

Trouble Ahead

ELECTIONS

Donald Trump has won the presidential election and will return to the White House

NOVEMBER 6, 2024 · 5:42 AM ET

 Franco Ordoñez



Former President Donald Trump speaks during his penultimate campaign rally the day before the 2024 election in Pittsburgh, Pa. on Nov. 4.

Charly Triballeau/AFP via Getty Images

Trouble Ahead

WORLD & NATION

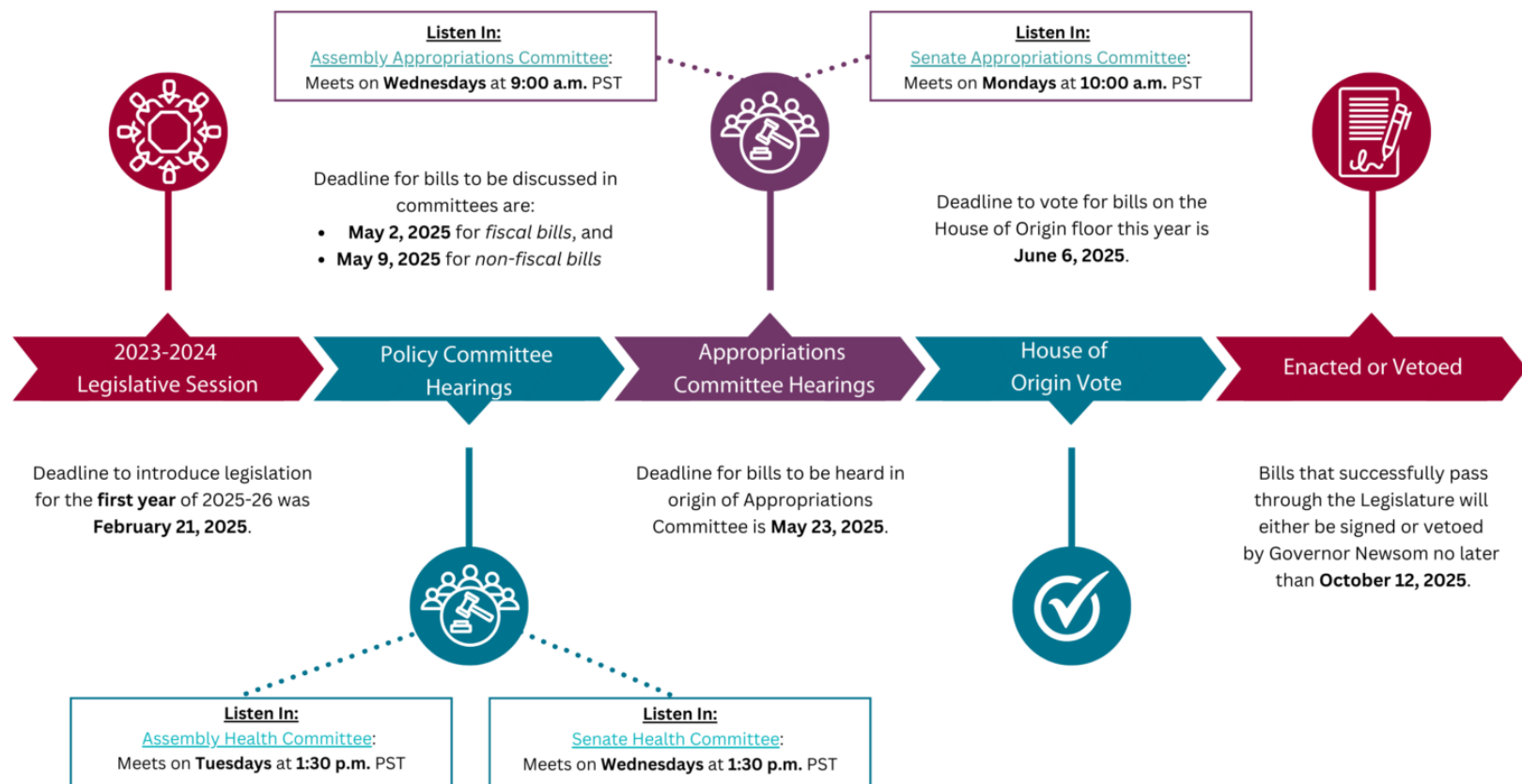
Republicans take Senate majority from Democrats



With control of Congress at stake, House and Senate races will decide which party can boost or block a president's plans, or if Capitol Hill is divided. (Jon Elswick / Associated Press)

Plan Needed

2025-26 Legislative Process Timeline



Time to Change

PAC Profile: Amalgamated Transit Union

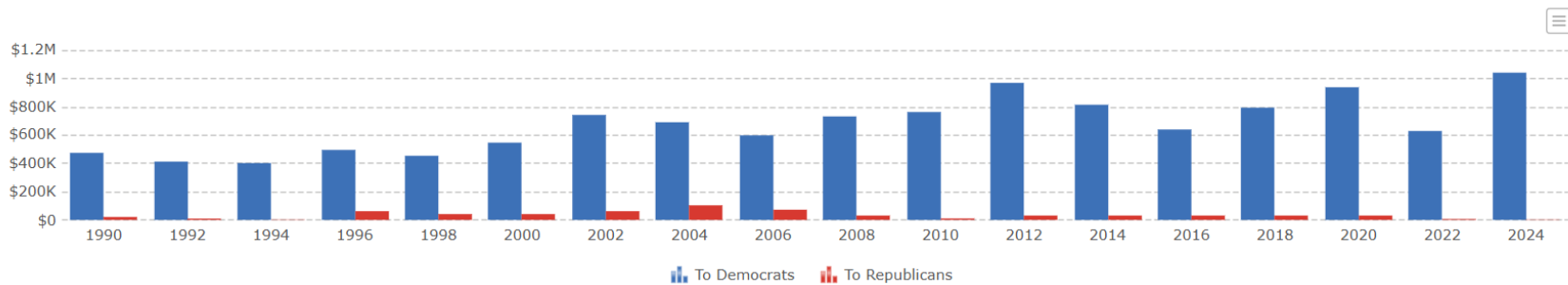
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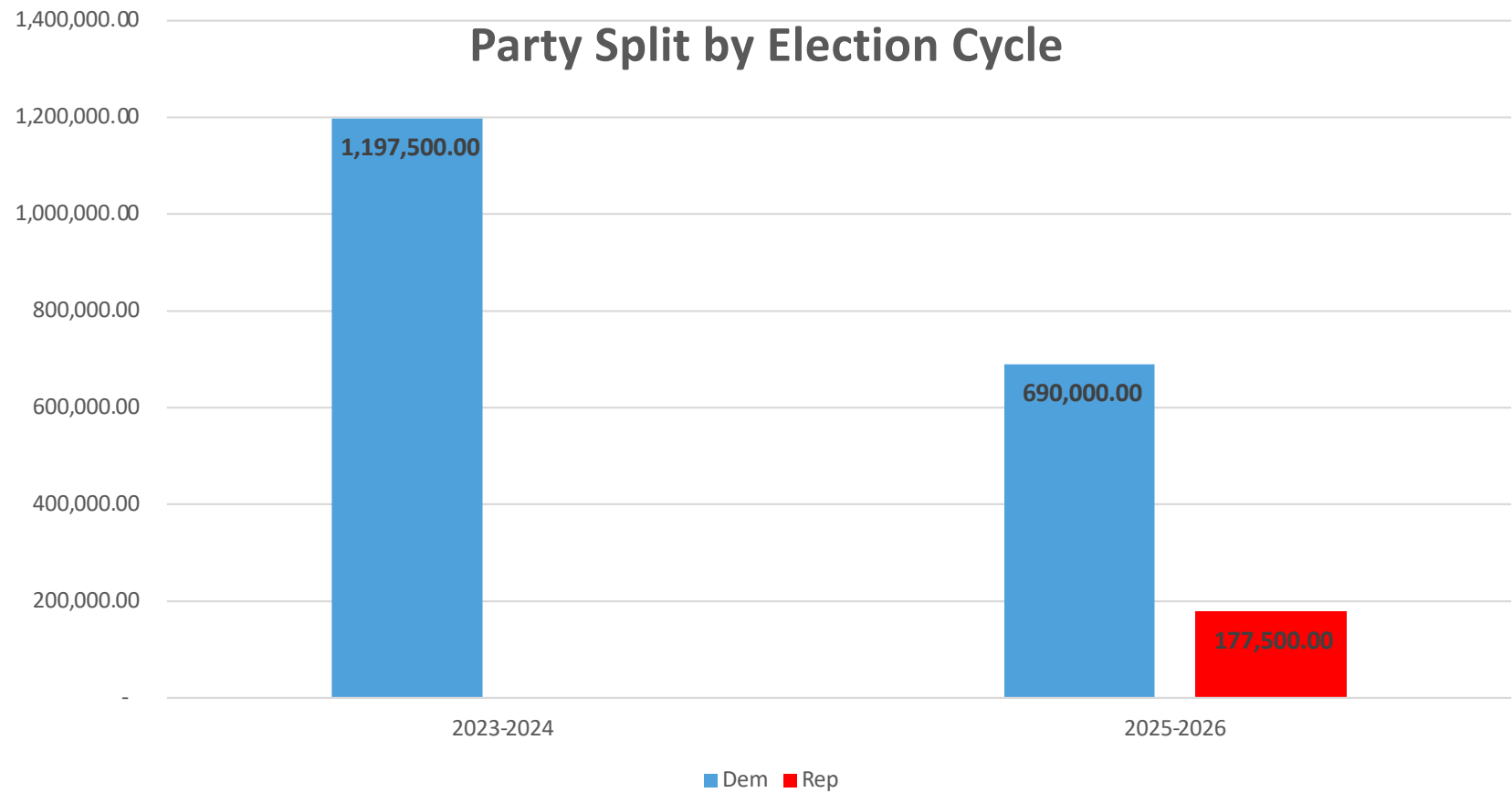


Party Split by Election Cycle

Spending by Election Cycle



New COPE Strategy



War on Unions

PODCAST

Trump Escalates War on Federal Unions

The administration is stripping federal unions of collective bargaining rights, hurting workers and the American people.

MAXIMILLIAN ALVAREZ DECEMBER 17, 2025



Nate Vince, a former National Park Service maintenance mechanic who was fired on February 14, 2025 poses for a portrait during a protest against federal employee layoffs at Yosemite National Park, California on March 1, 2025. The National Parks Conservation Association (NPCA) estimates 1,000 US National Park Service employees who were on one-year probationary periods were laid off. About 3,400 employees of the US Forest Service were among the cuts too, according to multiple US media reports. The cuts were part of the work of the newly-created Department of Government Efficiency (DOGE), led by billionaire Elon Musk, as part of a declared effort to reduce public spending by dismantling the federal bureaucracy.

War on Unions

**'The Biggest Act of Union-
Busting in U.S. History': Trump's
War on Federal Workers**

With 300,000 employees gone and collective-bargaining rights eliminated, the administration has hobbled organized labor. Did it also start a movement?

War on Unions

INVESTIGATIONS Accountability

Trump's gutted and scandal-plagued Labor Department needs congressional oversight

By Gabrielle Corporal and Matthew Steelberg March 26, 2026

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War on Unions

[Home](#) > [AFGE Stories](#) > [Summary of AFGE Lawsuits against Trump & How Litigation Works](#)



Summary of AFGE Lawsuits against Trump & How Litigation Works

March 17, 2026

War on Unions

WORKING IN AMERICA

Trump's NLRB Doesn't Want to Investigate Worker Complaints

The agency tasked with protecting workers is making it harder for them to submit complaints and letting employers break the law.



BY KJ BOYLE APRIL 15, 2026



Tough Times

47 ways Trump has made life less affordable in the last year

Report • By **Celine McNicholas**, **Margaret Poydock**, and **Josh Bivens** • January 13, 2026

In the first year of his second term, President Trump has actively made life less affordable for working people. Affordability has two sides—prices and pay. While public debate fixates on rising costs, the administration’s most serious harm has come from its policies that hold down wages and weaken workers’ bargaining power. The 47th president has pursued an agenda that undercuts incomes for all but the wealthiest households, slows job growth, and invites employer exploitation and abuse—including unprecedented attacks on federal workers’ collective bargaining rights that make him the **biggest union buster in U.S. history**. His policies have systematically stripped workers of leverage in the labor market, driving down pay and making it harder for working families to afford the basics.

[Download PDF](#)

[Press release](#)



Tough Times

ARTICLE DEC 15, 2025

Year 1 of the Second Trump Administration Made the Working Class Weaker

The Trump administration's actions are shrinking jobs, slowing wage growth, and raising living costs for the working class.

AUTHOR



Aurelia Glass

[Building an Economy for All](#), [Economy](#), [Jobs](#), [+4 More](#)



The White House is framed in the trees under a cloudy sky on March 9, 2025, in Washington. (Getty/i. David Ake)

Tough Times

US union membership soared to 16-year high in 2025 despite Trump assault

Union coverage slightly increased last year even as White House tried to eliminate contracts for thousands of workers



Amazon labor union authorization forms outside an Amazon fulfillment center in the Staten Island borough of New York, on 7 February 2022. Photograph: Bloomberg/Getty Images

Transit Targeted

DIVE BRIEF

Transit and rail funding cuts in Trump budget 'a dramatic step backward,' advocates say

The fiscal year 2027 budget proposal slashes billions from transportation programs and eliminates funding for high-speed rail.

Published April 16, 2026



[Dan Zukowski](#)
Senior Reporter

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White House Office of Management and Budget Director Russell Vought testifies before the House Budget Committee on President Donald Trump's FY2027 budget request at the Cannon House Office Building on April 15, 2026, in Washington, D.C. *Andrew Harnik via Getty Images*

Madness

Trump directive could cause severe understaffing for LI school bus drivers

MARCH 6, 2026 | THE LONG ISLAND DAILY



Trump directive could cause severe ...

6th March 2026 • The Long Island Daily • WLIW-FM



00:00:00

00:09:49



Long Island's school bus industry, already suffering from a driver shortage, will lose hundreds more drivers because of a Trump administration directive preventing immigrants with temporary residency from obtaining, or renewing, commercial driver's licenses, officials said.

Madness

Metro Transit workers decry ICE activity at transit stops

Metro Transit drivers are witnessing ICE arrests in the streets, and one operator from Somalia was held for over a month after being detained on his way to work, according to union leaders.



by **Andrew Hazzard**

January 14, 2026



Local union members, including the Amalgamated Transit Union Local 1005, held a press conference on January 14, 2026, decrying federal agents detaining transit riders. Credit: Aaron Nesheim | Sahan Journal

Meanwhile.....

GREENWIRE ♦

House Transportation chair sets April 29 markup for highway bill

By Chris Marquette | 04/16/2026 12:44 PM EDT

Sam Graves also said he's working on a \$500 billion to \$550 billion top line and that the bill will include an EV registration fee.



House Transportation Chair Sam Graves (R-Mo.) departs a vote at the U.S. Capitol on July 23, 2025. Francis Chung/POLITICO

Tough Act to Follow

RESEARCH

At its two-year anniversary, the bipartisan infrastructure law continues to rebuild all of America

Adie Tomer

Updated: November 17, 2023

Originally published: November 15, 2023



Gold Star Memorial Bridge, Conn. | Photo credit: Shutterstock

Tough Act to Follow

The Receipts: The Untold and Underappreciated Outcomes of Biden's Clean Energy Strategy

APRIL 16, 2026

By Betony Jones and Joe Peck

[DOWNLOAD REPORT](#)

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GOP Efforts to Gut IIJA

CLIMATEWIRE ♦

Transit boosters hold their breath after House cuts

By MIKE LEE | 09/09/2025 06:13 AM EDT

Fiscal 2026 legislation would roll back spending to the lowest level in decades.



Rep. Steve Womack (R-Ark.), chair of the Transportation, Housing and Urban Development Appropriations Subcommittee, said House Republicans are focused on "investing in programs with a real return." Kevin Wolf/AP

Same Old Story

New Surface Transportation Authorization Top Priority of 2026 Legislative Conference

4/16/2026



Paul P. Skoutelas

From opening remarks to the multiple panel discussions, the primary focus of APTA's 2026 Legislative Conference was on securing a new Surface Transportation Reauthorization Act that builds upon the historic funding levels of the Infrastructure Investment and Jobs Act (IIJA). Calling it "a most consequential meeting in a most consequential year," APTA President and CEO Paul P. Skoutelas told a record 600-plus public transportation professionals and allies that, despite the challenges ahead, he was optimistic about Congress passing pro-transit legislation.

He assured APTA members that with a unified voice, the industry can address critically important issues, notably the lack of advanced appropriations in the President's proposed FY 2027 budget. "The IIJA was the *commencement*, not the *completion*, of our nation's long overdue investment in safe, accessible, and modern transit," he said.

Debate Underway

House Authorizers Review Mass Transit Programs

Public transit

Transit

APRIL 11, 2025 | PHILIP PLOTCH

On Wednesday, the U.S. House Subcommittee on Highways and Transit held a [hearing](#), titled “America Builds: A Review of Our Nation’s Transit Policies and Programs.”

Bill Status

- Expires September 30
- House marked up bill late May
- Senate behind
- Likely short extension
- Who will be in charge in 2027?

Issues

- Safety
- Funding
- Workforce Development
- Labor policies (13c)
- Autonomous buses*

ATU Proposal



Separate bills introduced

Goal: Inclusion in surface bill

How did we do?

Issue #1 - Assault



Off the Charts

- IJJA reporting requirements paying off
- NTD: 16,000 assaults per year – just workers
- More than 40 per day

NTD - National Data

Year	Non-Major Physical Assaults on Operators	Non-Major Non-Physical Assaults on Operators	Non-Major Physical Assaults on Other Transit Workers	Non-Major Non-Physical Assaults on Other Transit Workers	Major Physical Assaults on Operators	Major Non-Physical Assaults on Operators	Major Physical Assaults on Other Transit Workers	Major Non-Physical Assaults on Other Transit Workers	Total Assaults on Transit Workers	Assaults per Day
2025	3,073	8,113	2,160	1,884	397	27	210	3	15,867	43.47
2024	3,151	8,909	1,657	1,730	421	15	250	1	16,134	44.20
2023	2,309	6,138	1,162	1,281	344	5	238	3	11,480	31.45

Getting Republican Attention

TRANSPORTATION

Duffy investigating Charlotte transit system security after Ukrainian woman's death

BY ASHLEIGH FIELDS - 09/10/25 11:02 AM ET



Most Popular

- 1 **Senate GOP losing patience with Speaker Johnson as DHS faces...**
- 2 **Collins, Tillis signal shift on Trump war powers if Iran war hits...**
- 3 **Strait of Hormuz reopens, but Trump has a catch**

DOT Pressuring APTA systems

Local News

U.S. Transportation Secretary Sean Duffy threatens to pull CTA funding over safety concerns

By Sara Tenenbaum, Tara Molina

Updated on: September 19, 2025 / 5:53 PM CDT / CBS Chicago

 Add CBS News on Google

U.S. Transportation Secretary Sean Duffy is threatening to pull federal funding to the Chicago Transit Authority over safety concerns.

Systems on Notice

NEWS > POLITICS

President Trump's transportation secretary orders MBTA to tighten up safety — or lose federal funding



Governor Healey and MBTA General Manager Phil Eng gather at Haymarket MBTA Station at a past event. Eng was ordered by the feds to tighten up safety at the MBTA. (Libby O'Neill/Boston Herald)



By **GAYLA CAWLEY** | gcawley@bostonherald.com | Boston Herald

PUBLISHED: September 19, 2025 at 5:50 PM EDT

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Pressure

POLITICS

Wisconsin congressman seeks federal oversight of Milwaukee County transit, calls out fare evasion



Claudia Levens

Milwaukee Journal Sentinel

Updated Sept. 16, 2025, 1:36 p.m. CT

A Wisconsin congressman has called for the federal government to get involved in the Milwaukee County Transit System's recent deficit struggles, calling out the issue of fare evasion.

Finding Common Ground

Building relationships within the current Administration...



New ATU Bus Workstation Bill

[Home](#) » [Media](#) » [Press Releases](#)

Figures, Van Drew Introduce the Bipartisan Bus Operator Safety and Security Act

December 11, 2025 | [Press Release](#)

WASHINGTON – Today, Congressman Shomari C. Figures (D- AL-02) and Congressman Jeff Van Drew (R-NJ-02), as members of the House Transportation and Infrastructure Committee,

Gold Standard



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story



Every Face Tells a Story

MEDIA CENTER / BLOG

Today, Local 822-Patterson, NJ, President Geraldo “Jerry” Arroyo testified in front of the Congressional Hispanic Caucus -Washington, DC

WEDNESDAY, JULY 16, 2025



Every Face Tells a Story



How Did We Do?

BUILD America 250 Act

BUS DRIVER SAFETY WORKING GROUP

DOT establishes group to review:

(A) transit bus design and safety standards;

(B) transit agency practices and protocols relating to the retrofitting and procurement of transit buses with workstation barriers to protect operators from the risk of assault

MEMBERSHIP—

- (A) transit bus manufacturers,
- (B) rural transit agencies;
- (C) urban transit agencies;
- (D) transit bus workers;
- (E) transit bus maintenance technicians;

BUILD America 250 Act

(3) Working Group Duties

(A) evaluate workstation barrier designs, including factors relating to—

(i) the airflow and ventilation of fully enclosed workstation barrier designs;

(ii) barrier testing, manufacturing, installation,

(iii) the safe egress of operators and passengers in the event of an emergency;

(iv) the accessibility of workstation areas for operators with disabilities when such barriers are installed

Duties

(v) costs – new buses and retrofits

(B) solicit feedback from transit agencies and operators that use barriers

(C) review other options, like TV monitors

(D) consider retrofits

(E) Report to Congress

How did we do?

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462

1 (5) SUPPORT.—The Secretary shall seek to
2 enter into the appropriate arrangements with the
3 National Academies to support the activities of the
4 Working Group.

5 (b) BUS OPERATOR SAFETY AND SECURITY RE-
6 QUIREMENT.—

7 (1) IN GENERAL.—Beginning 2 years after the
8 date of enactment of this Act, the operator
9 workstation of a newly manufactured fixed route
10 transit bus which is 30 feet or more in length and
11 purchased with Federal funds by a recipient of as-
12 sistance under chapter 53 of title 49, United States
13 Code, shall be equipped with a workstation barrier
14 that, at a minimum—

15 (A) reaches from the bus floor to the bus
16 ceiling;

17 (B) is capable of fully enclosing the oper-
18 ator workstation and preventing the unwanted
19 entry of unauthorized persons, fluids, and ob-
20 jects into the workstation; and

21 (C) does not impede the lines of sight of
22 the operator from the workstation to the exte-
23 rior of the bus.

Retrofits



FY 2027 Appropriations

Metro stands by its workforce with on-time completion of new barriers to protect bus operators



by Mey Lyn Mitteenn January 2, 2025



Los Angeles County Metropolitan Transportation Authority

Year	Non-Major Physical Assaults on Operators	Non-Major Non-Physical Assaults on Operators	Non-Major Physical Assaults on Other Transit Workers	Non-Major Non-Physical Assaults on Other Transit Workers	Major Physical Assaults on Operators	Major Non-Physical Assaults on Operators	Major Physical Assaults on Other Transit Workers	Major Non-Physical Assaults on Other Transit Workers	Total Assaults on Transit Workers	Assaults per Day
2025	155	342	163	15	7	0	7	0	689	1.89
2024	300	852	51	28	17	0	6	0	1,254	3.44
2023	333	733	12	9	15	0	1	0	1,103	3.02

How did we do?

ATU secures **\$10 million** in FY 2027 THUD bill for retrofits

70k plus fixed route buses in service

On to the Senate: Agency Letter Campaign



ATU EMPLOYERS: PLEASE JOIN US AND SUPPORT THE
Bus Operator Safety and Security Act

For years, we've all known about the bus operator assault problem in transit. Now, new National Transit Database (NTD) numbers confirm that our industry has a full-blown safety crisis.

**More than 40 transit workers are assaulted per day nationwide,
and 16,000 transit workers get attacked annually.**

As a result, transit worker morale is at an all-time low, absenteeism and workers' compensation costs are high, and recruitment is a major challenge, leading to worker shortages and increased overtime costs.

Together, we've tried everything. Deescalation techniques. Cameras. Increased state penalties. None of it has worked.

ATU is pushing for the U.S. Congress to require new buses to be equipped with fully enclosed bus operator workstations to keep unauthorized people, objects, and fluids out of the drivers' area. We are hoping to include H.R. 6635, the bipartisan Bus Operator Safety and Security Act, in the next federal surface transportation bill.

Please click on the link [here](#) and sign a letter to Congressional leaders, urging them to provide for bus operator safety and support the legislation.

Everyone deserves the right to a safe and secure workplace. Together, we can protect bus drivers and take a giant step towards improving transit safety nationwide.

Please act today! THANK YOU!

Agency Signatures

Sacramento Regional Transit District (SacRT)

Jefferson Transit

Rhode Island Public Transit Authority

Citylink

EMBARK

Riverside Transit Agency

Hampton Roads Transit

VIA Metropolitan Transit

Capital District Transportation Authority

IndyGo

Maryland Transit Administration

RATPDEV, USA

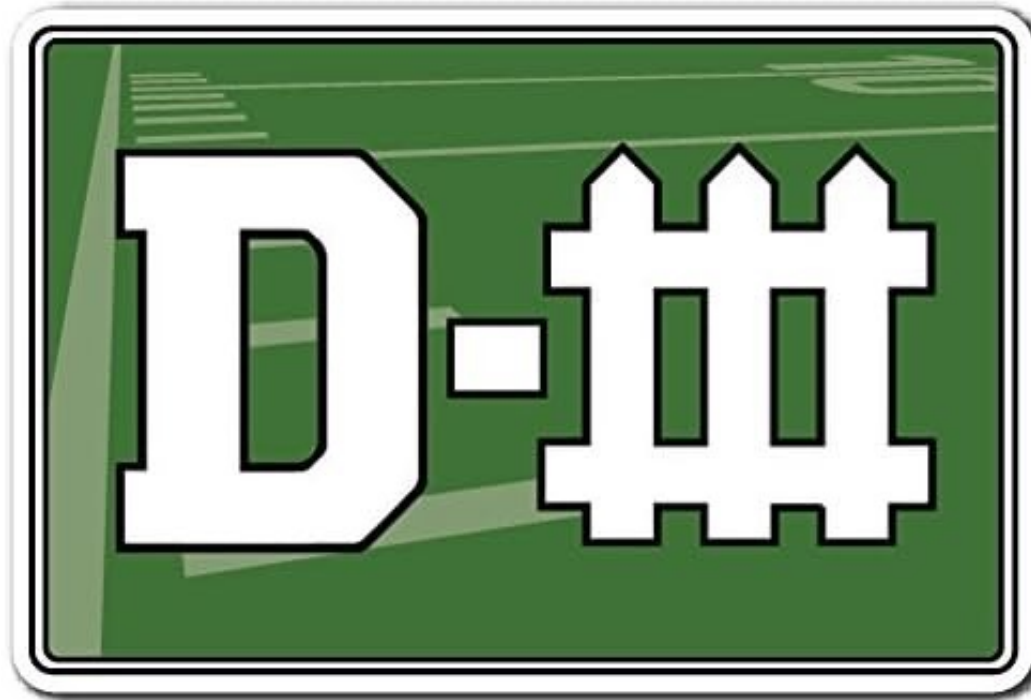
YCat/Ratpdev

Rock Region Metropolitan Transit Authority

RATP DEV USA/ASHEVILLE RIDES TRANSIT (ART)

Rock Region Metropolitan Transit Authority

Issue #2 Safety (PTASP)



Labor

Labor

Labor

Labor

Labor

Management

Management

Management

Management

Management



Safety (PTASP)

Sen. Lee Introduces Safe Transit Accountability Act

9/30/2025



Sen. Mike Lee (R-UT)

Sen. Mike Lee (R-UT) introduced the [Safe Transit Accountability Act](#), Sept. 30. Reps. Lloyd Smucker (R-PA) and Burgess Owens (R-UT) have introduced the bill in the House of Representatives. The legislation has earned an [endorsement from the Utah Transit Authority \(UTA\)](#), Utah DOT, and APTA.

The Infrastructure Investment and Jobs Act (IIJA) requires transit agencies who receive certain funds to create Safety Committees equally composed of labor unions and agency members. Safety Committees are required to review and approve Public Transit Agency Safety Plans (PTASPs). This gives labor unions the ability to obstruct PTASPs during negotiations, jeopardizing an agency's federal funding.

In December 2024, labor representatives on UTA's Safety Committee stalled approval of its PTASP. This obstruction threatened Utahns' safety as well as crucial funding for UTA, as FTA threatened to suspend UTA's federal funds over the issue.



Management

Management

Labor

Management

Management

Management

Management

Management

Management

Management



Amalgamated Transit Union

10000 New Hampshire Avenue, Silver Spring, MD 20903-1706
(301) 431-7100 Fax (301) 431-7117

Office of the International President

October 14, 2025


Paul P. Skoutelas
President and CEO
American Public Transportation Association (APTA)
1300 I Street, NW
Suite 1200 East
Washington, D.C. 20005

Dear Mr. Skoutelas:

The Amalgamated Transit Union (ATU) - the largest union representing public transit workers in the United States - strongly opposes the so-called *Safe Transit Accountability Act*. Crime on our transit systems is at an all-time high, and the safety of our transit workers and those that ride them has never been more at risk. President Donald J. Trump, U.S. Department of Transportation (DOT) Secretary Sean Duffy, and Federal Transit Administrator (FTA) Marc Molinaro have all called on our transit systems to do more

To be clear, this bill would allow transit agency so-called “accountable executives,” **the very same people who (as the Trump Administration has repeatedly and correctly pointed out) have failed miserably in addressing the transit safety crisis**, to serve as the sole tiebreaker of any safety committee dispute, giving managers the sole power to implement risk-based mitigation strategies. With committees equally divided, this change would essentially turn the Labor side of the committee into mere advisory members, silencing the hardworking people who serve as the eyes and ears of every transit system. Our members know more about safety risks than any so-called “accountable executive” because we live and work in this incredibly dangerous work environment on a daily basis. Throughout European industries and at our 30 ATU Canadian transit locals and all other transit agencies north of the U.S. Border, frontline workers' experiences and insights are crucial for identifying hazards and developing practical, effective safety measures. This is required by law. Rather than adversarial approaches, labor-management safety partnerships use joint decision-making processes to address safety issues and implement solutions that improve conditions for everyone involved.


APTA's statement in support of the bill said that it “addresses a real operational challenge by giving public transit agencies the clarity they need to meet federal safety requirements...”³ Quite frankly, the operational challenge here is APTA members, who through the years have repeatedly and arrogantly dismissed common sense safety ideas proposed by frontline workers. Our members all across the country have pleaded with so-called “accountable executives” to take steps to make transit worker attacks stop. Every day, our members get punched, slapped, and stabbed. Some get shot over a measly \$2.50 in fare. Others get spit upon or have hot coffee or urine or other liquids thrown in their face. Buses are commonly hijacked, and people get killed. In 2019, Tampa bus driver Thomas Dunn stood up at a public hearing in front of a packed room at Hillsborough Transit Authority (HART) and *begged* so-called “accountable executives” to do something to protect drivers because he did not feel safe on the job. Management, as usual, denied his request. Six months later, Thomas was driving a HART bus with a dozen people on board



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The current law giving workers an important role in developing and approving safety plans is just getting started. Pulling the plug on these partnership committees all because management wants their power restored is not in the best interest of the riding public or workers. Our industry's so-called "accountable executives" have lost all credibility in the area of safety. **When spitting, stabbing, punching, fare evasion, hijacking, sexual assault and urine tossing becomes the norm, it's time to change tactics.** For far too long, transit management has denied America's endless transit crime wave, especially when it comes to attacks on workers, which according to FTA are up 232% since 2014. **Putting so-called**

**SIGN UP FOR TWC
NEWSLETTER**

 English 

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Working Together for Safer Transit

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Working Together for Safer Transit: The Role of Joint Labor-Management Safety Committees



How Did We Do?

BUILD America 250 Act

Maintains labor-management safety committees - NO CHANGES

Issue #3 Safety (Transit Ambassadors)

METRO EXCLUSIVE

NYC train, bus robberies climb 21% from same period last year — and it'll only get worse: experts

By [David Spector](#) and [Tina Moore](#)

Published April 11, 2026 | Updated April 11, 2026, 4:34 p.m. ET

 219 Comments

Safety (Transit Ambassadors)

**RELEASE: FRIEDMAN ANNOUNCES
BIPARTISAN BILL TO IMPROVE SAFETY AND
AFFORDABILITY ON PUBLIC TRANSIT**



“Every day, at least 42 transit workers are assaulted on U.S. transit systems. In 2024, there were more than 11,000 incidents of bus operators or other transit workers being attacked. By investing in transit security measures, including increased law enforcement, we are better protecting our riders, communities, and transit workers. Operator safety is about public safety. This piece of legislation is a proactive step toward building systems where safety and service go hand in hand,” **said Amalgamated Transit Union International President John Costa.**

Safety (Transit Ambassadors)

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CONGRESSWOMAN SIMON INTRODUCES RIDER SAFETY ACT, LEGISLATION TO SUPPORT TRANSIT AMBASSADORS AND PUBLIC SAFETY ON TRANSIT

February 3, 2026

PRESS RELEASE

This legislation expands the Bay Area Rapid Transit (BART) Transit Ambassador Program that Congresswoman Simon oversaw as BART Board President to the National Level

How Did We Do?

BUILD America 250 Act

Operating assistance for:

(A) fare enforcement/evasion

(B) police

(C) *hiring “transit support specialists”

Crime Prevention

TRANSIT SUPPORT SPECIALIST DEFINED.— An individual who may be a non-sworn officer and is adequately trained to carry out a variety of duties designed to improve the security of public transportation systems through the known presence of such individual within a public transportation system, including physical presence aboard vehicles, and through engagement with the public.

FTA funding a new job classification

Opportunity for ATU to grow

Issue #4: Workforce Development

03.24.2026

VAN HOLLEN, WILSON INTRODUCE BICAMERAL BILL TO INVEST IN PUBLIC TRANSIT WORKFORCE TRAINING

Today, U.S. Senator Chris Van Hollen (D-Md.) and U.S. Representative Frederica Wilson (D-Fla.), joined by Senator Angela Alsobrooks (D-Md.), introduced the National Transit Frontline Workforce Training Act, legislation to support and expand the Transit Workforce Center, a national training center that prepares American workers for specialized, good-paying jobs in transit industry sectors facing employee shortages – such as maintenance and operations. Bolstering the transit workforce is an economic priority for the National Capital Region, where systems such as WMATA, Amtrak, and MARC are vital for regional commuters and out-of-town visitors alike.



• Recruit • Hire • Develop • Retain

The Transit Workforce Center (TWC) is the Federal Transit Administration's national technical assistance center for transit workforce development. TWC supports the workforce development needs of urban, suburban, tribal, and rural public transportation entities across the country.

[About Us](#)

Transit Workforce Center is managed under a cooperative agreement with the Federal Transit Administration. This website and resources are being reviewed to ensure they reflect recent Executive Orders. Some previously available resources may be revised to ensure alignment.



REQUEST TECHNICAL ASSISTANCE

Let us know how we can help with workforce development at your transit organization.



RESOURCE CENTER

Tap into our online resources for answers to your questions about transit workforce development.



STAY CONNECTED

Stay up-to-date on TWC's major activities and offerings through the quarterly e-newsletter, Pulse.



How did we do?

BUILD America Act codifies Transit Workforce Center (TWC)

Funded at least at level of NTI

Focus: Worker recruitment, retention

Labor-management apprenticeships



Training

Rep. Wilson Introduces Transit Workforce Development Act to Strengthen America's Transit Workforce

April 17, 2026 | Press Release

WASHINGTON, D.C. — Today, Congresswoman Frederica S. Wilson (FL-24) introduced the Transit Workforce Development Act, legislation to expand workforce training and strengthen the pipeline of skilled workers needed to support the nation's public transportation systems.

How did we do?

Mixed bag

Bill eliminates Lo-No program

However, training requirement do transfer

But 5% level remains unchanged

Issue #5: Autonomous Buses

Most contentious transit issue in surface bill

Unions split

Don't
Let the
Robot
Drive the
Bus!



AV Buses

CONGRESS

Congress moves to set national rules for self-driving cars, overriding states

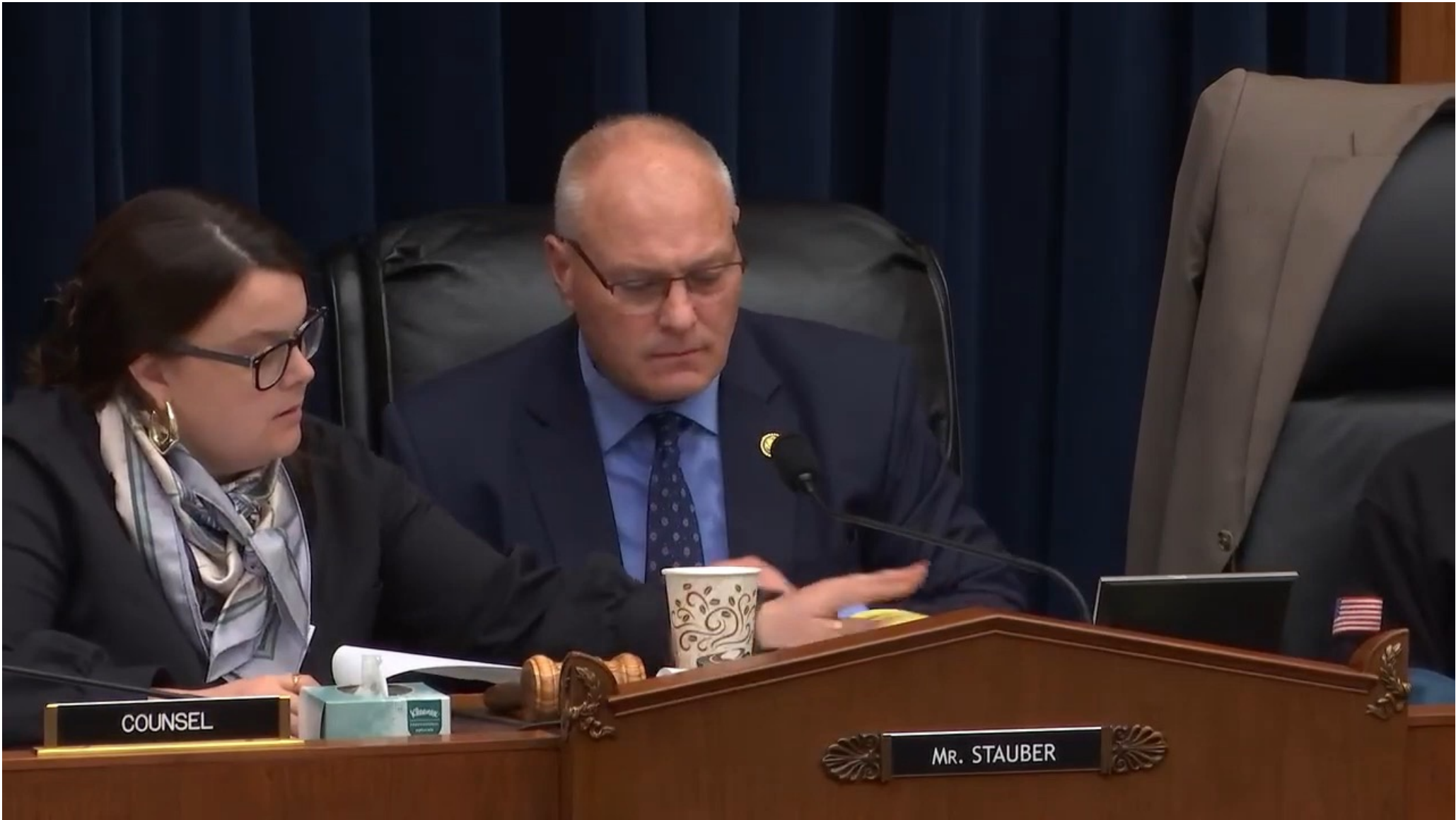
SELF DRIVE Act would create federal safety standards by September 2027 and override state restrictions on autonomous vehicles

By **Leo Briceno** · **Fox News**

Published February 10, 2026 4:20pm EST

Republican proposal

Prohibit states from requiring a human operator on board ADS-equipped commercial motor vehicles





Workers' Victory Over Autonomous Vehicles

MAY 18, 2026

Surface Transportation Reauthorization bill is a Massive Victory for Workers Threatened by Autonomous Vehicle Technology

The bipartisan Surface Transportation Reauthorization bill introduced by Representatives Sam Graves (R-MO) and Rick Larsen (D-WA) is a massive win for workers fighting to preserve jobs and increase safety as autonomous vehicle technology develops beyond robotaxis to transit buses, motorcoaches, school buses and other commercial vehicles, TWU International President John Samuelson said today.

This bill would set, for the first time, a national federal standard for such commercial AVs to guarantee they are safe *before* they are put on our streets. This standard includes human oversight and the ability for humans to intervene, as necessary, to keep these vehicles safe.

“This is a massive win for workers and the riding public,” Samuelson said. “The bill sets critically important guardrails for the next wave of autonomous vehicles and advances our top priorities: protecting the employment of our members and ensuring the Wild West chaos that has occurred with the roll out of robotaxis is not repeated. We’ve said from the very beginning that technology should assist Bus Operators, not recklessly replace them and throw them into unemployment. This bill is a big step forward in ensuring that people, working men and women, remain central figures in providing public transit and school transportation.”

ATU: House Surface Transportation Bill Will Greatly Improve Public Transit Safety, Boost Ridership in Near Term

THURSDAY, MAY 21, 2026

But Union Expresses Great Concerns about Future Without Drivers on Board

Silver Spring, MD – The House Surface Transportation Bill will increase transit funding, improve safety for transit workers and riders, and invest in workforce training, says the Amalgamated Transit Union (ATU), the largest union representing transit workers in North America, in applauding the legislation. However, the bill's section on autonomous buses fails to require a fallback safety driver in public transportation, an existential threat to our membership and to the safety of transit riders everywhere.

“With its focus on strong funding, safety, and workforce development, the *BUILD America 250 Act – Building Unrivaled Infrastructure and Long-term Development for America’s 250th Act* - will provide a huge boost to public transportation,” said ATU International President John Costa. “The bill recognizes the important role that public transportation plays in getting Americans to work, school, the grocery store, and everywhere in between.”

The bill invests nearly \$88 billion for transit over five years, an increase from the nearly \$70 billion allocated in the *Infrastructure Investment and Jobs Act* (IIJA).

The legislation includes ATU's highest legislative priority, protecting bus operators from assault. Each year, incredibly, there are more than **16,000** reported incidents of transit workers being attacked on the job. That's more than **40 assaults each day**. The ATU has been calling for the inclusion of bipartisan legislation (HR 6635), introduced by Reps. Shomari Figures and Jeff Van Drew, which requires new transit buses to be equipped with fully enclosed bus operator workstations to keep unauthorized people out of the drivers' area. In Los Angeles, where the agency recently retrofitted its entire fleet with fully enclosed barriers, assaults have plummeted. We expect the same result nationwide if this bill passes.

How did we do?

BUILD America:

Republican preemption language dropped

Bill requires a human driver on:

- School buses
- Hazmat vehicles

BUT NOT TRANSIT

Issue #6: Funding (Operating Assistance)

Lawler Introduces Bill to Give Transit Agencies Flexibility to Keep Systems Running

Washington, D.C. , August 22, 2025



Washington, D.C. – 8/22/25... Today, Congressman Mike Lawler (NY-17) introduced the Transit Funding Flexibility Act of 2025, legislation that allows recipients of urbanized area formula grant funds to use federal dollars for the operating costs of equipment and facilities used in public transportation.

Funding (Operating Assistance)

Why Trump's Strait of Hormuz blockade may affect DC public transportation




Mike Stunson

USA TODAY

April 13, 2026, 4:01 p.m. ET

Issue #7: Section 13(c)

OUR UNION FOR MEMBERS  MEDIA CENTER ACTION CENTER

MEDIA CENTER / IN TRANSIT

AN HISTORIC ELECTION - LEARN ABOUT THE CANDIDATES AND ISSUES THAT IMPACT YOUR FUTURE.

Project 2025 - Bad for Unions, Bad for Transit, Bad for the ATU

Prisoners often talk about having nothing but free time on their hands. They find hobbies, do odd jobs, and dream of one day being free to do what they want again.

Similarly, since being thrown out of office and unsuccessfully trying to overturn the results of a free and fair U.S. election in 2020, Donald Trump (now facing jailtime himself), and his friends from the previous administration have spent the past three years putting together a scary and dangerous plan for a potential second term. Their work has been uncovered, and you might have heard a little about it. It's called "Project 2025," a 920-page document that should have all working families tossing and turning every night.

Project 2025 includes proposals to make it easier for employers to:

- Get rid of workers' unions in the middle of our contracts;
- Ban all public employee unions and;
- Allow states to ban labor unions, eliminate overtime protections and choose not to follow the federal minimum wage.

Opinion

Want a cheaper commute? First, repeal this roadblock.

More bailouts would paper over the failings of federal regulation.

11 minutes ago

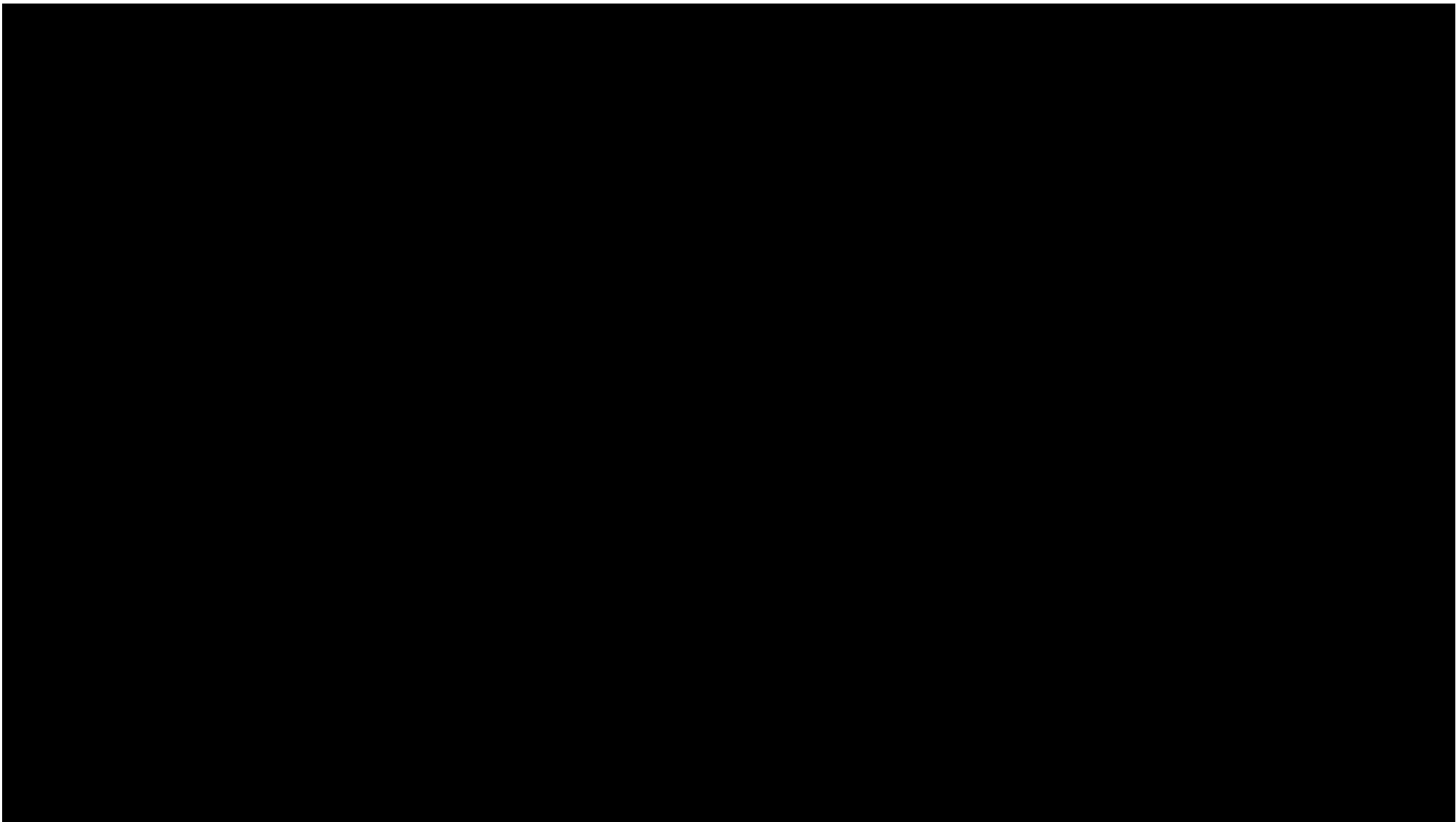
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(Illustration by Michelle Kondrich/The Washington Post; Justin Sullivan/Getty Images)

By Marc Scribner



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