November 30, 2020

The Honorable Kay Ivey
State Capitol
600 Dexter Avenue
Montgomery, AL 36130-2751

Dear Governor Ivey:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C:  Gregory Roddy, PR/BA, ATU Local 725, Birmingham, AL
Curtis Duncan, PR/BA, ATU Local 765, Montgomery, AL
Antonie M. Maiben, PR/BA, ATU Local 770, Mobile, AL
Anthony Garland, International Vice President
Curtis A. Howard, International Vice President
Christopher Ruffin, Director of Operations, Birmingham-Jefferson County Transit Authority (MAX)
Damon Dash, General Manager, The Wave Transit System
Kelvin Miller, General Manager, Montgomery Area Transit System, The M
The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Robert J. Bean, PR/BA, ATU Local 1433, Phoenix, AZ
   James Lindsay III, International Vice President
   Shelly Kreger, Transit Director, Yuma County Intergovernmental PTA
   Jesús Sapien, Public Transit Director, City of Phoenix Public Transit Department
   Scott Smith, Chief Executive Officer, Valley Metro
The Honorable Asa Hutchinson  
State Capitol  
500 Woodlane Street, Room 250  
Little Rock, AR 72201  

Dear Governor Hutchinson:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Carl Beecham, PR/BA, ATU Local 704, Little Rock, AR
Paul D. Bowen, International Vice President
Charles D. Frazier, Executive Director, Rock Region METRO
November 30, 2020

The Honorable Gavin Newsom
State Capitol
Suite 1173
Sacramento, CA 95814

Dear Governor Newsom:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Arturo E. Aguilar, President, California Conference Board
Yvonne M. Williams, PR/BA, ATU Local 192, Oakland, CA
Ralph T. Niz, PR/BA, ATU Local 256, Sacramento, CA
John Courtney, PR/BA, ATU Local 265, San Jose, CA
Al Munoz, PR/BA, ATU Local 1027, Fresno, CA
Albert Garcia, PR/BA, ATU Local 1225, San Francisco, CA
Cesar Buenaventura, PR/BA, ATU Local 1309, San Diego, CA
Jesse Hunt, PR/BA, ATU Local 1555, Oakland, CA
Miguel Navarro Jr., PR/BA, ATU Local 1574, San Mateo, CA
Shane Weinstein, PR/BA, ATU Local 1575, San Rafael, CA
Michelle K Gray, PR/BA, ATU Local 1605, Concord, CA
Joanne Barnes, PR/BA, ATU Local 1704, San Bernardino, CA
Michael Cornelius, Trustee, ATU Local 1756, Arcadia, CA
James Lindsay III, International Vice President
Michael Costa, Transit Manager, City of Elk Grove, e-Tran
Theresa Parmigiani, Fairfield and Suisun Transit, City of Fairfield
Georgia Graham, Transportation Manager, City of Lodi, Transit Division
Ivette Iraheta, Grant Administrator, City of Madera Transit Department
Jared Hall, Transit Division Manager, City of Petaluma, Petaluma Transit
Jason Shykowski, Public Works Director, City of Roseville, Roseville Transit
Darlene Thompson, Finance Director, City of Tulare, Tulare Transit
Angie Dow, Executive Director, Kings County Area Public Transit Agency
George L. Sparks, Administrator, Pomona Valley Transportation Authority
Beth Kranda, Executive Director, Solano County Transit (SolTrans)
Michael Hursh, General Manager, AC Transit (Alameda Contra-Costa Transit District)
Rick Ramacier, General Manager, Central Contra Costa Transit Authority
Gregory Barfield, Director, Department of Transportation/Fresno Area Express (FAX)
Doran J. Barnes, Executive Director Foothill Transit
Denis J. Mulligan, General Manager Golden Gate Bridge, Highway & Transportation District
Kenneth McDonald, President and CEO, Long Beach Transit
Phillip A. Washington, Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority
Carl G. Sedoryk, General Manager/Chief Executive Officer Monterey-Salinas Transit
P. Scott Graham, CEO/General Manager, OMNITRANS
Larry Rubio, Chief Executive Officer, Riverside Transit Agency
Henry Li, General Manager/CEO, Sacramento Regional Transit District
Paul C. Jablonski, Chief Executive Officer, San Diego Metropolitan Transit System (MTS)
Robert Powers, General Manager, San Francisco Bay Area Rapid Transit District (BART)
Gloria G. Salazar, CEO, San Joaquin Regional Transit District
Jim Hartnett, General Manager/Chief Executive Officer, San Mateo County Transit District (SamTrans)
Nuria I. Fernandez, General Manager/CEO, Santa Clara Valley Transportation Authority
Lauren Skiver CEO/General Manager, SunLine Transit Agency
Terry V. Bassett, Executive Director, Yolo County Transportation District
Sam Buenrostro, Superintendent, Corona-Norco Unified School District
Allan J. Mucerino, Superintendent, Alvord Unified School District
Brad Tooker, Superintendent, Dry Creek Joint Elementary School District
Christopher R. Hoffman, Superintendent, Elk Grove Unified School District
November 30, 2020

The Honorable Jared Polis
136 State Capitol
Denver, CO 80203-1792

Dear Governor Polis:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

**In addition, our members and the industries we represent can play a critical role in vaccination logistics.** Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Salvador Pozos, PR/BA, ATU Local 19, Colorado Springs, CO  
Jerry Ballard, PR/BA, ATU Local 662, Pueblo, CO  
Lance Longenbohn, PR/BA, ATU Local 1001, Denver, CO  
Thomas G. Bell, PR/BA, ATU Local 1751, Frisco, CO  
Yvette Trujillo, Trustee, ATU Local 1772, Englewood, CO  
Ed Cortez, PR/BA, ATU Local 1774, Aspen, CO  
Judi DeRusha, PR/BA, ATU Local 1776, Grand Junction, CO  
John Quincy Adams, PR/BA, ATU Local 1563, Denver, CO  
Yvette J. Trujillo, International Vice President  
Michael Cornelius, International Representative
Paul J. Ballard, Chief Executive Officer & General Manager, Regional Transportation District
Todd Hollenbeck, Transit Coordinator, Mesa County Regional Transportation Office
Corey Wise, Superintendent, Douglas County School District
Susana Cordova, Superintendent, Denver Public Schools Dist. #1
November 30, 2020

The Honorable Ned Lamont
210 Capitol Avenue
Hartford, CT 06106

Dear Governor Lamont:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Jaroslaw A. Pizunski, Chairman, Connecticut Legislative Council
   Thomas Cute, President, New England Joint Conference Board
   Ralph Buccitti, PR/BA, ATU Local 281, New Haven, CT
   Artan Martinaj, PR/BA, ATU Local 425, Hartford, CT
   Veronica Chavers, PR/BA, ATU Local 443, Stamford, CT
   Sendra Childs-Cornish, PR/BA, ATU Local 1209, New London, CT
   Mustafa Salahuddin, PR/BA, ATU Local 1336, Bridgeport, CT
   Kerry Dobler, PR/BA, ATU Local 1588, South Windsor, CT
   Barbara Brookins, PR/BA, ATU Local 1607, Derby, CT
   Oswaldo V. Chin, PR/BA, ATU Local 1622, Danbury, CT
   Anthony B. Taylor, PR/BA, ATU Local 1763, Rocky Hill, CT
Richard M. Murphy, International Vice President
Stephan MacDougall, International Representative
Richard W. Andreski, Bureau Chief, Public Transportation Connecticut Department of Transportation
Douglas C. Holcomb, Chief Executive Officer, Greater Bridgeport Transit Authority
Vicki L. Shotland, Executive Director, Greater Hartford Transit District
Rick Schreiner, CEO, Housatonic Area Regional Transit
Henry Jadach, Executive Director, Milford Transit District
Michael Carroll, General Manager, Southeast Area Transit District
Mark Pandolfi, Executive Director, Valley Transit District
Dr. Kate Carter, Superintendent, South Windsor School District
Dr. Martin Semmel, Superintendent, Trumbull Public Schools
Kevin J. Smith, Superintendent, Wilton Public Schools
Dr. Janet M. Robinson, Superintendent, Stratford Public Schools (Stratford School District)
November 30, 2020

The Honorable John Carney
Legislative Hall
Dover, DE 19901

Dear Governor Carney:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

[Signature]

John A. Costa
International President

C: Kendall Barbour, PR/BA, ATU Local 842, Wilmington, DE
John Sisson, Chief Executive Officer, Delaware Transit Corporation
Raymond Greaves, International Vice President
November 30, 2020

The Honorable Ron DeSantis
The Capitol
400 South Monroe Street
Tallahassee, FL 32399-0001

Dear Governor DeSantis:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people — big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Michael Lowery, Chairman, Florida State Legislative Conference Board
Dwayne Russell, PR/BA, ATU Local 1197, Jacksonville, FL
William P. Howard, PR/BA, ATU Local 1267, Ft. Lauderdale, FL
Stephen Simon, PR/BA, ATU Local 1464, Tampa, FL
Dwight H. Mattingly, PR/BA, ATU Local 1577, West Palm Beach, FL
Zefnia Durham III, PR/BA, ATU Local 1579, Gainesville, FL
April J. Williams, PR/BA, ATU Local 1591, Broward County, FL
Latisha Jones, PR/BA, ATU Local 1593, Tampa, FL
Wilfredo Delgado, PR/BA, ATU Local 1596, Orlando, FL
Donald W. Turner, PR/BA, ATU Local 1701, Sarasota, FL
Scott Penvose, PR/BA, ATU Local 1749, Orlando, FL
Michael A. Lowery, PR/BA, ATU Local 1395, Pensacola, FL
Curtis A. Howard, International Vice President
Natalie Cruz, International Vice President
Clinton Forbes, Executive Director, Palm Tran
Christopher K. Walton, Transportation Department Director, Broward County Transportation Department
James E. Harrison, Chief Executive Officer, LYNX - Central Florida Regional Transportation Authority
Jesus M. Gomez, RTS Director, Regional Transit System (RTS)
Carolyn House-Stewart, Interim Chief Executive Officer, Hillsborough Area Regional Transit Authority (HART)
Nathaniel P. Ford, Chief Executive Officer, Jacksonville Transportation Authority
Tonya Ellis, Mass Transit Director, Escambia County Area Transit
Jane Grogg, Interim Director, Sarasota County Area Transit
Dr. Karen Barber, Superintendent, Santa Rosa County District Schools (Santa Rosa County School District)
November 30, 2020

The Honorable Brian Kemp  
203 State Capitol  
Atlanta, GA 30334

Dear Governor Kemp:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus...
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

**In addition, our members and the industries we represent can play a critical role in vaccination logistics.** Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Britt Dunams, PR/BA, ATU Local 732, Atlanta, GA
   Courtney Wingster, PR/BA, ATU Local 1324, Savannah, GA
   Michael Brown, InterimChief Operating Officer/Executive Director, Chatham Area Transit Authority
   Jeffrey A. Parker, General Manager, Metropolitan Atlanta Rapid Transit Authority
   Andrea Foard, Transit Division Manager, Cobb County DOT, CobbLinc
   Karen A. Winger, Division Director, Gwinnett County Department of Transportation
November 30, 2020

The Honorable Brad Little
700 West Jefferson Street
2nd Floor
Boise, ID 83702

Dear Governor Little:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Felicia Clayton, President, Midwest Conference Board
   Doug Buckendorf, PR/BA, ATU Local 398, Boise, ID
   Tom W. Clayton, PR/BA, ATU Local 1517, Idaho Falls, ID
   Yvette J. Trujillo, International Vice President
   Kelli Badesheim, Executive Director, Valley Regional Transit
November 30, 2020

The Honorable JB Pritzker  
State Capital  
207 Statehouse  
Springfield, IL 62706

Dear Governor Pritzker:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Ronald Cox, President, Illinois Joint Conference Board
   Keith Hill, PR/BA, ATU Local 241, Chicago, IL
   Kenneth L. Franklin, PR/BA, ATU Local 308, Chicago, IL
   Eric Appelquist, PR/BA, ATU Local 313, Rock Island, IL
   Ronald L. Cox, PR/BA, ATU Local 416, Peoria, IL
   Thalia Klunick, PR/BA, ATU Local 752, Bloomington, IL
   Nanette K. Ruffin, PR/BA, ATU Local 859, Decatur, IL
   DeCarlo M. Greer, PR/BA, ATU Local 900, Waukegan, IL
   Deborah Altgilbers, PR/BA, ATU Local 1108, Quincy, IL
   Michael O. Winningham, PR/BA, ATU Local 1249, Springfield, IL
Jodi Williams, PR/BA, ATU Local 1333, Rockford, IL
Alondra Willis, PR/BA, ATU Local 1028, Des Plaines, IL
Karen Miller, PR/BA, ATU Local 1700, Chicago, IL
Pennie Johnson, PR/BA, ATU Local 1733, Vernon Hills, IL
Kevin Holliday, PR/BA, ATU Local 1745, Kankakee, IL
Raymond Greaves, International Vice President
Marcellus Barnes, International Vice President
Janis M. Borchardt, International Vice President
Paul D. Bowen, International Vice President
Bruce Hamilton, International Vice President
Michelle R. Sommers, International Vice President
Dorval R. Carter, President, Chicago Transit Authority
Doug Roelfs, General Manager, Greater Peoria Mass Transit District
Rocky Donahue, Executive Director, Pace Suburban Bus
Isaac Thorne, General Manager, Connect Transit
John Williams, Mass Transit Administrator, Decatur Public Transit System
Siron Sims, Managing Director Designee, River Valley Metro Mass Transit District
Michael Stubbe, Executive Director, Rockford Mass Transit District
Frank Squires, Managing Director, Sangamon Mass Transit District
Dr. Genevra A. Walters, Superintendent, Kankakee School District
Dr. Michael Connolly, Superintendent, Community Consolidated School District 21
Janice K. Jackson, Superintendent, Chicago Public Schools
The Honorable Eric Holcomb  
State House  
Room 206  
Indianapolis, IN 46204-2797  

Dear Governor Holcomb:  

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.  

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.  

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.  

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

**In addition, our members and the industries we represent can play a critical role in vaccination logistics.** Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

[Signature]

John A. Costa
International President

C: Joyce Ledell, President, Indiana Legislative Conference Board
   Carol M. Douglas, PR/BA, ATU Local 517, Gary, IN
   Ernest L. Johnson, PR/BA, ATU Local 682, Fort Wayne, IN
   Steven Redman, PR/BA, ATU Local 996, South Bend, IN
   John R. Alkire II, PR/BA, ATU Local 1064, Terre Haute, IN
   Carol Sams, PR/BA, ATU Local 1474, Richmond, IN
   Shirley Butler, PR/BA, ATU Local 1494, Marion, IN
   Erbie Bertram, PR/BA, ATU Local 1499, Muncie, IN
   Derek Streeter, PR/BA, ATU Local 1741, Lafayette, IN
   Roy Luster Jr., PR/BA, ATU Local 1070, Indianapolis, IN
Gary Johnson Sr., International Vice President
Paul D. Bowen, International Vice President
Gary Johnson Sr., International Vice President
Stephan MacDougall, International Representative
Janis M. Borchardt, International Vice President
Michelle R. Sommers, International Vice President
Martin B. Sennett, General Manager, Greater Lafayette Public Transportation Corporation (CityBus)
Inez Evans, President and CEO, Indianapolis Public Transportation Corporation (IndyGo)
Brad Miller, General Manager, Terre Haute Transit Utility
Mauric Pearl, General Manager, Fort Wayne Public Transportation Corporation/Citilink
Jerome Parker, General Manager, Gary Public Transportation Corporation
Larry W. King, General Manager, Muncie Public Transportation Corporation
Amy Hill, General Manager & CEO, South Bend Public Transportation Corporation
November 30, 2020

The Honorable Kim Reynolds
State Capitol
Des Moines, IA 50319-0001

Dear Governor Reynolds:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

**In addition, our members and the industries we represent can play a critical role in vaccination logistics.** Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C:  
John Rugama, PR/BA, ATU Local 441, Des Moines, IA  
Jerry Merritt, PR/BA, ATU Local 638, Cedar Rapids, IA  
Joseph Krapfl, PR/BA, ATU Local 779, Sioux City, IA  
Philip Golden, PR/BA, ATU Local 1192, Waterloo, IA  
Annette Pingel, PR/BA, ATU Local 312, Davenport, IA  
Michelle R. Sommers, International Vice President  
Janis M. Borchardt, International Vice President  
Elizabeth Presutti, Chief Executive Officer, Des Moines Area Regional Transit Authority  
Brad DeBrower, Transit Manager, Cedar Rapids Transit  
John Powell, Transit Manager, Davenport CitiBus  
Jeff Harcum, Transit Operations Supervisor, Sioux City Transit
Mark Little, General Manager, Metropolitan Transit Authority of Black Hawk County
Brian Strusz, Superintendent, Pleasant Valley Community School District
November 30, 2020

The Honorable Laura Kelly
Capitol, 300 SW 10th Avenue
Suite 212S
Topeka, KS 66612-1590

Dear Governor Kelly:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Efren Mazas, PR/BA, ATU Local 1360, Topeka, KS
Justin Priest, PR/BA, ATU Local 1754, Lawrence, KS
Michelle R. Sommers, International Vice President
Yvette J. Trujillo, International Vice President
Ginger Doll, General Manager, Lawrence Transit
Joshua Powers, Business Liaison, Johnson County Government
Bob Nugent, General Manager, Topeka Metro
November 30, 2020

The Honorable Andy Beshear
700 Capitol Avenue
Suite 100
Frankfort, KY 40601

Dear Governor Beshear:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

[Signature]

John A. Costa
International President

C: John P. Boland, PR/BA, ATU Local 628, Covington, KY
    Steven Richardson, PR/BA, ATU Local 639, Lexington, KY
    Lillian Brents, PR/BA, ATU Local 1447, Louisville, KY
    Gary Johnson Sr., International Vice President
    Carrie Butler, General Manager, Lextran
    Andrew Aiello, General Manager, Transit Authority of Northern Kentucky (TANK)
    Randy Frantz Assistant Executive Director Transit Authority of River City (TARC)
November 30, 2020

The Honorable John Bel Edwards
P.O. Box 94004
Baton Rouge, LA 70804-9004

Dear Governor Edwards:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to **provide early vaccine access and availability for our members in the transit and school bus industries.**

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. **We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.**

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
Drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Donnie K. Small, Sr., President, Louisiana Legislative Conference Board
   Janice Calton, PR/BA, ATU Local 558, Shreveport, LA
   Sharren Wells, PR/BA, ATU Local 981, Alexandria, LA
   Robert Robinson, PR/BA, ATU Local 1160, Monroe, LA
   Carlos A. Westley, PR/BA, ATU Local 1535, Harahan, LA
   Anthony Garland, Trustee, ATU Local 1546, Baton Rouge, LA
   Valerie Jefferson, PR/BA, ATU Local 1560, New Orleans, LA
   Curtis A. Howard, International Vice President
   Anthony Garland, International Vice President
   Richard M. Murphy, International Vice President
   Marcellus Barnes, International Vice President
Bill Deville, Chief Executive Officer, Capital Area Transit System
Alex Z. Wiggins, Chief Executive Officer, Regional Transit Authority
Karen Kelly, Transit Manager, Alexandria Transit (ATRANS)
Marc Keenan, Transportation Manager, Monroe Transit System
Dinero Washington, Executive Director, Shreveport Area Transit System
Ninette Barrios, Director, Jefferson Transit
Dr. Henderson Lewis, Jr., Superintendent, NOLA Public Schools (New Orleans Public School District)
November 30, 2020

The Honorable Janet Mills
1 State House Station
Augusta, ME 04333

Dear Governor Mills:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to **provide early vaccine access and availability for our members in the transit and school bus industries.**

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. **We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.**

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Thomas Cute, President, New England Joint Conference Board
Ed Knutson, PR/BA, ATU Local 714, Portland, ME
Richard M. Murphy, International Vice President
Stephan MacDougall, International Representative
Laurie Linscott, Superintendent, City of Bangor, Community Connector
Gregory Jordan, General Manager, Greater Portland Transit District
November 30, 2020

The Honorable Larry Hogan
State House
100 State Circle
Annapolis, MD 21401

Dear Governor Hogan:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Raymond Jackson, PR/BA, ATU Local 689, Washington, DC
   Mike McMillan, PR/BA, ATU Local 1300, Baltimore, MD
   Patricia Hall, PR/BA, ATU Local 1777, Gaithersburg, MD
   Paul D. Bowen, International Vice President
   Natalie Cruz, International Vice President
   Kevin B. Quinn, Administrator, Maryland Transit Administration
   Jeffrey Bennett, Associate Director, Transit Delivery Division, District Department of Transportation/Mass Transit Admin.
   Paul J. Wiedefeld, General Manager and Chief Executive Officer, Washington Metropolitan Area Transit Authority (WMATA)
November 30, 2020

The Honorable Charlie Baker  
State House  
Room 360  
Boston, MA 02133

Dear Governor Baker:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: John Troxell, Jr., Chairman, Massachusetts Legislative Council
    Kenneth Kephart Jr., PR/BA, ATU Local 22, Worcester, MA
    Eric Carvalho, PR/BA, ATU Local 174, Fall River, MA
    James Evers, PR/BA, ATU Local 589, Boston, MA
    Antone R. Sousa, PR/BA, ATU Local 1037, New Bedford, MA
    John W. Troxell Jr., PR/BA, ATU Local 1547, Brockton, MA
    Charles A. Ryan III, PR/BA, ATU Local 1548, Plymouth, MA
    Lisa Lipomi, PR/BA, ATU Local 1578, Lowell, MA
    James Harrington, PR/BA, ATU Local 448, Springfield, MA
    William Roy, ACTING PR/BA, ATU Local 690, Fitchburg, MA
Andrew Woods, PR/BA, ATU Local 1512, Springfield, MA
Richard M. Murphy, International Vice President
Stephan MacDougall, International Representative
Michael J. Lambert, Administrator, Brockton Area Transit Authority
Jeffrey Gonneville, Deputy General Manager, Massachusetts Bay Transportation Authority
Sandra Sheehan, Administrator, Pioneer Valley Transit Authority
Dennis J. Lipka, Administrator, Worcester Regional Transit Authority
Thomas S. Cahir, Administrator, Cape Cod Regional Transit Authority
Francis Gay, Administrator, Greater Attleboro-Taunton Regional Transit Authority
James H. Scanlan, Administrator, Lowell Regional Transit Authority
Ed Carr, Administrator, MetroWest Regional Transit Authority
Mohammed Khan, Administrator, Montachusett Regional Transit Authority
Erik B. Rousseau, Administrator, Southeastern Regional Transit Authority
Stefan Czaporowski, Superintendent, Westfield Public Schools (Westfield Public School District)
Dr. Scott Nicol, Superintendent, Ellington Public Schools (Ellington Board of Education)
November 30, 2020

The Honorable Gretchen Whitmer
P.O. Box 30013
Lansing, MI 48909

Dear Governor Whitmer:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C:  RiChard Jackson, Acting President, Michigan Legislative Conference Board
    Glenn R. Tolbert, PR/BA, ATU Local 26, Detroit, MI
    RiChard Jackson, PR/BA, ATU Local 836, Grand Rapids, MI
    Steven Soliz, PR/BA, ATU Local 1039, Lansing, MI
    Earl L. Cox Sr., PR/BA, ATU Local 1093, Kalamazoo, MI
    Paul Pulley, PR/BA, ATU Local 1095, Jackson, MI
    Shannon Wedl, PR/BA, ATU Local 1251, Battle Creek, MI
    Kevin Colon, PR/BA, ATU Local 1564, Detroit, MI
    Christopher Lake, PR/BA, ATU Local 1761, Charlotte, MI
    Maria Powell, PR/BA, ATU Local 1778, Lansing, MI
    Michelle R. Sommers, International Vice President
Paul D. Bowen, International Vice President
Richard M. Murphy, International Vice President
Anthony Garland, International Vice President
Marcellus Barnes, International Vice President
Bradley T. Funkhouser, Chief Executive Officer, Capital Area Transportation Authority
Sean McBride, Executive Director, Central County Transportation Authority
Angelica Jones, Interim Director, Detroit Department of Transportation
Andrew Johnson, Chief Executive Officer, Interurban Transit Partnership (The Rapid)
John C. Hertel, General Manager, Suburban Mobility Authority for Regional Transportation (SMART)
Mallory Avis, Transit Director, City of Battle Creek - Transit Department
Michael D. Brown, Sr. Executive Director, Jackson Area Transportation Authority
Sommer Woods, Vice President, M-1 Rail, Q-Line Detroit
Dr. Nikolai Vitti, Superintendent, Detroit Public Schools (Detroit Public Schools Community District)
Dr. Jennifer Green, Superintendent, Southfield Public School District
November 30, 2020

The Honorable Tim Walz
130 State Capitol
75 Rev. Dr. Martin Luther King Jr. Blvd.
St. Paul, MN 55155

Dear Governor Walz:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Ryan Timlin, PR/BA, ATU Local 1005, Minneapolis/Saint Paul, MN
   Michelle R. Sommers, International Vice President
   Wes Kooistra, General Manager, Metro Transit
   Anthony Knauer, Transit and Parking Manager, Rochester Public Transit
November 30, 2020

The Honorable Tate Reeves
P.O. Box 139
Jackson, MS 39205

Dear Governor Reeves:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

**In addition, our members and the industries we represent can play a critical role in vaccination logistics.** Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Alphonso Burns Jr., PR/BA, ATU Local 1208, Jackson, MS
    Christine F. Welch, Deputy Director of Transportation, City of Jackson-Office of Transportation
November 30, 2020

The Honorable Mike Parson
Capitol Building
Room 216, P.O. Box 720
Jefferson City, MO 65102

Dear Governor Parson:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. **We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.**

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: John Godfrey, PR/BA, ATU Local 691, Springfield, MO
    Chris Simmons, PR/BA, ATU Local 847, St. Joseph, MO
    Jonothan P. Walker Sr., PR/BA, ATU Local 1287, Kansas City, MO
    Reginald Howard Sr., PR/BA, ATU Local 788, St. Louis, MO
    Richard L. Davis, PR/BA, ATU Local 1498, Joplin, MO
    Paul D. Bowen, International Vice President
    Charles E. Watson, International Vice President
    Anthony Garland, International Vice President
    Michelle R. Sommers, International Vice President
    Bruce Hamilton, International Vice President
Taulby Roach, President and Chief Executive Officer, Bi-State Development Agency (dba Metro)
Robbie Makinen, President & CEO, Kansas City Area Transportation Authority
Matt Crawford, Transit Director, City Utilities of Springfield, MO
Michelle Schultz, General Manager, St. Jospeh Transit
Arthur R. Culver, Superintendent, East St. Louis School District 189
Dr. Chris Kilbride, Superintendent, Ritenour School District
Carrie Hruby, Superintendent, O'Fallon School District #90
Dr. Kelvin Adams, Superintendent, St. Louis Public Schools
Dr. Jim Wipke, Superintendent, Ladue Schools (Ladue School District)
November 30, 2020

The Honorable Steve Bullock
State Capitol
Helena, MT 59620-0801

Dear Governor Bullock:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Felicia Clayton, President, Midwest Conference Board
   Mark Varcoe, PR/BA, ATU Local 381, Butte, MT
   Yvette J. Trujillo, International Vice President
   Bob Connors, Superintendent, Bozeman Public Schools (School District No. 7, Gallatin County, Montana)
   Dr. Tyler Ream, Superintendent, Helena School District No. 1
   Judy Jonart, Superintendent, Butte School District (School District No. 1, Silver Bow County, Montana)
November 30, 2020

The Honorable Pete Ricketts
P.O. Box 94848
Lincoln, NE 68509-4848

Dear Governor Ricketts:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Mike Wiese, PR/BA, ATU Local 1293, Lincoln, NE
Janis M. Borchardt, International Vice President
Michael Davis, Transit Manager, StarTran Bus Service
November 30, 2020

The Honorable Steve Sisolak
Capitol Building
101 North Carson Street
Carson City, NV 89701

Dear Governor Sisolak:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: John Foster, PR/BA, ATU Local 1637, Las Vegas, NV
James Lindsay III, International Vice President
Natalie Cruz, International Vice President
Dear Governor Sununu:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Thomas Cute, President, New England Joint Conference Board
Debra Oxley, PR/BA, ATU Local 717, Manchester, NH
Richard M. Murphy, International Vice President
Mike Whitten, Executive Director, Manchester Transit Authority (MTA)
Dr. John Goldhardt, Superintendent, Manchester School District
November 30, 2020

The Honorable Phil Murphy
The State House
P.O. Box 001
Trenton, NJ 08625

Dear Governor Murphy:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C:
Orlando Riley, Chair, New Jersey State Council
Kenneth Rice Sr., PR/BA, ATU Local 540, Trenton, NJ
Veronica Hardy-Cobb, PR/BA, ATU Local 819, Newark, NJ
Pablo Gonzalez, PR/BA, ATU Local 820, Union City, NJ
Eric Pettiford, PR/BA, ATU Local 821, Jersey City, NJ
Geraldo Arroyo, PR/BA, ATU Local 822, Paterson, NJ
Nancy Spence, PR/BA, ATU Local 823, Elizabeth, NJ
Martin Heraghty, PR/BA, ATU Local 824, New Brunswick, NJ
Retheena Goodwin, PR/BA, ATU Local 825, Oradell, NJ
Joseph M. Romeo, PR/BA, ATU Local 880, Camden, NJ
Tracey D. Tredway, PR/BA, ATU Local 1614, Dover, NJ  
Raymond Greaves, International Vice President  
Stephan MacDougall, International Representative  
Kevin S. Corbett, President & CEO, New Jersey Transit Corporation (NJ TRANSIT)  
Erin Neukum, Transportation Coordinator, Hunterdon County Department of Human Services, Transportation Division
November 30, 2020

The Honorable Andrew Cuomo
State Capitol
Albany, NY 12224

Dear Governor Cuomo:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Mark Henry, Chair, New York State Legislative Conference Board and PR/BA, ATU Local 1056, Flushing, NY
Jacques Chapman, PR/BA, ATU Local 282, Rochester, NY
Andrew W. DeCarolis Sr., PR/BA, ATU Local 582, Rome, NY
Daniel Cassella, PR/BA, ATU Local 726, Staten Island, NY
Peter H. Schiraldi, PR/BA, ATU Local 1145, Binghamton, NY
Jose DeJesus, PR/BA, ATU Local 1179, New York, NY
Steve Moquin, PR/BA, ATU Local 1321, Albany & Troy, NY
Jeremy A. Smith, PR/BA, ATU Local 580, Syracuse, NY
Michael Cordiello, PR/BA, ATU Local 1181, New York, NY
Jeff Richardson, PR/BA, ATU Local 1342, Buffalo, NY
John L. Ballenger, PR/BA, ATU Local 1592, Binghamton, NY
Diane Fratterigo, ACTING PR/BA, ATU Local 1625, Buffalo, NY
Raymond Greaves, International Vice President
Charles E. Watson, International Vice President
Bruce Hamilton, International Vice President
Carmino N. Basile, Chief Executive Officer, Capital District Transportation Authority
Richard G. Lee, Chief Executive Officer, Central New York Regional Transportation Authority
Craig Cipriano, Acting President, MTA Bus Co & Acting Sr VP Dept. of Buses MTA Bus Company
Sarah Feinberg, Interim President, MTA New York City Transit
Thomas George, Director, Public Transit, Niagara Frontier Transit Metro System
Bill Carpenter, Chief Executive Officer, Regional Transit Service
Gregory Kilmer, Commissioner, BC Transit (Broome County Department of Public Transportation)
Patrick Harrigan, Superintendent, Half Hollow Hills Central School District
Allison Brown, Superintendent, Roslyn Union Free School District
Dr. Deborah O'Connell, Superintendent, Croton-Harmon Union Free School District
Dr. Jared Bloom, Superintendent, Franklin Square Union Free School District
Dr. Kathleen Sottile, Superintendent, Floral Park-Bellerose Union Free School District
Dr. Kishore Kuncham, Superintendent, Freeport School District
Dr. Kriner Cash, Superintendent, Buffalo Public Schools
Dr. Mary T. O'Meara, Superintendent, Plainview-Old Bethpage Central School District
Dr. Raymond H. Blanch, Superintendent, Somers Central School District
Kenneth Rosner, Superintendent, Elmont Union Free School District
Martin D. Cox, Superintendent, Clarkstown Central School District
Matthew J. Bystrak, Superintendent, West Seneca School District (West Seneca Central School District)
Richard A. Carranza, Superintendent, NYC DOE
November 30, 2020

The Honorable Roy Cooper  
20301 Mail Service Center  
Raleigh, NC 27699-0301

Dear Governor Cooper:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to **provide early vaccine access and availability for our members in the transit and school bus industries.**

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. **We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.**

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus...
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Diane Allen, PR/BA, ATU Local 128, Asheville, NC
Terrence O. Dewberry, PR/BA, ATU Local 1328, Raleigh, NC
Percival Patterson, PR/BA, ATU Local 1493, Raleigh, NC
Anthony Garland, International Vice President
Curtis A. Howard, International Vice President
Pierre Osei-Owusu, Transit Administrator, GoDurham (DATA)
Bruce Adams, Public Transportation Manager, Greensboro Transit Authority
David Eatman, Assistant Director of Transportation, GoRaleigh
Albert Eby, Executive Director, Cape Fear Public Transportation Authority
Jessica Morriss, Assistant Director of Transportation, Asheville Redefines Transit
November 30, 2020

The Honorable Mike DeWine
77 South High Street
30th Floor
Columbus, OH 43215

Dear Governor DeWine:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C:  Troy Miller, Chairman, Ohio Joint Conference Board
    Natalie Cruz, Trustee, ATU Local 268, Cleveland, OH
    Tenessa Wills, PR/BA, ATU Local 272, Youngstown, OH
    Linda J. DeLeonardis, PR/BA, ATU Local 285, Steubenville, OH
    Troy L. Miller, PR/BA, ATU Local 627, Cincinnati, OH
    Carly Allen, PR/BA, ATU Local 697, Toledo, OH
    Gerald Duncan, PR/BA, ATU Local 1385, Dayton, OH
    Natalie Cruz, International Vice President
    Gary Johnson Sr., International Vice President
    Paul D. Bowen, International Vice President
Richard M. Murphy, International Vice President
Stephan MacDougall, International Representative
Mark Donaghy, Chief Executive Officer, Greater Dayton Regional Transit Authority
Darryl Haley, Chief Executive Officer, Southwest Ohio Regional Transit Authority (SORTA)/Metro
India Birdsong, General Manager, Chief Executive Officer, Greater Cleveland Regional Transit Authority
Mark Beckdahl, Director of Finance, Springfield City Area Transit
Frank Bovina, Transit Manager, Steel Valley Regional Transit Authority (SVRTA)
Kimberly Dunham, General Manager, Toledo Area Regional Transit Authority (TARTA)
Dean Harris, Executive Director, Western Reserve Transit Authority (WRTA)
Dear Governor Stitt:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Camilla Hunter, PR/BA, ATU Local 892, Tulsa, OK
Christopher B. Bourke, PR/BA, ATU Local 993, Oklahoma City, OK
Yvette J. Trujillo, International Vice President
Jason Ferbrache, Administrator/Director, Embark
Ted J. Rieck, General Manager, Metropolitan Tulsa Transit Authority
November 30, 2020

The Honorable Kate Brown
State Capitol Building
900 Court Street NE, Suite 254
Salem, OR 97301-4047

Dear Governor Brown:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Felicia Clayton, President, Midwest Conference Board
Shirley A. Block, PR/BA, ATU Local 757, Portland, OR
Yvette J. Trujillo, International Vice President
Aurora Jackson, General Manager, Lane Transit District
Allan Pollock, General Manager/CEO, Salem Area Mass Transit District
Doug Kelsey, General Manager, Tri-County Metropolitan Transportation District of Oregon (TriMet)
Tammy Baney, COIC Executive Director, Central Oregon Intergovernmental Council, Cascades East Transit
Tim Bates, Transit Coordinator, Corvallis Public Works, Corvallis Transit System
Julie Brown, General Manager, Rogue Valley Transportation District (RVTD)
Guadalupe Guerrero, Superintendent, Portland Public Schools (School District No. 1J, Multnomah County, Oregon)
F. King Alexander, Superintendent, Oregon State University
November 30, 2020

The Honorable Tom Wolf
Main Capitol Building
Room 225
Harrisburg, PA 17120

Dear Governor Wolf:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. **We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.**

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C:  Bryon Shane, President, Pennsylvania Joint Conference Board
     Stephen M. Palonis, PR/BA, ATU Local 85, Pittsburgh, PA
     Frank Villani, PR/BA, ATU Local 89, New Castle, PA
     Kevin M. McGee, PR/BA, ATU Local 164, Wilkes-Barre, PA
     David Kaczmarek, PR/BA, ATU Local 168, Scranton, PA
     John T. Renwick, PR/BA, ATU Local 568, Erie, PA
     Dave James, PR/BA, ATU Local 801, Altoona, PA
     Ricardo Vega, PR/BA, ATU Local 956, Allentown, PA
     Victor Salgado, PR/BA, ATU Local 1119, Wilkes-Barre, PA
     John A. Habanec, PR/BA, ATU Local 1241, Lancaster, PA
Jeffrey Hritz, PR/BA, ATU Local 1279, Johnstown, PA
Steven Newsham, PR/BA, ATU Local 1345, Reading, PA
Lionel Randolph, PR/BA, ATU Local 1436, Harrisburg, PA
Florian F. Perchinski, PR/BA, ATU Local 1496, Williamsport, PA
Donna L. Meanor, PR/BA, ATU Local 1595, Pittsburgh, PA
Dennis Jorgenson, PR/BA, ATU Local 1603, Bethlehem, PA
David K. Merrill, PR/BA, ATU Local 1738, Latrobe, PA
Diane M. Stambaugh, PR/BA, ATU Local 1743, Pittsburgh, PA
James Spano, PR/BA, ATU Local 1753, Venetia, PA
Raymond Greaves, International Vice President
Gary Johnson Sr., International Vice President
Charles E. Watson, International Vice President
Richard M. Murphy, International Vice President
Jeremy Peterson, CEO, Erie Metropolitan Transit Authority
Owen P. O'Neil, Executive Director, Lehigh and Northampton Transportation Authority (LANTA)
Katharine Eagan Kelleman, Chief Executive Officer, Port Authority of Allegheny County
David W. Kilmer, Executive Director, South Central Transit Authority
Eric Wolf, General Manager, Altoona Metro Transit (AMTRAN)
Mary Jo Morandini, General Manager, Beaver County Transit Authority (BCTA)
Rose Lucey-Noll, Executive Director, Cambria County Transit Authority (CamTran)
Adam Winder, General Manager, River Valley Transit
Robert J. Fiume, Executive Director, County of Lackawanna Transit System (COLTS)
Rich Farr, Executive Director, Capital Area Transit (CAT)
Lee Horton, Interim Executive Director, Luzerne County Transportation Authority (LCTA)
Ashley Seman, Executive Director, Mid Mon Valley Transit Authority (MMVTA)
Peggy Howarth, Executive Director, Monroe County Transit Authority (Pocono Pony)
Alan Blahovec, Executive Director, Westmoreland County Transit Authority (Westmoreland Transit)
Dr. Jeannine French, Superintendent, Peters Township School District
Dr. Anthony Hamlet, Superintendent, Pittsburgh Public School District
The Honorable Gina Raimondo  
State House  
82 Smith Street  
Providence, RI 02903  

Dear Governor Raimondo:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C:  Thomas Cute, President, New England Joint Conference Board
    Nick DeCristofaro, PR/BA, ATU Local 618, Providence, RI
    Gil M. Mendonca, PR/BA, ATU Local 1363, Providence, RI
    Richard M. Murphy, International Vice President
    Scott Avedisian, Chief Executive Officer, Rhode Island Public Transit Authority
    Philip Thornton, Superintendent, Warwick Public Schools
    Dr. Bernard DiLullo, Jr., Superintendent, Johnston Public Schools
November 30, 2020

The Honorable Henry McMaster
1205 Pendleton Street
Columbia, SC 29201

Dear Governor McMaster:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Gloria A. Fulton, PR/BA, ATU Local 610, Charleston, SC
   Curtis A. Howard, International Vice President
   John Andoh, Executive Director/CEO, Central Midlands Transportation Authority (The COMET)
November 30, 2020

The Honorable Kristi Noem  
500 East Capitol Avenue  
Pierre, SD 57501

Dear Governor Noem:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

[Signature]

John A. Costa
International President

C: Christine R. Davis, PR/BA, ATU Local 1356, Sioux Falls, SD
Janis M. Borchardt, International Vice President
Randy Hartman, General Manager, Sioux Area Metro (SAM)
November 30, 2020

The Honorable Bill Lee
State Capitol
Nashville, TN 37243-0001

Dear Governor Lee:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Patrick E. Green, Chair, Tennessee State Legislative Conference Board
Micheal Wilson, PR/BA, ATU Local 713, Memphis, TN
Joe Greer, PR/BA, ATU Local 1164, Knoxville, TN
Lakecha Strickland, PR/BA, ATU Local 1212, Chattanooga, TN
Patrick E. Green, PR/BA, ATU Local 1235, Nashville, TN
Woodrow Terrill Perry, PR/BA, ATU Local 1285, Jackson, TN
Gary Johnson Sr., International Vice President
Michelle R. Sommers, International Vice President
Lisa Maragnano, Executive Director, Chattanooga Area Regional Transportation Authority
Gary Rosenfeld, Chief Executive Officer, Memphis Area Transit Authority
Stephen G. Bland, Chief Executive Officer, Nashville MTA (WeGo)
Melissa B. Roberson, Interim Executive Director & Chief Administrative Officer, Knoxville Area Transit (KAT)
Travis Franklin, General Manager, Jackson Transit Authority
November 30, 2020

The Honorable Greg Abbott
P.O. Box 12428
Austin, TX 78711-2428

Dear Governor Abbott:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

[Signature]

John A. Costa
International President

C:  Kenneth Day, President, Texas State Legislative Conference Board
    Juan Amaya, PR/BA, ATU Local 694, San Antonio, TX
    Arlon D. Jackson, PR/BA, ATU Local 1031, Beaumont, TX
    Brent J. Payne, PR/BA, ATU Local 1091, Austin, TX
    Margarita Alvarez-Acoño, PR/BA, ATU Local 1256, El Paso, TX
    Kenneth Day, PR/BA, ATU Local 1338, Dallas, TX
    Yvette J. Trujillo, International Vice President
    Randy S. Clarke, President & CEO, Capital Metropolitan Transportation Authority
    Jay Banasiak, Director of Mass Transit, El Paso Mass Transit Department (Sun Metro)
    Gary C. Thomas, President/Executive Director, Dallas Area Rapid Transit
    Raymond Suarez, President/CEO, Denton County Transportation Authority
Jeffrey C. Arndt, President and CEO, VIA Metropolitan Transit
William J. Munson, General Manager, Beaumont Municipal Transit System
Dr. Gerald Hudson, Superintendent, Cedar Hill School District
November 30, 2020

The Honorable Gary Herbert
State Capitol
Suite 200
Salt Lake City, UT 84114

Dear Governor Herbert:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
Facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Rodney S. Dunn, PR/BA, ATU Local 382, Salt Lake City, UT
Yvette J. Trujillo, International Vice President
Carolyn M. Gonot, Executive Director, Utah Transit Authority
November 30, 2020

The Honorable Ralph Northam
State Capitol
3rd Floor
Richmond, VA 23219

Dear Governor Northam:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was
facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

In addition, our members and the industries we represent can play a critical role in vaccination logistics. Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Esker Bilger, Jr., President, Virginia State Legislative Conference Board
Raymond Jackson, PR/BA, ATU Local 689, Washington, DC
Amanda Malone, PR/BA, ATU Local 1177, Norfolk, VA
Maurice L. Carter, PR/BA, ATU Local 1220, Richmond, VA
Anthony Garland, International Vice President
Paul J. Wiedefeld, General Manager and Chief Executive Officer, Washington Metropolitan Area Transit Authority (WMATA)
Allan Fye, Acting Division Chief of Transit Services, City of Alexandria Office of Transit Services & Programs
Dwayne Pelfrey, Chief, Transit Services Division, Fairfax County Department of Transportation
Julie Timm, CEO, GRTC Transit System
William E. Harrell, President and Chief Executive Officer, Hampton Roads Transit
Brian Booth, General Manager, Greater Lynchburg Transit Company
Kevin Price, General Manager, Greater Roanoke Transit Company
Joe Kroboth, Director, Loudoun County Department of Transportation and Capital Infrastructure
November 30, 2020

The Honorable Jay Inslee
P.O. Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

**In addition, our members and the industries we represent can play a critical role in vaccination logistics.** Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Rick Swartz, President, Washington State Legislative Council
Ken Price, PR/BA, ATU Local 587, Seattle, WA
Isaac O. Tate, PR/BA, ATU Local 758, Tacoma, WA
Albert Walcott Jr., PR/BA, ATU Local 843, Bellingham, WA
Steven L. Oss, PR/BA, ATU Local 883, Everett, WA
Thomas E. Leighty, PR/BA, ATU Local 1015, Spokane, WA
Kathleen M. Custer, PR/BA, ATU Local 1576, Lynnwood, WA
Sam Hairston, PR/BA, ATU Local 1598, Spokane, WA
David Sharwark, PR/BA, ATU Local 1765, Olympia, WA
Yvette J. Trujillo, International Vice President
Dennis Antonellis, International Representative
Peter Rogoff, Chief Executive Officer, Sound Transit
Shawn M. Donaghy, Chief Executive Officer, C-TRAN – Clark County PTBA
Ann Freeman-Manzanares, General Manager, Intercity Transit
Rob Gannon, General Manager, King County Metro
John Clauson, Executive Director, Kitsap Transit
Sue Dreier, Chief Executive Officer, Pierce County Public Transportation Benefit Area Authority Corporation (Pierce Transit)
Emmett Heath, CEO, Snohomish County Public Transportation Benefit Area Corporation (dba Community Transit)
E. Susan Meyer, Chief Executive Officer, Spokane Transit Authority
Peter L. Stark, General Manager, Whatcom Transportation Authority
Tom Hingson, Director, Everett Transit System
Amy Asher, Transit Manager, City of Longview, RiverCities Transit
Angelic Peters, General Manager, Valley Transit
November 30, 2020

The Honorable Jim Justice
1900 Kanawha St.
Charleston, WV 25305

Dear Governor Justice:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

**In addition, our members and the industries we represent can play a critical role in vaccination logistics.** Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa  
International President

C: Robert L. Yoders, PR/BA, ATU Local 103, Wheeling, WV  
David E. Sayre, PR/BA, ATU Local 1742, Charleston, WV  
Richard M. Murphy, International Vice President  
J. Douglas Hartley, Executive Director, Kanawha Valley Regional Transportation Authority  
Mike Kesterson, General Manager, Mid-Ohio Valley Transit Authority  
Lisa Weishar, Executive Director, Ohio Valley Regional Transportation Authority  
Paul E. Davis, General Manager & CEO, Tri-State Transit Authority (TTA)  
Patricia Lucas, Superintendent, Logan County Schools
Dear Governor Evers:

The recent promising news of multiple quality vaccines for the coronavirus has lifted the spirits of all Americans, including the hundreds of thousands of transportation workers who have been on the front lines working through this very dark period in our nation’s history. On behalf of the Amalgamated Transit Union (ATU), the labor organization representing the majority of these brave workers, we urge you to provide early vaccine access and availability for our members in the transit and school bus industries.

This week, the Advisory Committee on Immunization Practices (ACIP), which is advising the U.S. Centers for Disease Control and Prevention (CDC) on who should get the first doses of COVID-19 vaccine agreed on initial priorities. The committee generally concurred that healthcare workers should get the first doses of vaccine, while essential workers should be in the second priority group because they often don’t have the luxury of working from home and tend to be racially and demographically diverse. We urge you to follow these guidelines and include transit and school bus workers in the category of essential workers.

Nationwide, thousands of transit workers have tested positive for the coronavirus, and nearly 100 ATU members have died due to COVID-19. Our members are getting sick at a rate that is much higher than the general population because we are continuously exposed to large crowds of transit-dependent riders at close range, often times without the necessary personal protective equipment (PPE) to keep us safe. In addition, the air flow in transit buses flows from back to front carrying debris, viral particles and other pollution lofted in the air as aerosols and fine particles – an invisible enemy that is killing our members. And as if navigating a massive vehicle through heavy traffic and all sorts of weather conditions while enforcing rules and regulations was not dangerous enough, now our members are serving as the “mask police” during this politically-charged time.

Similarly, since school started up this fall in certain areas, school bus workers have been considered heroes for simply reporting to work each day, and rightfully so. In addition to their normal duties, they must make sure that children are seated far enough apart to avoid the spread of COVID-19. They are also tasked with sanitizing the vehicles, hoping that their employers provide the proper PPE to keep them safe. Even before the pandemic, the school bus industry was facing a severe driver shortage, and it has only gotten worse in the last year. Many school bus
drivers (often older Americans) are just too fearful to return to the job without a vaccine. It takes a minimum of 12 weeks to get a new driver certified with a Commercial Driver License (CDL) and receive training before they can be put behind the wheel of a bus carrying schoolchildren. These factors are causing route cancellations, exposing children to much less safe ways to get to and from school.

**In addition, our members and the industries we represent can play a critical role in vaccination logistics.** Moving forward, we would welcome the chance to work with your office and local government, and of course transit systems to get masses of people to medical facilities or other staging areas for vaccinations or to transport medical personnel, equipment, and the vaccines to the population at large. But like the healthcare workers who are rightfully first in line because of the role they play in fighting the coronavirus, our members also need priority access and availability. I would also note that our membership is overwhelmingly made up of people who have been disproportionately affected by the virus — especially minorities, lower-income people, and older Americans — an added reason to move them up in line.

Transit and school bus workers are true heroes, and there are safer and easier ways for them to earn about $15-20 per hour. The least we can do as a nation is to recognize the sacrifices that these workers and their families have made during this health crisis by providing them with early access to the coronavirus vaccine and to make it available to them. It is the right thing to do for the workers and it’s in the best interest of the millions of people -- big and small --- who rely on their services.

Thank you for your consideration of our views. I look forward to your response.

Sincerely,

John A. Costa
International President

C: Florian S. Skwierczynski, President, Wisconsin State Legislative Conference Board
   Todd R. Strasser, PR/BA, ATU Local 519, La Crosse, WI
   Joseph Anthony Cherry, PR/BA, ATU Local 857, Green Bay, WI
   James V. Macon, PR/BA, ATU Local 998, Milwaukee, WI
   Troy Hanson, PR/BA, ATU Local 1168, Wausau, WI
   Kyle Herman, PR/BA, ATU Local 1310, Eau Claire, WI
   Angelo Navarro, PR/BA, ATU Local 1779, Kenosha, WI
   Janis M. Borchardt, International Vice President
   Michelle R. Sommers, International Vice President
   Daniel A. Boehm, Managing Director, Milwaukee County Transit System
   Tom Wagener, Transit Manager, Eau Claire Transit
Patty Kiewiz, Director, Green Bay Metro
Nelson Ogbuagu, Director, Kenosha Area Transit
Adam Lorentz, Transit Manager, LaCrosse Municipal Transit Utility
Derek Meunch, Director of Transit & Parking, Shoreline Metro
Michael Warren, General Manager, Waukesha Metro Transit
Greg Seubert, Transit Director, Metro Ride
Dr. Sue Savaglio-Jarvis, Superintendent, Kenosha Unified School District