



Stronger Together!

Veterans and Working Women's Committees Meet as Number of Female Veterans Grow



AIR / 16

More Airport Workers Join The TWU in Florida, New York, and North Carolina



RAIL / 18

First Apprentice Class at Amtrak in 31 Years Graduates in Indiana



TRANSIT / 20

Local 234 Rallies for Transit Funding in Harrisburg, Pennsylvania

Highest Calling in the Land

JULIET BASTIANELLI, A NEW MOTHER, AND HER husband have struggled in recent years. They had to move into her father's Boston apartment because they couldn't afford a decent place of their own. Even then, keeping up with other expenses was tough. Saving for the future was nearly impossible.

But then the TWU International and Local 2054 joined forces to win a profoundly beneficial contract in Boston. Together, we waged a strategic and multifaceted campaign against Bastianelli's employer, Keolis, a French-owned transportation conglomerate that runs the Massachusetts Bay Transportation Authority's commuter rail system.

The result: a five-year contract with across-the-board raises of 23% and much bigger increases for Coach Cleaners like Juliet. Last year, her pay jumped from \$20 to nearly \$26 an hour. By the end of the contract, she will be earning nearly \$33 an hour, which is about \$500 more per week.

"It's amazing," Juliet said in an interview with The TWU Express. "To have such a dramatic change in my pay rate means that I can much more easily provide for my child. My husband and I can add it to our income. I can get out of my dad's apartment and get my own place in Boston now. I can afford a better car to reach all the different train yards across Massachusetts that I need to drive to. It's just going to be a much better quality of life. It's life-changing."

It's incredibly rewarding to hear a worker, our TWU member, speak like this. The reason we fight, the reason we get up in the morning and grind it out every day, is to produce these life-changing moments. That's what it's all about. For me, besides being a father, there's no higher calling than being a trade union leader, an organizer of workers. Outside of the trade union movement, hardly any institutions can improve the lives of working people in such a positive, impactful, and tangible way.

To achieve these success stories, you have to be willing to fight, and we are ready, willing, and able to fight the fight. When Keolis



dug in and refused to move during bargaining, we essentially smashed them in the face, relentlessly. And intelligently. We bombarded company executives and influential legislators with social media messaging and handed out leaflets to riders at commuter rail stations. We packed public meetings, made our case to elected officials in the State House, secured media coverage, and more. We took the fight directly to Keolis' corporate HQ in Paris, saturating them with French-language attack ads right in their own backyard. This is just one of the many battles we have waged against the bosses to enhance our members' livelihoods and protect TWU families.

We are absolutely standing out from the crowd. Anyone who pays attention realizes that the TWU is not to be trifled with; we will fight and fight again on behalf of our members. Every politician in the country knows it; every other union knows it, and every major employer knows it.

The TWU is unquestionably improving the lives of our members and their families. We are actively organizing new members who are currently undervalued, underpaid, and mistreated by their employers. We fight for them too because every worker deserves a fair wage, respect, a safe work environment, and the ability to provide for their families.

There's no higher calling.

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



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Pete Donohue, Senior Communications Director,
and Alex Daugherty, Media Relations Director

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The Importance of Safety in the Workplace

*By International Secretary-Treasurer
Jerome Lafragola*



Safety is paramount.

The TWU has been fighting for more than 90 years to ensure that all workers are protected in the workplace and are able to safely return home at the end of the day. Today, we continue that fight across all divisions and locals to ensure safer workplaces and, in many cases, safer trips for the traveling public.

I spent years working at various locations across New York and New Jersey at TWU Local 1400, where I saw firsthand the importance of safety. TWU members who are tasked with jobs such as responding to emergencies on congested bridges and tunnels, or at the airports, perform critical work in challenging conditions. It is essential to hold the employer accountable for providing a safe work environment.

In many cases, workplace safety issues are addressed at the local level through contracts. But the TWU fights across the country to ensure that safety remains the top priority of lawmakers, transit agencies, airlines, railroads, and anyone else with the power to oversee workplace safety issues.

Recently, our Aviation Division Director Andre Sutton testified before Congress to inform legislators that critical ramp safety provisions in last year's Federal Aviation Administration Reauthorization have yet to be implemented. Just two years ago, a TWU member was killed while working on the ramp in Houston due to a malfunctioning pushout tractor. Sutton critically reminded Congress that the FAA is responsible for issuing a review of ramp worker safety practices, updating training programs, and increasing the visibility of safety markings. To date, the FAA has yet to follow through.

In transit, Local 234 in Philadelphia successfully fought the operator SEPTA to install more safety equipment on buses, particularly bulletproof compartments that protect Bus Operators from potential assaults on board. And after years of TWU advocacy, the Federal Transit Administration recently required minimum safety standards to protect Trackworkers by giving workers the right to refuse work they deem unsafe.

And our Rail Division continues to fight for increased freight rail safety by pushing for two-person crew minimums on trains

and giving Car Inspectors the proper time that is needed to safely assess each car's brakes, connections to other cars, and other safety issues.

While it is critical for each local to fight for safety issues in their respective workplaces, the coordinated advocacy of the TWU International helps achieve safety wins across all workplaces and locals.

The FTA final rule, for example, applies to all transit agencies across the country. Advocating to critical bodies like the House Transportation and Infrastructure Committee ensures that the TWU's position is given weight by policymakers and elected officials. And fighting for freight rail safety through legislation means that big corporations will still be held responsible for ensuring their workplaces are safer, even when tragic incidents like the East Palestine derailment fade from headlines.

Our International leadership, in cooperation with government affairs, state conferences, and local leaders, plays a critical role in fighting for safety issues like protecting Flight Attendants and Gate Agents from unruly passengers. By going beyond waging fights or negotiating contract language with a single employer, the TWU's strategic safety advocacy ensures that all workplaces are following the same rules of the road and are properly held accountable when they fail to promote safe working environments.

From the Union Hall to the Pulpit

From Monday to Friday, George Davis, a Southwest Ramp Agent and a Local 555 officer, can often be found at an airport interacting with members. However, on weekends or the evenings, he might be at a jail, a hospital, a homeless center, or even in the pulpit of a large Baptist church.

That's because Davis is a licensed minister – the Rev. George Davis – in addition to being a Local 555 District Manager with union responsibilities in 12 cities.

"I love helping people," Davis, 46, said, summarizing his motivation. "It's just a joy."

Davis was hired by Southwest 27 years ago. He applied after graduating high school based on a good friend's recommendation. Early in his career, Davis chose to get involved in the union as a shop steward after being fired by a petty tyrant of a manager with whom he had argued, he said. The union helped Davis regain his job back.

"That really inspired me," he said. "It showed me the importance of the local. It showed me that somebody was fighting for me, even when it was behind the scenes and I didn't know it. I started reading the contract and decided that I would start helping others on the job who needed help."

Davis said he was "called" to preach during the COVID-19 pandemic. He took classes and studied for two years before being approved by the Board of Deacons at his church, the First Baptist Church of Highland Park. As an associate minister, he occasionally preaches when summoned to the pulpit by the pastor.

First Baptist is no small operation; the church has a congregation of about 7,000, and the building itself seats approximately 3,500.



George Davis with Local 555 members and International President John Samuelsen who visited TWU members at LaGuardia Airport in April.

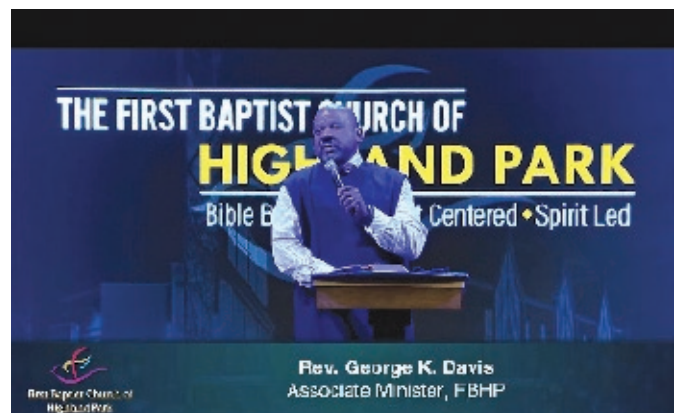
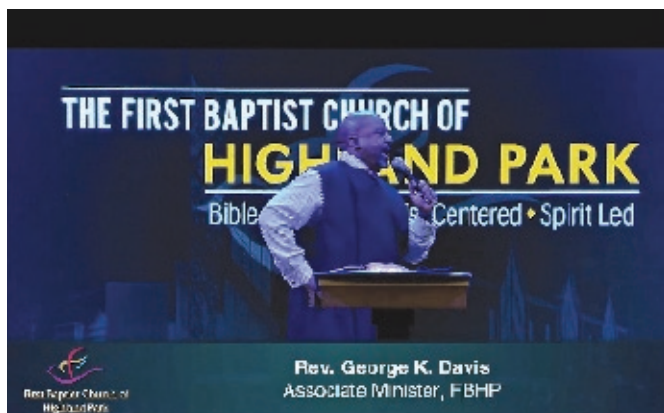


George and his family.

The pulpit resembles the stage of a large theater. The Reverend volunteers at various organizations, such as the Boys and Girls Club, Meals on Wheels, and the Ronald McDonald House. He also helps distribute groceries to the needy at his church and visits retirement homes, hospitals, and prisons to see if anyone wishes to pray with him or simply needs someone to talk to.

It's a lot to juggle, but Davis learned what it takes to be both a union representative and a preacher at a young age. His father, Charles, was a transit worker in Washington, D.C., and was a pastor of his own church.

"I watched my dad, you know, preach on Sundays, and do stuff for his union members, and that really inspired me to do what I'm doing now," Davis said. "I consider it to be an honor to do both."



CUSTODIANS OF THE CAPITOL

TWU Members Clean National Treasure

The Library of Congress in Washington, D.C., is an architectural, historical, and educational treasure visited by millions of tourists and scholars each year, and a little-known group of TWU members keeps it in top shape.

TWU Local 525 represents the 30 custodians who sweep, mop, and perform other cleaning duties in the library: three separate buildings on Capitol Hill with a vast collection that includes a rare copy of the Gutenberg Bible, printed in the 15th century; a handwritten draft of the Gettysburg Address, penned by President Lincoln in 1863; reels of film from the beginning of cinema in the early 20th century; and Rosa Parks' personal letters and photographs from the 1950s and 1960s.

The custodians, officially titled Floor Technicians, are responsible for areas such as the Reading Room in the Thomas Jefferson Building, which was built in 1897. The room features marble floors, mahogany columns, brass fixtures, and 40 desks arranged in a circular pattern beneath a glass-topped dome. Natural light filters down through the dome and large glass windows. Intricate murals and frescoes, depicting themes in American history, adorn the ceiling and walls.

About 2 million people visit the library each year.

"It's cool seeing all the different nationalities come through," Floor Technician Naieem Weaver said.

The job has its challenges, Weaver and Floor Technician Christina Gutierrez said. Because of the volume of visitors, for example, cleaners give special attention to the Reading Room on Sundays and Mondays when the library is closed. Shifts are sometimes changed



Library of Congress Floor Technicians Naieem Weaver and Christina Gutierrez.

to accommodate events held at the library. Still, Gutierrez said she likes the job because most visitors are friendly and "warm." Weaver said he gets satisfaction looking at the spotless floors at the end of his shift, knowing that many thousands had just walked on them.

"I love that feeling, after you finish, of seeing your work," Weaver said.



The Reading Room in the Library of Congress in Washington, D.C.



Floor Technician Naieem Weaver in the library basement where cleaning equipment is stored.

Local 525 President Kevin Smith recently toured the Library of Congress facilities and met with his members who patrol the marble hallways looking for litter.

“Not many people know we have these folks who work on Capitol Hill,” Smith said. “But they’ve been TWU members for decades.”

The custodians at the library are employed by a federal contractor called Chimes. Local 525 also represents Chimes workers who provide cleaning services at Andrews Air Force Base in Maryland and Fort Bragg in North Carolina.

At the library, custodians work alongside disabled workers as part of the federal government’s AbilityOne program, which aims to provide employment opportunities for these individuals. The program offers individuals a career and fosters some independence. While the disabled workers aren’t TWU members, they get the wages and benefits provided in each new contract.



The Reading Room’s dome at the Library of Congress. Below: The Great Hall



Local 525 President Kevin Smith (third from left) took a tour of the library and met with members. Left to right: Luis Morales, a custodial manager; Matt Bradford, Local 525 Executive Board Member; Smith; Travis Bridges, Local 525 Shop Steward; a custodial supervisor; and Julio Ceron, TWU International Political and Legislative Representative.

TWU International Announces Scholarship Recipients

In May, the Transport Workers Union announced the winners of scholarships amounting to \$112,000 – the latest awards in a program that began over five decades ago to honor TWU founder Michael J. Quill. Thirty-two members of TWU families will receive awards ranging from \$2,000 to \$4,800 a year.

“There’s nothing more important than a good education, whether the goal is a college degree or learning a trade,” TWU International Executive Vice President Alex Garcia said. “We all know, however, just how expensive that can be. With these scholarships, The TWU is helping the next generation achieve its goals. It’s a great program.”

Michael J. Quill Scholarship recipients will receive \$1,200 per year for four years. TWU vendors Acrisure, M3 Technology, Pitta LLP, and Pitta Bishop Del Giorno LLC have also established scholarships benefiting TWU families.

“These scholarships demonstrate TWU’s commitment to advancing the economic security of our members and their

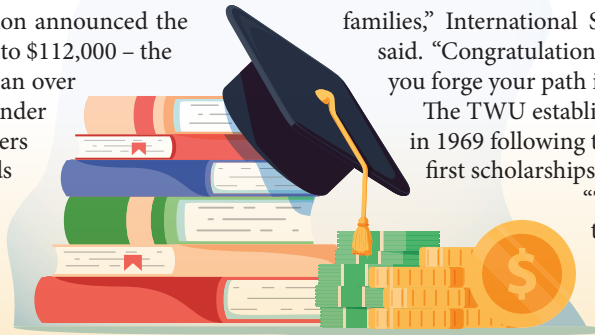
families,” International Secretary-Treasurer Jerome Lafragola said. “Congratulations to our winners, and best of luck as you forge your path in the world.”

The TWU established the Michael J. Quill scholarships in 1969 following the legendary labor leader’s death. The first scholarships were granted the following year.

“This is really a wonderful program and tradition,” International Administrative Vice President Curtis Tate said. “We’re helping our members and their families, and honoring our founder at the same time. Best of luck to our scholarship recipients as they continue their educations.”

M3 President John B. Pescitelli said it’s “pleasure and an honor” to provide funding for scholarships and offer other services to members. M3 Technology has been providing supplemental insurance to TWU members and their families throughout the United States, Puerto Rico, and the U.S. Virgin Islands since 1980.

Please contact Tinisha Thompson via email at scholarship@twu.org for additional information or questions.



TWU INTERNATIONAL SCHOLARSHIP WINNERS

Michael J. Quill Scholarship Winners - \$4800

(paid out \$1200 per year for four consecutive years)

NAME	MEMBER	LOCAL
Faryn B. Algarin	Francisco Algarin	510
Dylan M.	Angus Orane Angus	100
Nina R. Brown	Rudolph Brown	100
Dermot J. Carroll	Carmel Carroll	556
Allison G. Christie	Jason Christie Sr.	100
Issac J. Diao	Weifeng Diao	100
Isabella Francisco	Asuncion Francisco	100
Hannah-Melody Ganawah	Samuel Ganawah	514
Sandra M. Hernandez	Gustabo Hernandez	591
John M. Livia	Frank Livia	591
Selena K. O'Boyle	Robert O'Boyle	514
Aubrey M. Rivera-Jones	Jennifer Rivera	100
Janiyah Ross	Claude Ross	101
Sarah A. Rotariu	Ionut Rotariu	100
Jacob C. Wilson	Eric Bassett	514

Acrisure - \$2500 (one-year scholarship)

NAME	MEMBER	LOCAL
Maya B. Boyd	Alonzo Boyd	2001
Adriana E. Crespo	Elias Crespo Jr.	100
Cassidy S. Cullen	Tony Cullen	577
Cade A. Fontenot	Jamee Fontenot	556

Acrisure - \$2500 (one-year scholarship) continued

NAME	MEMBER	LOCAL
Eli M. Havel	Michael Havel Jr.	574
AnnMaria	Joshy Kurian Joshy	100
Conner R. Merrill	Robert D. Hughes	591
Michael V. Orlando	John Orlando	591
Tyshawn A. Williams	Shameia Colter-Williams	100
Rasheque T. Wittaker	Lloyd Wittaker	100

M3 Technology - \$2000 (one-year scholarship)

NAME	MEMBER	LOCAL
Jaela R. Anderson	Candice Ricketts	556
Janelle D. Passee	Winstann Philip-Passee	100
Nathanael Roachford	Eric Roachford	100
Kason B. Sookwah	Chetram Sookwah	100
Nora E. Wells	Dustin Wells	250A

Pitta LLP - \$2500 (one-year scholarship)

NAME	MEMBER	LOCAL
Allyson M. Friedman	Jeffrey Friedman	513

Pitta Bishop Del Giorno LLC - \$2500 (one-year scholarship)

NAME	MEMBER	LOCAL
Cody T. Keith	Bryan Keith	514



TWU Wins at Mechanics' Competition

Two TWU teams won gold and silver awards this spring at the annual Aerospace Maintenance Council competition. This event showcases and tests Aviation Maintenance Technicians' skills and knowledge.

The competition - part of the MRO Americas' Aviation Week conference - featured nearly 90 teams representing airlines, repair and manufacturing organizations, the military, and aviation maintenance schools. Teams came from across the United States

and seven other countries. The conference was held April 8 – 10 in Atlanta, Georgia.

TWU members also served as judges for some of the categories.

"We're extremely proud of all of our members who competed and participated at MRO Americas' Aviation Week," International Air Division Representative Rollie Reaves said. "Your dedication and expertise continue to be a great reflection of our great union."

Congratulations to our winners and participants.



AA Event Judges (in black), from left: Aaron Klippel, Crew Chief, SAN; Rob Foresman, Tech Crew Chief, TULE; Bill Klusman, Crew Chief, TULE; Lyle Becnel, Tech Crew Chief, TULE; Steven Corbett, Crew Chief, TULE.



AA Line Team, (in red) from left: Jason Ferguson, Crew Chief, PHL; Albert Padilla Jr., Technical Crew Chief, IAH; Damian Navas Moreano, AMT, PHX; Robert Mack, AMT, MCO; Erik Lopez-Isidro, AMT, CLT; and Edgar Danis-Montero, Maintenance Control Technician, MOC.

- Won Event-16, Perfect Point EDM E-Drill Fastener Removal.
- Line Team member Edgar Danis-Montero (MCT, MOC) brought home the win.



AA Base Team, from left: Scott Bell, AMT, TULE; Luis Cervantes-Bustios, Crew Chief, TULE; Sergio Lozada Chinea, AMT, TULE; Lisa Prince, Technical Crew Chief, TULE; Brent Duvall, AMT, TULE; and Nicholas Wiseman, AMT, DWH. Tim Sills, AA Team Captain, not pictured here.

- Won Event-2, American Airlines Logo Light – (Deferred award to second place as the judges were from American Airlines)
- Brent Duvall (AMT, TUL) had the best time.
- Second Place Event 20, Southwest Airlines & Barfield Systems Acoustic Ultrasound Troubleshooting

Building for the Future

The TWU is already working hard on Capitol Hill to ensure that TWU priorities are included in next year's surface transportation reauthorization bill – a crucial piece of legislation for transit and rail operations nationwide.

Following a similar approach to last year's Federal Aviation Administration reauthorization bill, the TWU is laying the groundwork for our top legislative priorities. Lawmakers are already aware of our union's needs well in advance of the bill officially working its way through Congress.

all address the root cause – current law that prevents federal transit funds from being used to improve day-to-day service.

"This could significantly improve people's lives," International Administrative Vice President Curtis Tate said. "Agencies could run buses and trains more frequently, making it easier for millions of daily riders to get to work and other destinations. Expanded service would also create more good union jobs, like Bus Operator and Train Operator."

By the end of 2026, the TWU hopes to have a bill signed into



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– International Administrative Vice President Curtis Tate

The top priority for The TWU is to change how the federal government doles out transit funds. Currently, federal funds allocated to agencies can only be used for capital expenses like building infrastructure or acquiring new buses. They can't be used for operational costs such as fuel and wages necessary to ensure that trains and buses run on time and safely.

"It makes zero sense that the federal government funds the purchase of new buses but cannot fund hiring a Bus Operator," TWU International President John Samuelsen said. "We see next year's surface transportation reauthorization bill as a critical opportunity for change."

In preparation for next year's surface transportation bill, The TWU has collaborated with lawmakers from both parties in the U.S. Senate and House of Representatives to change how federal transit funds are dispersed. There are multiple proposals in play, but

law that changes the current funding structure, which now leads transit agencies to make poor funding decisions and, in some cases, actively decreases ridership. When agencies don't provide frequent service some riders resort to other means of travel or travel less.

The TWU is also poised to have Marc Molinaro, a TWU supporter who knows surface transportation issues well, lead the Federal Transit Administration. Having Molinaro in charge of a federal agency tasked with assisting transit agencies across the country is a valuable asset for The TWU since we have a long relationship with him dating back to his days in local politics in Dutchess County, New York, and continuing through his service in Congress.

"Marc Molinaro was a strong advocate for transit in downstate New York and his experience will be essential for navigating nationwide transit issues," Samuelsen said. "I was proud to strongly support his nomination and attend his confirmation hearing."



Mike Garcia and his pet, Lady, who died of cancer.



Mike with Honey Girl, his pet cat. Garcia has four dogs and two cats.

“GRIEF IS GRIEF”: Union Seeks Pet Bereavement Leave in Las Vegas

Workers have long been able to take time off following a relative’s death, but drivers at Big Bus Tours in Las Vegas may soon have a novel addition to their contract: pet bereavement. TWU negotiators are seeking a provision that allows drivers to take a one-day leave of absence to mourn the loss of a deceased dog, cat and possibly other animals.

“The pandemic really highlighted just how emotionally connected people are to their pets,” Frank McCann, TWU Local 100’s Senior Executive Director of Organizing, said. “We thought it would be beneficial to have that bond recognized in the contract, so we brought it to the negotiating table.”

Big Bus didn’t challenge the contract demand during negotiations. Workers will not face disciplinary action for taking the day off but will not get paid. The collective bargaining agreement was being finalized as of press time in mid-May.

Mike Garcia, a Big Bus Driver and a union representative in the Las Vegas unit, said a day off would have been appreciated when his 10-year-old German Shepherd, Lady, passed away a few years ago from cancer. To Garcia and his wife, Brenda, Lady was a beloved family member.

“It was really hard on us,” Garcia said. “It was a very trying time.



A memorial for Lady in the Garcias’ home.

We had her since she was a little puppy. She was so cute. She would always come up to me and give me kisses. And I would take her everywhere. She loved it. We were very close.”

Researchers have found that the grief experienced after the death of a pet can be equal to, and sometimes greater than, the grief experienced after the loss of a human loved one. They discovered that because pets often provide unconditional love and a constant presence in their owners’ lives, their deaths can leave a huge void. Whether the deceased is a human or a pet, the emotions involved are the same.

“Grief is grief,” Garcia said.

The Garcias, who are parents with adult children, are hardly alone. They

presently have four dogs and two cats.

Pet ownership soared during the pandemic. According to a survey by the ASPCA, approximately 23 million American households acquired a dog or a cat, representing nearly 1 in 5 households in the country. A small number of employers offer paid time off after a pet’s death. Most are technology companies, start-ups, or businesses selling pet-related products or services like pet insurance. The number, however, appears to be growing. A 2022 study estimated that 3% to 5% of employers offer the benefit.

Interns Learn the Ropes in D.C

The TWU's 2025 internship program is up and running with selected members gaining experience with the International in Washington, D.C.

Interns work with Heather Lavery, the TWU's Political and Legislative Representative, to gain first-hand experience with the union's policy and political activities in the capital. They are based at TWU International headquarters within the Government Affairs Department and the Committee on Political Education, with potential assignments assisting Research and Analysis, Communications, Division Directors, and the International Administrative Committee.

Pairs of interns spend four weeks learning more about the International's work and engaging with key lawmakers and policy officials on critical issues affecting transport workers across the country.

"The internship program provided me a 'peek behind the curtain' of the important work our International does in Washington to advance the interests of workers, the labor movement and our local affiliates," Roy Soria, a Local 556 Domicile Executive Board Member and Chicago-based Flight Attendant who interned earlier this year, said. "I was amazed at how fast the team can be activated and act upon any number of issues affecting transportation. I was truly honored to have been given the opportunity to learn from them."

International Executive Vice President Alex Garcia said the internship program, which was relaunched last year, was a success. It provides critical experience for TWU leaders within their locals and across the entire union.

"Bringing leaders from all divisions to Washington to gain critical experience and witness major changes from the new administration and Congress will serve them well in the future," Garcia said. "Interns can benefit immensely from learning first-hand about the TWU's extensive political and legislative work in our nation's capital."

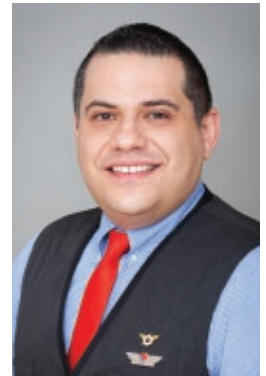
Lavery said interns have played critical roles in TWU organizing campaigns, legislative work, administrative and organizational tasks, and communicating union victories with members. The goal is for participants to learn new skills and take them back to their locals.

"Building the next generation of union activists and leaders is critical to the TWU's success and we think the internship program is a key part of that development," Lavery said.



Internship program participants Gisela Alvarez, Local 556, and Florida State Conference Chair, and Tim Hughes, Local 507 President, at TWU International headquarters in mid-May.

Roy Soria, a Local 556 Domicile Executive Board Member and a Chicago-based Flight Attendant, interned with the International earlier this year.



The other 2025 interns, some of whom completed the program earlier this year, are Jesus Guerrero, Local 291 Rail/Mover Vice President, Tim Hughes, Local 507 President and International Executive Council member, Gisela Alvarez, Local 556 and Florida State Conference Chair, Alexander Kemp, Local 100 Administrative Vice President, and Shalena Matlock, Local 514 Shop Steward. Garcia and Lavery urge applicants who might not have been chosen for this year's internship class to apply next year.



"Bringing leaders from all divisions to Washington to gain critical experience and witness major changes from the new administration and Congress will serve them well in the future. Interns can benefit immensely from learning first-hand about the TWU's extensive political and legislative work in our nation's capital."

— International Executive Vice President Alex Garcia

FLOC Members Practice Arbitration

Members of TWU's Future Leaders Organizing Committee held their spring meeting in Washington, DC, where they spent the week practicing their arbitration skills.

TWU International Administrative Vice President Mike Mayes attended the meeting, which included a mock arbitration session moderated by leading labor attorney Mark Richard.

"This spring's FLOC meeting was a major success," Mayes said. "The participants learned valuable skills they can use when representing members in disciplinary hearings and other proceedings."

Richard, along with labor attorneys Christina Gornail and Holly E. Oliva-Van Horsten, set up and ran a mock arbitration hearing involving a Bus Operator who was unfairly terminated from her position. TWU FLOC members took turns acting as witnesses and advocates for both sides during the mock hearing.

"We are preparing the next generation of leaders to carry our union forward," International Administrative Vice President Curtis Tate said. "They need to have the skills necessary to represent and service the membership, and fight the bosses when they need to fight."



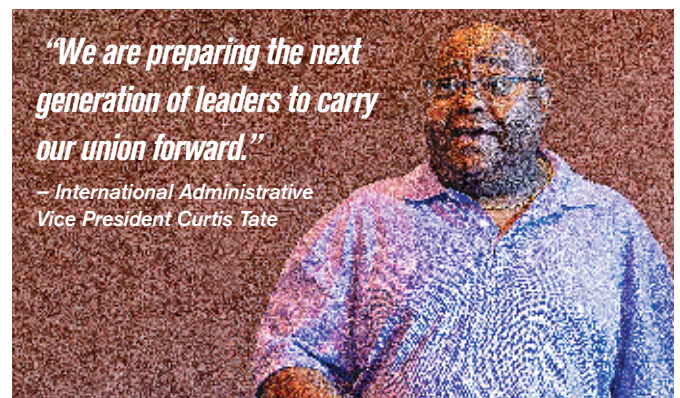
TWU International Administrative Vice President Mike Mayes called the spring FLOC meeting "a major success."



FLOC Member Misael Torres of Local 557, TWU Political and Legislative Representative Heather Laverty, FLOC Member Ernisha Harrell, also from Local 577, and TWU Organizer Klarissa Principe.



Labor lawyer Mark Richard, center, led FLOC members through a mock arbitration case for which they had to prepare.





In recognition of the increasing number of women serving in the military, The TWU International Veterans Committee and the International Working Women's Committee held their first-ever joint meeting in April.

In 2000, women comprised just 4% of military veterans, but they are projected to make up nearly 20% of the veteran population by 2040. This makes women the fastest-growing group of veterans in the United States.

"We wanted to bring both committees together to reach more people," Veterans Committee Liaison Jose Galarza said. "The Working Women's Committee may know a lot of veterans, and we're here to tell them that, hey, if you know somebody, send them our way and we will help them any way we can. The military is a tough place. We need to reassure them that we're all together, brothers and sisters, just like a union; we take care of each other."

Working Women's Committee Chair Shirley Duff, who served more than eight years in the Army, described the Veterans Committee as an invaluable resource. It helps veterans, for example, navigate bureaucratic hurdles to ensure they receive the healthcare and benefits they are entitled to. It also provides a space for bonding and, when needed, healing, she said.



International President John Samuelsen, Executive Vice President Alex Garcia, and Secretary-Treasurer Jerome Lafragola at the joint meeting of the Working Women's Committee and the Veterans Committee.

"When you are with other soldiers, and they've been through what you've been through, they can relate," Duff said. "They're not judgmental. They're not telling you to get over it. They're not telling you, you'll be fine, that it's all in your head. Someone in the room has been there, has gone through it, and that's a comfort to a soldier."

TWU International President John Samuelsen, Executive Vice President Alex Garcia, Secretary-Treasurer Jerome Lafragola,





Women Veterans and Mental Health



*Photo left:
Veterans
Committee Liaison
Jose Galarza,
Working Women's
Committee
Chair Cassandra
Gilbert, WWC
Director Shirley
Duff, Veterans
Committee
Chairman
Brian Galarza*



*International Executive VP Garcia, Sec.-Treas. Lafragola and
Pres. Samuelsen with meeting participants.*

Veterans Committee Chair Brian Galarza, WWC Chair Cassandra Gilbert, and Duff all gave remarks.

The gathering included a mental health seminar with Georgina Felix, the Communications Workers of America's Member Assistance Program director at American Airlines. Felix conducts mental health workshops and awareness sessions for union members in that role.

Felix instructed seminar participants on identifying when someone is having an anxiety attack and how to calm the individual using breathing and other techniques. She also led a question-and-answer session in which union members and officers sought advice on handling difficult situations, such as approaching a co-worker who might be suicidal or is struggling with grief after a suicide or a fatal on-the-job accident.



Felix said it's critical to "stay in your lane" and steer individuals in extreme emotional distress to qualified mental health professionals. At the same time, union leaders and members must talk about mental health at work and normalize such conversations. She said the subject is not as taboo as it was in the past.

"Go ahead and ask, 'Hey, how are you doing today?'" Felix said. "That can mean everything, especially for someone who may be thinking of harming themselves. They are so

lost in this vision that they don't have anyone, and no one notices them. By you saying 'hello,' it can click for them that there is someone who does care."

That recognition, Felix said, could provide the opening needed for someone to "step back" from the precipice and seek help.

Safety Below the Wing

The Federal Aviation Administration needs to expedite a comprehensive analysis of ground operations at airports to enhance worker safety, TWU International Air Division Director Andre Sutton told Congress in April, citing the tragic death of a union member in Texas two years ago.

Fleet Service Agent Michal Ingraham was preparing to tow an American Airlines jet when the idling tractor he was operating suddenly accelerated and crashed into a passenger boarding bridge connected to the terminal. The vehicle, owned by an AA contractor, had a history of malfunctioning, Sutton told the House of Representatives Subcommittee on Aviation. Fleet Service workers had removed the tractor from service multiple times, but the contractor failed to perform adequate repairs, Sutton said.

"This incident was not caused by some cruel twist of fate; it was entirely preventable with better oversight and safety requirements," Sutton testified.

Sutton said the last time the FAA conducted a comprehensive review of ramp safety rules and procedures was over two decades ago. The FAA Reauthorization Act, signed into law in May of 2024, mandates that the FAA evaluate safety-related policies, training programs, and tarmac markings. Congress requested that the analysis begin by mid-November last year, but Sutton said the FAA failed to take action. Sutton said there is a severe lack of extensive data about ramp worker injuries and fatalities in the United States. However, he testified that a 2019 Government Accountability Office (GAO) report estimated that 27,000 ramp accidents and incidents occur annually worldwide. Four other ramp workers in the U.S. were killed in on-the-job accidents since Ingraham died.



Air Division Director Sutton testifying before Congress.



Union officers said airlines prioritizing on-time performance over worker safety and contractors performing shoddy work on ramp vehicles are two areas of significant

concern and focus.

"To an airline, everything is about running on time," International Executive Vice President Alex Garcia said. "If a plane on a gate is late, then there's a plane sitting in the taxiway waiting to come in. It's a domino effect that happens throughout the day, and that's where safety can get compromised."

Menzies, the contractor American uses to maintain motorized ground vehicles at Austin-Bergstrom International, isn't the only problematic outfit, said Greg Cosey, Local 513 president and TWU International vice president. He said AA vendors responsible for maintaining ground vehicles "across the system" are performing terribly.

"We're finding the vendors are not fully, one-hundred-percent qualified to work on certain types of equipment," Cosey said. "We're finding that the vendors don't have enough mechanics on staff to satisfy our needs. We're finding that they are falsifying the body of work they are doing."

A Heroic Last Act

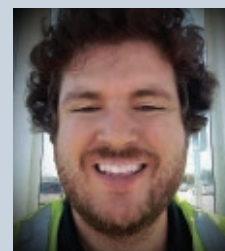
Fleet Service Agent Michal Ingraham's last act – before he was tragically killed in a tarmac accident in Texas – most likely saved one of his co-workers from severe injury, or even death, his local president said.

On April 20, 2023, Ingraham drove a tractor up to a parked American Airlines aircraft at Austin-Bergstrom International Airport so a co-worker could attach a tow bar. After sitting idle for a while, the vehicle suddenly lurched forward and accelerated, according to Local 513 President Greg Cosey, who reviewed video from an airport camera. Another ramp worker was directly in the tractor's path, but Ingraham quickly steered the vehicle to the right, away from his colleague, Cosey said.

"I believe Michal saved that union brother's life, or prevented him from being hurt very badly," Cosey said. "In my mind, his quick thinking and action were heroic."

The tractor, sometimes called a pushback or a tug, struck a jet bridge, killing the 37-year-old Ingraham, who was well-liked by other Local 513 members at the airport, Cosey said. Ingraham was hired a little over a year before the accident.

"He was a sweet soul," Cosey said. "Just a really nice kid. There's not one person there who would say anything bad about him."



Michal Ingraham

Organizing Victories Expand TWU Presence at Airports Across the Country

Four different work groups across various sectors of the aviation industry recently voted to join The TWU – a successful string of organizing victories expanding the union’s reach at airports across the country.

Flight Dispatchers at Avelo Airlines, Shuttle Bus Operators for a Delta Air Lines subsidiary, Fuelers at PrimeFlight in Orlando, and Flight Instructors at PSA Airlines in Charlotte all voted to join the TWU in overwhelming numbers.

“These victories are for workers looking to enhance their economic security,” TWU International President John Samuelson said. “Now we fight to win the all-important first contracts that will lock-in improvements in wages and working conditions for these hardworking Flight Instructors, Dispatchers, Fuelers, Shuttle Drivers, and their families. With these votes, we continue to expand our presence at domestic airports. We continue to enhance our ability to empower workers. They are now poised to take more control of their work lives, fight the bosses when necessary, and pursue their mutual goals. The TWU is America’s largest airline workers union, and we are getting bigger and stronger every day.

Avelo Dispatchers

Dispatchers at Avelo Airlines, an ultra-low-cost carrier based in Houston, voted in April to join The TWU. The Dispatchers initially reached out to The TWU to help address long-standing pay imbalances and quality-of-life issues. The successful election means that The TWU currently represents Flight Dispatchers at Alaska Airlines, Envoy Airlines, Frontier Airlines, Hawaiian Airlines, Horizon Airlines, Kalitta Airlines, Omni Airlines, PSA Airlines, Republic Airlines, Southwest Airlines, Sun Country Airlines, and UPS Airlines.



Delta Shuttle Bus Operators and Supervisors at John F. Kennedy Airport in NYC are among the growing number of airline workers deciding to join The TWU to improve their working conditions, wages, and benefits.

Delta Shuttle Bus Operators

Dozens of shuttle Bus Operators and Bus Supervisors who work at John F. Kennedy Airport in New York City voted in March to join the TWU – a vote that occurred to address appalling working conditions, such as a lack of running water during shifts and all workers having to use one filthy port-a-potty while on the job. Workers also complained they don’t receive paid vacation or sick days. The Bus Operators

and Supervisors, who provide transportation for Delta workers, are employed by ERM-C-UNIFI, a company that is 48% owned by Delta, which made \$5.1 billion in profits last year.

PrimeFlight Fuelers

About 70 Fuelers at Orlando International Airport voted unanimously in February to join The TWU. The TWU is the largest union at the airport, and this vote expanded our presence even further. Workers told the TWU they lack access to drinking water or a breakroom. The company also doesn’t provide suitable work clothes for protection against inclement weather. Fuelers operate fuel trucks, connect hoses, oversee fueling operations and moved to join the TWU due to extremely low pay and high job turnover.



PrimeFlight Fuelers at Orlando International Airport

PSA Flight Instructors

Flight Instructors at PSA Airlines, a regional carrier for American Airlines, voted in March to join the TWU. The instructors include Simulator Instructors who train pilots in motion-based flight simulators and Ground Instructors who teach in classrooms. The PSA Flight Instructors will join TWU Local 548, which currently represents Flight Crew Training Instructors, Simulator Pilot Instructors, and Flight Simulator Engineers at American Airlines, Ground School Instructors and Pilot Simulator Instructors at Envoy Airlines, and Pilot Instructors at JetBlue Airways.



PSA Flight Instructors in Charlotte, North Carolina, with TWU International Special Projects Coordinator Alejandro Arroyo (far left), International Organizing Director Angelo Cucuzza, and Assistant Organizing Director Sean Doyle.

TWU PERSISTENCE PAYS OFF: Amtrak Graduates First Apprentice Class in 31 Years

For years, Rail Division Director John Feltz pressured Amtrak officials to revive a long-shuttered apprentice program that once provided critical training to become a Journeyman Carman, only to be told he was “beating a dead horse.”

“My response was, ‘I’ll beat that horse until it comes back to life,’” Feltz said in March at the first graduation of Amtrak mechanical apprentices since 1994. “That horse is now a Triple Crown winner and taking its victory lap.”

Seven TWU members, some of whom previously worked as Cleaners and others who joined the railroad from other careers, completed a three-year program that gave them mentorship and experience at Beech Grove Shops, Amtrak’s oldest and largest railway maintenance facility in Beech Grove, Indiana.

Luke Bolin, RaJeana Costelow, Jaysen Cummings, Braxton Stapleton, Eric Ferguson, Steve Wells, and Kevin Perry graduated on March 27 and immediately became Journeyman Carman, earning over \$38 an hour. They are all members of TWU Local 2003.

“The apprenticeship program is a shining example of TWU advocacy paying off,” TWU International President John Samuelson said. “For years, we were told that reviving the program wasn’t

possible – but the Rail Division and John Feltz persisted, and Amtrak leaders finally listened.”

The creation of this program provides career advancement opportunities for TWU members and helps ensure Amtrak has a highly skilled, qualified, and engaged workforce. It has been accredited by the U.S. Department of Labor, making Amtrak the only railroad in the country with a DOL-accredited curriculum. This means Amtrak can now apply for future funding for the program.

Currently, there are 110 apprentices from The TWU and three other unions learning new skills at Amtrak facilities across the country.

“This is a game-changer for TWU members,” Feltz said. “This program allows someone to start as a Coach Cleaner and work their way up to a Journeyman Carman position that pays well and provides great benefits. Programs like these will improve the economic security of families across the country.”

The apprenticeship graduates were presented with certificates of recognition from Indiana U.S. Rep. Andre Carson’s office during a ceremony in March with top Amtrak officials and TWU leaders present.



RAIL UPDATES



The newly minted Journeymen Carmen with TWU International Rail Director John Feltz (second from left, middle row) and International Rail Division Staff Rep. Brian Delucia (far right). Also pictured, Local 2003 Chairman Tim Sherwood (second from right, back row) and Local 2003 President Dan "Danno" Groves (third from right, back row)

"I've always been a mechanical person and Amtrak is a good job," Wells said. "Being part of the TWU means unity; you look out for each other and it's a family. By the time you get through the apprentice program, you're in a good place with seniority."

Apprentices worked across the different shops at Beech Grove to gain a range of skills, including learning how to take apart, rebuild, and refurbish sleeper and observation cars; paint locomotives; and overhaul wrecked railcars. They also repaired and replaced the interiors of dining cars and their kitchens. Apprentices accrued seniority while completing the program – allowing the apprentices to accumulate time on the job that further improved their pay rate.

"I had no mechanical skills," said Costelow, who worked as a Coach Cleaner for years and is the first-ever female Amtrak apprentice graduate. "I was cleaning cars. Now I know how to repair a train car from the wheels up. I'm a 16-year TWU member and we're always helping our brothers and sisters."

Costelow said she will now begin working the second shift to repair train cars and said that the program in the future should provide critical skills training to the next generation of railroaders and TWU members.

"A young person should really start their career early and get into it," she said. "This is a great opportunity."



Rail Division Director John Feltz speaking at the graduation ceremony.



Local 234 President Brian Pollitt



Representative Malcolm Kenyatta from North Philadelphia spoke at the rally

Local 234 Rallies for Funding

To prevent crippling cuts to public transit – as well as layoffs – hundreds of transit workers rallied at Pennsylvania’s Capitol Building in Harrisburg in May to support Gov. Shapiro’s plan for additional Commonwealth funding.

Local 234 President Brian Pollitt, along with other labor leaders, supportive elected officials, and rider advocates, sharply criticized Senate Republicans for failing to support and pass the necessary legislation. They emphasized that the bus and rail systems are the

“We came here to make some noise, and it was resounding. We have the Democrats’ support but we need the Republicans to wake up and smell the coffee.”

– Local 234 President Brian Pollitt

economic engine of the Commonwealth, acting as job generators and providing essential transportation for many residents who cannot afford to own a car. Local 234 members, who arrived in four buses from Philadelphia, filled the steps of the rotunda, contributing to an overflow crowd on the main floor.

“We came here to make some noise, and it was resounding,” Pollitt said after the May 13 rally. “We have the Democrats’ support but we need the Republicans to wake up and smell the coffee.”

Among the politicians who spoke, State Representative Malcolm Kenyatta, from North Philadelphia, delivered the most passionate and rousing short speech at the rally.

“Funding mass transit is not a f----- gift to us,” he thundered. “It’s the right thing to do.”

TWU International Administrative Vice President Curtis Tate said the International is providing Local 234 with strategic and operational support in this campaign for funding, just as it did during its contract battle last year.

Southeastern Pennsylvania Transit Authority (SEPTA) ridership,



TWU International Administrative Vice President Curtis Tate. The International has provided support and strategic assistance for Local 234’s fight.

a major source of revenue, has not returned to pre-pandemic levels, worsening a substantial budget gap. Transit agencies across the country face the same fiscal dilemma.

In a worst-case scenario, SEPTA officials say they will have to eliminate up to 55 bus routes, shut down five Regional Rail lines, and reduce the frequency of service on those that remain. The doomsday cuts would be implemented in two phases: one starting this fall, the other in January.

Senate Republicans blocked Gov. Shapiro’s proposal last year to increase state funding for transit by raising its share of the sales tax. SEPTA would receive \$161 million. Supporters are promoting the proposal again this legislative session.

Local 234’s contract includes a no-layoff clause that protects all members, except workers with less than a year on the job, Pollitt said.

Raises for Transit Workers in North Carolina

TWU Local 248 members at the Winston-Salem Transit Authority ratified a new three-year contract that provides significant wage increases and keeps intact existing contract language, despite a recent change in operators.

Fixed Route Bus Operators in their first year on the job will see a wage increase over 25 percent over the life of the contract, while Paratransit Operators and Mechanics will receive a wage increase of over 26 percent over the length of the contract. Local 248 represents about 100 Fixed Route Bus Operators, Paratransit Operators, and Mechanics.

“This new contract puts our hardworking Local 248 members in line with other transit agencies,” TUUS Division Director Willie Brown said. “It was a successful fight, and we will keep working to deliver contracts that benefit workers and their families.”

The new contract also improves sick pay. Previously, workers who called in sick were not paid for their first day off. Sick pay will now begin on the first day a worker calls in sick. The employer is now also required to pay their portion of health benefits while a worker is on paid leave.

The Winston-Salem Transit Authority was operated by a private company, Transdev, until August 2024, when Fort Worth-based



Local 248 President Cassandra Boozer gives the ‘thumbs up’ after members ratified the contract.



Transit, Universities, Utilities, and Services Division Director Willie Brown, center, and two Local 248 members, as the contract votes were being tallied.

operator RATP Dev USA won a multi-year contract to run and maintain the transit system.

“We preserved a lot of the existing contract language, even though a new company took over and their original proposal was to change a lot of contractual benefits,” Local 248 President Cassandra Boozer said. “Big wage increases and protecting health benefits were massive wins for us.”

In addition to the raises, Local 248 members will receive a retroactive pay increase, dating back to July of 2024, an increased tool and shoe allowance, and an expansion of qualified bereavement leave.

Local 248 and The Safe Bus Company

The bus service provided by Local 248 members has roots in the segregated South in the early 20th Century and the largest Black-owned transportation company in the world.

In the 1920s, White residents of Winston-Salem, North Carolina, had a bus and streetcar system to transport them to work, church, and other destinations. However, Black residents living in their segregated neighborhoods were not afforded a similarly dependable transit system.

Dozens of individual Black jitney owner-drivers attempted to fill the void, but the resulting transportation option was largely chaotic, unpredictable, unregulated,



overcrowded, and somewhat hazardous. In 1926, a group of Black jitney owners united to improve service by forming the Safe Bus Company. By 1935, Safe Bus employed more than 80 people and served 8,000 passengers daily.

In 1968, Winston-Salem’s contracted company ceased operations, and the city

directed Safe Bus to take over all routes, including low-ridership routes that did not cover expenses. Safe Bus could not survive that and other economic realities. The Winston-Salem Transit Authority purchased the company’s assets in 1972, and it became part of the city-run department.

Local 100 President John Chiarello

Tell us about your Local?

TWU Local 100 represents subway and bus workers employed by three divisions of the Metropolitan Transportation Authority: NYC Transit, the Manhattan and Bronx Surface Transit Operating Authority, and MTA Bus. We also represent workers in the private sector, such as Liberty Lines Transit in Westchester County, tour Bus Operators, and school bus companies. We have approximately 44,000 members across these industries. Our job titles include subway Train Conductors, Train Operators, Bus Operators, Station Agents, Cleaners, subway Car Inspectors, Track Workers, Signal Maintainers, Mechanics, skilled tradesmen, as well as clerical employees in the offices and nursing staff at the employer clinics.

What do you think makes your local unique?

There are several things that make Local 100 unique. A couple of them are our location and our size. Our members operate, service, and maintain the largest mass transit system in North America: the New York City transit system. It includes 472 stations, hundreds of miles of track, thousands of subway cars and buses, and millions of riders each day.



Local 100 President John Chiarello

What's the biggest issue, or some of the biggest issues, facing your Local?

We are up against the most anti-worker MTA management regime I have seen in my time here. MTA Chairman Janno Lieber is a serious threat to union members, and we will have to mobilize all our resources against him in our upcoming contract fight.

Tell us about your job and work history

I started with NYC Transit in 2001 as a provisional Car Inspector (subway Car Mechanic). In 2003, I became a permanent Signal Maintainer in the Maintenance of Way Department. Before NYC Transit, I was in the heating and air conditioning business and owned a company.

Why did you get involved in the union?

I got involved in the union because complaining about issues wasn't enough for me. At the time, I wasn't satisfied with some of my union reps. I believed I could be more effective at getting things done for the membership. Twenty years later, and the membership has seen fit to elect and re-elect me to positions of increasing responsibility.

What prior roles have you had in the union?

I was a Local 100 Executive Board member, Division Recording Secretary, Chair of the Line Equipment-Signals Division, Vice President of Maintenance of Way Department, Financial Secretary-Treasurer, and now President of Local 100.

What advice would you give to members who want to get more involved with their local?

Go to your union meetings. Attend union events. Get to know your stewards, reps, and officers. See how you can help out in your shop, work location, or the union hall. Familiarize yourself with your local bylaws and the International Constitution, as well as your collective bargaining agreements. Start off on the ground floor and work your way up.



PSA Flight Dispatchers Win Big Raises

The Transport Workers Union of America secured a contract extension with a 15.5% pay increase for Flight Dispatchers at PSA Airlines, helping workers who will be relocating to Charlotte, North Carolina. The Dispatchers are in TWU Local 592.

The 2.5-year extension raises pay to assist Flight Dispatchers moving from Dayton, Ohio, to Charlotte as part of a relocation plan PSA announced in January. Workers overwhelmingly ratified the extension, which included an immediate 11.5% pay increase in April. More than 85% of voters approved the agreement.

"We were able to quickly secure a major pay raise that addresses and goes beyond the cost-of-living changes associated with the move from Dayton to Charlotte," TWU Local 592 President Brian Bourbeau said. "We will return to the negotiating table to handle other issues but getting the pay raise was a major victory."

In addition to the 11.5% raise, the deal is retroactive to April 1 and includes two more raises of 2%.

"This deal makes PSA Flight Dispatchers the second highest paid



in the industry for regional airlines," TWU International Aviation Division Director Andre Sutton said. "I'm pleased we were able to provide significant gains for Flight Dispatchers who had to make a life-changing move from Dayton to Charlotte."

NOTICE: Local 504 General Elections

Air Transport Division Local 504 will be conducting General Elections during the months of February and March 2026. Nominations will be held January 6, 2026, through the close of business January 27, 2026. All eligible members can send their nominations by either:

EMAIL: ULERIOS@ADR.ORG

(Subject: Local 504 nominations)

FAX: 212-233-0629

MAIL: American Arbitration Association
120 Broadway (21st) floor
New York, New York 10271
Attention: Election Department

NO NOMINATIONS WILL BE ACCEPTED AT THE LOCAL UNION HALL

LOCAL POSITIONS

President
Executive Vice President
Vice President
Final Secretary-Treasurer/Recording Secretary

EXECUTIVE BOARD:

4 Board Members from Worldwide Flight Services
1 Board Member from either Avport, Triangle, Swissport, Airways
1 Board Member at Large from any division.

BASE REPRESENTATIVES:

1 from Swissport
1 from Triangle Interline
1 from Triangle Ramp
1 from Avport
1 from Airways cleaners

Worldwide Flight Services Base Representative: 1 from every station within the WFS system.

Any position without a nomination may be appointed by the Local Executive Board.

TWU Secures New Contract for Sun Country Airlines Dispatchers With Major Raises

Aircraft Flight Dispatchers at TWU Local 592 overwhelmingly ratified in February a new contract for 32 Aircraft Flight Dispatchers at Sun Country Airlines, which will raise pay by at least 36% with an average increase of 43%.

"We are pleased to have reached a new contract quickly that includes significant raises for hardworking

Flight Dispatchers," Local 592 President Brian Bourbeau said. "A 36 percent raise will go a long way toward improving the quality of life for TWU members and their families."

The five-year agreement also includes yearly pay increases of 2% over four years, starting on the one-year anniversary of the contract's February ratification.

Women in Nontraditional Workplace Roles:

Lucell Ashley

From ticket agents who worked in the New York City Subway system during the 1930s to aircraft maintenance technicians, journeyman carmen, power cable maintainers, and more, the TWU has a long history of representing women in non-traditional workplace roles. In this issue of The Express, we feature Lucell Ashley, a Working Leader at the gas and energy company National Grid, and a member of Local 101 in Brooklyn, NY.

What is your job and responsibilities?

In my capacity as a Working Leader, I am involved in various industrial tasks, including nitrogen purges, pressure testing, meter installations, restoring gas service to homes and buildings, upgrades from low pressure to high pressure, among numerous other responsibilities. I work in Brooklyn N.Y.

My passion for this line of work stems from my enjoyment of collaborating with people and being actively engaged in the field. It has been a remarkable opportunity for me to expand my knowledge of mechanics.

How long have you been a TWU member?

29 years

What does the Transport Workers Union mean to you and/or how has the TWU impacted your life?

As a union member, I understand the significance of support within the workplace. Union representation provides me with the necessary resources and assistance whenever I face challenges,



which is invaluable for my peace of mind, my ability to provide for my family, and to enhance our quality of life.

When not at work, what's your favorite activity or activities?

In my personal life, I cherish quality time spent with my family, engaging in outdoor activities such as planting flowers, barbecuing, and taking long walks.

What challenges have you faced as a working woman?

Like many women in traditionally male-dominated fields, I have faced challenges that include being underestimated and not taken seriously. It is essential to navigate these hurdles with confidence and resilience.

What advice would you give to other working women?

To any working woman facing similar circumstances, I would offer the following advice: do not underestimate yourself. Always make your voice heard, take your role seriously, and aspire to achieve greatness in whatever you pursue.



Negotiations, Training, and Acknowledgments



Air Division Leadership Training

International Executive Vice President Alex Garcia and Administrative Vice President Mike Mayes attended an Air Division training session in April, along with Division Director Andre Sutton, International Air Division Representatives Greg Cosey and Rollie Reaves, and International Staff Members Thom McDaniel, Kevin Smith, Jose Galarza, and Shirley Duff.



Local 2017 began contract negotiations in April with the Union Tank Car Company in State College, Pennsylvania. From left to right: Thad Ebersole, Local 2017 Secretary-Treasurer; Dave Rummel, Local 2017 President; Brian DeLucia, International Representative; and John Feltz, International Rail Division Director.



TWU Local 1 President Wayne Cole, center, along with fellow officers, received a plaque from the International in Akron, Ohio, commemorating the local's establishment over 80 years ago.



In March, International Secretary-Treasurer Jerome Lafragola and local Secretary-Treasurers from across the country attended a three-day training seminar in Linthicum Heights, Maryland. TWU Training and Education Coordinator Mitch Lieberman conducted the training, and Lafragola spoke at the workshop.

TWU International and Locals In Action

Officers and representatives at TWU locals in all divisions were sworn in throughout the spring, and training sessions were conducted on grievances, arbitration hearings, and other topics. Here are some photos of TWU in action.



Local 208



Local 220



Local 225



Local 264



Local 575



Local 290



TWU Nevada State Conference Committee members with Nevada State Senate Majority Leader, Nicole Cannizzaro, center.

As legislative sessions take shape across the country, The TWU State Conferences have actively supported and sponsored legislation that affects TWU members. Throughout the nation, TWU locals are involved in state and local legislative and political processes through the TWU State Conference structure.

NEVADA

The TWU Nevada State Conference sponsored AB112, a bill extending the state's family leave laws to union workers. Currently, Nevada mandates that employer-provided sick leave be available for the care of ill or injured family members. However, the law excludes unionized workers. AB112 would eliminate the exclusion of union workers and ensure all Nevada workers have the same rights under the law. On February 21, TWU members testified at the Nevada state legislature to support AB112. The bill has passed in the Assembly and is now under consideration in the Senate.

COLORADO

In Colorado, the TWU Colorado State Conference is supporting the Worker Protection Act (SB25-005), which would eliminate the

state's requirement that workers hold two elections when voting to form a union and negotiate a contract. Colorado places a significant obstacle in how workers organize strong unions; the state mandate requires the second union election to clear a supermajority of 75% to negotiate for union security. This is an unfair burden on workers, and the TWU Colorado State Conference is working to eliminate anti-union laws in Colorado.

CALIFORNIA

In California, the TWU California State Conference is collaborating with labor allies and transit rider groups to advocate for increased funding for public transit operations throughout the Bay Area. TWU has been active at the local and state levels in identifying stable and reliable funding sources for transit that will maintain service levels and prevent layoffs of the transit workforce. Additionally, the State Conference supports a transit worker assault prevention bill (AB 394) that would empower transit agencies to issue prohibition and trespass orders, keeping violent attackers out of transit systems across California. Public transit must remain a safe and reliable form of transportation in our communities.



California State Conference Committee members: Local 555's Ryan Wentz, Chris Avila, and Jason Sonnabaum with Brendan Moriarty, Local 579.

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"Whether on the job or in the halls of government, our voices matter. As leaders of the TWU Working Women's Committee and the Veterans Committee, we know firsthand how critical it is to support TWU COPE. COPE gives us the power to fight for better working conditions, protect our hard-earned benefits, and ensure policies reflect the needs of all TWU members. When we contribute to COPE, we invest in a future where every working woman and every veteran has a seat at the table and a voice in the decisions that shape our lives."

**Veterans Committee Liaison Jose Galarza,
Working Women's Committee Chair Cassandra
Gilbert, WWC Director Shirley Duff, and
Veterans Committee Chairman Brian Galarza**



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