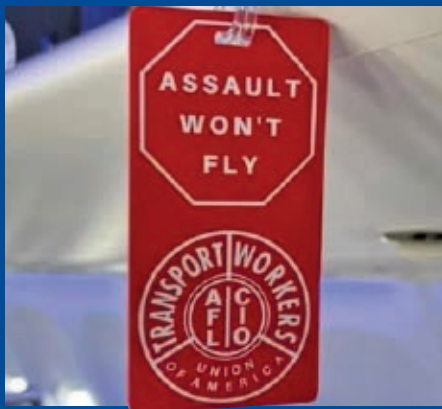




Another First Contract for the TWU: Spirit Air Gate Service Agents Ratify TA



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Assaults Won't Fly Campaign Takes Off



RAIL / 18

Sunnyside Yard Visit in New York



TRANSIT / 20

Local 234 with Secretary Buttigieg



Growing the TWU to Build Impact, Just Not New Members

By International President John Samuelsen

“The more organizing we do, the bigger footprint we make. And the bigger the footprint we have, the greater overall our numbers are, and the greater our ability is to project power across our country.”

Since this current leadership took office four years ago, the TWU has done a tremendous amount of new worker organizing. We’ve developed and honed a unique organizing methodology: face-to-face, boots on the ground, worker to worker. We do not have a huge organizing budget like other unions, but we are tangibly more effective at winning organizing victories.

The single greatest measure of success of an organizing drive is working with new TWU members to bargain and then ratify that all-important first contract. The TWU has had great success securing inaugural contracts for thousands of workers, including JetBlue InFlight Crewmembers, Spirit Air Gate Service Agents and Local 320, the nation’s first and only national Bike Share union – just to name a few.

It’s altruism, it’s the right thing to do, to bring workers under a union contract and advance the level of economic security they enjoy. It’s an amazing feeling to lead a union that wins drives and elevates the status of working families in America.

And the more organizing we do, the bigger footprint we make. And the bigger the footprint we have, the greater our overall numbers are, and the greater our ability is to project power across our country. When we grow the TWU, we are increasing our ability to impact the national dialogue in Washington, DC and in our state capitals. Every time we win an organizing drive and secure a contract with that workgroup, our collective power increases.

Most of the organizing victories have been driven by rank-and-file TWU members. The union has become adept at deploying our existing membership to work with prospective new work groups.

If you are a TWU member and want to contribute to fight to advance the TWU, please ask your local leadership about our robust organizing training program. There are lots of possible opportunities to get involved. Thank you.

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



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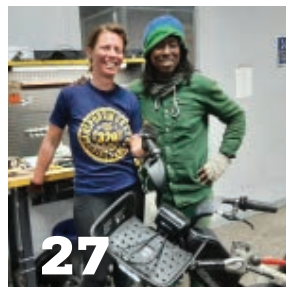
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Stop the Assaults on Workers Now

By International Secretary-Treasurer
Jerome Lafragola



“Flight Attendants,
Gate Service
Agents, Bus and Rail
Operators, Conductors,
On-Board Food &
Beverage Service
Workers and so many
other transport workers
are being attacked by
the very same people
they are supposed to
be keeping safe.”

The past two years have not been easy for TWU members. Since the pandemic took hold of the country, you have been serving as the circulatory system for other frontline workers: safely transporting others to and from their jobs, while at the same time putting yourselves and loved ones at risk.

While others were able to work from home, you left your homes each day. But on top of worrying about different variants of this virus, many TWU members are increasingly being assaulted on the job. Flight Attendants, Gate Service Agents, Bus and Rail Operators, Conductors, On-Board Food & Beverage Service Workers and so many other transport workers are being attacked by the very same people they are supposed to be keeping safe. It's happening across all our divisions.

According to the Federal Aviation Administration, as of February 28, this year there have been 72 reports of unruly passengers, with 474 related to face mask enforcement. Only 170 investigations have been initiated and 92 enforcement actions initiated. Not a single passenger who has assaulted a ground service worker has been prosecuted under federal law and only a third face possible prosecution.

This is one of the reasons why the TWU is calling for a Banned Passenger List. The list could be similarly managed to the Transportation Security Administration's No-Fly list and will protect airline crew members, security screening personnel and passengers by banning abusive passengers from commercial aircraft flights.

Members in our Transit, Universities, Utilities & Services Division are also experiencing more frequent incidents of dangerous violence on the job. Bus, Train and Rail Operators, Conductors, Cleaners and other transit workers in New York City, Miami, Philadelphia, San Francisco, Houston and cities across the country are being spit on, punched, and facing other shocking acts of violence on the job.

In fact, things have been so bad in the New York City subway that MTA Chairman Janno Lieber called on the authority to ban repeat offenders from the system on February 24. Currently, the law does allow New York State judges to issue bans for people convicted of assaulting MTA workers and can ban people from public transit for up to three years if they are convicted of unlawful sexual conduct while using the system.

Our Railroad Division members who work for Amtrak are experiencing more of the same. Amtrak Police recorded 1,142 incidents of assault onboard Amtrak between October 1, 2018, and September 14, 2021. From 2019 to 2021, despite a more than 60 percent reduction in the number of Amtrak passengers, Amtrak employees experienced roughly a 25 percent increase in onboard assaults.

Amtrak has instituted its own “prohibited passenger list” to prevent unruly passengers from riding the railroad. Unlike in the aviation sector (where airlines are legally barred from sharing information on passengers with each other), Amtrak's prohibition effectively locks these individuals out of the system. But there is still more work to be done to prevent these assaults from happening in the first place.

I'd like to thank all TWU members for their dedication and commitment to Keeping America Moving. I can't express how much we appreciate your sacrifice and all that you do. Please continue to take care of yourselves, while we keep on aggressively defending your livelihoods.

A handwritten signature in black ink, appearing to read "Jerome Lafragola". The signature is fluid and cursive, written over a white background.

The TWU Mourns the Passing of International President Emeritus Harold “Sonny” Hall



Harold “Sonny” Hall, former President of TWU Local 100 and the International Union – and one of TWU’s most memorable and charismatic leaders – has died at the age of 89.

According to his niece, Patricia, Sonny had been in failing health for some time. He passed away in his sleep, in hospice care on Jan. 13, 2022.

TWU International President John Samuelsen said, “It’s a sad day for the TWU. I knew Sonny as a young Trackworker, as Local 100 President and now as International President. Sonny was one of the last direct links to Mike Quill and the founders of the TWU. He was an anchor for the TWU and his departure will be deeply felt.”

Sonny Hall came on the job as a Bus Cleaner at the old 146th Street Depot (now Mother Clara Hale Depot) in 1953. At the time, the union was in the midst of its epic fight for the five-day, 40-hour work week in the private bus industry.

Sonny recalled with a chuckle, in an interview with the Transport Workers Bulletin in 2016: “I was way ahead of the union on that one. I was on the four-day work week.”

Unfortunately for the young transit worker, the company bosses weren’t all that amused.

“I remember getting taken out of service for my poor time and attendance record. I wasn’t sure if I would get fired, but I was sure I was going to get a long suspension,” Sonny said in that interview.

He credited union organizer Frank Gavin with saving his job. “Frank was an old time, old fashioned, union rep. He went into the hearing with management and really fought for me. When he emerged from the meeting, he told me that I was going back to work the next day but also told me that if I kept doing what I was doing I was going to end up on the street. That cured me of my time and attendance issues.”

But ironically, the positive interaction with the union was not Sonny’s springboard to his union career.

“I really wasn’t a union activist in my early years on the job,” he recalled. “But I did like to go to union meetings to find out what was going on.”

It was his good record of attending those meetings that finally got him involved. “Our depot chair at 146th Street was retiring, and the person who was running for the job, Jimmy Hood, needed someone else on his slate. I was one of the few people who had the required number of meetings to qualify, so Jimmy asked me if I would run with him. That’s how it all started.”

Sonny was born January 30, 1932, in the Bronx. His father, Harold Sr. was a Bus Operator at the 100th Street Depot (now Tuskegee Airmen Depot). “My dad was Harold, and I didn’t particularly like being called Harold, so he started calling me ‘Sonny’ and it stuck. I’m sure a lot of people over the years didn’t even know my real name.”



International President Emeritus Sonny Hall (center) at the TWU Constitutional Convention in 1997



Hall speaks to workers at the 207th Street Yard

Continues on page 6

Mourning the Passing of Sonny Hall

Continued from page 5

Sonny served in the military as an Army MP at a nuclear facility in Albuquerque, New Mexico. He had enlisted in the Marines when he was 16 with his older brother's papers, but was sent home after being discovered.

He started out with Omnibus as a Cleaner and Shifter and then became a Bus Operator.

Despite his initial reluctance to get involved in the union, once he did his trajectory was straight up.

He formed a team with his partner Jimmy Hood. "If you were ever in trouble, Jimmy is the guy you'd want in your corner. He was relentless. Management was never right in Jimmy's eyes. He would just push and push until they finally caved in."

He served as Vice Chair at 146th Street beginning in 1964 with Hood as Chair. "We must have done something right for the members, because we kept getting elected."

During the city-wide transit strike in 1966, Sonny was assigned to picket outside the old city jail where TWU International President Mike Quill and other union leaders were being held after their arrest for defying a court order. "I was at the press conference where Mike Quill famously told the judge to 'drop dead in his black robes.'"

He also recalls that "it was freezing cold on the picketlines. The police supported the strike and kept coming outside to give us coffee and donuts. We felt like we were fighting for all public employees."

Sonny continued his climb up the ladder. When the union went out on its second city wide strike in 1980, he had risen to Vice



President for MaBSTOA Division 1. "I told the reporters that the Executive Board was split, and we were really going to strike. They thought we were crying wolf, but we weren't."

As Vice President, Sonny was responsible for all contracts for the private bus companies. He oversaw an 11-week strike against New York Bus Service in 1984.

In 1985, the Executive Board thrust Sonny into the role of President when then Local 100 President John E. Lawe moved up to TWU International President after the unexpected death of William G. Lindner.

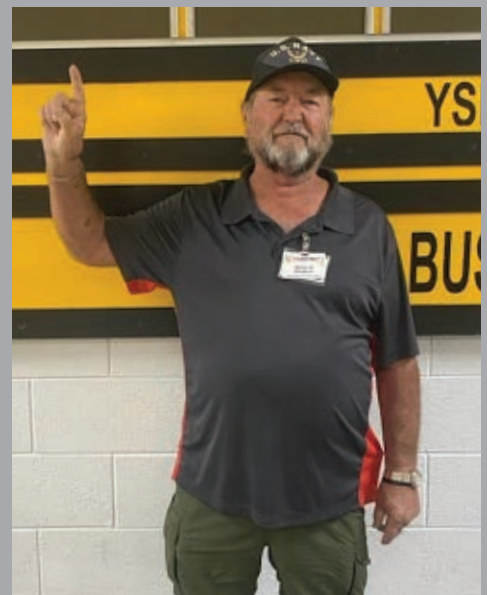
For the next nine years, he guided Local 100 through three major contracts with the MTA and numerous other agreements with the private bus lines.

In 1991, he succeeded in launching Local 100's Union Assistance Program (UAP), which he personally negotiated with then Gov. Mario Cuomo after the tragic Union Square crash on the 7 line that claimed five lives.

In Memoriam: Local 263 President Arvol Brumley

The TWU is saddened to announce the passing of Arvol Brumley, President of TWU Local 263 in El Paso, Texas, due to complications from Covid.

Brumley had been the Local's president for four terms, and a loyal and active member of the TWU since 2001. He was laid to rest on January 20, with Military Honors. Rest in Peace, Brother Brumley.



Arvol Brumley Local 263

NJ State Conference & Local 229 Give Back

Members of the TWU New Jersey State Conference, Local 229, along with the APRI Hudson County NJ Chapter, participated in a Thanksgiving Turkey Dinner giveaway, hosted by the International Longshoreman's Union (ILA) Local 1588 and New Jersey State Assemblyman William Sampson.

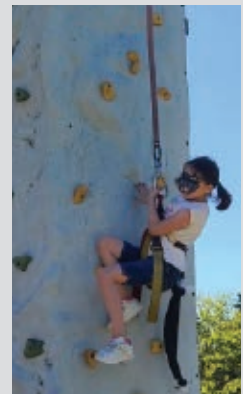
Pictured are NJ State Conference Chair Steve Hamm, NJ State Assemblyman William Sampson, Bayonne Mayor James Davis and ILA Local 1588 President Virgilio Maldonado.



Local 2055 Swear In

Local 2055 Vice President Anthony Crapio swore in newly elected Recording Secretary Nichols Kupec at the Local's January 2022 Executive Board meeting.

Local 513 Picnic



Celebrating MLK Day in

Members of Local 260 in Houston and Local 291 in Miami took part in their respective city's Martin Luther King Jr. Day parades. Members of Local 291 also performed a Day of Service at a food bank on January 15. Check out the photos!



Miami, Houston



Taking on AMFA

On September 2, 2021, the National Mediation Board (NMB) handed down the latest ruling against AMFA who once again failed to show enough worker interest in their attempt to raid our Maintenance & Related (M&R) represented workers at American Airlines (AA).

On November 12, 2021, AMFA's now retired national vice president announced yet another raid of the AA M&R group while spinning bizarre and paranoid conspiracy theories claiming the NMB's ruling against their raid was tainted and "suspicious."

So here we go again: AMFA is desperately attempting to raid our members instead of trying to organize the unorganized in the industry.

At our 26th Constitutional Convention, delegates unanimously adopted Resolution #15 "Taking On AMFA." And in accordance with that resolution, the TWU Organizing Department recently held a two-day summit in Miami, FL that brought several dozen AA M&R volunteer members together to lay out a plan to educate and train volunteers on the truths behind AMFA's claims and their disastrous track record, past AND present.

Background

Formed in the early 1960's by dissident AA AMT O.V. Delle-Femine, AMFA's core values have remained the same: taking currently organized Maintenance & Related workers and breaking them away from their union to join their misguided craft association model.

A 2005 study published in the Global Economy Journal entitled "Skill Formation, Outsourcing, and Craft Unionism in Air Transport" outlines the perils of AMFA's craft



Scan QR code to read more

union model under the Railway Labor Act and predicted what AMTs represented by AMFA at Southwest, Alaska, etc. are experiencing in 2022.

In this extensive study, University of Minnesota Professors Cyrus Bina and Bart D. Finzel, outlined the perils of the "going it alone" craft association model, particularly during an ongoing period of global technological transformation, consolidation and industry uncertainty. Their conclusion was that craft unionism inherently excludes workers from



An AMFA worker on strike in 2005. The loss of the careers and livelihoods of those mechanics and their families throughout that strike serves as a history lesson to AMFA's failure.

control over the labor process. And without the support of workers in other trades at a carrier and the political might and influence that comes with affiliation in federations such as the AFL-CIO, craft-oriented unions have a reduced ability to control the workplace.

AMFA is the perfect example of this phenomenon, having led the way in negotiating poor scope contract language that has resulted in the outsourcing of

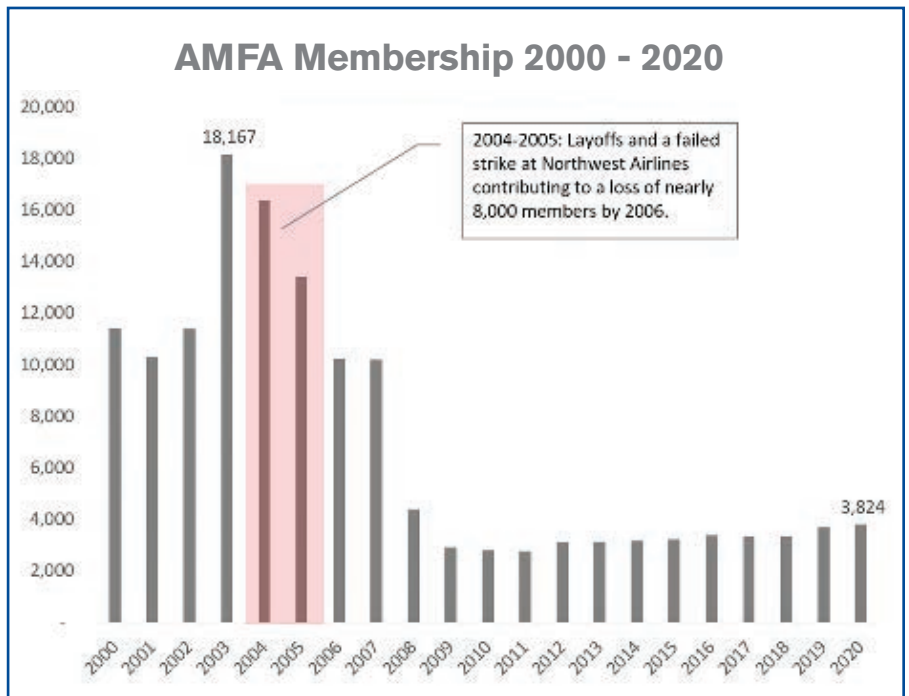
thousands of maintenance jobs and will continue to cause more and more loss of work in the years to come. AMFA's history has proven this, and it is a trend they continue to the present day.

2005, the year of the above referenced study, was a pivotal moment in AMFA's history and one that stands forever as a monument to AMFA's failed go-it-alone model that they shamelessly continue to profess.

Northwest Airlines (NWA) was a once-dominant U.S. carrier to the Far East with hubs in DTW, MSP and MEM. That year, AMFA, and its go-it-alone mindset, took over 4,000 mechanics out on strike without allowing a vote on the carrier's last offer.

NWA AMT Steve Schaff was quoted at the time saying, "I would've liked to have voted on something before we went on strike, just so I could say that if I put myself in this situation – I either voted for it or I didn't. I was disappointed I didn't get the opportunity."

What ensued during that strike was sheer chaos that saw no other union at the carrier support the strike and NWA management bringing in close to 2,000 non-union replacement mechanics who crossed the AMFA picket lines. The so-



called transparent AMFA leadership led their NWA M&R Members off a cliff without a contract vote.

AMFA then officially decertified themselves in 2009 when it was clear that there would be little to no support for their representation services at Delta who would purchase the assets of NWA that AMFA helped destroy. The loss of the careers and livelihoods of those mechanics and their families throughout that strike serves as a history lesson to AMFA's failure, never to be forgotten.

It continues to serve as a reminder that AMFA, in times of trouble, was neither transparent nor democratic to those they represented and eventually abandoned. Without any labor or political support or influence, AMFA leadership led its membership out the door with no plan in place to get them back in. If you think that could never happen at AA, perhaps consider that the then- Senior Vice President of Ground and Customer Operations at Northwest Airlines when AMFA began their disastrous strike was the next CEO of AA, Robert Isom.

AMFA Today

Today's AMFA is no different. Still lacking the leverage of a larger industrial union, AMFA continues to fail its members by allowing thousands of M&R jobs to get outsourced at their represented properties. In January of this year, Southwest Airlines agreed to a contract with vendor IAero Thrust that allowed the carrier to outsource ALL its CFM56 engine on-demand hospital repair, on-wing and test support of its 737-700 NG fleet.

By allowing the outsourcing of this engine work on 459 of its 735 aircraft, (63% of its current fleet) AMFA continued its long tradition of negotiating weak scope provisions and giving away large swaths of overhaul work to third party foreign and domestic vendors. Southwest will soon have as many aircraft as AA, but because of AMFA's lack of allies, influence, and a track record of allowing unchecked outsourcing on their properties, the number of AMFA mechanics at Southwest



Scan QR code to read more



If you are ever flying into Miami airport, take a look at the fleet of Southwest 737s parked for maintenance over at Building 863. Ask yourself why there are so many Southwest aircraft parked there and not a single AMFA-represented mechanic in sight.

"I would've liked to have voted on something before we went on strike, just so I could say that if I put myself in this situation – I either voted for it or I didn't. I was disappointed I didn't get the opportunity."

– Steve Scaff, NWA AMT

will continue to be just a fraction of those at American.

At our recently held training in Miami, members recounted stories of AMFA organizers and supporters and the tactics that were used to entice our newest members to sign cards. Many of these young workers, not knowing the history of AMFA, signed cards without knowing the facts. AMFA organizers don't want to talk/hear facts. Truth be told, the current M&R agreement at AA is the reason there are thousands of new members employed at the world's largest carrier. And it is because of the pay, benefits, and scope language in the AA agreement that they will have a long career in their profession and pave the way for future mechanics to join them in the years to come. With virtually no base maintenance facilities and no base overhaul work, (like that performed by TWU members at TUL or DWH,) AMFA members are relegated to poor shift choices, minimal overtime and far fewer opportunities for advancement within their

class and craft. It's no surprise then that current AMFA members at Southwest have had enough of the false promises and are now contacting our organizing department seeking to decertify their craft association to join TWU. They realize that AMFA's shortcomings and lack of influence are the reasons that more and more of their work is being sent away.

Over the next few months, be on the lookout for additional factual information on the myths of AMFA and their inability to negotiate solid worker contracts that send more aircraft maintenance work away than they bring in.

If you are ever flying into Miami airport, take a look at the fleet of Southwest 737s parked for maintenance over at Building 863. Ask yourself why there are so many Southwest aircraft parked there and not a single AMFA-represented mechanic in sight. Therein lies the ultimate reason why AMFA and their craft association model has, and will always be, a danger to the future of the AMT trade in the United States.

Texas State Conference



The Texas TWU State Conference met with Rep. Chris Turner (D-TX-101) to discuss issues that matter the most to union members. Rep. Turner has a 100% voting record for labor and has been a great friend of working families in Texas.

Pictured with Rep. Turner is Local 513 Legislative Committee Chairman John Gardner and Local 513 Legislative Representative Tevita Uhatafe. Texas State Conference Co-Chair & Local 513 Legislative Representative James Culpen does not appear in the photo.

Want to learn more
about your State
Conference?

Visit www.twu.org/find-your-state-conference/
for information on how
to get involved!



Florida State Conference

Members of the Florida State Conference met with their local leaders in Tallahassee for the 60-day legislative session. Several bad bills were introduced in Tallahassee and Florida State Conference members took the lead in opposing the bills, along with the Florida State AFL-CIO.

Pictured in the photo are Local 291 member Angie

Dowtin, Local 291 President Jeffrey Mitchell,

Rep. James Bush (D-FL-109), Local 291 Secretary Treasurer Joe D'Elia, Andre Brown and Local 291 Transportation Vice President Shawntrel Jackson. Not all Florida State Conference members are shown in this photo due to covid restrictions.

Member Moment: Rep Grace Meng (D-NY-6)

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 capitols, yet most of these allies remain unknown outside of their home districts. To help you get to know these compatriots better, The TWU Express features "Member Moments" to give you a personal view of some of our union's greatest friends in positions of power around the country.

This issue features an interview with Rep. Grace Meng (D-NY-6). She is currently serving her fifth term in the United States House of Representatives, representing the Sixth Congressional District of New York encompassing the New York City borough of Queens, including west, central and northeast Queens. Rep. Meng is the first and only Asian American member of Congress from New York State and the first female Congressmember from Queens since former Vice Presidential nominee Geraldine Ferraro.



Rep. Grace Meng

Q: How will the recently-passed infrastructure bill effect workers in your district?

A: After joining President Biden at the White House for his signing of the infrastructure bill, I called on New York City and New York State to make sure that funding is directed to my congressional district. We have many pressing needs in communities I represent, from overhauling our aging roads and mass transit system to upgrading catch basins, old lead pipes and broadband access. As money hopefully flows to Queens, we will need skilled workers to take on these projects, and that means creating good union jobs. From repairing the borough's highways to upgrading our sewers, working men and women will benefit from the infrastructure bill.

Q: Transportation workers across every mode are facing significant threats from assault on the job. What actions can Congress take to help protect these workers as they move people and goods around the country?

A: Transportation workers are on the front lines making sure people get where they need to go. During the height of the pandemic, transportation workers worked tirelessly on the frontlines and continue to make enormous sacrifices to serve the public. They are essential workers. Any violence committed against them is unacceptable and must not be tolerated. I have

"Unions are the backbone of our nation. They provide a voice for workers and fight for good pay, benefits and safe working conditions. They are essential to ensuring a strong middle class and play a vital role in the prosperity of our America."

spoken out about the need to ensure their safety, and I have cosponsored legislation seeking to improve protections for transit workers. All workers deserve a safe and secure work environment, and that includes our transportation workers.

Q: You've been one of the strongest voices for working people your entire career. What does the Labor Movement mean to you?

A: Unions are the backbone of our nation. They provide a voice for workers and fight for good pay, benefits and safe working conditions. They are essential to ensuring a strong middle class and play a vital role in the prosperity of our America. We owe a tremendous debt of gratitude to our unions for all they've done and continue to do to help improve the lives of working men and women. When our workforce succeeds, America succeeds!

How Can AVs Affect My Job?

On February 2, TWU President John Samuelson testified before a Congressional committee for five hours about how our federal government should be regulating autonomous vehicles. As the leading voice for pro-worker innovation policy, President Samuelson set out standards new technology should be judged on, goals our government should adopt in considering which technology projects to fund, and a clear pathway we can pursue to make sure that workers are the first to benefit from new equipment and processes. Democrats and Republicans on the committee actively engaged with his message of job creation and expanding opportunities for working people.

While this hearing was focused on autonomous vehicles, many of the same issues can be found across every mode of transportation. The TWU is

the leading voice in Washington, DC and across the country advocating for a future that puts workers in charge of transportation technology. Every TWU member could be empowered by new technology to do their jobs in the future, but likewise many TWU members' jobs are at risk if unregulated technologies are used to replace or deskill us. We are fighting to make sure that jobs are for people and not the other way around.

The following pages cover some of the technology under development now and how the TWU is leading the fight to make sure the jobs of tomorrow are good, union jobs.

Stay engaged to defend your jobs by signing up for the transportation technology newsletter. Send an email to TransportationTech@twu.org

Samuelson Testifies on AVs

“Let me be clear: the TWU fully supports pro-worker, pro-safety technology. We frequently spend our own capital in bargaining to force our employers to install automatic braking, blind-spot monitoring, and other key technologies that empower workers to perform their jobs safely and efficiently. We would strongly endorse legislation that regulates the AV industry, holds new technologies to our existing or higher safety standards, and ensures that this industry creates and sustains good, union jobs in the United States. We look forward to working with this committee and others to advance new technology that improves the quality of life for transportation workers,” John Samuelson, TWU International President.

TWU Says, ‘No’ to Suspending the Gas Tax

President Samuelson released following statement regarding the proposed suspension of the gas tax on February 23:

“The TWU is unequivocally opposed to playing politics with our jobs and our transportation infrastructure. Suspending the gas tax would severely undermine the recently-enacted historic infrastructure legislation, deny millions of people access to essential infrastructure, and hurt transportation workers across this country, while providing little in the way of relief for fuel costs. This idea would remove billions of dollars from our nation’s transit systems, highways, and bridges. It is not only a bad idea, it is irresponsible and would be disastrous for the long-term health of our economy. We are strongly urging our elected leaders to join us in opposing any suspension of the gas tax.”

2022 Legislative & Political Conference Postponed Until 2023

The 2022 Legislative & Political Conference, originally scheduled to take place from May 15-19 in Washington, DC, has been postponed until 2023.

Congress remains closed to the public which means we are unable to visit Congressmembers in person in DC.

Stay tuned to www.twu.org for updates.



Autonomous buses and vans are being tested on city streets today.



PHOTO COURTESY VOLVO

Electric bus infrastructure requires a significant number of highly trained workers to maintain, but very few transit mechanics are currently trained to repair or install this equipment.



Biometric airline gate turnstiles will allow passengers to directly board a plane without showing a ticket

Innovation Policy

Innovation does not happen on its own. Government policies, funding priorities, regulations and prohibitions determine which direction our industries grow and which technologies are ultimately implemented into our transportation system. For autonomous vehicles, inspection drones, and many other automated technologies, this means that our laws must acknowledge that workers are an essential part of safety and perform dozens of tasks that technology can't handle. Bus drivers, for instance, serve as first responders, law enforcement, accessibility operators, and customer service agents in addition to driving their vehicle. A technology that turns left and right while accelerating or braking is not doing their job.

The Biden Administration recently announced its support for this approach in transportation with a new set of Innovation Principles from the Department of Transportation. These include TWU's most basic and essential ask of all our leaders: ensure that workers "have a seat at the table in shaping innovation." As long as we're at the table discussing which technologies are developed and how, we can make sure that the new equipment coming into our workplaces gives us tools to make our jobs safer and our lives easier.

DOT Innovation Principles

- Innovation is meant to serve our priorities of creating high-quality jobs, achieving racial equity and increasing opportunities for all Americans, and tackling the climate crisis
- Innovation should help America win the 21st Century
- Innovation must support workers by empowering them with expanded access to skills, training, and the choice of a union to ensure they will have a seat at the table
- Innovation must allow for experimentation and the ability to learn from failure
- Innovation should provide opportunities to collaborate to protect the interests of the public, workers, and communities
- Innovation must allow us to be flexible and adapt as technology changes

Paraphrased from source:
www.transportation.gov/priorities/innovation/us-dot-innovation-principles

Sanitizing robots are now being deployed in Japan to clean train and bus terminals



Innovation in transit

- Autonomous buses, vans and trains
- Zero-emission buses
- Digital payment and customer service platforms
- Bus and train sanitizing robots
- On-demand transit
- Outsourcing to Uber and Lyft

Automated baggage handling systems designed to move luggage from check-in onto and off aircraft without any human intervention

Innovation at airlines

- Drone plane inspections
- Mobile beverage service
- Self-service gates
- Plane and airport robotic sanitation
- Automated baggage handling



Innovation at railroads

- Vending machines on Amtrak
- Robo and electric freight trains
- Job-slashing, anti-safety PSR business model



A new railroad startup is testing fully autonomous trains.

PHOTO COURTESY OF MOVE PARALLEL

Assaults Won't Fly Campaign Takes Off

The International's *Assaults Won't Fly* Campaign continues to take off.

Since the covid pandemic began in 2020, incidents of unruly passengers assaulting aviation workers have skyrocketed. Between January and June 2021, assaults rose by over 2,000 percent, according to the Federal Aviation Administration (FAA). As of February 1, there have been: 323 unruly passenger reports and 205 mask-related incidents reported, with only 73 investigations initiated and 26 enforcement action cases initiated.

On February 10, the TWU sent a joint letter to President Joe Biden, Attorney General Merrick Garland, Homeland Security Secretary Alejandro Mayorkas, and Transportation Secretary Pete Buttigieg, to address the increase in assaults at airports through more effective federal enforcement of existing laws against assaulting airport customer service representatives and gate agents.

"The violence against Passenger Service Agents – and all transport workers – must be prosecuted to the fullest extent," said TWU International President John Samuelson. "These essential workers have been sacrificing their health and safety throughout this pandemic and absolutely should not have to think about being assaulted on the job. Government agencies must do their due diligence and enforce higher penalties that will deter this outrageous behavior. Enough is enough."

Communications Workers of America (CWA), International Association of Machinists and Aerospace Workers (IAMAW), International Brotherhood of Teamsters (IBT), and Transport Workers Union of America (TWU), along with the AFL-CIO's Transportation Trades Department (TTD) also signed the letter.



Banned Passenger List

The TWU believes the most effective way to stop this full moon atmosphere of violence is to instate a Banned Passenger List. This list could be managed similarly to the no-fly list. Airlines could send passenger names to the TSA or another regulator which would then compare them to the list and either prevent these abusive passengers from purchasing a ticket or require airlines to refund the tickets that have already been purchased.

This idea gained some traction in the media when Delta Airlines CEO Ed Bastian sent a letter to the Attorney General asking for help to create a national no-fly list for passengers convicted of unruly behavior aboard aircraft in early February.

"[It] will help prevent future incidents and serve as a strong symbol of the consequences

of not complying with crew member instructions on commercial aircraft" Bastian said of the list.

As this issue went to press, lawmakers were poised to introduce legislation that would implement a Banned Passenger List. Visit www.twu.org for the latest.

Outgoing Local 557 President Jerry Bradley Honored

In February, International Rep Jose Galarza presented outgoing Local 557 President Jerry Bradley a plaque recognizing his service to the members of the TWU.



Jose Galarza & Jerry Bradley

Listen to the Air Division Podcast at anytime by visiting <http://podcast.twu.org/> or by subscribing and following on iTunes and Google Music.

Another First Contract for the TWU: Spirit Air Gate Service Agents Ratify Tentative Agreement

On February 21, Spirit Air Gate Service Agents (GSAs) overwhelmingly ratified their tentative agreement with the TWU. After nearly four years of negotiations, the five-year agreement will go into effect immediately.

“This solid first contract will lay a great foundation for the future of these GSAs,” said TWU Air Division Director Gary Peterson. “Nothing ensures job protection like a collective bargaining agreement. I am proud of Gerwin Mucke, Mariluz Ramos, LaQuisha Bryant, Marcos Perez and Tina Coolidge-Ulbrich our negotiating team on behalf of the group who paved the way for their co-workers’ futures with better job security, benefits and pay this union contract will provide.”



FAA to Issue New Guidance for Pilots on Aircraft Automation ‘Automated Systems Must Have Human Oversight to Truly Be Safe’

On February 1, the Federal Aviation Administration (FAA) issued a new draft advisory aimed at revamping pilot training on aircraft automated flight controls. The agency guidance addresses managing and monitoring automated systems in flight, including enhanced pilot training in the event these automated systems fail.

This announcement is in response to recent crashes of two Boeing 737-MAX jets in 2018 and 2019 that killed 346 people. These incidents caused a 20-month worldwide grounding of the 737-MAX jet, due in large part to haphazard deployment of automated aircraft flight systems. Despite being called “Chicken Little” on social media, the Transport Workers Union of America (TWU) was the first union to call for the grounding of this aircraft back in January of 2019.

On February 2, in testimony before the U.S. House of Representatives Transportation & Infrastructure Subcommittee on Highways and Transit, TWU International President John Samuelsen noted the perils of overreliance on automation in aviation, stating “that automated systems must have human oversight to truly be safe.”

The need for qualified operators on-board every mode of transportation is made clear by this draft

advisory issued by the FAA. The TWU is encouraged by this new ruling.

For surface modes of transportation, the TWU calls on law makers to recognize that well trained operators are safety professionals and sometimes first responders who keep riders safe. While a bus or van one day may achieve “driverless” automation capabilities, this technology does not eliminate the need for a qualified operator on-board every vehicle. Bus, train, and truck operators play an equivalent role in our surface transportation system and our federal AV policy must declare these on-board workers as the essential element for safe roads and transit operations.

“Technology should be used to increase safety,” Samuelsen testified, noting that blind spot technology on buses “is extremely important for collision avoidance and to protect pedestrians, riders & operators.

“It should absolutely be used to increase safety, service reliability & state of good repair – where applicable – all simultaneously working with a bus operator. But the operator must always be in control of automated systems,” he concluded.

Sunnyside Visit

TWU International Representative Brian DeLucia visited Amtrak's Sunnyside Yard in New York with Local 2001 Vice President Patrick Flannery on a walk through with Amtrak Mechanical on December 16, 2021.



Update on Contract Negotiations

Amtrak

We have started the process of Section 6 with both the Mechanical side (JCC) and our On-Board Service (ASWC).

Freight National Negotiations

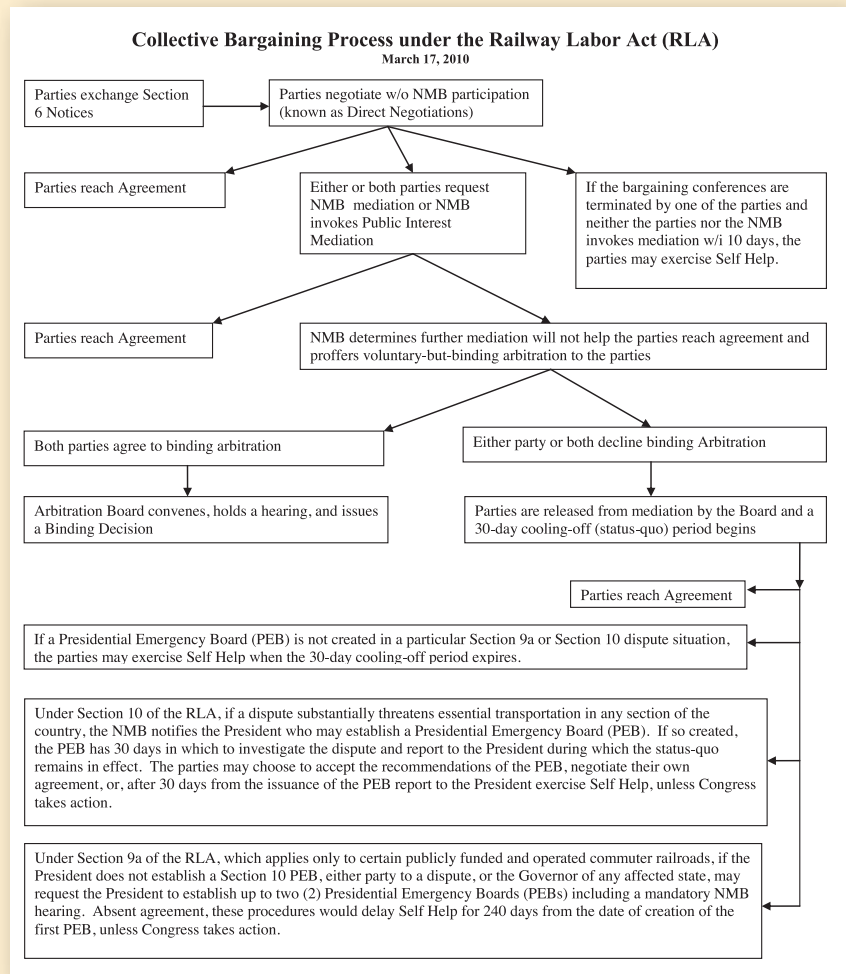
On January 19, 2022, after 2 years of unsuccessful negotiating secessions the Coalition Organizations filed for Mediation with the NMB. On February 2, 2022, we were granted mediation.

MTA Metro North Railroad

Locals 2001 & 2055 are currently working on a new contract.

PATH

After 10 years of low wage offers and higher health care costs we have once again asked for release from mediation. The next step in the process under the Railway Labor Act is a Presidential Emergency Board.



Philadelphia Visit

The TWU Railroad Division visited Amtrak's Philadelphia shop for an Amtrak Town Hall meeting with members and Amtrak's mechanical management on November 10, 2021.



Matt Fisher



Neil Collins



David Merriam

Operation Lifesaver Locomotive 203

Operation Lifesaver, the largest nonprofit rail safety organization in the United States, is dedicated to reducing railroad-related deaths or injuries along the right of way. Amtrak and Operation Lifesaver have had a decades-long relationship promoting rail safety.

To help celebrate Operation Life Saver's 50th Anniversary, Amtrak designated the Beech Grove members to refurbish Amtrak P42 Diesel Locomotive 203, to carry Operation Life Saver's message about railroad crossing and track safety to the public. The

Operation Lifesaver team at Amtrak wondered if it could look as good as the drawing since the design was so complicated. Blair Slaughter of Amtrak's design engineering team added, "The highly-skilled professionals at Beech Grove did a phenomenal job interpreting, adjusting, and executing the concept to perfection. We could not have a better product!"

Once again, our TWU Members in Beech Grove's Diesel, Paint and Trim Shops have exceeded expectations.



TUUS Local President Q & A

Each TUUS Update includes a Q & A where we hear from different local presidents. TUUS Division members should stay tuned to hear from their presidents in future issues. This issue features Local 171 President Delisa Brown, based in Ann Arbor, MI and Local 320 President Patrice Delva, based in the San Francisco Bay Area, Boston, Chicago, Detroit, Washington DC, New York, and Portland.

Q: What's the biggest issue facing your local right now?

Brown: The biggest issues facing our local right now, besides the obvious issues with the pandemic, is that we have contract negotiations underway, and our employer is trying to farm out some of our work, using the excuse of low ridership caused by the pandemic. We will fight by every means necessary to not allow that contractual violation to occur.

Q: What do you think makes your local unique?

Brown: What makes our local unique is that because we are on the smaller size - just over 200 members. They have had a lot of faith in the leadership of the local and have entrusted myself and other executive board members to lead this local year, after year after year. Our union elections are mostly not contested, which says that the members are pretty satisfied with the union service that is being provided.



“A lot of people mistakenly believe that the leadership is trying to keep everything to themselves.”

– Local 171 President
Delisa Brown

Delva: I think our local's biggest issue is also what makes us unique. We are the nation's first bike share local. One of our greatest challenges is convincing employers that this work deserves respect and proper compensation. Bike related jobs have historically been underpaid. I was a Bike Mechanic for 17 years and I could never see myself retiring in that industry. My goal for this local is to change that outlook for the future. Bike Share workers provide a needed service that is both good for the community and the environment. We deserve the same rights and benefits of any other hard-working industry.



“You can help shape the decisions and advocate for people like yourself.”

– Local 320 President
Patrice Delva

Q: What advice do you have for members who want to get more involved with their local, but are hesitant?

Brown: For people that want to get involved in their local, my advice is to let the leadership know. Most locals are always looking for help and for more people to get involved. A lot of people mistakenly believe that the leadership is trying to keep everything to themselves. If people actually go to them and tell them they would like to be more involved, they would be surprised to find out how open the leadership would be and how more help would be welcomed.

Delva: I always recommend to anyone interested in getting involved in the union to speak to a steward you trust. To go to the meetings. Read the contract. The union is you. You can help shape the decisions and advocate for people like yourself. Being the president doesn't mean I am in charge - it just means I am responsible. The power is always with the membership.



Local 234 with Secretary Buttigieg

On January 14, TWU Local 234 President Brian Pollitt and other local labor leaders joined Secretary of Transportation Pete Buttigieg as he announced the Federal Highway Administration's bridge formula program, which invests more than \$27 billion to fix 15,000 bridges across the country. Pollitt is second from the right in the photo.

Transit Technology Campaign Update

The TWU is running an aggressive campaign to get ahead of technology as it emerges in our transit and other transportation systems.

We are deploying multi-faceted strategies – policy & legislation, political action, bargaining, communications and research – predicated on getting the union ready for the onslaught of new technology.

Our readiness, at the International and local level, is critical if we are to protect our members' jobs and livelihoods.

Since our launch, we have made great strides.

- We have built an International team supported by Administrative VP Curtis Tate, TUUS Director Willie Brown and Ed Wytkind, former TTD President who was hired as a senior advisor.
- We have deepened our knowledge around the latest technologies and service innovations
- We have significantly expanded our leadership and elevated our voice and messaging on technology and innovation policy
- We have engaged and educated many locals and will continue to expand these conversations
- We have developed comprehensive technology bargaining language
- And we have launched a new technology campaign newsletter

TWU is Leading the Way in Washington

TWU is now the leading union in Washington on transportation technology including AV legislation and regulations.

We have significantly changed the congressional terrain through strategic lobbying, testifying and political action. We now have significant influence over the legislative process which was previously dominated and dictated by the Big Tech and AV lobby.

We are urging that Congress mandate tough safety regulations on the development and deployment of AVs.

We are making the case for a mandatory operator on-board any transit vehicle no matter the level of automation achieved. No level of automation can replace the human bus or train operator any more than we would eliminate the pilots in a highly automated cockpit.

And TWU has successfully advocated for a new approach at the US DOT which is now saying that its development of AVs will be focused on safety and good, union job creation and that workers will have a "seat at every table" throughout the innovation

process. This is big shift away from the Trump DOT that did very little in this area other than act as a cheerleader for the AV industry.

Tech Bargaining Language

We have developed tech bargaining language that would accomplish our core objectives: to require management to provide advance notice of any new technology, to secure a broad definition of technology to include AVs, ZEBs, and service innovations such as on-demand, and to require management to negotiate with TWU over implementation of new technology and innovations.

Meetings with Locals

We are reaching out to locals with a focus on three main objectives: 1) to educate them on the technologies we are seeing and the campaign we are building; 2) to enlist their involvement and brief them on the tech bargaining language, and 3) to learn more about what they face in terms of technology and upcoming contract negotiations. We will continue to pursue as many of these meetings as we can schedule.

- We need locals fully involved as partners. Our message: We must be smarter than our employers on technology
- TWU International and Locals must speak with a clear and unified voice
- We must meet with agency leadership and innovation leads to better understand agency plans around technology and service innovations
- Local, state, and federal elected officials must hear from us about our campaign
- We need a strategic ground game especially around bargaining
- We need to execute a tech bargaining strategy and offer our proposal at the table

Transit Future of Work Research Project with Carnegie Mellon University

The TWU has forged a relationship with Carnegie Mellon University (CMU), a leading university in the fields of technology and innovation. The university is a rich source of some of the most experienced faculty on robotics, automation, human-computer interaction research, much of it funded by the federal

continues on page 23

Member Spotlight: Jemary Pabon Local 100

Jemary Pabon has been a member of Local 100 since 2007. The Bronx resident is the Recording Secretary of Local 100's School Bus/Para-Transit Division. Up in New York, she works assisting the Elections Department, the Grievances Department and "with anything the members need."

Last spring, Pabon had the opportunity to step outside her comfort zone and assist the TUUS Division with organizing school bus workers in Texas.

"It's different from the way we organize here [in New York]," Pabon noted, explaining that Texas, like many southern states, is a Right to Work (RTW) state. In RTW states, workers are able to opt out of paying union dues, all while reaping all the benefits of belonging to a union. This means that each and every person must be educated about the importance of being organized.

"Because of that, the organizing becomes more individual, more one-on-one. It was

a great experience, I have never done that," Pabon said. Because she was organizing fellow school bus workers, "it was easy to establish a conversation. Everyone I was able to talk to I signed up to join.

"It was really nice to have that experience," she continued. "There was a lot of diversity, different ethnicities and races. There were lots of Spanish-speaking people, so it was easy to communicate. I made sure to give them info to follow up on. It's not just about getting them on board. I feel like if they encounter a situation, they can call us, and we will be there for them."

Pabon stressed the need of making yourself available. "Let them know that even if you don't know something, you will find out," she said.

"I really enjoy helping and assisting members and giving them the voice that they don't have. Many don't know the union is themselves. They feel like it's us.

But I am just here to assist you – to empower and educate."



Jemary Pabon (third from left) with fellow TUUS Division members in Houston last spring

Transit Technology Campaign

continued from page 21

government. CMU also has an institute that leads on autonomous vehicle technology.

With support from the national AFL-CIO and its Technology Institute, the TWU has built a new research initiative with CMU – Transit Future of Work. We have since invited ATU to join and they are now participating. A team of CMU faculty is working with us, coordinated by Wytkind, to jointly build and implement multi-faceted research into the work that our members do.

This project supports our core objective: to show that bus operators do not just drive but rather, they are first-responders who constantly keep transit service safe, deal with road and weather emergencies, elderly and disabled passenger assistance, on-board assaults, and unforeseen circumstances that require fast acting human involvement and intervention.

This project will involve drivers from both unions who will participate in focus groups followed by longer “diary studies” that chronicle the experiences of drivers. The conversations will be designed to have our members tell the research team about the day-to-day job of operators. Our plan is to recruit drivers who can talk about their various experiences – from emergencies to on-board situations such as an assault, threatened assault or medical distress.

The output from this research will feed the TWU technology campaign with new and rich data and evidence about the essential roles played by operators.

Zero-Emission Bus Transition

The TWU is also fully engaging in developing a strategy to deal with the fast pace of transition in our transit agencies to zero-emission buses. There is considerable momentum building around the country as the automakers plan to transition completely to electric vehicles in the next 10-15 years and as cities and states announce aggressive plans to phase out diesel transit buses in the next couple decades. Our agencies are already planning for zero-emission buses.

We Are Doing a Few Things

First, we need to work with federal, state and local government and our employers to institute high-caliber training programs that prepare our members. If we fail to ensure the readiness of our members, our agencies will argue for expanded use of contracted labor to maintain the fleets.

Second, there are billions in new federal funds to assist transit agencies in transitioning to zero-emission fleets. TWU successfully advocated for requirements that agencies must devote at least 5% of those funds for workforce training. We must get ahead of this and develop both a national strategy and specifically, training programs on the ground with our locals.

Third, we must fully take advantage of our participation as a board member at the International Transportation Learning Center (ITLC), a labor-management consortium that is developing a national framework and curriculum for ensuring we have the resources and structure needed to deliver high quality training to our members at scale. This is a work in progress, but we are figuring out how ITLC can help us scale this effort.

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Local Charter Milestones

Local 101 celebrated their 80th anniversary in December 2021

Local 171 celebrated their 40th anniversary in November 2021

Local 225 celebrated their 80th anniversary in November 2021

Local 252 celebrated their 75th anniversary in August 2021

Local 262 celebrated their 30th anniversary in November 2021

Local 263 celebrated their 20th anniversary in February 2022

Local 270 celebrated their 15th anniversary in November 2021

Local 282 celebrated their 70th anniversary in January 2022

Local 555 celebrated their 45th anniversary in October 2021

Local 700 celebrated their 70th anniversary in March 2022

WOMEN IN NONTRADITIONAL WORKPLACE ROLES

Celeste Kirkland, Local 100

In honor of Women's History Month, the TWU *Express* is launching a new series, "Women in Nontraditional Workplace Roles," where we interview TWU members who are women performing jobs traditionally done by men. Each issue will feature a Q&A with a member, starting with Celeste Kirkland, Vice Chair of Local 100 Maintenance of Way Division, Power Division which maintains the distribution of power throughout the New York City subways, including the Third Rail.



then Bellsouth as a Telecommunication Specialist which prepared me for an electrical position within New York City transit.

Q: Are there any huge obstacles you've overcome that you'd like to share?

A: Being the first female within the Power Cable section and being the first female union officer currently Power Division Vice Chairwoman within the Maintenance of Way division.

I didn't realize that I was doing anything special by taking a position within a male dominated field. I was made to feel different by managers that didn't want to include me in the work and workers who didn't want to sit in the same work truck. There was so much to prove.

Q: Can you give us an overall view of the job you perform?

A: I am a Power Cable Maintainer in the Maintenance of Way division at NYC Transit. We are responsible for maintaining, installing, inspecting, testing, and repairing power feeder cables and communication systems both aerial and underground between generating plants, substations, circuit breaker houses, including lead and asbestos containing materials in manholes and cableways working in confined spaces on and off tracks.

Sisters I met at The United Association for Labor Education (UALE) summer school for union women sisters who supported me with knowledge and positive affirmations. I realized that it was not my job to prove anything, only to work hard, learn my trade while being myself. I gained support from some of the brothers who witnessed many actions taken against me. I am a sister in the brotherhood and love the relationships I have built with my brothers, my support of them and them of me knowing I have their best interest. Now I have a whole new group of young workers, including more females that I need to share what being in this strong union - TWU - is all about and how working together will only make us stronger.

Q: What made you decide to go into this craft?

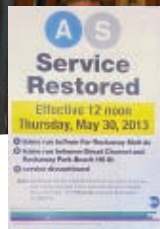
A: As a young girl, I always wanted to be a camera woman. I went to school to get an electronic background so that I would be taken seriously, as I didn't see many examples that looked like me. I landed my first job with Panasonic as technical support,

FLOC Meets in Dallas

In mid-December, members of the Local 513 and Local 555 Future Leaders Organizing Committee met in Dallas. Left to Right: Caleb Benjamin Local 513, Randall Gaskin Local 513, Matt Darwin Local 555, Dom Craddock Local 555, Jordan Bravo Local 513, Patrick Benitez Local 513, Manny Local 555, Nick Vinson Local 555. Bottom: Yolanda Long Local 555 and Ofa Uasike Local 555.



COMMITTEE UPDATES



Q: Do you have any advice for young women wanting to go into your craft?

A: Plenty... Learn your craft. Unfortunately, even as much has changed for women in nontraditional work, there is still more that remains the same. We are still being targeted, still facing work discrimination issues and sexual harassment. We have to walk differently, be careful to learn the signs that might help avoid certain situations. Be sure to build a support group inside and outside of your work. Consult your union rep. I have many sisters I have worked with because they were referred to me by their male union representatives. There is support in the brotherhood, so don't stop if the first person you contact doesn't respond the way you want or need.

Q: What do you do for fun outside of work?

A: I come from a huge family of strong women. My grandmother had nine daughters and one son. I love culture. I grew up being introduced to travel both domestic and international,

which broadened my horizons and continues to give me growth and new perspectives. Spending time with family and traveling together gives me so much joy. My mother's strength pushed me to speak my truth, be accountable while still building bonds with a giving spirit.

Q: Is there anything else you'd like to add?

A: As a nation, we've experienced civil unrest and the unbelievable tragedy of this pandemic which cannot dim the power of love which connects us. I was so proud to learn of the many women Presidents, Vice Presidents and even more titles of elected women at the last TWU convention. Let's keep supporting each other and breaking those glass ceilings!

CORRECTION:

Page 15 of the Winter 2021 TWU Express contains the incorrect spelling of Sen. Marc Pocan (D-2-WI). We apologize for the error.

The next FLOC meeting will take place March 21-24 in Washington, DC

The next Working Women's Committee meeting will take place April 5-7 in Long Beach, California, hosted by Local 502

APRIL 25 IS THE DEADLINE FOR THE

2022 Michael J. Quill Scholarship Applications

Applications are now being accepted for the Michael J. Quill Scholarship Fund. This scholarship will offer 15 children who are current high school seniors of TWU members a scholarship worth \$4,800. This scholarship will be paid out, each year in the amount of \$1,200 to winners who continue to be eligible over their four-year course.

We are also grateful to again have four additional scholarship contributors:

- Union Benefit Planners
- M3 Technology
- Pitta LLP
- Pitta Bishop & Del Giorno LLC

All of the above sponsored scholarships will be paid out in the first year, as a single scholarship. **Please note that applicants must currently be in their senior year of high school; all other applicants will be denied.**

Please visit www.twu.org for an application and for additional information and rules, including eligibility requirements.

The deadline for all applications will be April 25, 2022; no applications postmarked after this date will be accepted. No applications will be accepted by fax or email – there will be no exceptions.

Winners of the scholarships will be determined by a public drawing, to be held in May. Winners will be notified by mail five to seven days thereafter.





TWU Local 568 hosted a training in Miami.



TWU Local 513 hosted a training in Dallas.

Ground Safety Action Program Trainings in Miami, Dallas

The Ground Action Safety Program (GSAP) is a FAA-sponsored voluntary self-reporting program designed to reduce ground safety hazards and accidents. It is a partnership between the TWU-IAM Association, American Airlines and the FAA.

The GSAP covers domestic members represented by the TWU-IAM Association, including on the ramp, in cargo, catering or the control center. GSAP is non-punitive and if a report is accepted,

disciplinary actions will not be issued. It is completely confidential.

On February 10 and 11, TWU members attended a GSAP training in Miami, led by TWU representative Mitch Leiberman and Erick Burch, hosted by TWU Local 568.

On February 17, a similar training was held in Dallas, hosted by TWU Local 513.

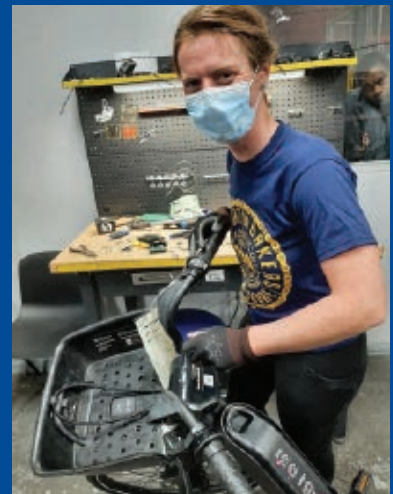
Future trainings are planned to take place across the country to spread the word about GSAP.

Local 525 Members at Swissport Fuel Ratify Contract by 100%

In mid-February, members of Local 525 at Swissport Fuel in Miami unanimously ratified their contract. Congratulations!

Local 320 Members in San Francisco

Check out members of TWU Local 320, hard at work in San Francisco!



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“My parents have always instilled in me the importance of voting at every level, whether local, state, or federal. I have a voice, and together, unified, we can be a voice for change by helping to elect representatives who care about issues related to our industry.”

– Gisela Alvarez, TWU Local 556 Shop
Steward and TWU FSC Co-Chair

