ATU IS PARTNERING WITH RIDERS TO FIGHT FOR PUBLIC TRANSIT
Portland Public School bus drivers are speaking up

Portland, OR, school bus drivers who do the important job of safely transporting students with disabilities and special needs are calling for the same pay and treatment as truck drivers employed by the school district to transport food. The drivers and dispatchers, members of Local 757-Portland, OR, have been working under a contract that expired June 30 and have been making their voices heard at school board meeting and rallies.

“Are you saying that meatloaf, hamburgers and hotdogs are more valuable than our children?” one school bus driver asked school board members.

“We’re not against our colleagues earning a livable wage. We just want the same. We want compensation that is commensurate with the responsibility that we shoulder every day transporting our students.”

Decades after MLK fight, mass transit still failing black people

More than 60 years after the Montgomery bus boycott and 50 years after Martin Luther King, Jr. was murdered in Memphis, African-Americans are free to move to the front of the bus. But that victory rings hollow, because blacks in many communities continue to be shackled by poverty. The jobs to which the buses once took many black people have moved far away from economic opportunity to earn a decent living and provide for their families. And even further away from King’s dream.

Correction

The January-February 2018 In Transit story “Winnipeg City Councillors take transit challenge in 2018” incorrectly refers to the “the tragic shooting death of Local 1505-Winnipeg member Irvine Jubal Fraser”. Brother Fraser was stabbed, not shot, to death by an angry passenger. We apologize for the error.
In Memoriam

ATU, ACORN demand ‘community benefits’ for LRT

Kelowna prototype bus driver shields a start

Chattanooga bus drivers muzzled, file First Amendment lawsuit

Winnipeg Local pushes plan to fund clean public transit

Wellness program making strides to improve health of IndyGo workers

Senate Dems’ Jobs and Infrastructure proposal puts America on the right track

NYC Locals call for critical improvements to public transit

One year after Winnipeg member’s tragic murder, little change made

ATU/MS Research Funds

33rd Annual Golf Tournament
From track gaps, fire hazards, ventilation system problems, electrical hazards, emergency exit problems and rats, over the past two years, Local 1300-Baltimore, MD, has been raising the alarm on serious safety concerns in the Baltimore subway, but the Maryland Transit Administration (MTA) has ignored them.

The chickens – or maybe the rats – finally came home to roost as the MTA issued an emergency shutdown of the entire Baltimore Metro for four weeks in February to make critical track repairs. It was revealed that a MTA 2016 inspection report indicated that officials were aware of the unsafe rails.

“It’s like Baltimore doesn’t exist to this administration,” said Local 1300 President David McClure.

In no shock, Governor Larry Hogan passed the buck, blaming the problems on previous administrations.

The Local called for a hearing on the MTA to hear what the agency is doing to address these issues and create a public record about their safety concerns.

And the hits keep coming as during the Metro shutdown, MTA officials announced part of the Metro system will again be closed during the summer to perform “additional rail replacement, track maintenance, station improvements and cleaning.”
We must fight every day

The lives of transit and school bus workers can be harsh.

Working essentially outdoors, driving a huge vehicle, switching vehicles sometimes several times a day.

Repairs made in bad conditions, sometimes on the road, in foul weather. Repairs made in garages with bad lighting, bad air, bad safety procedures, the wrong tools. No bathroom breaks.

Station Agents are being attacked as are bus operators. We work in often squalid and dangerous conditions.

In bargaining, we tend to focus on paychecks. Too often we settle our fight for safety and health with not enough gained.

Want to fix it?

Fix the workstation

I still hear of Locals looking for answers on assaults on drivers...It’s the workstation fix.

Bad backs for drivers? Fix the workstation.

Driver blind spots? Fix the workstation!

Please talk about these important issues at your Union meetings and get involved, so your Local can get involved.

Then we can campaign for bathroom breaks. This campaign has been largely at the government level with staff meeting all the time with them.

If we want real change that improves the health, safety and lives of our members, it needs a push in the field by our members.

So, get involved today. ❖

Fight for health and safety every day

We must fight for health and safety every day, not just at contract time. This International is working with Local Unions every day to improve your health and safety.

The Workstation campaign, which continues, can resolve several of these huge issues.

What’s more, if your Local joins the campaign, it can build to fight on all of them.
As so-called “right-to-work” spreads and public employee unions face potential fallout from the Janus case, organizers must find new ways to build strong unions in an increasing hostile legal environment—something that working people in the South have been doing for decades.

Union organizers in the South have built strong local unions with membership rates of over 90% by constantly focusing on internal communication and organizing.

Successful unions communicate so that members and non-members know what union leaders are doing on their behalf—whether it’s winning a grievance, negotiating a good contract, or assisting a member in need.

In addition to providing good communication and service, effective unions have created an organizing culture where stewards and rank-and-file activists take responsibility for recruiting new members. By mapping out shifts and departments and making assignments for recruitment and mobilization, unions create a structure that not only yields new members, but also allows for rapid response around legislative fights, contract issues, and get-out-the-vote efforts.

An army of activists
As unions around the country renew their focus on worksite organizing, it is an opportunity to strengthen our unions and develop an army of activists who can help us win not just in the workplace, but also at the state capitol and the ballot box.

With excellent service, effective communication, and constant organizing, we can build strong unions with high membership rates even under right-to-work. But if we want political power, we can’t stop there. We must reach a broader audience with our message and organize more working people into unions and other labor organizations.

With increasing attacks on collective bargaining and rampant corporate union-busting that has made winning NLRB elections more difficult, organizers must think creatively about new ways to organize.

In the South where organizing has long been difficult, labor leaders learned long ago that we cannot win in a right-to-work, anti-union climate by ourselves. That’s why across the South strong coalitions have formed between labor, faith, and civil rights groups; a new solidarity is developing between black, white, and brown workers, and unions are experimenting with innovative, non-traditional organizing.

For example, public employees in the South who have no collective bargaining rights and no access to payroll dues deduction have formed minority unions and used public pressure to win significant policy improvements for teachers, firefighters, and state employees—just look at what the teachers in West Virginia accomplished.

Despite the challenges, working people can win, and the way we win is by building a movement.

If we get union members together with community allies; if we unite black, white, and brown, young and old, men and women; if we organize working people around a message of hope not fear, we will create a brand new kind of labor movement, a movement not limited by the walls of the workplace or the inadequacies of our labor law, a movement for all working people.

So, what are we waiting for? Let’s build that movement.

Please visit www.atu.org for more information and the latest ATU news.
It’s been 50 years since the Rev. Dr. Martin Luther King, Jr. was murdered as he supported Memphis sanitation workers who went on strike after two of their brothers were killed on the job.

These mostly African-American workers were being denied union recognition, fair wages, and safe equipment on the job. And Dr. King joined the sanitation workers because he recognized their strike symbolized the struggle of working poor and the general demand by the black community for equality that was the hallmark of the civil rights movement.

I had the distinct honor of attending the I AM 2018 Mountaintop Conference in Memphis in early April to honor and remember the renowned civil rights leader. What struck me and so many of those in attendance is how the injustices and struggles for social, economic, and racial justice that Dr. King dedicated his life to fighting continue to beleaguer people of color and so many other working-class people, including our members.

Economic inequality remains the greatest challenge of our time, racism continues, and people of color are still fighting to maintain and exercise their right to vote. The Labor movement, which supported and aligned itself with Dr. King and the civil rights movement, is under siege with right-to-work laws.

And our members are being stripped of their health care and retirement while facing privatization efforts and self-driving vehicles threatening our jobs and livelihood. And our members are dealing with unsafe and dangerous working conditions with poorly designed bus driver workstations and hazardous workplaces.

While in Memphis there were many tributes to the message of Dr. King’s historic “I have been to the mountaintop” speech delivered at the Church of God in Christ the night before he was killed.

In that speech, Dr. King said, “We’ve got to give ourselves to this struggle until the end. Nothing would be more tragic than to stop at this point in Memphis. We’ve got to see it through.”

And that got me to thinking: that’s exactly what our brothers and sisters are doing.

Our campaign to fix the workstation is making inroads with more than 145 Locals taking action to demand change. Our Locals in Canada and the U.S. are fighting to keep transit public. We are joining with our rider, disability, environmental, and transit allies to push for more reliable and affordable public transit that is critical to providing mobility for all people.

But our work is far from done.

The anti-union corporate forces, right-wing politicians, and their billionaire backers are hell-bent on crushing unions and keeping working people down.

In that final speech, Dr. King famously said, “I’ve seen the Promised Land. I may not get there with you. But I want you to know tonight that we, as a people, will get to the Promised Land.”

So, brothers and sisters, let’s honor Dr. King’s legacy by continuing to fight to get to the ‘Promised Land’ where there is equity and justice for all people.

Please visit www.atu.org for more information and the latest ATU news.
It’s Hydro all over again. In the 2018 Ontario Budget, Premier Kathleen Wynne revealed the Liberal government’s destructive plan to take over and ultimately privatize TTC subway lines serving Toronto.

The extreme policy shift is buried deep in the 300-page budget. The province is calling for the “uploading” of oversight, operations, and maintenance of Canada’s second busiest subway system in a move that would allow the government to privatize the 64-year old transit service.

Doug Ford and the Progressive Conservatives have drawn up similar blueprints for transit privatization.

Straight out of the PC playbook

“Many Ontarians will recall that this is exactly what precipitated the disastrous sell-off of Hydro One,” said ATU Canada President Paul Thorp. ATU is calling for the removal of this article from the provincial budget. “Make no mistake: turning public services into private profit centers is a plan straight out of the PC playbook. For some reason the Liberal government has embraced it and is racing to implement transit privatization across the province.”

ATU Locals are mobilizing members and allies across the Greater Toronto-Hamilton Area to oppose the proposal and will be working to elect candidates in the upcoming provincial election who commit to keeping transit public.

Recipe for Disaster

“Metrolinx taking over Toronto’s subway lines is a recipe for disaster that could lead to privatization, higher fares and even service cuts,” said Local 113-Toronto, ON, President Frank Grimaldi. “A divided transit system is bad news for Torontonians and riders. Why would the people of Toronto want to have a weaker voice when it comes to transit in our city? There is still time for Torontonians to unite and tell Kathleen Wynne and Doug Ford that our subway system is not for sale.”

For the past year, ATU Canada and Locals across Ontario have been engaged in an aggressive “Keep Transit Public” campaign in favour of public ownership and operation of transit. The campaign began in Hamilton, ON, in June 2017 and has focused on ending the use of public-private partnerships (P3s) in transit and other public services.

Montreal, QC, Vancouver, BC, Nassau County, NY, Washington, DC, and Toledo, OH, are just a few cities with cautionary tales of failed transit privatization. These private companies win contracts with low bids and lofty promises of cutting costs and making service more efficient. Yet time after time, these contracts end up costing more tax dollars with unexpected expenses, mismanagement, fare increases, service cuts, safety issues, labour abuses and poor service.

“Across Canada, the U.S., and Europe, private transit has proven again and again to be more costly and less safe,” Thorp said. “Private companies can and will raise fares and reduce service in pursuit of profit.”

Follow us on twitter
www.twitter.com/atucomm
Transit ridership is down just about everywhere in the United States. Gas prices are low, more people are working from home, underfunded systems are falling into disrepair and transportation network companies (TNCs) like Uber and Lyft are pulling people off of trains and buses.

As a result, fare box revenue is plummeting, money is tight, and transit agencies are struggling. Service cuts are once again on the table.

Given this funding crisis, local lawmakers are trying to plug transit budget holes with creative ideas. For example, Chicago recently passed a 15-cent fee increase on Uber and Lyft trips to support the Chicago Transit Authority (ATU Locals 241 and 308).

However, other cities have run into trouble. In Ohio, the Cuyahoga County Council proposed a 27-cent fee on TNC rides to fund the Greater Cleveland Regional Transit Authority (Local 268). Yet, they were unsuccessful due to a 2015 state law which blocks local governments from taxing or regulating TNCs in any way.

The transit industry, which has naively embraced and partnered with Uber and Lyft throughout the country – even subsidizing them – is now realizing that the TNCs are not playing fair.

The TNCs have employed at least 370 lobbyists in state capitals across the U.S. – more than Apple, Microsoft and WalMart combined – to pass preemptive laws like Ohio’s which are now on the books in 40 states. No regulation, they say.

If You Can’t Beat Them, Join Them?

It’s not just transit funding that gets blocked. The TNCs have also lobbied state legislators to stop cities from writing their own rules on safety issues, insurance, and background checks, and ADA compliance.

While more than 17,000 ride-sharing drivers in New York City have signed ATU cards with Local 1181, many states are also preempting municipalities from enacting laws allowing TNC workers to organize.

While Seattle was able to pass a bill allowing its ride-share drivers to unionize, the law is now tied up in court, and its prospects are not good because of longstanding labor laws regarding independent contractors. Not surprisingly, the Trump Administration has teamed up with the Chamber of Commerce against the workers in this case.

Politics Matters

This idea of preemption is right out of the Republican playbook. State legislatures around the country are also attempting to bar cities and counties from passing their own minimum wage laws which help families survive and raise the standard of living for all workers – union or non-union. Republicans now control all levels of government in 26 states. Democrats control only six states.
“The only thing you can do wrong is to do nothing,” said John Robison, a member of Pittsburghers for Public Transit (PPT), at a gathering of more than fifty transit advocates organized by Americans for Transit (A4T) in March at the Tommy Douglas Conference Center.

Since A4T’s first bootcamps were held eight years ago, there’s one thing we know for sure: everybody has been up to something! In fact, the entire industry has changed. Transit ridership soared and then plummeted. Transportation network companies like Uber and Lyft now dominate city streets. New funding won during the Obama administration is being replaced with massive scalebacks and policies that openly encourage privatization. Automated vehicles are being tested from Arizona to Pennsylvania.

As the industry has changed, so have the people devoting their lives to improving transit.

Rider organizers that were rookies a decade ago have grown into skilled veterans, with lessons learned from big victories and painful losses. Among them are thousands of ATU members and leaders who have engaged in rider organizing work for the first time. And a new generation of advocates is pioneering strategies and tactics that were considered too radical even eight years ago.

In Pittsburgh, PPT quickly learned how bosses win by dividing and conquering. “When I first started,” said PPT community organizer Chandana Cherukupalli, “I noticed these narratives of division. Riders would say the bus drivers are always late, they don’t care about us, and they make too much money. Then on the
[driver side], it was the riders don’t care about us, they don’t care that we work long shifts or can’t eat or use the bathroom… One of the coolest things I’ve learned is how to bridge those divides. People should get paid living wages. Riders should have good service. These aren’t competing interests. They are part of the same vision, and we can work together to make that vision happen.”

In Boston, the T Riders Union embraced the hard work of building new relationships, rider-to-rider and rider-to-worker. “Talking to people is difficult, but there is no other way you’re going to be able to build with folks,” said T-Riders Union organizer Kimberly Barzola. “It’s not always the most glamorous job, but you get a few really good conversations, and they keep you going… It’s not just useful in devising a campaign, but in building that community. We see people not just as a rider or a worker, but as multi-faceted people who have multiple concerns.”

That comprehensive view of riders and workers—as more than a fare-payer or a person in uniform—has also been key for the Save Our System coalition (Washington, DC), TTCRiders (Toronto), and the Riders Alliance (New York City). They realized that transit doesn’t exist in a vacuum. It affects and is affected by the way cities and states collect revenue, by local economic development policies, and by deeply-rooted problems like gentrification, income inequality, and racial injustice.

For TTCRiders, that meant fighting for, and winning, a Fair Pass program, which will reduce single adult fares by 33% for riders on government assistance programs.

For Save Our System, that meant changing the way local riders think about funding. They organized with Black Lives Matter DC to demand more affordable fares and an end to zero tolerance enforcement, which disproportionately affects black transit riders in the U.S. capital. They also joined ATU Local 689 to demand the creation of Transit Assessment Districts that would ensure that wealthy building owners profiting off of transit pay their fair share.

In New York, the Riders Alliance used grassroots organizing and political lobbying to build broad-based support for #FairFares, their campaign to reduce fares by 50% for low-income riders. According to a recent poll, more than 73% of New Yorkers support #FairFares, a number that has the NYC Mayor, the Governor, and other elected officials paying attention.

These efforts are not just changing policies. They’re changing how we think about transit organizing.

“People who are only interested in fare hikes and cuts go away once that crisis is decided,” said Ben Ross, of the Maryland Transportation Opportunities Coalition. “I think the key thing is that you have to build something that lasts, that makes things better, not just stops them from getting worse.”

Riders Alliance Executive Director John Raskin summed it up best in a recent letter to supporters: “We are known as a transit organization; in reality, we are a democracy organization. Our mission is not only to win better trains and buses; it is to make our city more just, more inclusive, more compassionate, and more sustainable.”

The A4T conference followed a meeting of more than two dozen local Jobs with Justice and ATU leaders that focused on how their chapters and local unions are addressing transit issues at home. Participants covered a lot of ground, from confronting the issues presented by automated vehicles to exposing privatization’s failures to the riding public. They also focused on building specific skills within our organizations, like sharpening our research capabilities to strengthen campaigns.

What’s clear is riders and transit workers joining together to mobilize for better, more reliable, and more affordable transit service and the rights of workers leads to real change that improves our communities.

In the words of ATU International President Larry Hanley, “Power is what you need to win. The members, once informed and organized are the power builders. Almost 100% of the challenges we face are potential rallying points for our riders. We have 100 riders for every active member. Give thought to that. Put your faith in your members and your riders.”

 Americans for Transit held a Transit Rider Organizing Bootcamp at the Tommy Douglas Conference Center on March 8th and 9th.
ALLIES IN PUBLIC TRANSIT
A SAMPLE OF THE RIDER GROUPS THE ATU IS PARTNERING WITH TO FIGHT FOR PUBLIC TRANSIT

TTCRIDERS
TORONTO TRANSIT COMMISSION – TORONTO, ON

Mission: TTCriders is a democratic, grassroots organization of transit riders that campaigns for an affordable, world-class public transit system. TTCriders wants more government funding for the TTC, so that riders get better service and lower fares.

Accomplishments: In the 2018 Toronto City budget, TTCriders won 2-hour timed transfers, a fare freeze, and the first phase of a low-income transit pass. The first phase of the “Fair Pass” will provide discounts on single TTC fares and monthly passes for people receiving social assistance. The next phases of the pass, which are not yet funded, will extend discounts to minimum-wage earners. TTCriders has worked with Local 113-Toronto, ON, to mobilize thousands of transit riders, workers and allies to come out to rallies and actions, sign petitions, contact their elected officials, make presentations at City Hall, and canvass other riders.

CLEVELANDERS FOR PUBLIC TRANSIT
GCRTA – CLEVELAND, OH

Mission: A community-labor coalition dedicated to building power among transit riders to improve the value of fares and to fight for more public transit service and good jobs.

Accomplishments: Clevelanders for Public Transit has sounded the alarm on fare hikes and service cuts, preserved millions of dollars in service hours and fare relief, and reestablished service. CPT continues to fight for fair fares, against layoffs for workers, and for expanding transit service.

Since 2006, fares for RTA have gone up 100%, while service and ridership have only gone down. In response to upcoming fare hikes approved by GCRTA’s board, CPT released its #FairFares platform with recommendations that include fare relief for riders, decriminalization of fares, and local funding sufficient to prevent layoffs, fare hikes, and/or service cuts into 2019.

In early March, service cuts went into effect, and in response more than 50 members of CPT, Local 268-Cleveland, OH, disability, and other transit allies rallied in Cleveland Public Square to reiterate the call for local transit support.

CPT will move forward with momentum to avert this year’s fare hike and service cuts, and continue to call for a local ballot measure for November 2018.
MISSION: Defend and Expand Public Transit.

MOTTO: Bus Lines are Life Lines

ACCOMPLISHMENTS: Pittsburghers for Public Transit is a grass roots organization of transit riders and workers. Since 2010, we have been working closely with Local 85-Pittsburgh, PA, and more recently Local 1743-Pittsburgh, PA, to defend and expand public transit in Allegheny County, PA.

A multi-year campaign resulted in the passage of ACT 89, ensuring sustainable state support for public transit in the region, and stable funding for public transit funding through 2020. Since then, PPT’s work has focused on building community campaigns to restore service to transit deserts. Many of their campaigns start with bus drivers helping to identify communities that have lost service, often forcing riders to walk 2 or more miles to the nearest bus stop. ATU members and PPT volunteers hit the streets canvassing the community and building a neighborhood committee to fight for their bus. PPT has led 6 successful campaigns resulting in 72 new bus operator jobs and continued bus (i.e., life) lines for thousands.

As Pittsburgh has become a testing ground for autonomous vehicles (AV), PPT and Locals 85 and 1743 have worked together to protect professional drivers and keep the mobility needs of bus riders and paratransit users at the forefront of all transportation decisions.

BUS RIDERS UNITE

THE YOUTH ENVIRONMENTAL JUSTICE ALLIANCE, THE MEMBERSHIP BASES OF OPAL ENVIRONMENTAL JUSTICE OREGON

TRIMET – PORTLAND, OR

MISSION: Building Power for Environmental Justice and Civil Rights in our Communities

ACCOMPLISHMENTS: Bus Riders Unite (BRU) has worked with Local 757-Portland, OR, to fight for more reliable, affordable and accessible public transit for the betterment of their community.

BRU recently won a $12M low-income fare program from TriMet, amounting to a 72% discount on monthly passes for low-income riders, building on the successful 2015 campaign to win an additional, free half hour of bus transfer time.

Youth Environmental Justice Alliance (YEJA) won free student transit access for two majority-minority schools in under-served East Portland.

Through grassroots organizing, policy advocacy, and legal challenges, OPAL’s members have changed Federal transportation policy, won massive statewide investments in mass transit, changed regional decision-making processes, and won the creation of TriMet’s Transit Equity Advisory Committee, with a dedicated seat for BRU’s members.

OPAL centers the leadership of low income people, people of color, women, gender and sexual minorities, and people with disabilities, organizing for transportation justice.
My name is Jennifer Lortie, and I never thought I’d be a public transit rider.

I was diagnosed with Cerebral Palsy at a young age and have been dependent on a power wheelchair for mobility my entire life. Since I was young I have always wanted to hold down a job and use my life experiences to make a difference in the world. I have been very blessed with a supportive family to help me reach my full potential.

When I got my first job when I was a teenager, my parents were able to drive me to and from work.

Now I’m an adult and live in Canterbury, CT, with a different job and a vehicle, but I still need to be driven everywhere because of my disability. During my interview for my current job as an Assistive Technology Specialist, my supervisor brought up the topic of how I would get to and from work given my unique physical and transportation challenges.

Before I took this job, I had never taken public transportation. It was a bit scary to think about how I would take the bus to work. How would I get on and off the bus? How would my wheelchair be secured on the bus? Also, I don’t live close to a bus stop, so I would need to be dropped off at the bus stop and then would need to take the bus through two transit districts to get to work every day. My commute by car would have been almost 30 to 45 minutes and unfortunately none of my caretakers could devote an hour twice a day to getting me all the way to work and back.

It just so happened that my supervisor created the Dial-A-Ride system for the local region. He was able to put me in touch with the director who helped me become familiar with the public transit system.

So, I decided to try taking public transit to work. And it’s been a life saver and given me independence.

My interactions with the bus drivers have been nothing but positive. Not only do I get where I need to be safely and on time, but the drivers and other staff look out for my safety. Several of the drivers have asked me to let them know if I will not be riding the bus the next day. They told me they get worried if they expect to pick me up and I don’t show up.

Riding the bus has also made me a public transit activist. Our bus system is facing service cuts and fare increases because of a lack of transit funding. I teamed with ATU Connecticut Locals to testify before the state transportation committee that any cuts to bus service would be devastating to me.

I told the Committee how riding the bus allows me to be employed and be a productive member of the community and not have to sit home just collecting Social Security Disability Insurance.

I told them that since I have been able to take the bus, I am able to do the job I love as an AT Specialist to help others with disabilities achieve their full potential through education and access to a variety of technology.

I told them I am a proud public transit rider.

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After strike threat, Atlanta paratransit workers win strong contract

After the more than 200 Atlanta paratransit drivers threatened another day-long strike to protest MV Transportation’s unfair labor practices and unsafe buses and work conditions. The private contractor and Local 732-Atlanta, GA, reached a deal that was ratified by members.

“Mobile gas chambers”

“Some of these MARTA Mobility buses are like mobile gas chambers; that’s how dangerous they are,” said Local 732’s Stanley Smalls. “The operators of these buses don’t see our passengers as just passengers; they’re family to us. Just recently, one driver had a wheel fall off his bus, and thankfully, there was no one on his bus at the time.”

Local Appeals decision overturning ruling to stop outsourcing

The Local also appealed a decision by a judge overturning an arbitration award, which required MARTA to stop outsourcing its Mobility paratransit service. It also called the move a threat to safe, reliable and accessible transit service for people with disabilities and seniors.

“This Judge’s decision is bad for riders and our community,” said Local President Michael Majette. “The goal of these private transportation companies is not to improve transit service. Rather, it is to boost their profits. They do that by gutting transit service for seniors and people with disabilities, cutting corners on safety, and beating down the working people who provide this important service.”

The Local called on the courts to overturn the Judge’s decision, vacate the award of the Board of Arbitration and order MARTA to bring its Mobility paratransit service back in-house.

“This is about the civil right of all residents and visitors of Atlanta to safe, reliable and affordable public transit without regard for their age or disability,” Majette continued.
ATU BLACK CAUCUS 2018 CONFERENCE
May 24-27, 2018
Tommy Douglas Conference Center
10000 New Hampshire Ave., Silver Spring, MD 20903

2018 ATU BASKETBALL CLASSIC
May 30-June 3, 2018
Atlanta, GA
For more information contact Frank Giustini at: (416) 550-4375 or
ATU Local 113 Toronto Office at: (416) 398-5113

32ND ANNUAL ATU INTERNATIONAL WOMEN’S CAUCUS CONFERENCE
June 21-24, 2018
Bally’s Hotel, Casino and Spa on the Las Vegas Strip
3645 Las Vegas Boulevard, Las Vegas, NV 89109
For more information visit the ATU International Women’s Caucus Facebook page:
https://www.facebook.com/ATUInternationalwomensconference

ATU CAN-AM 2018 CONFERENCE
September 9-13, 2018
Coast Capri Hotel
1171 Harvey Ave., Kelowna, BC V1Y 6E8

29TH ANNUAL ATU INTERNATIONAL LATINO CAUCUS CONFERENCE
September 13-16, 2018
Hyatt Regency
123 Losoya Street, San Antonio, TX 78205
For more information visit the ATU International Latino Caucus Facebook page:
https://www.facebook.com/ATUILC
From Phoenix, AZ, to Pittsburgh, PA, to Austin, TX, to Las Vegas, NV, and many cities in between, driverless cars are hurtling down roads, but are they safe?

In every state, if you want to drive a car you are required to pass a series of tests before you get a license. You must pass an eye exam to ensure you can see. After the vision test, you must take a road test to be certain you can safely drive and deal with the challenges of our roads.

No tests for self-driving cars
Meanwhile, for self-driving cars, there are no such tests.

If there were driving tests for autonomous vehicles, Uber’s self-driving car would have failed before getting on the road and killing an Arizona woman in March. So would Tesla’s autonomous vehicles, which failed to recognize a tractor-trailer. The resulting crash decapitated its owner.

In another frightening crash, a self-driving Tesla going 65mph, plowed straight into a stationary fire truck. A Google self-driving vehicle similarly made a lane change into the middle of a 60-foot-long bus.

The corporate gold rush to fast track this technology has resulted in alarming trends.

Public used as crash-test dummies
These companies are willing to “fail fast.” That philosophy might be okay in a laboratory or highly-controlled testing environments, but certainly not on the open road. Yet across America, these killing machines have been turned loose on our streets, the public has been turned into crash-test dummies.

“States and the U.S. federal government are turning their backs on any regulations and issuing a rubber stamp for autonomous vehicles without regard to the safe operation of these vehicles,” said ATU International President Larry Hanley.

It gets worse. The U.S. Congress is now contemplating legislation fulfilling the wildest dreams of these giant corporations. On the table is legislation that would block oversight by the National Highway Traffic Safety Administration and other safety regulators.

Heard enough?

How about the idea of legally locking the black boxes, making the data in your car the property of the manufacturer to prevent you from being able to sue for their errors? That is also being considered in the legislation.

These ideas only sound rational to corporate liability lawyers and lobbyists, whose role is to defend the indefensible negligence of these self-driving systems and the profit-crazed people pushing them.

This is occurring amid a backdrop of Uber self-driving cars failing to go more than 13 miles before the human “safety driver” has to prevent a crash. In three million miles of testing, that means the self-crashing cars required human intervention over 230,000 times.

“Congress and their corporate benefactors need to be reminded that the public has a right to meaningful safety standards for self-driving cars,” Hanley continued. “Putting corporate greed ahead of public safety makes campaign contributions from these companies look like blood money.”

Open Season on People - Autonomous vehicles driving blind
Every day, Fresno Area Express (FAX) bus driver Socorro Pelayo takes a moment to pray over each seat to keep her bus and passengers safe before she starts her shift at 5:45am.

The 30-year Local 1027-Fresno, CA, member credits that daily ritual with helping her save a 16-year-old female student from being assaulted at a bus stop on her route. The incident began when a man started grabbing the student who takes a FAX bus to school every day. The scared girl screamed for help. As fate would have it, Pelayo pulled up in her bus. The girl quickly boarded the bus, and Pelayo closed the doors. The assailant banged on the side of the bus as they pulled away.

“She was crying and scared. I said, ‘Hold on, the police are coming.’ I told her to just calm down and that she was OK,” said Pelayo, who consoled the crying and shaking girl. “He wasn’t getting on my bus,” Pelayo said.

Her Guardian Angel

The girl’s mother called Pelayo “her guardian angel,” and Pelayo says “I don’t get scared.” Fresno Unified Schools plans to publicly recognize Pelayo “for her heroism” and for helping one of their students in need. “People like Ms. Pelayo make our city a home for so many of our children,” said school board president Elizabeth Jonasson Rosas.

ATU salutes Pelayo, too.

ATU mourns death of former International President Ron Heintzman

ATU is sad to report the death of former International President Ron Heintzman on April 2 after a long battle with cancer.

Born and raised in South Dakota, Heintzman served in the military after graduation from Washington State University in 1975. He joined Local 757-Portland, OR, as a transit police officer for the Tri-County Metropolitan Transportation District of Oregon (TriMet). Heintzman was elected President of the Local in 1988. He served five terms in that position until he was appointed by International President James LaSala, and approved by the General Executive Board, as an International Vice President in 2002. Heintzman was elected as IVP by ATU convention delegates in 2004 and re-elected in 2007. In 2009, Heintzman was appointed by International President Warren George, and approved by the General Executive Board, to serve as International Executive Vice President upon the retirement of International Executive Vice President Mike Siano. In June 2010, Heintzman was appointed International President by the General Executive Board upon the retirement of International President Warren George. Heintzman retired after the election of current International President Larry Hanley by Convention delegates in September 2010.

ATU sends our heartfelt condolences and sympathies to his wife Linda, daughters Elizabeth and Kate, and his brothers and sisters at Local 757.
Local **1546**-Baton Rouge, LA, conducted its annual Voter Registration Drive on March 22, at the Capital Area Transit System Bus Terminal, encouraging members of the community to register to vote!

Local **113**-Toronto, ON, stood in solidarity with striking Canadian Union of Public Employees (CUPE) Local 3903 workers. The Local represents contract faculty, teaching assistants, graduate assistants, and part-time librarians and archivists at York University. Local 3903 was on strike to increase job security for contract faculty, protect funding for Teaching Assistants, reverse the cut of over 800 jobs, and increase equity and accessibility in the workplace.

Local **1579**-Gainesville, FL, members stormed a hearing to voice concerns over wages and safety for RTS labor union members. The overflow of members wanting to testify forced the mayor to extend the allotted time to hear workers’ concerns.

Local **416**-Peoria, IL, members were out in full force for an informational picket around stalled contract negotiations over wage concerns and other issues with private contractor MV Transportation. The more than 60 employees work for CityLift, the paratransit arm of CityLink.

Local **825**-Oradell, NJ, members at the Local’s March monthly membership meeting discussed the repercussions of the Janus vs AFSCME Supreme Court Case. Every member at the meeting signed the ATU pledge cards to remain in the Union, and many stated reasons why they won’t opt out of the ATU.
Breakthrough for ATU, community allies in funding for DC Metro

With deadly track and smoke accidents, countless shutdowns, maintenance and safety concerns, service cuts, fare increases and declines in ridership, Washington, DC’s Metro system has been in a death spiral for many years.

Over the past two years, Local 689-Washington, DC, has joined with riders and community allies in a campaign to expose the truth and offer real solutions to address the causes of the system struggles: a lack of dedicated funding and poor management.

Historic dedicated funding

Their campaign has led to an historic breakthrough in securing a significant source of dedicated revenue that Metro has lacked since the subway opened in 1976.

The governments of the three jurisdictions that Metro serves - Virginia, Maryland and Washington, DC – have stepped up with commitments.

Virginia state lawmakers passed a bill that gives Metro $154 million a year in permanent, new funding, on the condition that Maryland and the District of Columbia make financial commitments to the transit system.

Following suit, Washington, DC, Mayor Muriel Bowser announced that DC would also meet its full $178 million commitment to fund Metro.

Meanwhile, the Maryland General Assembly has passed legislation that would also provide $167 million in dedicated funds for Metro’s system. Governor Larry Hogan is expected to sign it. Stay tuned.

NJ Gov. Murphy calls for more funding for NJ Transit

After eight years under the anti-union, anti-transit, conservative reign of New Jersey Republican Governor Chris Christie, the Garden State has a new Democratic Governor, Phil Murphy.

Gov. Murphy's first-year agenda calls for pumping money into mass transit and schools, funded by higher taxes on the wealthy. The Governor wants to make good on his campaign promises, including repairing the troubled NJ Transit system.

NJ Transit bus riders often feel left out in the cold, because NJ Transit trains get most of the attention. Gov. Murphy says he understands the concerns of bus riders and pledged to hire more bus drivers and maintenance workers to deal with these problems.

NJ Senate Transportation Committee Takes Action

Meanwhile, the ATU testified at a Senate Transportation Committee meeting to introduce and pass two pieces of pro-transit legislation that would address some of the known problems and complement Gov. Murphy’s ongoing NJ Transit audit.

The first bill, when enacted, will afford commuters the opportunity to receive a commuter tax benefit that would save them thousands of dollars per year.

The second bill, the NJ Transit Reform Act, will go a long way in ensuring oversight and compliance at NJT and keep public transit public.

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BART employees report being kicked, punched, spat on, held hostage

Not a week goes by when we don’t hear at least one story of a bus driver being viciously attacked by an angry rider. Not surprisingly, it’s no different for subway and rail operators and station agents.

At Bay Area Rapid Transit (BART) in northern California, attacks on workers have doubled over the past few years. An investigation by a Bay area Fox News affiliate found that from 2013 to 2017, there were 20 reported violent attacks against BART train operators and 174 reported attacks against station agents. This doesn’t account for countless instances of verbal abuse, spitting, and other infractions that go unreported.

“I never thought a simple question to assist a passenger would lead to me being assaulted,” said Local 1555-Oakland, CA President Gena Alexander, who was attacked when she was a train operator and station agent.

Attacks at the end of the line train sweep

Many of the attacks come at the end of the line sweep when drunk or sleeping passengers often don’t want to get off a train.

One BART train operator said during an end of line sweep a man refusing to leave the train threw a phone and struck his face. “If [the attackers] are going to do it to us, it’s just a matter of time before it’s going to happen to passengers,” he said.

Station Agent Dana Reeves has been working for BART for 17 years and said she never had an incident until recently.

“I’ve been assaulted twice within two weeks,” Reeves said, recalling the latest incident when she was alone closing a BART station and a man on drugs forced himself into her booth, trapping her inside. “I didn’t know if he had weapons. Is he going to kill me?” she said. “I want to defend myself, but I don’t because I don’t want to lose my job.”

More protection needed

Alexander says workers are like riders and just want to get home to their families safe and sound. The Local is calling on the agency to have more BART police officers at the end of the line as well as other solutions to prevent attacks.

STAY CONNECTED WITH THE ATU APP

Want to stay connected, informed and involved with all things ATU? Then download the ATU App to your smartphone today to get the latest news about ATU, public transit, politics, events, actions, photos of members and videos, and other important content. The ATU Mobile App will regularly deliver news you can use and need to know to your mobile devices.

The ATU App is free and simple to download to iPhones and Android devices. Visit http://www.atu.org/ action/atu-mobile-app to get started today with the ATU App.
Asleep at the wheel

A close call involving a Dallas-bound Greyhound bus driver who was falling asleep at the wheel is the latest incident exposing why it’s time to address bus driver fatigue. The passengers tried to stop the driver from driving.

“This driver was pinching her cheeks with tweezers just to stay awake behind the wheel. It’s Congress, federal officials, and bus companies who are asleep at the wheel in their continued failure to address the root cause of these fatal bus crashes – driver fatigue,” says International President Larry Hanley. “We need serious federal regulation of this critical, safety-sensitive industry or there will be carnage on our nation’s roads.”

In the U.S., the employers of intercity bus drivers are exempt from the overtime provisions of the Fair Labor Standards Act (FLSA). Drivers are overworked, which leads to driver fatigue, the number one cause of motorcoach crash fatalities over the past decade, according to the NTSB.

ATU has called for passage of the Driver Fatigue Prevention Act, introduced by Senator Bob Casey, D-PA, in the Senate and in the House by Representative Jackie Speier, D-CA. The bill would ensure that the overtime provisions in the FLSA are extended to cover drivers of over-the-road buses.

“Is working a 15-hour day not enough to earn a living? It’s time for the government to extend the labor protections most other workers get to intercity bus drivers and fairly compensate them for overtime work,” says Hanley.

ATU Trailblazer: Elizabeth Duff, Nashville’s first African American female bus driver

Our Union was founded by trailblazers who fought for the rights of streetcar drivers back when the horses that pulled the vehicles were treated better than the men who drove them. Many have followed in the footsteps of our founders.

One is Local 1235-Nashville, TN, retiree Elizabeth Duff, who became Nashville’s first African American female bus driver in 1974. As part of Black History Month, the Local honored Duff, who worked over 40 years for MTA.

Born and raised in Nashville, Duff was always intrigued by city buses. As a kid, she would sit on the bus and watch the driver do his job. Her first driving job was with Chevrolet Courtesy Car, and it was one of her clients that put the bug in her ear about driving for MTA.

Remembering her first few days on the job, Duff says customers did not like the idea of a woman bus driver in 1974, but she used the hate and let it motivate her to do her best.

“The men were very helpful and made it easy for the transition,” said Duff. “On my first day after training I was torn all up and my nerves were shot. I even went the wrong direction. But my coworkers and customers said I never showed it on my face.”

ATU salutes Duff for leading the way for African American women in Nashville.
As part of ATU’s push to “Keep Transit Public” in Canada, ATU joined with ACORN, a social justice advocacy group, at a rally to demand Metrolinx provide ‘real community benefits’ for those affected by the Hurontario Light Rail Transit project in Ontario.

Metrolinx is constructing a $1.4 billion, 20-kilometre LRT along the Hurontario corridor in Mississauga, from Port Credit to the Gateway Terminal in Brampton. Construction is expected to begin later this year, with a completion date of 2022.

Similar to the other rapid transit projects happening across the Greater Toronto and Hamilton Area, the HuLRT will be operated by a private consortium.

ATU and allies are demanding that the operation of LRTs be in the hands of local public agencies with ATU transit operators, who have been running the province’s transportation network for decades.

“We’re here standing in solidarity asking for community benefits,” ATU Canada President Paul Thorp told protestors at the rally. “There’s a huge conglomeration that is making billions and billions of dollars and yet there’s nothing coming back for the community.”

“We need to have our demands heard. We are here today to make sure that this development benefits our people ... the people living in low-income communities along Hurontario,” said Virginia Vaithilingam, ACORN co-chair.

Local ATU operators should run LRTs

In 2016, four Kelowna, BC, bus drivers were assaulted in one day.

One driver was pepper-sprayed by a drunk passenger. A female driver was “forcibly confronted” by a passenger. Another driver was hit by a rider who tried to get on with his bicycle. And one was verbally assaulted by a rider.

Wake-Up Call

Local 1722, Kelowna, BC, said enough is enough and called on B.C. Transit to install bus shields to protect drivers. Local President Scott Lovell said some drivers worried that a shield would cut them off from the community but called the severity of the attacks a wake-up call.

The transit agency finally began a test run in January by installing onto one Kelowna bus a prototype bus shield.

The glass shield stops roughly a metre from the roof and windshield, which concerns drivers because they will still have to keep one eye looking over their shoulder. Lovell says the Local wants complete enclosure. “(Someone) can still reach around, and... yank him out of his seat,” he says. “Or... throw coffee over.”

But bus driver Al Peressini calls the shield a good start.

“If they want to get me, they’re going to get me, but it will slow down an attack enough so that we can get on the radio and get a hold of a supervisor,” Peressini says.
Chattanooga bus drivers muzzled, file First Amendment lawsuit

There seems to be an epidemic of transit agencies trampling on the free speech rights of employees who want to bring attention to service problems, safety concerns and other issues.

The latest comes from Tennessee, Local 1212-Chattanooga, TN, who have requested numerous times to testify before a CARTA board meeting under the agency’s policy of allowing the public to address the Board. However, CARTA Board Chair Steve Jett rejected the requests in an email claiming, “ATU Local 1212 is not a part of the ‘general public.’”

Drivers being forced to work OT

In protest, Local members with their mouth taped shut attended the CARTA Board meeting and staged a walkoff. The Local then held a press conference outside the board meeting to highlight their concerns on the safety and reliability of the transit system and treatment of workers.

The Local has filed a lawsuit charging CARTA and their Chair Jett have violated their First Amendment Rights of Free Speech.

“This is flat out censorship. They are violating our First Amendment rights in an attempt to silence their workers for informing the riders about the dangerous and life threatening conditions on the system,” says Local President Kathryn Smith.

Winnipeg Local pushes plan to fund clean public transit

Proposing an innovative financing option to electrify Winnipeg Transit, Local 1505-Winnipeg, MB, is calling on the province to offer a $7-million, interest-free, “Pay As You Save” loan to the city.

“We believe that the PAYS model offers a chance for the government to create jobs in Manitoba, while working to reduce our emissions at no long-term cost to government,” said Local President Aleem Chaudhary.

The proposed financing partnership would implement the PAYS approach, where the provincial government would provide Winnipeg Transit with the upfront interest free loan to cover the difference in capital cost of electric buses, with Winnipeg Transit paying back the province with new revenue from operating efficiencies generated from using electric buses.

“The biggest hurdle for electric buses is the upfront cost. After that, an electric bus costs $62,000 less than a diesel bus to operate on an annual basis. These savings could be used to pay back the province over the term of the loan, and after can be used to improve transit services,” Chaudhary continued.

The Province’s task force on transit electrification recently recommended the purchase of 20 electric buses.

“From our perspective, this is a win-win scenario for all parties involved and lays a foundation for sustainable prosperity in Manitoba through targeted job creation, while also reducing our reliance on fossil fuels,” Chaudhary said.
Wellness program making strides to improve health of IndyGo workers

It’s no secret that the job of a bus driver is one that takes a toll on the body and mind. Countless studies reveal that transportation workers top the list of jobs for unhealthy lifestyles, resulting in high rates of obesity, diabetes, asthma and other health issues.

Take IndyGo bus driver Brian Hunter, who says after a long shift of dealing with traffic, weather, passengers and a tight schedule, all he wants to do is collapse on a couch and put his feet up.

“You do get road weary,” said Hunter, a Local 1070-Indianapolis, IN, member. “It’s easy when you are done to say, ‘I don’t feel like exercising’.”

Recognizing this problem, IndyGo launched a wellness program in 2010 to help transit workers improve their health. Positive results have followed.

The transit agency has seen health care costs and medical claims fall, and overall worker health has improved. Currently, 97 percent of the workforce takes part in the wellness program.

IndyGo also opened a clinic inside its headquarters and put incentives in its contract with hourly workers. The deal: If workers would participate in the wellness program, get coaching from a doctor and nurse, and agree to meet certain health goals, IndyGo would pay a higher portion of the employer-worker match. Workers who didn’t participate would have to pick up a bigger share of premium costs.

IndyGo negotiated those provisions in a labor contract with the Local.

At first, workers were skeptical. Some wondered if the company just wanted to get their medical information and fire unhealthy workers, a violation of federal law.

“New things make people shy away,” said Local President Roy Luster Jr. “And this was new. But the financial secretary and I promoted it. We enrolled in it. We had to assure everyone that what happened in the clinic stayed private.”

It has improved the health of Local members like Hunter. In two years, he has lost 50 pounds and has set his sights on losing another 70. “I love how things are going now,” Hunter said. “I love the clinic. I’m reaping some of the benefits.”

WANT TO STAY UPDATED AND GET THE LATEST UPDATES ABOUT ATU?

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Investing in public transit is key to growth in the economy and job creation. Local 1056-Flushing, NY, and Local 1179-New York, NY, testified at a public hearing on the MTA budget held by the NYC Council’s Committee on Transportation.

Bus public transit ignored
“Too often policymakers and advocates ignore the bus public transit; instead they talk up ferries, more rail and subways, light rail and, inexplicably, a trolley,” the Locals testified. “We need to end this impractical mindset and commit to expand bus service.”

The Locals pointed out that a recent “NYC Bus Coalition” report on improving service in NYC centered on the recommendations the Locals have made before.

“No fake news here
Hanley called for immediate passage of the bill, pointing out the Baltimore Subway was just shut down for an entire month due to tracks issues; New Jersey Transit train cars are riddled with fire risks, faulty brakes and electrical hazards; and the Washington DC Metro system, once among the finest in the world, is in a death spiral.

“No fake news here. President Trump should call for the bill and sign it. It’s the right thing for America.”

No fake news here
The Senate Democrats’ Jobs and Infrastructure proposal is a smart, thoughtful, and game-changing plan which recognizes the critical role that the federal government can and should play in repairing our crumbling transit systems and putting millions of Americans to work,” said International President Larry Hanley in reaction to the $115 billion plan, introduced by Sen. Chuck Schumer, D-NY, and his colleagues.

It’s clear that U.S. public transit systems, roads, bridges, waterways, rails, and airports are dilapidated and in desperate need of repair. Congress and the Administration have pledged to come up with a plan and funding to fix the nation’s transportation infrastructure and create jobs.

But Senate Democrats are the only ones who have proposed a plan, the Jobs & Infrastructure Plan for America’s Workers, which puts America on the right track.
One year after Winnipeg member’s tragic murder, little change made

Marking one year since Local 1505-Winnipeg, MB, member Irvine Jubal Fraser was tragically stabbed to death by a passenger on his bus, a packed remembrance service was held, buses flashed “In memory of #521” – Fraser’s transit operator badge number – and flags around the city flew at half-mast.

However, progress in making transit drivers’ work environment safer has been slow despite pressure from the Local to push for better protection.

“I knew Jubal very well. I worked with him for almost 16 years. It was a sad day and it is a sad day today, and one life lost is too many,” said Local 1505 President Aleem Chaudhary.

“One of the biggest goals we’re looking for – and we said this from day one – is we want transit police, either transit authority or working with the Winnipeg police department, to have some security on our buses,” said Chaudhary.

Fellow transit operator Christian Brambilla, a friend of Fraser who saw him the day before he was killed, said he doesn’t feel any safer heading to work now compared to a year ago.

“I’ve been threatened myself on the job, but you do what you can,” said Brambilla. “Every day I go to work and feel like you never know – today could be the day.”

All Joint Industry Councils Elected

Over the past few months, Locals in the U.S. and Canada representing workers at First Transit, MV and Transdev met at the Tommy Douglas Conference Center to form Joint Industry Councils (JIC). Locals who provide student transportation formed its own council.

Additionally, a Multi-Employer Council was established for locals representing employees at National Express, McDonald (RATPDEV), Keolis and Stagecoach. This council will also include any employer in the future where ATU has multiple units in different jurisdictions.

Each council elected five members to serve on the council board. They also established their own bylaws approved by the Locals in each delegation.

As the MV Council did earlier this year, the newly-formed First Transit JIC and Transdev JIC met with corporate officers to discuss issues of importance. This created an open conversation about a wide range of topics of concern for both the JICs and the companies.

While weather prohibited employer meetings with the Student Transportation and Multi-Employer councils, those meetings will be rescheduled for a later date.

One of the key constitutional elements of the JIC Councils is to “provide for the common defense and to advance the interests of transit workers.” In that spirit, work has begun toward establishing minimum standards in bargaining and collecting and sharing information in a more centralized way. Stay tuned for future news about the innovative work of the JICs.
Debemos luchar todos los días

Las vidas de los trabajadores del transporte público y de autobuses escolares pueden ser duras.

Trabajando esencialmente al aire libre, conduciendo enormes vehículos, algunas veces cambiando de vehículos varias veces al día.

Las reparaciones hechas de mala manera, algunas veces en la propia carretera con mal tiempo. Las reparaciones en garajes con mal alumbrado, aire mala, procedimientos de seguridad inadecuados, herramientas incorrectas. Sin descansos para ir al lavabo.

Los Agentes de Estaciones están siendo atacados, lo mismo que los operadores de autobuses. A menudo trabajamos en condiciones miserables y peligrosas.

Al negociar tendemos a centrarnos en la paga. Demasiado a menudo llegamos a un acuerdo en nuestra lucha por la seguridad y la salud sin haber ganado suficiente.

¿Quiere arreglarlo?

Nosotros tenemos que luchar por la salud y la seguridad cada día, no solamente en los momentos del contrato. Este Internacional está trabajando con los Sindicatos Locales todos los días para mejorar su salud y seguridad.

La campaña de Estaciones de Trabajo, que continúa, puede resolver varios de estos graves problemas.

Y aún más, si su Local se une a la campaña, eso puede construir para luchar por todos ellos.

Arreglar la estación de trabajo

Todavía escucho a los Locales buscando respuestas sobre los ataques a conductores… Es el arreglo de la estación de trabajo.

¿Respaldos malos para los conductores? Arreglar la estación de trabajo.

¿Puntos ciegos del conductor? ¡Arreglar la estación de trabajo!

Por favor, hable sobre estos asuntos importantes en sus reuniones del Sindicato y participe, para que su Local pueda involucrarse.

Después podemos hacer campaña para los descansos de ir al lavabo. Esta campaña ha sido en su mayor parte a nivel gubernamental, con miembros del personal reuniéndose todo el tiempo con ellos.

Si queremos el cambio real que mejore la salud y seguridad de nuestros miembros, se necesita un empujón en el campo por parte de nuestros miembros.

Por lo tanto, participe ya hoy.

Aliados En El Transporte Público

Una muestra de grupos de pasajeros con que “ATU” se asocia para luchar por el transporte público

TTCRIDERS (PASAJEROS DE TTC)

Comisión de transporte urbano de Toronto (“TTC”) – Toronto, ON

MISIÓN: “TTCriders” es una organización democrática y popular de pasajeros de transporte público que hace campaña por un sistema de transporte público de clase mundial asequible. “TTCriders” quiere más fondos gubernamentales para el “TTC”, con el propósito de que los pasajeros consigan un mejor servicio y tarifas más bajas.

LOGROS: En el presupuesto del año 2018 de la ciudad de Toronto, “TTCriders” ganó transferencias por tiempo de 2 horas,
una congelación de tarifas, y la primera fase de un pase de tránsito para personas de bajos ingresos. La primera fase del “Pase Justo” ofrecerá descuentos en tarifas de ida en TTC y pases mensuales para personas que reciben asistencia social. Las próximas fases del pase, que aún no están financiadas, extenderán descuentos a los asalariados de salario mínimo. “TTCriiders” ha trabajado con el Sindicato Local 113-Toronto, ON, para movilizar a miles de pasajeros de transporte público, trabajadores y aliados para participar en manifestaciones y acciones, firmar peticiones, contactar a sus funcionarios electos, hacer presentaciones en el Ayuntamiento, y sondeos a otros pasajeros.

CLEVELAND A FAVOR DEL TRANSPORTE PÚBLICO

GCRLA – Cleveland, OH

MISIÓN: Una coalición laboral comunitaria dedicada a crear poder entre los pasajeros de transporte público para mejorar el valor de las tarifas y luchar por más servicio de transporte público y buenos empleos.

LOGROS: “Clevelanders for Public Transit” ha hecho sonar la alarma en las alzas de tarifas y recortes de servicio, ha preservado millones de dólares en horas de servicio y asistencia de tarifa, y ha restablecido servicio. “CPT” continúa luchando por tarifas justas, contra despidos a trabajadores, y por expandir el servicio de transporte público.

Desde 2006, las tarifas de RTA han subido 100%, mientras que el servicio y el número de viajes sólo han bajado. En respuesta a las últimas alzas aprobadas por la Junta de GCRLA, “CPT” lanzó nuestra plataforma de #FairFares (Tarifas justas) con recomendaciones que incluyen asistencia de tarifa para pasajeros, despenalización de tarifas, y suficiente financiación local para prevenir despidos, alzas de tarifas y/o recortes de servicio en 2019.

A principios de marzo los recortes de servicio entraron en vigor, y en respuesta más de 50 miembros de “CPT”, Sindicato Local 268-Cleveland, OH, discapacidad, y otros aliados de transporte público se reunieron en la plaza pública de Cleveland para reiterar la llamada de apoyo local para el transporte público.

“PPT” avanzará con ímpetu para evitar las alzas de tarifas y los recortes de servicio de este año, y continuará haciendo un llamamiento para una medida local en la boleta electoral de noviembre 2018.

PITTSBURGH A FAVOR DEL TRANSPORTE PÚBLICO

Autoridad del puerto del condado Allegheny – Pittsburgh, PA

MISIÓN: Defender y expandir el transporte público.

LEMA: Las líneas de autobús son líneas de vida

LOGROS: “Pittsburghers for Pubic Transit” es una organización de base de trabajadores y pasajeros del transporte público. Desde 2010, hemos estado trabajando estrechamente con el Sindicato Local 85-Pittsburgh, PA, y más recientemente con el Sindicato Local 1743-Pittsburgh, PA, para defender y expandir el transporte público en el Condado de Allegheny, PA.

Una campaña de varios años dio lugar a la aprobación de la LEY 89, asegurando el apoyo estatal sostenible al transporte público en la región, y los fondos estables para la financiación del transporte público hasta el año 2020. Desde entonces, el trabajo de “PPT” se ha centrado en la creación de campañas comunitarias para restaurar el servicio a las áreas de escaso transporte público. Muchas de sus campañas comienzan con los conductores de autobuses y con las comunidades que han perdido el servicio, a menudo obligando a los pasajeros a caminar 2 o más millas a la parada de autobús más cercana. Los miembros de “ATU” y los voluntarios de “PPT” han ido a las calles para hacer sondeos a la comunidad y crear un Comité en el vecindario para luchar en tener acceso a un autobús. “PPT” ha llevado a cabo 6 campañas exitosas que resultaron en 72 nuevos empleos de operadores de autobuses y líneas continuas de autobús (o en otras palabras líneas de vida) para miles de personas.

Como Pittsburgh se ha convertido en un campo de pruebas para vehículos autónomos (AV). “PPT” y los Sindicatos Locales 85 y 1743 han trabajado juntos para proteger a los conductores profesionales y mantener las necesidades de movilidad de los pasajeros de autobuses y los usuarios de paratransito en primer plano en todas las decisiones de transporte.

“BRU” ASOCIACIÓN DE PASAJEROS DE AUTOBUSES

La alianza de justicia ambiental juvenil, las bases de membresía de justicia ambiental de OPAL Oregon

Trimet de Portland, OR

MISIÓN: Crear un poder para la justicia ambiental y los derechos civiles en nuestras comunidades

LOGROS: Bus Riders Unite (BRU) ha trabajado con el Sindicato Local 757-Portland, OR, para luchar por un transporte público más fiable, asequible y accesible para el mejoramiento de su comunidad.

BRU ganó recientemente un programa de $12 Millones para reducir tarifas a personas de bajos ingresos de parte de TríMet, lo que equivale a un descuento de 72% en pases mensuales para pasajeros de bajos ingresos, añadiéndose a la exitosa campaña de 2015 al ganar una media hora gratuita de tiempo de transferencia de autobús.

La Alianza de la justicia ambiental de la juventud (YEJA) ganó el acceso al transporte público sin costo alguno para los estudiantes de dos escuelas de mayoría-minoría en el área marginada del Este de Portland.

A través de organización de bases, promoción de políticas y desafíos legales, los miembros de OPAL han cambiado la política de transporte federal, ganado grandes inversiones a nivel estatal en el transporte colectivo, cambiado los procesos regionales de toma de decisiones, y ganó la creación del Comité Asesor de la Equidad de Transporte, con un puesto o escaño en todas las decisiones de transporte.
Les alliés du transport en commun
Un Aperçu de groupes d’usagers avec lesquels le SUT collabore dans sa lutte pour le transport en commun

**TTCRIDERS**
Toronto Transit Commission – Toronto, ON

**MISSION :** TTCRiders est une organisation démocratique de base composée d’usagers du transport en commun qui militent pour un système de transport en commun abordable, reconnu mondialement. TTCRiders veut davantage de financement gouvernemental pour la TTC afin d’offrir aux usagers un meilleur service et des tarifs plus bas.

**RÉALISATIONS :** Dans le budget 2018 de la Ville de Toronto, TTCRiders a obtenu des correspondances de 2 heures, un gel des tarifs et l’étape initiale vers un laissez-passer destiné aux usagers à faible revenu. La première étape du « laissez-passer équitable » permettra d’offrir une réduction sur les tarifs simples de la TTC et les laissez-passer mensuels pour les bénéficiaires de l’assistance sociale. Les étapes subséquentes, qui ne sont pas encore financées, étendront ces réductions aux travailleurs à salaire minimum. TTCRiders s’est associée à la section locale 113 – Toronto, ON pour mobiliser des milliers d’usagers, de travailleurs et d’alliés du transport en commun à participer aux rassemblements et aux manifestations, signer des pétitions, communiquer avec leurs élus, faire des présentations à l’hôtel de ville et solliciter d’autres usagers.

**CLEVELANDERS FOR PUBLIC TRANSIT**
GCRTA – Cleveland, OH

**MISSION :** Une coalition communauté-syndicat vouée à donner le pouvoir aux usagers du transport en commun pour améliorer la valeur des tarifs et se battre pour plus de services de transport en commun et de bons emplois.

**RÉALISATIONS :** Clevelanders for Public Transit (CPT) a sonné l’alarme sur les hausses de tarifs et les coupures de services, et a préservé des millions de dollars en heures de service et en tarifs équitables, en plus de rétablir le service. Le CPT a continué à se battre pour des tarifs équitables, le maintien des emplois et l’expansion du service de transport en commun.

Depuis 2006, les tarifs de la RTA ont augmenté de 100 % alors que le service et l’achalandage n’ont fait que diminuer. En réponse à la hausse prévue des tarifs approuvée par le conseil de la GCRTA, CPT a lancé la plateforme #FairFares qui recommande un allègement tarifaire pour les usagers, la décriminisation des tarifs et un financement local suffisant pour éviter les licenciements, les hausses de tarifs ou les réductions de services en 2019.

Au début mars, l’entrée en vigueur de certaines coupures de service a mené plus de 50 membres du CPT, de la section locale 268 – Cleveland, OH, ainsi que d’autres alliés du transport en commun à un rassemblement au Cleveland Public Square pour réitérer leur demande pour un transport en commun local.

Le CPT poursuivra cet élan pour empêcher les hausses de tarifs et les coupures de services de cette année, et continuer de réclamer un scrutin local pour novembre 2018.

**BUS RIDERS UNITE**
La Youth Environmental Justice Alliance, base d’adhésion d’OPAL (Environmental Justice Alliance TriMet de Portland, OR)

**MISSION :** Établir un pouvoir pour la justice environnementale et les droits civils au sein de nos communautés

**RÉALISATIONS :** Bus Riders Unite (BRU) s’est joint à la section locale 757 – Portland, OR, dans sa lutte pour un transport en commun plus fiable, plus abordable et plus accessible dans le but d’améliorer leur collectivité.

BRU a récemment obtenu de TriMet un programme de tarification pour les usagers à faible revenu, se matérialisant en une réduction de 72 % sur leurs laissez-passer mensuels, s’appuyant sur la réussite de la campagne 2015 pour gagner une demi-heure gratuite supplémentaire sur les correspondances d’autobus.

La Youth Environmental Justice Alliance (YEJA) a gagné l’accès gratuit au transport en commun pour les étudiants de deux écoles majoritaires minoritaires dans la partie mal desservie de Portland Est. Grâce à l’organisation locale, au plaidoyer politique et aux contestations judiciaires, les membres d’OPAL ont changé la politique fédérale en matière de transport, ont obtenu des investissements massifs à l’échelle de l’État pour le transport en commun, ont modifié les processus décisionnels régionaux et ont permis la création du TriMet’s Transit Equity Advisory Committee qui dédie un siège aux membres du BRU.

OPAL centralise le leadership des personnes à faible revenu, des gens de couleur, des femmes, des minorités sexuelles et de genre, et des personnes handicapées qui souhaitent organiser une justice des transports.
In Memoriam

Death Benefits Awarded January 1, 2018 - February 28, 2018

1- MEMBERS AT LARGE
John E Lewis
Donald Edward Sperber

85- PITTSBURGH, PA
Daniel Amato
Alfred E Brill
Louis J Cellia
Elmer R Frazer Jr
Harry A Griggs
William Chaslett
William J Lyons
Frankie Bakers
Terence G Benton
Betty L Williams

107- HAMILTON, ON
Francisco Furtado
Douglas L Steven

113- TORONTO, ON
Albert Ballfour
Umberto Consiglio
Charles W Harrisson
Kenneth Holmes
James, James
Ronald Geoffrey Light
Pietro Malatesta
Edwin E Manhire
Robert F McGrah
Giovanni Rizzi
Louis Trailo
John Walker
Corielle Willis

124- SPRINGFIELD, IL
James J Compton
Elliia Howar
Noel O White
Wilbert J Wooten

241- CHICAGO, IL
Herming Atalla
Willie B Borden
Manuel Coronado
Barbara J Glenn
Alvin D Hayes
Veronica C Kelly
Paul D Lewis
John L James
Evelia Nelson
William G Reynolds
Lorenzo Rodriguez
Lonnie C Short
Albert G Smith
Mitchel Strawa Jr
Willie Taylor
Robert E Thomas
Jose Vargas
Bennie J Wilkins
Alfonso L Williams

256- SACRAMENTO, CA
Lin Imsland
ATU/MS Research Funds

33rd Annual Golf Tournament

SEPTEMBER 16 & 17, 2018
WORTHINGTON MANOR GOLF CLUB, URBANA, MD

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