters to make critical rulings on the rights of working people.
 - Nominated Ajit Pai as FCC Chair, selecting a corporate ally who promptly rescinded net neutrality rules and denied working people unimpeded access to an open internet.

Cruel Immigration Policies

- Criminalized workplaces through egregious immigration orders.
- Destroyed DACA and TPS, putting lives in danger.
- Tore apart immigrant families along the border, misplacing and traumatizing thousands of children.

Thom McDaniel Talks Flight Attendants

The TWU Express “sat down” and discussed the issues that matter most to the TWU Flight Attendant family with Thom McDaniel, International Representative and Southwest Airlines Flight Attendant for 28 years.



Thom McDaniel with flight attendants from Chicago.

Q1: The TWU represents Flight Attendants at Southwest Airlines, Allegiant Air, JetBlue, and Flight Services International FSI. Can you tell us more about those workgroups?

A: Sure, the TWU represents approximately 25,000 Flight Attendants across three different airlines and one service provider. The largest is Southwest Airlines Local 556 with over 17,000 members. We also represent Allegiant Air Local 577 with approximately 1,500 members. In addition, we represent FSI, a service provider with approximately 400 Flight Attendants who provide Flight Attendants for Atlas Air. Our newest Flight Attendants are employed by JetBlue Airways with approximately 5,500 Inflight Crewmembers (IFCs). FSI and JetBlue are currently very close to negotiating historic first contracts.

Q2: What kind of history does the TWU have representing Flight Attendants?

A: The TWU has a long and successful history representing Flight Attendants. In addition to representing American Airlines and Eastern Flight Attendants in the past, Southwest Airlines voted for TWU representation in the mid-1970s. Local 556 at Southwest Airlines has grown to be one of the largest unionized Flight Attendant groups with a contract that leads the industry in almost every way. Due to the success of TWU at Southwest and in our other divisions, Allegiant, FSI, and JetBlue have chosen the TWU to continue that legacy.

Q3: What issues are important to Flight Attendants today?

A: Well, the effects of Covid-19 have had a huge effect on our TWU Flight Attendants. In addition to being frontline essential workers who are key to returning airlines to profitability, many Flight Attendants feel that they have to make a choice between paying their bills or exposing themselves and their families to the virus. For this reason, many of our members have taken short and long term leaves or even early retirement.

At this time, Flight Attendant salaries have been protected until the end of September, due to the CARES Act, but could face furlough

when the payroll protection runs out. Many of our Flight Attendants have reached out to their elected representatives for a six-month extension of the CARES Act payroll protection to protect their companies, coworkers, and the travelling public. In addition, Flight Attendants are faced with the new passenger issues on the aircraft including refusal to comply with CDC recommendation and the ongoing issues of cabin air quality and sexual harassment at work.

Q4: When it comes to legislation, what should Flight Attendants pay attention to?

A: There are so many legislative issues that are important to our flight attendants right now. TWU Flight Attendants are on the front lines on Covid-19 related issues like the extension of the CARES Act Payroll Support Program and unemployment benefits and the HEROES Act. In addition, we continue to fight for health care improvements in many states, effective regulations on cabin air quality, safety issues, and transportation infrastructure for all TWU members. Most importantly when all TWU flight attendants speak with one voice, we are more powerful.

Q5: How can a Flight Attendant benefit from joining the TWU?

A: The TWU has negotiated the best Flight Attendant contract in the industry during some of the most trying times in the travel industry through unity, strategy, and the strength. Even at carriers where we do not yet have contracts in place, we have been able to negotiate protections and improvements for our Flight Attendants that would be impossible without the TWU. With 25,000 Flight Attendants represented by TWU, our voices are stronger together.

Q6: Is there a way to find resources specific to TWU Flight Attendants?

A: Yes, the TWU has created a new extension to the TWU website specific to our Flight Attendant groups with resources, contract references and Flight Attendant specific topics. You can sign up for TWU Flight Attendant updates at www.twu.org/flight-attendants.

TWU-IAM Association Updates: *WARN Letters Issued*

The TWU-IAM Association sent the following informational note on July 16 in regards to American Airlines' WARN letters sent to Association members:

"This is an informational note to address the fact that American Airlines has issued WARN letters to members of the Association. Let's start by talking about what a WARN letter is.

"The Worker Adjustment and Retraining Notification Act (WARN Act) offers: 'protection to workers, their families, and communities by requiring employers to provide notice 60 days in advance of covered plant closings and covered mass layoffs. Advance notice provides workers and their families some transition time to adjust to the prospective loss of employment, to seek and obtain alternative jobs and, if necessary, to enter skill training or retraining that will allow these workers to successfully compete in the job market. WARN also provides for notice to State dislocated worker units so that dislocated worker assistance can be promptly provided.'

"American is required by law to issue these letters if there is a possibility of a mass layoff. The issuance of WARN letters does not mean that there absolutely will be a layoff and a WARN letter issued to you does not mean that you absolutely will be laid off. Your TWU/IAM leadership believes that work conditions and contract language will minimize or eliminate layoffs for Association members.

"We recognize that these are tough and stressful times. Life does not have many guarantees but we can guarantee that excessive drinking or drug use will NOT fix or solve any of life's problems. If possible, concentrate on the good things in your life and take good care of yourself through healthy eating, exercise and sleep.

"We want you to know that the Association EAP staff has been working for months on researching

multiple resources for those that may be affected by a layoff. Please reach out to any of your Association EAP representatives with questions, concerns, or suggestions."

On July 17, the TWU-IAM Association leadership sent the following follow-up letter:

"This year has been an emotional rollercoaster and stressful year for all of us. We have experienced periods of high stress coupled with periods of good news. Contentious contract talks, ratified contract, COVID 19, CARES Act passes, pandemic resurges and now the WARN notices.

"We know that stress is cumulative and any life issues we are experiencing do not go away while we are dealing with adverse industry conditions. The fact that certain aspects of the pandemic and how serious it is have become politicized may lead to stressful situations. We all bring our own life story and unique individual circumstances into our current work environment. For some members this can become overwhelming.

"One area where we absolutely excel is watching out for and taking care of each other. If you would like to talk with someone your EAP is here for you. If you see a fellow Brother or Sister who appears to be having a difficult time, please remind them they do not have to go it alone. If they are reluctant to ask for help, we can reach out to them. We would rather call a hundred members who really do not need our help than leave one member to suffer alone.

Take Care and Stay Safe,

Ken Morse, AA TWU Tech Ops EAP Director, 815-483-8585

Mark Scroggins, AA TWU FSC EAP Director, 817-800-2623

Chris Davis, DL 141 EAP Director, 704-572-4859

Paul Shultz, DL 142 EAP Director, 704-907-3563

Time Is Running Out! Act Now and Urge Congress To Safeguard Aviation Jobs

TWU members have all put their lives at risk to serve the public during this pandemic. Federal funding is running out and our jobs are at risk of disappearing if Congress doesn't extend worker protections in the airline industry before October 1. The CARES Act helped save transportation workers jobs, wages, and benefits by prohibiting involuntary furloughs or wage reductions at airlines through the Payroll Support Program (PSP). It is time to ask your elected officials to renew this program and pass a clean extension of the Payroll Support Program (PSP) through March 31, 2021. Without an extension of the PSP grant job program, tens

of thousands of aviation jobs will be lost before the end of the year.

TWU members cannot afford a delay. American Airlines has already announced that it is planning to furlough more than 8,000 flight attendants on October 1. As our economy struggles to recover from the effects of the ongoing pandemic, more jobs will be lost if we don't take action now. Congress must act fast to save OUR jobs before time runs out.

Take action and send a letter to Congress today. Visit actionnetwork.org/letters/time-is-running-out-act-now-and-urge-congress-to-safeguard-aviation-jobs/

Road to Nowhere: PATH Workers at TWU Local 2001 Without a Contract for Nine Years

Members at TWU Local 2001 working for PATH have been negotiating a contract for nearly nine years— and with no progress in sight, members are disgusted. The company is refusing to negotiate in good faith. For years, members have worked in deplorable conditions in tunnels with poor air quality. Adding insult to injury, PATH is now trying to decimate their healthcare plan.

“Our members have sat by patiently through years of contract delays because of PATH. Now that PATH is finally willing to even offer a contract, they have a ‘take it or else attitude,’” said Local 2001 President Patrick Howard. “Normally I would say ‘take it or leave it,’ but they are now threatening my members with punitive action if they don’t sign their pre-negotiated contract that they had with the Port Authority. Well my members don’t work for the Port Authority; they are railroad workers and deserve to have the opportunity to actually negotiate their own contract. PATH is looking to force my members into an inferior healthcare plan that could potentially cost these workers thousands of dollars a year. This is not acceptable to the rank and file, and PATH is well aware that they need to come off their position if we can try to come to terms.”

Local 2001 Vice President Kevin Campopiano explained, “I have personally been involved in these negotiations for over a year and a half, and in that time the offer from PATH has remained unchanged. PATH responded to a counter-offer from the Labor Coalition by refusing to recognize the coalition anymore and in one-on-one negotiations since, the only part of their offer that has changed has been the date at the top. I have heard the board say time and time again that they are working hard on reaching an agreement, but I have yet to see any outcome of that hard work.

“During the current pandemic, PATH instituted a more restrictive quarantine policy with a retroactive date that looked to take back compensation from members for previous paid time off by attempting to take away vacation days. PATH later reversed the retroactive date after an outcry by the various unions. Since July 1, they also instituted a more restrictive sick policy, forcing members to jump through more hoops to use their contracted sick leave.



Members rallied in Jersey City in January 2020

“The members of TWU Local 2001 are Pump, Station, Structural, and Track maintainers who have sweated and bled together in these tunnels throughout the years. They work in brutally hot conditions in the tunnels and brutally cold conditions outside. They have continuously risen above and beyond the call of duty through all sorts of adversity and weather conditions including numerous snow storms, Hurricane Sandy, and have provided crucial support for several PATH projects including their on-time implementation of ATC, and the current tunnel rehabilitation project. And they did it all while being out of contract for going on a decade. They are not asking for anything extravagant. They do not seek glory or recognition, they simply ask for a fair contract offer, one that they have earned time and time again. It is time for PATH to step up to the plate.”

TWU International Railroad Division Director John Feltz concluded, “Enough is enough. It’s about time these dedicated workers get the contract they so rightly deserve. In today’s rapidly changing world, no one should have the same wages and benefits that they did nearly a decade ago – especially TWU members. It’s time PATH comes to the table and does the right thing.”

Letter Campaign: Tell Congress to Fund Amtrak!

The TWU Railroad Division launched a letter campaign over the spring, urging Congress to fund Amtrak. Amtrak workers have been deemed essential workers and have been working throughout this pandemic. Hundreds of Amtrak workers have contracted Covid-19 but have continued to work despite the risks.

Amtrak is now announcing they’ll need to furlough 20%, and dramatically reduce long-distance services. Amtrak is using the pandemic to reduce or suspend

service on many of the routes across the country with the intention of making them permanent. This is part of the current business model for the future of Amtrak.

The time is now come together and ensure the longevity and safety of not only our TWU Railroad Family careers’, but also our national rail network.

Please send a letter to Congress, telling them to support Amtrak funding and save good jobs! Visit actionnetwork.org/letters/tell-congress-to-fund-amtrak-and-save-our-jobs to get started.

Railroad Unions Send Letter to Congress Requesting Better Amtrak Funding

On June 11, the Amtrak Service Workers Council (which includes the TWU), along with a dozen other unions, sent a letter to Reps. Nita Lowey, Kay Granger, David Price and Mario Diaz-Balart, requesting better funding for Amtrak.

The following letter was signed by American Train Dispatchers; Association Brotherhood of Locomotive Engineers and Trainmen; Brotherhood of Maintenance of Way Employees; Brotherhood of Railroad Signalmen; International Association of Machinists and Aerospace Workers; International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers; International Brotherhood of Electrical Workers; National Conference of Firemen and Oilers; SEIU International Association of Sheet Metal, Air, Rail and Transportation Workers - Mechanical Division; International Association of Sheet Metal, Air, Rail and Transportation Workers - Transportation Division; Transportation Communications Union/IAM; Transportation Trades Department, AFL-CIO; Transport Workers Union of America; and UNITE HERE!

The working people who make Amtrak run have long stood with the carrier in fighting to secure the funding it needs to operate a national intercity passenger rail network, capable of serving millions of Americans each year. Our commitment to ensuring the long-term viability of Amtrak has not changed, particularly as it deals with the consequences of Covid-19.

Amtrak has seen its ridership decrease as much as 95%, and where ridership may be greater, it is capping sales at 50% of capacity to promote socially distanced travelling. This loss of revenues threatens its ability to operate. To make up for these losses, Congress provided \$1.1 billion through the CARES Act which allowed Amtrak to meet its obligations and keep its workforce on the payroll and attached to critical benefits, including healthcare.

Recently, Amtrak formally requested an additional \$1.475 billion in supplemental funding for FY'21. Unlike its previous request, Amtrak plans to accept these funds while also eliminating up to 20% of its workforce. We are deeply concerned about what such aggressive cuts mean for Amtrak employees who face losing their jobs during a global pandemic, and for the future of the carrier and the service it provides. As stated, we strongly support Amtrak receiving the funds it needs. However, we call on you to ensure that any supplementary funds are made contingent on the following items:

Protecting Amtrak Workers Today

We reject the proposal that Amtrak should receive additional billions in federal assistance while simultaneously eliminating thousands of jobs, and request that in return for accepting supplementary funds, Amtrak must be prohibited from proceeding with involuntary furloughs.

While Amtrak has many financial needs, these funds must be used to keep employees on payroll, so that they may continue to receive healthcare, provide for their families, and deliver the services our country needs. Keeping these highly skilled and qualified individuals employed at Amtrak also ensures that the critical workforce Amtrak needs to resume service in the future will be available when called upon. It should also be noted that putting thousands of Amtrak workers out of work will simply

We believe strongly that it would be counterproductive for Congress to provide billions in assistance to the carrier only to come out of this crisis with a worse and degraded service for the travelling public.

shift the financial burden to our struggling Railroad Unemployment Insurance system, necessitating added cost to the government without receiving a service in return for its investment.

Per Amtrak's request, it plans to proceed with these cuts to save \$350 million in labor costs. If the amount of its current supplemental request is not adequate to cover these expenses, we call on Congress to ensure that additional funds in this amount are included—and reserved for—payroll expenses.

Finally, we are also deeply skeptical of claims by Amtrak that it can substantially reduce potential layoffs through a proposed voluntary buyout/retirement program. The data we have been presented with is unconvincing based on the size of our unions' Amtrak membership and the amount of those members who would be eligible. Unsurprisingly, thus far we have seen minimal participation in the program. The availability of this option is unequivocally not a replacement for real efforts to keep employees connected to their jobs.

Securing Amtrak's Future

While the human and economic cost of Covid-19 has been monumental to date, demand for passenger transportation will eventually return to pre-pandemic levels. When it does, Amtrak must also do so.

Congress must build on and clarify safeguards contained in Sec. 22002 of the CARES Act to ensure that Amtrak cannot use the pandemic as an excuse to permanently and artificially cut its workforce, eliminate or reduce routes and on-board or other customer services, or replace furloughed Amtrak employees with outsourced contractors. When ridership shows meaningful signs of recovery, Amtrak must reestablish its previous levels of service. We believe strongly that it would be counterproductive for Congress to provide billions in assistance to the carrier only to come out of this crisis with a worse and degraded service for the travelling public.

We urge you to provide Amtrak the supplementary funds it needs to ensure its financial wellbeing through FY'21 and into the future. We also urge you to make sure those funds support the wellbeing of its workforce, and reestablishment of the high-quality and extensive service it provided pre-pandemic. We look forward to working with you on this and other issues concerning Amtrak.

Local 252 Ratifies New Contract with Transdev

After nearly five months of intense negotiations, amid a nationwide crisis and protests, Local 252 reached a tentative agreement with Transdev on June 3 that secures major wins for its Transit members. Members ratified the contract on June 24.

"This was a long battle, with 13 sessions during a pandemic that put New York State and Nassau County into poverty with little hope of improvement. Thanks to a great committee, we managed to make the company understand the necessity of agreeing to our economic proposals," said Local 252 President Debra Hagan. "This huge victory is a bright spot in such dark times."

Going into the negotiations, the local hoped to gain wage raises of 3% per year, but the pandemic caused significant budget problems for the state and county, causing the local to re-evaluate the union's demands. However, the union came a very long way – gaining 7% in wage increases over three years with 2% , 2 ¼% and 2 ¾%, and a potential \$1,000 cash bonus to all members in year two, if Transdev gets their projected budget from the county.

In addition, the contract also includes:

- 401K match increased by 1%
- Increase in the Class A mechanics pay of \$1.86 per hour, in addition to the wage increase percentages closing the gap between those hired prior to 1998 and post 1998
- Increased the rest time to 9 hours between daily shift reports
- Increased the holiday differential to \$4 per hour
- Increased Articulator pay differential
- Gained additional \$1.50 per hour for Bus Operators and Maintenance Technicians while training and shadowing new hires
- Gained the classification and recognition of Backers as union members

- Additional union participation in assignment of work
 - Dozens of additional beneficial provisions for union members
- "Congratulations to President Hagan and the members at Local 252 working for Transdev," said International President John Samuelsen. "Considering the tumultuous time we are going through, this contract is priceless."

Local 282 Unanimously Votes in New Contract

Members of Local 282 in Easton, PA unanimously approved a new four-year contract with their school section, Colonial Intermediate Unit 20 unanimously on June 30. The negotiations were conducted completely via Zoom.

"This is the third four-year agreement for the local, making it a 'young' contract that is continually improving," explained TWU International Rep Carl Martin, who was on the negotiating team.

Highlights of the agreement include 11 percent raises over the next four years; two extra PTO days with improved cash out language; as well as improved language for employer provided uniforms, cash out of unused sick days, run picking, grievances, and retiree health care.

Surprise! Local 234 Member Honored on 50th Work Anniversary

On May 6, Local 234 member Russell Gardner got up, went to work at the NRG station and found a surprise waiting for him: SEPTA threw him a party in honor of his 50th work anniversary.

Gardner, who is a Custodian, has only called out sick twice in his half-century career.

"This is something to feel good about," said TWU TUUS Director Curtis Tate. "We should try to find things that bring us positivity amidst all this sorrow."

Gardner told CBS 3 Philadelphia that his secret to success is "taking pride in what you do."





Paul W. Burges



Rosendo Rodriguez and Ron Espree

TUUS Division Retirees

The following dedicated members are retiring with over 30 years of service. We wish them all the very best.

Local 223

After 40 years of service, Les Heydorn is retiring. He started working at Local 223 on July 21, 1980. He was always a union member and was very well-respected among the membership.

Local 260

Irasema Sami Mendoza began her career at Metro on September 13, 1985. She retired as a Storeroom Attendant in June 2020, after 35

years of service. She was also a shop steward.

Ron Espree is retiring after 36 years of service as a Transit Journeyman Mechanic. He completed one of the first apprenticeship classes Metro offered and always encouraged new hires to join the union.

Rosendo Rodriguez started working at Metro on May 4, 1984 and retired June 2020, with 36 years of service. He was a Transit Journeyman Mechanic and mentor to many members.

Paul W. Burges began working with Metro on December 17, 1981. He retired as Maintenance Mechanic in June 2020 with 39 years of service. He was a strong union member in a department where many were not.



Les Heydorn



Irasema Sami Mendoza

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