WORKING FAMILIES TAKE IT ON THE CHIN WITH REPUBLICAN TAX SCAM
Wrong to make NJ commuters pay for Gateway Tunnel

Businesses not NJ Transit commuters should shoulder the tax burden to pay for the new Gateway Tunnel — a rail tunnel under the Hudson River to link NYC and New Jersey — that is critical to national security and economic vitality of the region. “As Governor Christie is leaving office, he is taking one more shot at NJ Transit commuters with another round of huge fare increases to pay for the tunnel,” says Chair of the ATU NJ State Council Ray Greaves. NJ commuters already pay the highest fares in the country and have already had two fare increases since 2010. “We call on the governor and legislators to find a way to tax the businesses who will reap the rewards of a new tunnel,” says International President Larry Hanley.

Staying safe on the job in winter weather

Winter is in high gear with snow and cold temperatures in many areas across North America. Many members are facing dangerous cold conditions on the job. ATU International has created a “Cold Weather Safety” bulletin to offer advice to protect yourself in freezing temperatures, how to identify cold injuries and other tips. This bulletin can be downloaded at http://bit.ly/2kUaGR4 and printed by most computers. We encourage you to share this with your fellow brothers and sisters throughout the winter to stay safe.

ATU Safety SWAT Team gears up at training

An International Safety “SWAT” Team took part in an innovative training at the Tommy Douglas Conference Center to prepare to conduct safety audits at ATU properties. The “SWAT” team will be working in concert with Locals to identify workplace problems that threaten the well-being of our members. This is the next phase of the union-wide Workstation Initiative campaign to fight for healthy, safe and secure work environments.
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Labor confronts sexual harassment

As the Harvey Weinstein and other high profile sexual harassment scandals broke in early October, the AFL-CIO opened its national convention in a very different way reading a passage from the federation’s code-of-conduct and telling attendees that there are two people designated to field any complaints about sexual harassment or other discriminatory or inappropriate behavior.

Zero-tolerance policy

“It’s a zero-tolerance policy,” said AFL-CIO President Richard Trumka. “We think we’re on the cutting edge of that. And if we aren’t, we want to be there.”

After all, the job of the labor movement is to fight for dignity in workplace and protect workers against exploitation and harassment.

But unions haven’t been immune to sexual harassment scandals with a few high-profile cases - including the AFL-CIO and Service Employees International Union (SEIU) - leading to departure of key staff.

At the convention union leaders said they take sexual harassment and discrimination seriously and pledged to fight it even in their own ranks.

AFL-CIO should lead

“The AFL-CIO should lead, not follow, when it comes to workplace safety, which means not just reacting but creating an anti-harassment culture,” said AFT President Randi Weingarten. “Working women and their families must be able to have confidence and trust in their unions.”

ATU condemns NYC Port Authority bombing, mass transit security critical

“The bombing at the NYC Port Authority is the latest example of a vicious, senseless attack on innocent people that is becoming much too common. This terrorist attack serves as a reminder of how vulnerable mass transit systems are and the critical importance of security on our transit systems,” said International President Larry Hanley.

“Our hearts and prayers go out to those injured and their families, as well as our praise for the first responders who treated the injured with their quick actions.

“Transit stations like the NYC Port Authority are big open spaces that are difficult to secure. I urge our transit agencies, operators and passengers to continue to be vigilant and watchful for anything of a suspicious nature on our systems, as we work together to defeat terrorism in the United States, Canada and the world.”
Jake Schwab wasn’t home with his family for the holidays

Local 568-Erie, PA, member Jake Schwab died in 2014, when a suspension air bag in a bus he was working on exploded in his face. Schwab, a mechanic, was working with the wrong tools on an unfamiliar bus from another agency. There was no investigation of his death because he was a public employee.

A billboard reading “Jake Schwab won’t be home with his family for the holidays” was taken out by ATU Locals across Pennsylvania in the Harrisburg, PA, area, as part of a campaign to push for passage of the Jake Schwab Worker’s Safety bill (H.B. 1082). The legislation ensures on-the-job safety protection for all state public employees by establishing OSHA-equivalent safety rules for public employers. The campaign also includes an online petition at www.missingjake.com.

“Jake won’t be home with his family for the holidays and we believe that if this law had been in place in 2014, he would be home safe celebrating with his family,” said John Renwick, president of Local 568-Erie, PA. “Unfortunately, Jake’s story is one that could happen again unless this bill is passed.”

Renwick said. “The least we can do to honor the memory of Jake Schwab is get this bill passed to prevent future tragedies and ensure that public workers will be home with their families to celebrate holidays, birthdays, graduations and other milestones.”

TriMet workers ratify strong contract

Nearly a year after their contract expired, Local 757-Portland, OR, overwhelmingly ratified a new contract with TriMet, covering 2,461 of the agency’s approximately 3,000 workers. The agency approved the contract.

The new contract includes a 3% raise for all employees, retroactive to December 2016, and 3.25% annual raises over the next two years. It also includes bigger pay increases for service workers who clean and fuel buses. It also lowers out-of-pocket health care costs for some retirees over 65 years of age without increasing premiums.

Local proud of agreement

A key sticking point had been the agency’s proposal to use outside contractors to overhaul aging MAX trains. Local President Shirley Block said she was proud of the contact, pointing out they had reached an agreement on the issue and that the agency made several concessions for the Local. The negotiations which had dragged on for over five months were followed by several mediation sessions.

The ratification was a significant change from negotiations over the last contract, which deadlocked and were resolved by a state-appointed arbitrator in TriMet’s favor.
Bus driver Joe, and bus rider Jane, ‘take it on the chin’ with Trump tax scheme

“On behalf of Joe – the bus driver, and Jane – the bus rider, we condemn Congress’s passage of the Republican tax plan – the most outrageous money grab in the history of our country that will destroy what is left of the American middle class,” said International President Larry Hanley.

The Congressional Budget Office reports that by 2027, people making $40,000 to $50,000, will pay a combined $5.3 billion more in taxes. Meanwhile, rich people earning $1 million or more would get a combined $5.8 billion tax cut.

$1.5 trillion added to federal deficit
Adding insult to injury under this obscene legislation, America goes further in debt, adding $1.5 trillion to the federal deficit over 10 years.

“America is the wealthiest country in history, but we can’t pay our bills. We owe $20 trillion and now Congress will add over a trillion more to give people with gold drapes money they do not even need,” Hanley continued. “While working class people like Joe and Jane are left behind.”

This legislation will also limit Joe’s combined state, local, and property taxes to $10,000, making it more difficult for him to make ends meet and save for his kids’ college. Joe has been driving a bus for 10 years and will need to retire soon due to chronic back and kidney problems. He will need continuous, costly medical care for the rest of his life. But under the new bill Joe won’t be able to deduct unreimbursed medical expenses exceeding 10% of his adjusted gross income.

As a result, Joe will also eventually be paying thousands of dollars in additional federal income taxes. He may lose his home after exhausting his retirement savings.

And Jane, who relies on public transit every day to get to her job at the grocery store, doesn’t fare much better. Current law provides her with a tax benefit for taking public transit to work. Under this legislation employers can no longer write off expenses tied to individual commutes. So, Jane’s boss will most likely pull out of the program and she may have to walk to work.
13 million left without health insurance

Adding insult to injury, the bill calls for the repeal of the Affordable Care Act’s mandate for most people to have health insurance. This would leave 13 million people without insurance and drive up premiums for many others who are already struggling to afford coverage.

"Instead of moving to universalize healthcare, they’re moving to universalize medical poverty," Hanley asserted. "And you can bet they’re going to come for Medicare and Medicaid next."

Meanwhile corporate America and the 1% are cheering this bill. They will get even richer through massive and permanent corporate tax giveaways, making millionaires into billionaires while leaving the rest of America behind.

Public transit loses too

“Where in the world is Congress going to find the revenue needed to fund the massive trillion-dollar infrastructure package that just about everyone in Washington thought was a good idea?,” Hanley asked. “It won’t be from the Highway Trust Fund (HTF) that is not addressed in this legislation. That’s not good for Joe, Jane, or any other American that travels each day on our crumbling roads, bridges, or transit systems.”

Chattanooga transit workers rally against forced OT and discrimination

Protesting bus drivers forced to work overtime beyond their physical limits, discrimination by management, and unsafe vehicles on the road, Local 1212-Chattanooga, TN, rallied outside Chattanooga city hall to make their voices heard.

Safety is Job One

“Safety is job number one and overworking bus operators because of a shortage of qualified drivers for countless hours without a break defies common sense,” Local President Kathryn Smith said about the rally.

The Local also charges CARTA management with discrimination alleging that it disciplines African-American and female workers differently than other workers.

One case of discrimination involved a Facebook review by a rider that was printed out by CARTA management and posted on a board in an area where drivers gather. The review read “It seems about 90 percent of the non-Caucasian drivers treat the Caucasian clients like trash,” the review read. “... CARTA doesn’t care about white people.”

We will not be silent

“We will not be silent and let CARTA get away with this,” Smith continued. “We just want what’s right to be done in the work place for the safety of the passengers we are hauling, those people depend on us.”
ATU fights to Keep Transit Public in Ontario

ATU Locals across Ontario are fighting together to “Keep Transit Public.” The Ontario provincial government, currently led by the Liberal Party, is spending billions of dollars on transit infrastructure and service expansions under its regional transit agency, Metrolinx.

Unfortunately, many of these service expansions are being delivered through public-private partnerships, or P3s, which use private companies to Finance, Design, Build, Operate, and Maintain (FDBOM) new transit. Metrolinx’s P3 model excludes public transit agencies from operating these new projects, turning integral pieces of transit systems over to private companies.

P3s allow governments to appear to invest in infrastructure without increasing their debt. In fact, total costs are often higher, but P3s create the illusion of savings by stretching-out costs over a longer period.

True costs hidden

Governments use P3s so they can claim balanced budgets, with the true costs hidden until those in power are long retired from public office. Companies are eager to engage in P3s because they are guaranteed a return on their investment. If these profits aren’t realized, private companies often request – and receive – additional subsidies.

Private companies that bid on transit projects are interested in one thing: profit. After taxpayers pay them for their services, they further maximize profits by cutting wages and benefits or raising fares and cutting services. Since the government of Ontario is using this model, ATU leadership from Ontario Locals have built a campaign called “Keep Transit Public.”

Full-scale campaign

With the support of neighbouring Locals, ATU Canada, the International, and Local 107-Hamilton, ON, launched a full-scale campaign in June. The city of Hamilton has received $1 billion in funding for a new light rail transit project (LRT) as a FDBOM P3.

Local 107 knew from the beginning that in order to keep transit public, it had to partner with riders.

One-on-one

So, local union leaders and rank-and-file volunteers engaged members one-on-one. They discussed what impact privatization would have on the work members do every day and their livelihoods.

Dozens of ATU members then volunteered their time to attend campaign training courses. After which they collected more than 6,500 petition signatures and emails that were sent to city council, provincial officials, and Metrolinx staff.

Next, Local 107 mobilized members and passengers to push Hamilton City Council to pass a motion. It called on Metrolinx to allow the local public transit agency, HSR, to operate and maintain the Hamilton LRT. Members and riders rallied outside city hall with transit workers and riders from Hamilton and across the Greater Toronto-Hamilton Area.

Now that the Hamilton campaign has forced action from Hamilton City Council, Ontario Locals 1572-Mississauga, 1573-Brampton, 1587-Toronto at GO Transit, and 113-Toronto have launched their own Keep Transit Public Campaigns to stop privatization in their communities.

As In Transit went to print, Hamilton City Council voted in favor of a new resolution, 15-1, to have Local 107 represent LRT workers. The Local also introduced a new passenger bill of rights. However, the final chapter in Hamilton shakes out, ATU Locals are already bringing the fight to the next level.

Rally to “Keep Transit Public”
Rep. Brown and Local 689 propose bill to make the Metro safer, more affordable

Washington, DC’s transit system, WMATA, has been in a death spiral for some time. Fatal accidents have taken the lives of innocent workers and riders, public confidence in the system has been lost. Ridership is way down, fares increased, service slashed and the system is cash-strapped.

Rep. Anthony Brown, D-MD, wants to change that, introducing legislation to put WMATA service on the path to recovery. The legislation takes a page from Local 689—Washington, DC’s “Fix It, Fund It, Make It Fair” plan to address bus and rail safety and promote innovative ways to increase ridership.

Among the proposals is a year-long pilot program with a $2.50 flat fare on trips starting from three stations in DC, Maryland, and Virginia.

Comstock plan misguided

Meanwhile, Rep. Barbara Comstock, R-VA, has introduced misguided legislation seeking to balance WMATA’s budget on the backs of its employees by denying defined benefit pension plans to its workers.

International President Larry Hanley wrote a letter to DC area members of Congress urging them to support the Brown bill. “By focusing on funding, safety, ridership, and paratransit reform, we believe that Rep. Brown’s bill addresses some of WMATA’s core problems,” Hanley wrote. “On the other hand, Rep. Comstock is seeking to take advantage of a crisis through a union-busting process.”

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Uber has no place in International Association of Public Transport

Uber has announced that it will join the International Association of Public Transport in an effort to improve its image. ATU says the ride-hailing giant has no place in the group, pointing to poor treatment of drivers.

Complete disregard for drivers

“Regulators in far too many cities have rolled out the red carpet for Uber and other rideshare companies and the results have been disastrous,” says International President Larry Hanley. “Uber has shown complete disregard for the welfare of its drivers, paying workers poverty-level wages.”

Uber can also unilaterally lower their rate of pay, “switch drivers off” without due process, and oversaturate the market by adding more drivers at any given time. Drivers lack health and unemployment insurance, overtime pay, retirement benefits, and workers’ compensation.

“If Uber is serious about being a better partner with cities, they can start by paying a living wage,” said Hanley.
‘Our survival will be found in our solidarity... or not’

As 2018 begins ATU looks back on an eventful year. Significant campaigns were, and continue to be run in both of our countries. In Canada, we continue an anti-privatization campaign throughout Ontario. In the U.S., we have every kind of fight going on over privatization, workplace safety, and surviving a government that is dedicated to lower wages.

The mask is off the Trump administration and it is clear that what you get is NOT what you were promised. Hard to avoid the conclusion that many working people got suckered into voting for this.

2018 will bring attacks on “entitlements.” Entitlements are benefits like Social Security and Medicare that are actually earned by workers.

The United States has chosen to not pay its bills. We could, if we didn’t have the world’s biggest military. Working people pay for that military even though it really exists to protect the billionaires and their businesses.

It keeps the oil flowing and the shipping lanes open. We have military bases and troops in more than 100 countries, but we couldn’t save Puerto Rico from months of subhuman living after a storm.

2018 is when the check comes to the table. Except in this game, those who partied never pay. The eating goes on at one table, the paying at the other.

We don’t have time for “I told you so.” This will be a time for pulling together all our forces. There will be outright attacks on our Union in the next six months designed by the same folks who designed the tax legislation.

They mean to strip down your ability to survive in a union. They will attack the structure of the union including our finances.

The wolf is not at the door, he’s in every room in the house.

Our survival will be found in our solidarity... or not. It’s up to you.

Who runs the ATU?

Every ATU Local is required to hold monthly union meetings. Every member should attend. It is at these meetings that the business of your Local is decided. Votes take place. Plans are approved. Contracts and benefits are discussed.

If you don’t go, you are turning over your involvement, your voice, your vote to those who do. Think about spending an hour a month as part of the union conversation.

Who should not run the ATU?

From time to time we hear really awful stories about local union attorneys crossing the line. Our attorneys are hired to give us legal advice, not to run union strategy, decide what a good contract is, or tell us how to stop a politician.
Many attorneys I have worked with are wonderful people. Some have done heroic things for the labor movement. Unfortunately, often some good attorneys can’t stay in their lane and limit their contribution to what they understand – the law. We should show them the respect they deserve as union-side attorneys.

But they need to show us the respect we deserve as adults able to make decisions without being belittled. If union attorneys tell members they are “too dumb to understand the contract,” or threatening that members “better accept a deal or else...” they need to be reminded whose union this is.

If your Local is facing serious outside threats, especially since the courts are being taken over by right wingers, don’t count on lawyers or courts to save you. This Union was built by transit workers – not consultants. You cannot sue or arbitrate your way to power.

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 – not a couple of lawyers and a judge. ❖

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Has your Local passed the resolution to fix the bus driver workstation?

More than 130 Locals have reported passing the “Resolution to End Fatalities and Injuries Resulting from Poor Transit Bus Design” at their local union meetings over the past few months. Job well done.

Check the list on page 15 to see if your Local has passed the resolution. If not, tell your Local officers it’s not too late to pass it at your next union meeting.

This is our first union-wide effort highlighting the driver workstation problems of today – driver assaults, blind spots, lower back injury, bad air quality, awkward movements required by poor design and ergonomics – and measures to improve the workstation. These problems and their solutions have been highlighted in In Transit over the last year.

The second phase of this campaign has now been launched with the International beginning to send safety ‘SWAT’ teams to Local Unions in 2018 to determine the threats to safety and health in their buses and garages and to pursue solutions to address those problems.

When your Local has passed the Resolution please contact International President Larry Hanley’s office to let us know. ❖
Where will we end up?

It’s been 50 years since 1968. I was a sophomore in high school, and that year stands out in my memory as one of the most historic in U.S. history. America was divided over the Vietnam War and civil rights.

Young men were fleeing to Canada to avoid the draft, and race riots broke out in U.S. cities.

Sen. Robert Kennedy, then a candidate for president, gave what is considered to be one of his best speeches in Indianapolis, on April 4 – right after the assassination of Martin Luther King, Jr.

I campaigned for him in Omaha, and heard him speak, as he often did, about healing the divisions among us.

Reflecting on all of this, I’ve asked myself if anyone cares about healing our divisions today.

Remarkably, the answer came in the form of a YouTube video someone sent me of a speech by Rep. Joseph Kennedy, III. Below is an excerpt:

“I am 36 years old.

“I have never known a country where men and women could be bought and sold; where newspapers run ads that say, ‘No Irish Need Apply,’ or water fountains are labeled ‘colored;’ where followers of a faith are marked with a patch; where brave young girls have to march past armed solders to pry open segregated schoolhouse doors.

“I’ve never worked at a place that refused to hire women, or lived in a place that denied shelter to someone with disabilities.

“Guided by a vision that others knew they may never realize, generations before us have sacrificed so that their children might grow up in a kinder, safer place.

‘Our ultimate American promise’

“And that is our ultimate American promise, and our consistent American struggle – so that 30 years from now our children will stand on the steps of city halls like this one, and say with pride, that they never lived in a country where statues of white supremacists were idolized; where holocaust memorials, synagogues, and mosques were subjected to bigoted attacks in broad day light.

“Where hate groups spread vitriol under the guise of free speech; where a president emboldened and empowered neo-Nazis, the KKK, and white nationalists.

“As we fight for that tomorrow – our tomorrow – we speak with one voice to any community living in fear that, we here and now stand with you; that our country is strong because of its diversity – because of you.

“You are not weak and are not wrong. You are seen, you are heard, and you count. This is your country, your home. America belongs to you too.

“Whenever and wherever in our society hate seeks darkness it will be overcome by the light of our compassion and our empathy.”

So my friends, given the divisiveness in society today, where will we end up? Can we build a better world for those who follow us?

The answer is, “Yes!” We are doing just that, and yes, we are building a better ATU.

I wish you all the best in 2018. ☀

Please visit www.atu.org for more information and the latest ATU news.
‘We demand this fraud be stopped’

“In our glorious fight for civil rights, we must guard against being fooled by false slogans, such as ‘right to work.’ It is a law to rob us of our civil rights and job rights. Its purpose is to destroy labor unions and the freedom of collective bargaining by which unions have improved wages and working conditions of everyone... Wherever these laws have been passed, wages are lower, job opportunities are fewer and there are no civil rights. We do not intend to let them do this to us. We demand this fraud be stopped...”

— Dr. Martin Luther King, Jr., 1961*

It’s hard to believe, but Dr. Martin Luther King, Jr.’s words, above, may be more relevant today than they were in 1961. Unlike today, the U.S. Supreme Court wasn’t expected to rule in favor of plaintiffs whose goal it was to make “right-to-work” (RTW) the law of the land.

Dr. King gets right to the point: Right-to-work has nothing to do with freedom, and everything to do with robbing us of our civil rights and destroying unions.

Dr. King realized that if you have no choice but to work at a job where you can be fired on a whim, have no vacation, no sick days, no safety protections, where you’ll never earn a living wage – you’re essentially stuck in modern-day slavery.

Dr. King was not fooled

Dr. King felt so strongly about this that he said that wherever RTW laws are passed “there are no civil rights.”

The leadership in Congress wants you to buy their noble declarations. They expect you to believe that they’re only thinking of you. I guess it’s just a coincidence that every bill they introduce makes the rich richer, and the rest of us poorer. If you doubt that, just follow the money.

We are barraged on a daily basis by fraudulent claims that misrepresent what the president and the congressional leadership are doing, or distract us from what’s really going on.

But, like Dr. King, “We do not intend to let them do this to us,” and we “demand this fraud be stopped.”

Please visit www.atu.org for more information and the latest ATU news.

* Now Is the Time. Dr. Martin Luther King Jr. on Labor in the South: The Case for a Coalition (January 1986)
In response to the shooting of a St. Louis Metro Transit bus driver, Local 788 is demanding major safety changes to protect not only bus drivers, but riders, motorists, and pedestrians, as well.

Operators targets of abuse
Local President Reginald Howard says drivers are often the targets of verbal and physical abuse. “Operators get insulted, spit on. We want security to be beefed up,” he said. “You’ve got to get operators feeling safe and that they matter.”

In the shooting incident, the assailant attempted to rob the bus driver at a transit hub as he was getting set to begin his first trip of the day. The driver was treated at a hospital and released without serious injuries, but was very shaken up. Police did arrest and charge the suspect.

Better safety for all
The Local has met with Metro Transit to express its concerns and discuss critical changes that need to be made to ensure better safety for all. They also discussed other safety issues for operators, riders and pedestrians including driver blind spots, and seats that cause back problems.

“Our members enjoy what they do. We have a concern for the passengers. Our primary concern is to make sure they get to and from work and we want to do it for them safely,” said Local Vice President Catina Wilson. “We want to be safe, we want the riding public to be safe, and we want Metro to do what they are supposed to do to keep both of us safe.”

Transit investment can help close racial job gap
Demos, a New York public policy organization, has produced a new report which asserts that “if we want everyone to participate fully in the American economy, we have to make sure that everyone, regardless of race, ethnicity or class, has an efficient and affordable way to get to work, school, health care, and recreation.”

“We have a tremendous need for significant increases in public transit investments,” the report says. “This need is only growing over time, as our large metropolitan areas increase in population and become more congested with traffic.”

“People of color are more likely to lack a vehicle at home, which causes them to rely more on public transit… We can help all American households, and disproportionately households of color, by improving our public transit systems so that workers can get to their destinations faster and with more ease.

“We need millions of jobs to address the hidden crises of low employment rates and employment-rate racial hierarchies in the American economy. Infrastructure investments can create millions of jobs today, and lay the foundation for future job creation, most of which will be non-construction jobs.

“Transit-focused infrastructure projects work well for generating sufficient shares of the overall jobs created for people of color to begin to address the persistent racial hierarchy in employment rates.”
Here are the Locals that have passed the Resolution to fix the bus driver’s workstation as this issue went to press:

Local 22 - Worcester, MA
Local 26 - Detroit, MI
Local 85 - Pittsburgh, PA
Local 107 - Hamilton, ON
Local 113 - Toronto, ON
Local 128 - Asheville, NC
Local 134 - Vancouver, BC
Local 164 - Wilkes-Barre, PA
Local 174 - Fall River, MA
Local 192 - Oakland, CA
Local 241 - Chicago, IL
Local 265 - San Jose, CA
Local 268 - Cleveland, OH
Local 279 - Ottawa, ON
Local 281 - New Haven, CT
Local 282 - Rochester, NY
Local 285 - Steubenville, OH
Local 308 - Chicago, IL
Local 312 - Davenport, IA
Local 313 - Rock Island, IL
Local 382 - Salt Lake City, UT
Local 416 - Peoria, IL
Local 425 - Hartford, CT
Local 441 - Des Moines, IA
Local 443 - Stamford, CT
Local 448 - Springfield, MA
Local 508 - Halifax, NS
Local 519 - La Crosse, WI
Local 558 - Shreveport, LA
Local 569 - Edmundton, AB
Local 583 - Calgary, AB
Local 587 - Seattle, WA
Local 588 - Regina, SK
Local 589 - Boston, MA
Local 615 - Saskatoon, SK
Local 618 - Providence, RI
Local 627 - Cincinnati, OH
Local 628 - Covington, KY
Local 639 - Lexington, KY
Local 689 - Washington, DC
Local 697 - Toledo, OH
Local 704 - Little Rock, AR
Local 713 - Memphis, TN
Local 714 - Portland, ME
Local 726 - Staten Island, NY
Local 732 - Atlanta, GA
Local 741 - London, ON

Local 752 - Bloomington, IL
Local 819 - Newark, NJ
Local 820 - Union City, NJ
Local 821 - Jersey City, NJ
Local 823 - Elizabeth, NJ
Local 824 - New Brunswick, NJ
Local 825 - Oradell, NJ
Local 836 - Grand Rapids, MI
Local 842 - Wilmington, DE
Local 846 - St. Catharines, ON
Local 847 - St. Joseph, MO
Local 857 - Green Bay, WI
Local 880 - Camden, NJ
Local 966 - Thunder Bay, ON
Local 987 - Lethbridge, AB
Local 993 - Oklahoma City
Local 996 - South Bend, IN
Local 998 - Milwaukee, WI
Local 1001 - Denver, CO
Local 1005 - Minneapolis/Saint Paul, MN
Local 1015 - Spokane, WA
Local 1037 - New Bedford, MA
Local 1039 - Lansing, MI
Local 1056 - Flushing, NY
Local 1070 - Indianapolis, IN
Local 1091 - Austin, TX
Local 1093 - Kalamazoo, MI
Local 1095 - Jackson, MI
Local 1145 - Binghamton, NY
Local 1160 - Monroe, LA
Local 1177 - Norfolk, VA
Local 1179 - New York, NY
Local 1181 - New York, NY
Local 1189 - Guelph, ON
Local 1197 - Jackson, FL
Local 1209 - New London, CT
Local 1220 - Richmond, VA
Local 1235 - Nashville, TN
Local 1241 - Lancaster, PA
Local 1249 - Springfield, IL
Local 1251 - Battle Creek, MI
Local 1277 - Los Angeles, CA
Local 1285 - Jackson, TN
Local 1293 - Lincoln, NE
Local 1300 - Baltimore, MD
Local 1309 - San Diego, CA
Local 1310 - Eau Claire, WI
Local 1320 - Peterborough, ON
Local 1321 - Albany & Troy, NY
Local 1324 - Savannah, GA
Local 1328 - Raleigh, NC
Local 1333 - Rockford, IL
Local 1336 - Bridgeport, CT
Local 1338 - Dallas, TX
Local 1395 - Pensacola, FL
Local 1415 - Toronto, ON
Local 1433 - Phoenix, AZ
Local 1436 - Harrisburg, PA
Local 1447 - Louisville, KY
Local 1505 - Winnipeg, MB
Local 1517 - Idaho Falls, ID
Local 1546 - Baton Rouge, LA
Local 1547 - Brockton, MA
Local 1548 - Plymouth, MA
Local 1555 - Oakland, CA
Local 1560 - New Orleans, LA
Local 1572 - Mississauga, ON
Local 1574 - San Mateo, CA
Local 1575 - San Rafael, CA
Local 1576 - Lynnwood, WA
Local 1577 - West Palm Beach, FL
Local 1582 - Niagara Falls, ON
Local 1587 - Toronto, ON
Local 1595 - Pittsburgh, PA
Local 1596 - Orlando, FL
Local 1602 - St. Catharines, ON
Local 1614 - Dover, NJ
Local 1622 - Danbury, CT
Local 1624 - Peterborough, ON
Local 1637 - Las Vegas, NV
Local 1701 - Sarasota, FL
Local 1704 - San Bernardino, CA
Local 1722 - Kelowna, BC
Local 1724 - Vancouver, BC
Local 1743 - Pittsburgh, PA
Local 1754 - Lawrence, KS
Local 1763 - Rocky Hill, CT
Local 1767 - Sault Ste. Marie, ON
Local 1769 - Corpus Christi, TX
Local 1774 - Aspen, CO

ATU Latino Caucus
U.S. Labor thrived under the protection of the National Labor Relations Act from 1935, until the GOP wrested control of the U.S. Congress from the Democratic Party in 1947. That was the year Congress passed the Taft-Hartley Act, which permitted individual states to enact right-to-work legislation that allowed workers to refuse to join and pay dues to unions at workplaces where a majority of the employees elect a union as their collective bargaining representative.

Ten years later, in 1957, ATU joined other labor unions and the AFL-CIO, in moving its international headquarters to Washington, DC, where it could have more immediate influence on national legislation. The change of venue proved prescient as major transit and labor laws were passed in the 1960s that remain important to transit workers today.

Canadian Council established

The ATU Canadian Council was established in 1982, for much the same reason – to bring the collective influence of our northern members to bear on Parliamentary legislation and the decisions of the federal government.

The Union’s legislative program would prove crucial in protecting ATU interests from attacks by the Reagan and Bush administrations during the 12 years prior to the election of Bill Clinton in 1992 – our centennial year.

It had been practically a daily battle against the GOP and big business to preserve what the Union had fought for and won over the preceding century.
International President James La Sala summed up the challenges of the previous three years in preparation for the Centennial Convention in the May-June 1992 In Transit:

“We have had a very difficult three years since we last gathered in 1989. The Greyhound strike has sapped our resources and tested our morale. And, the renewed RICO suit has threatened our solvency.

“We have been the subject of unprincipled raids and libelous attacks on our Locals in Canada. The U.S. Congress has tried to scapegoat the transit industry for America’s drug problems by mandating demeaning random drug and alcohol testing.

“In Canada and the U.S. there has been a campaign to submit transit contracts to competitive bidding which would have the effect of pressuring current wage and benefit levels down.

“We have had to fight to retain our Section 13(c) bargaining rights in the U.S. Local strikes, particularly in Canada, have caused much hardship.

“We have had to endure truly bad-faith bargaining such as in the recent strike in Pittsburgh, where after negotiating an agreement the employer reneged; and then, as required by law, the dispute was submitted to a fact-finder.

“The fact-finder’s proposal was accepted by an overwhelming majority of the Local’s membership, but the management rejected that proposal, and left us no choice but to strike.

“We’ve had to fight simply to retain health benefits in America, and basic legislation restoring civil rights and providing for the care of our babies and sick family members has been denied.

“Canadian transit interests have worked hard to stop our Council there from developing a safe operator’s seat. And, after working hard to pass landmark legislation authorizing record funding for transit in the U.S., the president is trying to gut the act with this year’s appropriation bill.

“We have been challenged, and assaulted from every side, but we have fought back and we have prevailed.

Our wages are the highest in the industry, and are steadily increasing. Our benefits are among the highest of all unions.

“The Canadian Council has successfully acquired the funds to do a forward-looking study of the Canadian transit industry in order to find out the facts for successful negotiating there.

“We have beaten back most of the efforts to privatize local transit and erode our collective bargaining rights in the U.S. We are making inroads in negotiating maternity leave and flexible hours. We have immeasurably improved our grievance arbitration, pension management, and leadership skills with our education programs.

“Our COPE, legislative, and legal programs are stronger, and are accomplishing more than ever before.

“In short, against all odds, we have succeeded and prospered. We have accomplished a lot, and we have a lot to be proud of.”

ISTEA

ATU’s U.S. legislative department working in concert with a coalition of pro-transit groups and bipartisan congressional committees successfully passed the Intermodal Surface Transportation Efficiency Act in 1991 (ISTEA) which significantly expanded federal funding of mass transit and highway programs and provided enhanced flexibility to state and local governments to transfer funds between those programs as determined by local need.

Transit funding was doubled to $31.5 billion over the six-year period covered by the bill. On an average annual basis...
that represented a 64 percent increase over Fiscal Year 1991 transit funding levels.

Operating assistance was maintained for all cities regardless of size, with a new cost-of-living increase formula based on the lesser of the increase in the consumer price index or the percentage of the increase of the total “Section 9” funds made available in the preceding year.

Section 13(c) was maintained with continued application to all parts of transit grant program, including demonstration and privatization projects.

Limitations were imposed on the Secretary of Transportation’s authority to review transit grant recipients’ and metropolitan planning organizations’ (MPOs) criteria and policies established for considering privatization projects as part of their transit plans and programs.

The Bush administration attempted to undercut ISTEA with a 1993 transportation appropriations bill that provided less than what was appropriated for 1992. The Clinton administration and Congress would correct that mistake over the next six years, opening the way for significant expansion of public transit and the growth of ATU membership in the 1990s.

Legislative Conferences

One of the most important yearly events that took place during the La Sala and George administrations was the Legislative Conference which brought together legislative activists from Locals across the United States to learn about the issues that ATU would be working on in the coming year, to plan what the Union would do to achieve its legislative goals, and to lobby Congress.

Those legislative gatherings took on a different character after the election of Bill Clinton in 1992. The Union had been fighting an uphill battle during the previous 12 years of Republican administrations. Now, with a Democrat in the White House, the headline on the May-June 1993 cover of In Transit blared: “Finally, Working With the Government – for a change!”

The conference was held in Washington, DC, from March 3-7, as local union officers and conference board chairs from over 25 states convened to discuss the 1992 elections, and President Clinton’s new agenda for America.

Conference participants heard from senators and house members, the newly-appointed Secretary of Transportation, Federico Peña, and Democratic Party Chair David Wilhelm, as they focused, not only on the changing political landscape, but also on ATU’s new goals for the 1990s.

Peña, in his first major address to a transit labor group, described the Clinton Administration’s new economic stimulus and long-term investment programs, which included increased spending for public transit as part of the stimulus program. The secretary pledged to continue working as an advocate for increased mass transportation spending.

Peña acknowledged the importance of Section 13(c) employee protection, and indicated that the new administration would no longer seek to influence local transit decisions regarding private sector contracting. In addition, he pledged to work closely with ATU as pending drug and alcohol testing regulations were finalized.

Conference participants also discussed pending federal legislative initiatives and ongoing activities at the state and local level. Special focus was given to privatization bills pending in California, Colorado, Florida, Maryland, New Jersey, Pennsylvania, Utah and other states.

Maintaining federal transit operating assistance, limiting privatization, implementing the new alcohol and drug testing requirements and enacting comprehensive health care reform were the dominant issues at the 1994 Legislative Conference. Over five days, conference participants reviewed the progress of the 103rd Congress in enacting President Clinton’s “New Agenda for America.”
The ‘Contract with America’

Republicans won control of both houses of Congress in 1994, in an election campaign that was dominated by Georgia House Republican Newt Gingrich’s “Contract with America.” All of the hopes that were raised in 1992, began to fade as a new, more conservative majority took charge. The question was “Why did so many working families turn their back on the party they voted for just two years earlier?”

Writing in the May-June 1995 In Transit, International Secretary-Treasurer Oliver Green commented:

“The 1994 elections produced dramatic change in the U.S. Congress. For the first time in 40 years, both houses of Congress are controlled by Republicans. In addition, over 30 states now have Republican governors. And in 20 states, both the upper and lower houses are controlled by the GOP.

“Clearly those of you who voted, wanted change. But is this the change you voted for?

“Post-election data reveal that less than 50 percent of those eligible actually voted, and out of those, less than 25 percent knew anything about the ‘Contract with America,’ let alone supported its provisions.

“Unfortunately, I think most of our members voted like their neighbors. And, those votes were not cast in favor of measures which would contribute to financial stability and job opportunities within transit, but, rather, on a wide range of social issues such as gun control, school prayer, welfare, affirmative action, and other ‘hot-button’ issues…”

This was not the first, and it certainly would not be the last time that a political party would appeal to fear and resentment to win an election. Bill Clinton, however, would prove to be a wily adversary of the Republican leadership. Jim La Sala, knowing full well what the Republicans would attempt in the next Congress, gathered the General Executive Board and ATU international vice presidents together 10 days after the November 8 elections to plan a strategy to respond to the probable threat to federal support for public transit.

Transit Advocacy Workshops

As a result, ATU inaugurated a series of Transit Advocacy Workshops which began as part of all of the Union’s regularly scheduled conferences and seminars.

The workshops which instructed local participants in the art of grassroots lobbying to maintain our transit funding were expected to grow into separate one-day events held around the U.S. and Canada as part of a new ATU Transit Advocacy Program. The Canadian Program would focus on similar budget-cutting challenges in that country.

Plans to develop and implement the Transit Advocacy Program dominated the discussions at the 1995 U.S. Legislative Conference. The four-day program held in Washington, DC, from March 11-15, involved over 70 ATU members from some 40 states, along with 10 representatives from the Transport Workers Union.

Conference participants analyzed the impact of the GOP’s historic congressional takeover, and the effect the so-called “Contract with America” would have on ATU members’ jobs, collective bargaining rights, transit funding, safety, and health care.

Rep. Nick Rahall, D-WV, in a ringing address, indicated that there would be “blood on the floor” of the House of Representatives if the GOP leaders chose to attack our Section 13(c) rights as part of their efforts to enact the National Highway System Bill that year.
Labor Secretary Robert Reich headlined the National Transit Industry Labor/Management Cooperation Conference organized by the Union the following week. Reich addressed the gathering March 16, saying, “Management’s and Labor’s partnership with each other is important,” and that this is “a message that successful companies take to heart.”

He said he was “proud to be at the first transit labor management conference.” And to the doubters he said, “I have seen it work. There is a ‘win-win partnership’ that is developing in this country,” and he offered his “congratulations to the ATU and APTA” for coming together for this purpose.

The conference was opened up by International President and Conference Chair Jim La Sala who introduced IEVP Warren George, IST Oliver Green, APTA Executive Vice President Jack Gilstrap, and Transport Workers Union International President Sonny Hall. Opening remarks were given by APTA President Richard Simonetta.

The first address to the entire gathering was delivered by Professor Ron Seeber, associate dean of the Cornell University School of Industrial and Labor Relations, on the Fundamentals of Labor/Management Cooperation and Mutual Gains Negotiations.

Seeber elaborated on his belief that “the ways [labor and management] have ‘grown up’ dealing with each other were now inadequate.” Seeber believed that collective bargaining should be producing better results than it then provided, and posed a question to both camps: “How can you get a bigger piece of the pie when the pie is shrinking?”

‘Ill will, stubbornness, and distrust’

The Cornell professor asserted that collective bargaining, as it was then practiced, “promotes ill will, stubbornness, and distrust,” and “discouraged inventive and creative solutions” to the real problems in the transit industry.

Seeber called upon the transit industry to “redefine negotiations as working together for ‘true success,’” rather than each trying to get as much as possible – a process known as “mutual gains” bargaining.

While Seeber’s remarks were favorably received there were some in the audience who had encountered some difficulties with the process, and expressed concerns based on those experiences in the question-and-answer period.

One workshop featured the principals from two protracted sets of negotiations: the Greyhound and the Las Vegas ATC/Vancom experiences.

Perhaps, because of the amount of bitterness that both of these experiences engendered, this session produced some of the most intriguing insights of the conference. Greyhound CEO Craig Lentsch asserted that both Labor and management were “critically important” at Greyhound. “We can’t operate buses without drivers,” he said, adding, “Drivers have every bit as much ability to ‘problem-solve’ as senior managers.”

Acting Greyhound Local 1700 President Charles Flanagan
offered his “take” on the 39-month Greyhound strike saying “Perseverance does not consist of getting through one long race; but, rather, many short ones.”

At that same session, International Vice President Don Hansen, one of the principals in the Las Vegas negotiations, spoke about the Local’s experience there; coming to an understanding of the business side of the transit business, and Las Vegas ATC/Vancom Manager Steve Thomas expressed his opinion that the “adversarial process” in negotiations was disappearing.

ATC/Vancom CEO Terry Van der Aa spoke about the transformation of his company from a six-bus family operation owned by his father (where labor-management problems were solved around a kitchen table) to the large business it was then. He said that they tried to maintain the small family business feeling, and they thought that they “just could not do that with a union.”

But, Van der Aa described his conversion process on this explaining, “We have too many common enemies to spend our time fighting each other.”

‘Conflictive partnership’

On the final day of the conference John C. Wells, the director of the Federal Mediation and Conciliation Service, gave a spirited description of his Labor/management philosophy saying, “I’m a realist, I understand how difficult it is, because I’ve done it myself. But, I believe in Labor/management cooperation, because, it just works better.”

Wells asserted that the FMCS “wants to provide leadership for the future.”

Wells closed by stating that in his experience there had been two models of Labor/management relations: the conflict partnership, and its opposite, the collaborative partnership. Wells suggested that a new model, the “conflictive partnership” be adopted.

“Conflict,” he said, “is part of the human condition. The trick is to manage that conflict so that it is constructive, not destructive, and work together to improve the entire operation.”

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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.
Canadian bus manufacturer New Flyer, the largest motor coach builder in North America, is expanding its Anniston, AL, campus to include a “Vehicle Innovation Center” dedicated to developing new transit technology, including autonomous driving and electric systems.

New Flyer says the Innovation Center’s objectives will be to:

- “Explore and advance bus and coach technology through sustainable research and development, innovation, and progressive manufacturing;
- “Foster dialogue through discussion, education, and training on the latest zero-emission and autonomous driving vehicle technologies;
- “Spark energy and commitment to clean air quality, safety, and economic benefits for people, communities, and business; and
- “Harness the power of collaboration, environmental stewardship, and social change on manufacturing the way we move.”

Largest North American bus maker to develop electric, autonomous technology

Gainesville Local weighs in on coming driverless shuttle

Autonomous (driverless) public transit is coming in April to Gainesville, FL’s Regional Transit System (RTS) whose employees, represented by Local 1579, have some obvious concerns.

“The Gainesville Autonomous Transit Shuttle, or GAToRS, is the first of its kind in the country, and it is being introduced as part of the city’s new ‘Smart City’ policies,” says Dan Hoffman, the city’s assistant manager.

Concerned for future transit workers

Local President Zefnia Durham says the autonomous shuttles should be a concern for all of America, not just the transit industry. While he believes current bus drivers will be protected under their contracts, he’s still concerned about how these shuttles will affect future employees.

Jesus Gomez, RTS’s transit director, says, if successful, the autonomous shuttles would not replace RTS, but will be an additional transportation alternative that creates new jobs.

Cities are growing

“Our cities are growing, so we need to make sure our transit industry is also growing to support these changes,” says Durham. “I would prefer the industry grows with human labor as opposed to autonomous labor.”

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Twin Cities Local ratifies contract, avert Super Bowl strike

Averting a potential Super Bowl strike, Local 1005-Mpls./St. Paul, MN, members ratified a strong contract addressing demands to improve safety for operators as assaults on them continue and other areas of concern to members. The contract covers about 2,500 bus drivers, light rail operators, rail technicians and other Metro Transit workers.

“We feel that they've come to the table with a fair offer and our members agreed, overwhelmingly approving the contract,” said then Local President Mark Lawson. “We'll be able to focus on providing the service to the community and to guests of our city during the Super Bowl, without the distractions hanging over our heads.”

Pilot program for bus driver barriers

The three-year contract includes a pilot program to install barriers on some buses. It also raises wages by 2.5 percent per year for three years, allows a more extensive tool list for technicians, and assures the formation of committees to deal with safety and other on-the-job issues like access to restrooms for bus drivers.

This year alone there have been 73 assaults, 41 threats, and 34 instances of disorderly conduct - including physical attacks, spitting, verbal harassment and threats on bus drivers and light rail operators - and many more that go unreported. Last year, 162 assaults were reported.

Metro Transit had installed security cameras on buses, and trained drivers on all sorts of “de-escalation tactics,” such as speaking calmly to agitated customers while addressing the issue, not the person. But in no surprise to the Local, neither strategy has worked.

“The main issue that was most meaningful to drivers is the security issue. We've been talking throughout this period with Metro Transit about installation of security doors on the inside of the bus that would protect bus drivers from being assaulted,” Lawson said about the pilot program to test bus driver shields.

Under the new contract a joint safety barrier evaluation committee will be established to regularly discuss the barriers and other possible protective measures. The subcommittee, comprised of operators and management, will function under the Transit Safety and Security Committee.

“I just appreciate … that this has become a concern, that something's being done about it,” said one Metro Transit bus driver, who's been assaulted multiple times in her 17 years as a driver. “There's drivers assaulted all the time … and it needs to stop.”

In November, Local members had overwhelmingly voted to reject Metro Transit's contract offer, and authorized its officers to take them out on strike during the festivities surrounding the Super Bowl which will be in Minneapolis on February 4. They had been working without a contract since the end of July.
Local strikes deal for labor peace for streetcar workers

Ensuring Milwaukee streetcar workers can have a voice in the workplace, Local 998-Milwaukee, WI, reached a labor peace agreement with Transdev – the company contracted to run the city’s new streetcar system.

The private agreement ensures that the streetcar workers can join the Local and negotiate a contract without threats, coercion, or intimidation while preventing adversarial labor relations between the union and the company from causing pickets, boycotts, or strikes that might negatively impact the system.

‘Transit jobs should be good, union jobs’

Local President James Macon says, “Whether on buses or streetcars, transit jobs should be good, union jobs. This agreement means that transit workers in Milwaukee can unite to protect and raise living standards.”

Macon noted that while final negotiations of an agreement took longer than expected, the parties never doubted the outcome. “Transdev and our union negotiated an agreement looking out for the best interests of transit riders, transit workers, and city residents because the company, the union, and the city all want the streetcar to work for Milwaukee.”

Employers, Labor collaborate for common good

Milwaukee Common Council member and chair of the city’s public works committee, Bob Bauman, congratulated the union and the company. “Labor peace on the streetcar means good, union jobs for transit workers; and for riders it means a reliable system run by a quality workforce.” He added, “This agreement demonstrates how employers and Labor can and should collaborate for the public interest and the common good.”

The Alliance for Good Jobs – the organization responsible for the landmark community benefits agreement for the new Bucks arena and surrounding development zone – assisted the Local in securing the labor peace agreement. The Alliance’s President Peter Rickman says, “We can transform Milwaukee through a new community standard for living wages, worker’s rights, and innovative workforce development in service sector employment. This agreement provides another example of how we can make labor markets work for both workers and employers to, strengthen the economy and raise living standards”

Organizing Win in Milwaukee

110 paratransit workers employed by the National Express in Milwaukee, WI, have voted to join ATU. The workers had reached their limit with poverty wages, miserable benefits, and lack of respect on the job and contacted ATU about organizing.

Just across town members of Local 998-Milwaukee, WI, perform identical work for a different contract company and earn a whopping $3.65 cents per more, with seniority and additional benefits unknown to the National Express workforce.

The struggle to organize met fanatic resistance by the company with a stream of anti-union meetings, leaflets, and posters slandering ATU and union representation. National Express, infamous for their anti-union attacks, have refused to respect the election results by filing a list of bogus objections with the NLRB, and have illegally fired a union supporter just days after the vote to join ATU.

The fight for justice in Milwaukee with National Express will continue.
Employees working under collective bargaining agreements which contain a union security clause are required, as a condition of their employment, to pay monthly dues or fees to the Union. Formal union membership, however, is not mandated. Those who are members of the ATU pay monthly union dues. Nonmembers, or “agency fee payers,” meet their obligation through the payment of an equivalent “agency fee.” Nonmembers subject to a union security clause have the additional legal right to file objections to their funding of expenditures which are “unrelated to collective bargaining, contract administration, or grievance adjustment” and/or are otherwise “nongermane to the collective bargaining process.”

Union security clauses are negotiated and ratified by your coworkers based upon the principle that everyone who benefits from the collective bargaining process should share in its costs. The well-being of all bargaining unit employees is improved immeasurably when the union obtains higher wages, better health care and retirement benefits, fairness in the discipline system, and the many other improvements realized in contract negotiations. But it would be difficult to provide such effective representation at the bargaining table without the influence earned through the “nongermane” political activities of the trade union movement.

There are considerable benefits of being a member of the ATU. Only members have the right to attend and participate in union meetings; the right to run in local union elections and to otherwise nominate and vote for any candidates for union office; the right to participate in the formation of ATU bargaining demands; the right to vote on contract ratification questions; and the right to enjoy the many benefits of the Union Plus Benefits Program, which offers low-interest credit cards, legal and travel services, prescription drug cards, and life insurance.

The Notice of Statement of Law and Procedures applies to the International Union expenditures and to the per capita tax portion of local union dues. Because the portion of local union expenditures which are spent on “chargeable” activities is at least as great as that of the International Union, with regard to employees working for private-sector employers, Local Unions may exercise the option of presuming that the International Union’s percentage of chargeable activities applies to the Local Union.

It remains our opinion that all of our organizing and all the legislative, litigation, and similar activities undertaken by the ATU – some of which tribunals have indicated may in part be nonchargeable – are essential to improving the working conditions of all the employees we represent.

Lawrence J. Hanley
International President

The following ATU Statement of Law and Procedures Concerning Union Security Objections applies only to the International per capita tax charged to objectors as part of local union dues (unless a local union exercises the option of presuming that the International percentage of chargeable activities applies to the local union with regard to employees working for private-sector employers).

1. Any ATU-represented nonmember employee in the United States who is subject to a union security clause conditioning continued employment on the payment of dues or fees has the right to become an objector to expenditures not related to collective bargaining, contract administration, grievance adjustment, or other chargeable expenditures. A current ATU member who chooses not to tender the full periodic dues and assessments paid by members of the union, but who instead opts to become an objector, must assume nonmember status prior to filing an objection through these procedures. An objector shall pay reduced fees calculated in accordance with Section 5.

2. To become an objector, an ATU-represented nonmember employee shall notify the International Secretary-Treasurer in writing of the objection within thirty (30) days of receiving this notice via the November/December issue of In Transit, within thirty (30) days of resigning from membership, or within thirty (30) days after first becoming subject to union security obligations and receiving notice of these procedures. The objection shall be signed and shall specify the objector’s current home mailing address, name the objector’s employer with which the applicable union security arrangements have been entered into, and identify the ATU local union number, if known. All objections should be mailed to the International Secretary-Treasurer, 10000 New Hampshire Avenue, Silver Spring, MD 20903 or transmitted by facsimile to (301) 431-7116 with a separate cover page directing such to the attention of the International Secretary-Treasurer and specifying the subject thereof to be the “Election of Fee Objector Status.”

3. The following categories of expenditure are chargeable to the extent permitted by law:

a. All expenses concerning the negotiation of agreements, practices and working conditions;

b. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the bargaining unit or employer representatives regarding working conditions, benefits and contract rights;

c. Convention expenses and other normal union internal governance and management expenses;

d. Union business meeting expenses;

e. Publication expenses to the extent coverage is related to otherwise chargeable activities;

f. Expenses of litigation before the courts and administrative agencies related to contract administration, collective bargaining rights and internal governance;

g. Expenses for legislative, executive branch and administrative agency representation on legislative and regulatory matters closely related to contract ratification or the implementation of contracts;

h. All expenses for the education and training of members, officers, and staff intended to prepare the participants to better perform chargeable activities:

i. All strike fund expenditures and costs of group cohesion and economic action, e.g., general strike activity, informational picketing, etc.;

j. All funeral or dismemberment benefits; and

k. A proportional share of all overhead and administrative expenses.

4. Each December, the International Union shall publish these policies and procedures in In Transit to provide to ATU-represented employees notice of their right to object and of the procedures for objected.

5. The International retains an independent auditor who submits an annual report for the purpose of verifying the percentage of expenditures that fall within the categories specified in Section 3. Similarly, if the local union has adopted these procedures, the local union will arrange for the audit of the records, enabling the local union to verify annually the percentage of its total expenditures other than the International per capita tax that is chargeable to objectors. If a local union has objectors employed by a private-sector employer (but has no objectors employed by public-sector employers), it may exercise the option of presuming that the International Union’s percentage of chargeable activities applies to the local union and forego arranging an audit. The amount of the International and local union expenditures falling within Section 3 made during that fiscal year which ended in the previous calendar year shall be the basis for calculating the reduced fees that must be paid by the objector for the current calendar year. For each objector, an amount equal to the reduced fees paid by the objector shall be placed in an interest-bearing escrow account.

6. The report(s) of the independent auditor(s) shall be completed prior to the publication of these policies and procedures in December. The report(s) shall include verification of the major categories of union expenses attributable to chargeable and nonchargeable activities. Local unions which have not exercised the option of presuming that the International Union’s percentage of chargeable activities applies to the local union shall provide a copy of their independent auditor’s report to each nonmember employee represented by the local union.

7. In the absence of an exclusive statutory review procedure, each objector may challenge the legal and arithmetic bases of the calculations contained in the independent auditor report(s) by filing an appeal with the International Secretary-Treasurer. Any such appeal must be made by sending a signed letter to the International Secretary-Treasurer postmarked or transmitted via facsimile no later than the earlier of thirty (30) days after the International Secretary-Treasurer has sent a letter to the objector acknowledging receipt of the objection, or thirty (30) days after the International Union has, for the first time, sent a copy of this Legal Notice to the objector.
8. Except where state law provides an exclusive statutory review procedure as discussed in Note 3 below, all such appeals received by the union within the time limits specified above shall be determined by expeditious referral to an impartial arbitrator designated by the American Arbitration Association (AAA) under its rules for impartial determination of union fees and these procedures.

a. All appeals shall be consolidated for submission to the arbitrator. The presentation of evidence and argument to the arbitrator shall be either in writing or at a hearing, as determined by the arbitrator. The arbitrator shall receive and consider the evidence of witnesses by affidavit, giving it such weight as seems proper after consideration of any objection made to its admission. If a hearing is held, it shall be scheduled as soon as the arbitrator can schedule the hearing, and shall be at a location selected by the arbitrator to be the most convenient for those involved in the proceeding.

b. Each party to the arbitration shall bear its own costs. The challengers shall have the option of paying a pro-rata portion of the costs. The union shall pay the balance of such fees and expenses.

c. Challengers may, at their expense, be represented by counsel or other representative of choice. Challengers need not appear at any hearing and shall be permitted to instead file written statements with the arbitrator no later than the beginning of the arbitration hearing. Post-hearing statements may be filed in accordance with the provisions of Section 8(g). If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received and will decide the case based on the evidence and arguments submitted.

d. If a hearing is held, fourteen (14) days prior to the start of the hearing, a list of all exhibits intended to be introduced at the arbitration by the union and a list of all witnesses the union intends to call, except for exhibits and witnesses the union may have a right to receive copies of such exhibits by making a written request for them to the International Secretary-Treasurer. Additionally, copies of all exhibits shall be available for inspection and copying at the hearing.

e. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be the only evidence presented to the arbitrator. The presentation of evidence and argument to the arbitrator shall be either in writing or at a hearing, as determined by the arbitrator. The arbitrator shall receive and consider the evidence of witnesses by affidavit, giving it such weight as seems proper after consideration of any objection made to its admission.

f. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the dual needs of an informed and an expeditious arbitration. The arbitrator shall set forth in the decision the basis for the decision, giving full consideration to the legal requirements limiting the amount objectors may be charged.

g. If a hearing is held, the parties to the arbitration shall have the right to file a post-hearing statement within forty-five (45) days after both parties have completed submission of their cases at the hearing. Such statements may not introduce new evidence nor discuss evidence not introduced in the arbitration. The arbitrator shall issue a decision within forty-five (45) days after the final date for submission of post-hearing statements or within such other reasonable period as is consistent with the applicable AAA rules and the requirements of law.

h. The decision of the arbitrator shall be final and binding on all findings of fact supported by substantial evidence on the record considered as a whole and on other findings legally permitted to be binding on all parties.

i. Upon receipt of the arbitrator's award, any adjustment in favor of the challenger will be made from the escrow account.

9. Under Section 18.1 of the ATU Constitution and General Laws, each local union will be responsible for collecting and transmitting to the International Union each month from those who have made an objection the amount of the per capita tax certified as due under these procedures. In addition, each local will be responsible for developing a system covering local union fees that will meet the legal requirements relative to the objectors in the local. If the local union adopts the International procedures concerning fee objections on an integrated basis, no multiple notice (other than providing its independent auditor's report to nonmember employees represented by the local union if the local union has not exercised the option of assuming that the International Union's percentage of chargeable activities applies to the local union), objection, challenge or appeal procedures will be necessary, provided that any challenges to the International calculation pursuant to paragraph 7 of this ATU Statement of Law and Procedures Concerning Union Security Objections must still be filed timely and any delay in the provision of a local union's report shall not toll the thirty-day period for challenging the International calculation. If, however, the local union adopts an independent system covering local union expenditures other than per capita tax, such arrangements must, by law, be included in the local's procedures.

10. The provisions of this procedure shall be considered legally separable. Should any provision or portion thereof be held contrary to law by a court, administrative agency or arbitrator, the remaining provisions or portions thereof shall continue to be legally effective and binding.

NOTES

1. ATU-represented public employees in Illinois, Minnesota, Montana, or Oregon who are not members of the union are automatically considered objectors and are not required to make a filing under the provisions of Sections 2 and 4 of this Statement of Law and Procedures. The collective bargaining statute applicable to New Jersey public employers (with the significant exceptions of New Jersey Transit and NJT-Merger) has the same impact. Similarly, except where a more stringent union security arrangement was in place on January 1, 1970, and has been continued in accordance with the "grandfathering" provisions of state law, the Pennsylvania public employee bargaining statute only permits a fair share union security clause under which every nonmember is obligated to pay only a reduced fee based upon prior chargeable expenditures. Local unions representing such members shall forward the names of all such nonmember objectors to the International Secretary-Treasurer, including the objector's current home address and employer.

2. In accordance with applicable state laws, the reduced per capita tax owed by nonmember public employee objectors in Minnesota and New Jersey (except those working for New Jersey Transit or NJT-Merger) shall be computed utilizing either the percentage of chargeable expenditures as verified by the report of the independent auditor retained by the International or eighty-five (85%) percent, whichever is lesser.

3. State statutes covering public employees in Minnesota and New Jersey (again, other than those workers employed by New Jersey Transit or NJT-Merger) require that any person wishing to challenge the fees file an action with the state public employment board (Minnesota) or with a three-member board appointed by the governor specifically to hear fair share challenges (New Jersey). Where these statutes are applicable, any local union procedure must provide that the binding expediency review be through the applicable state process.
Amalgamated Transit Union - Analysis of Objectors' Expenses (Modified Cash Basis) - Year Ended June 30, 2017

To the Chair and Members of the General Executive Board of the Amalgamated Transit Union:

We have audited the accompanying Analysis of Objectors’ Expenses (modified cash basis) (the Analysis) of the Amalgamated Transit Union (the Union) for the year ended June 30, 2017 and the notes to the Analysis.

Management’s Responsibility for the Analysis

Management is responsible for the preparation and fair presentation of the Analysis in accordance with the modified cash basis of accounting, as described in Note 1 and the factors and assumptions discussed in the notes; this includes determining that the modified cash basis of accounting is an acceptable basis for the preparation of the Analysis in the circumstances.

Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of an Analysis that is free from material misstatement, whether due to fraud or error.

Auditors’ Responsibility

Our responsibility is to express an opinion on the Analysis based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the Analysis is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Analysis. The procedures selected depend on the auditor’s judgment, including the assessment of the risks of material misstatement of the Analysis, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity’s preparation and fair presentation of the Analysis in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of that entity’s internal control. Accordingly, we express no such opinion.

An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the Analysis.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the Analysis referred to above presents fairly, in all material respects, the includable expenses of the Amalgamated Transit Union for the year ended June 30, 2017, and the allocation between chargeable and non-chargeable expenses, on the modified cash basis of accounting described in Note 1 and significant factors and assumptions described in Note 2.

Basis of Accounting

As described in Note 1, the Analysis was prepared on a modified cash basis of accounting, which is a comprehensive basis of accounting other than generally accepted accounting principles in the United States. Our opinion is not modified with respect to that matter.

Other Matter

We have audited, in accordance with auditing standards generally accepted in the United States of America, the consolidated financial statements of the Amalgamated Transit Union as of and for the year ended June 30, 2017 and our report thereon dated September 25, 2017, expressed an unmodified opinion on those consolidated financial statements.

The total net (U.S.) includable expenses presented in the Analysis agree to the expenses in the audited consolidated financial statements of the Amalgamated Transit Union as of and for the year ended June 30, 2017, modified as discussed in Note 3. The allocations of expenses between chargeable and non-chargeable are based on the descriptions and the significant factors and assumptions described in Note 2. The accompanying Analysis was prepared for the purpose of determining the amount of the Union’s expenses that are chargeable or non-chargeable to fee objects. The accompanying Analysis is not intended to be a complete presentation of the Union’s consolidated financial statements.

Intended Use of This Letter

This report is intended solely for the information and use of the Amalgamated Transit Union and its fee objects and is not intended to be and should not be used by anyone other than these specified parties.

Caliber CPA Group, PLLC
Bethesda, MD
November 21, 2017

Note 1. Summary Of Significant Accounting Policies

Method of Accounting - Analysis of Objectors’ Expenses (modified cash basis) (the Analysis) is presented using a modified cash basis of accounting. Generally, expenses are recognized when paid rather than when the obligation is incurred. However, accruals of expenses are recorded for certain transactions with local unions, funeral benefits and other items.

Depreciation - Depreciation of property and equipment is charged to operations over the estimated useful lives of the assets using the straight-line method.

Benefit Payments - The Amalgamated Transit Union’s (the Union) Constitution and General Laws provide for the payment of a $1,000 funeral or dismemberment benefit on behalf of members and fee payers in good standing with one or more years of continuous membership or fee payment at the time of their death or dismemberment. An expense is recognized for the benefit for life members at the time they become life members. The costs associated with this benefit for other members and fee payers are accounted for upon disbursement of the benefit.

Estimates - The preparation of this Analysis requires management to make estimates and assumptions that affect the reported amounts of expenses during the reporting period. Actual results may differ from those estimates.

Note 2. Purpose of Analysis of Objectors’ Expenses and Significant Factors and Assumptions Used In Determining Chargeable and Non-Chargeable Expenses (Continued)

• All strike fund expenditures and other costs of group cohesion and economic action, e.g., demonstrations, general strike activity, informational picketing, etc.;
• All expenses for the education and training of members, officers and staff intended to prepare the participants to better perform chargeable activities;
• All funeral and dismemberment benefits; and
• An allocable amount of all net building expenses.

2. Non-Chargeable expenses include all other expenses.

E. For those expenses which have both chargeable and non-chargeable aspects, allocations are made using certain ratios. Significant ratios used for these allocated expenses include ratios based on salary costs supported by time records and other ratios such as printed line ratios for allocation of certain publication costs.

Note 3. Reconciliation of Analysis to Audited Financial Statements

The expenses included in this Analysis are based upon the total expenses of $40,165,291 reported in the audited consolidated financial statements of the Amalgamated Transit Union modified for the following: $5,769,703 in expenses relating to the ATU Training Center, Inc., a related consolidated entity, which have been excluded from this Analysis.

$3,362,822 in Canadian expenses has been excluded from this Analysis. $359,966 relating to various expenses which have been offset by corresponding revenue items have been excluded from this Analysis.

Note 4. Subsequent Events Review

Subsequent events have been evaluated through November 21, 2017, which is the date the Analysis was available to be issued. No material events or transactions which would require an additional adjustment to or disclosure in the accompanying Analysis was noted in this evaluation.
‘Nuestra supervivencia se hallará en nuestra solidaridad ... o no’

A medida que 2018 comienza ATU mira hacia atrás a un año lleno de acontecimientos. Se realizaron campañas significativas en nuestros dos países. En Canadá, continuamos con una campaña anti privatización en todo Ontario. En los Estados Unidos, tenemos todo tipo de luchas por la privatización, la seguridad en el lugar de trabajo y por sobrevivir a un gobierno que dedica sus esfuerzos a reducir salarios.

La administración de Trump se ha retirado su máscara y está claro que lo que usted obtiene NO es lo que le prometieron. Es difícil evitar la conclusión de que muchas personas trabajadoras se dejaron engañar para votar por esto.

El 2018 traerá ataques a los “derechos”. Los derechos son beneficios tales como la Seguridad Social y Medicare que realmente son ganados por los trabajadores.

Estados Unidos ha decidido no pagar sus cuentas. Podríamos pagarlas, si no tuviéramos las fuerzas militares más grandes del mundo. Los trabajadores pagan por esas fuerzas militares a pesar de en realidad existen para proteger a los multimillonarios y sus negocios.

Mantienen el flujo de petróleo y las vías de transporte abiertas. Tenemos bases militares y tropas en más de 100 países, pero no pudimos salvar a Puerto Rico de meses de vida infrahumana después de una tormenta.

Multimillonarios traidores

Por lo tanto, multimillonarios traidores usan nuestro dinero para proteger sus negocios. Pero almacenan su dinero en el extranjero para evitar impuestos.

A continuación, el Congreso obedientemente les da el perdón fiscal, rogándoles que “repatrien” su dinero. Repatriar ... Entonces, los republicanos toman prestados $1.5 billones para dar a estos mal patriotas más dinero, usando el dinero de los trabajadores para pagar la factura.

El 2018 es cuando llega la cuenta a la mesa. Excepto que, en este juego, aquellos que festejaron nunca pagan. La comida continúa en una mesa, mientras se paga en la otra.

No tenemos tiempo para los “Te lo dije”. Este es un momento para reunir a todas nuestras fuerzas. Habrá ataques directos a nuestro Sindicato en los próximos seis meses, diseñados por las mismas personas que diseñaron la legislación tributaria.

Quieren despojarle a usted de su capacidad para sobrevivir en un sindicato. Atacarán la estructura del sindicato, incluidas nuestras finanzas.

El lobo no está en la puerta, está en todas las habitaciones de la casa.

Nuestra supervivencia se hallará en nuestra solidaridad ... o no. Usted decide.

¿Quién dirige ATU?

Se requiere que cada Local de ATU realice reuniones sindicales mensuales. Todos los miembros deben asistir. Es en estas reuniones donde se deciden las cuestiones de su Local. Tienen lugar votaciones. Se aprueban planes. Se discuten los contratos y los beneficios. Si usted no va, está delegando su participación, su voz y su voto a los que sí lo hacen.

Piense en dedicar una hora al mes a formar parte de la conversación sindical.

¿Quién no debería dirigir ATU?

De vez en cuando escuchamos historias realmente horribles sobre abogados sindicales locales que se pasan de la raya. Nuestros abogados son contratados para brindarnos asesoramiento legal, no para dirigir una estrategia sindical, decidir qué es un buen contrato o decírnos cómo detener a un político.

Muchos abogados con los que he trabajado son personas maravillosas. Algunos han hecho cosas heroicas por el movimiento obrero.

Desafortunadamente, a menudo algunos buenos abogados no pueden permanecer en su carril y limitar su contribución a lo que entienden: la ley. Debemos mostrarles el respeto que merecen como abogados del sindicato.

Pero ellos deben mostrarnos el respeto que merecemos como adultos capaces de tomar decisiones sin ser menospreciados.
Si los abogados del sindicato les dicen a los miembros que son “demasiado tontos para entender el contrato” o amenazan a los miembros con que “mejor acepten un trato o...” deben recordar a quién pertenece este sindicato.

Si su local enfrenta serias amenazas externas, especialmente debido a que los tribunales están siendo tomados por los derechistas, no cuente con que los abogados o los tribunales le salvarán. Este sindicato fue construido por trabajadores del transporte público, no por consultores. Usted no puede demandar ni arbitrar su camino al poder.

Poder es lo que usted necesita para ganar. Los miembros, una vez informados y organizados, son los constructores de poder. Casi el 100% de los desafíos que enfrentamos son posibles puntos de manifestación para nuestros pasajeros. Tenemos 100 pasajeros por cada miembro activo. Piense en eso.

Confíe en sus miembros y sus pasajeros, no en un par de abogados y un juez.

El conductor de autobús Joe, y la pasajera de autobús Jane, sufren las consecuencias del plan fiscal de Trump

“En nombre de Joe el conductor de autobús, y Jane, la pasajera del autobús, condenamos la aprobación por parte del Congreso del plan fiscal republicano. La apropiación de dinero más escandalosa en la historia de nuestro país que destruirá lo que queda de la clase media estadounidense”, dijo el presidente internacional Larry Hanley.

La Oficina de Presupuesto del Congreso informa que para 2027, las personas que ganen entre $40,000 y $50,000 pagarán un total combinado de $5.300 millones más en impuestos. Mientras tanto, las personas ricas que ganan un millón de dólares o más obtendrán un recorte de impuestos combinado de $5.8 mil millones.

$1.5 billones agregados al déficit federal

Para colmo de males, a través de esta legislación obscena, Estados Unidos se endeudará aún más, sumando $1.5 billones al déficit federal en 10 años.

“Estados Unidos es el país más rico de la historia, pero no podemos pagar nuestras deudas. Debemos 20 billones de dólares y ahora el Congreso agregará más de un billón de dólares para darles a las personas con cortinas de oro dinero que ni siquiera necesitan”, continuó Hanley. “Mientras que personas de la clase trabajadora como Joe y Jane son olvidadas”.

Esta legislación también limitará los impuestos estatales y locales e impuestos a la propiedad combinados de Joe a $10,000, por lo que le será más difícil llegar a fin de mes y ahorrar para la universidad de sus hijos. Joe ha conducido un autobús durante 10 años y deberá retirarse pronto debido a problemas crónicos de espalda y riñones. Necesitará cuidados médicos continuos y costosos por el resto de su vida. Pero según el nuevo proyecto de ley, Joe no podrá deducir gastos médicos no reembolsados que superen el 10% de su ingreso bruto ajustado.

Como resultado, Joe también acabará pagando miles de dólares en impuestos federales sobre la renta adicionales. Puede perder su casa después de agotar sus ahorros de jubilación.

Y a Jane, que depende del transporte público todos los días para trasladarse a su trabajo en la tienda de comestibles, no le va a ir mucho mejor. La ley actual le proporciona un beneficio fiscal por utilizar el transporte público para trasladarse al trabajo. Según esta legislación, los empleadores que subvencionan el transporte ya no pueden descontar esas subvenciones a efectos del impuesto de sociedades. Por lo que es muy probable que el jefe de Jane se retire del programa. Puede que Jane tenga que caminar las cinco millas hasta su trabajo si no organiza una exención de nómina antes de impuestos por transporte con su empleador.

13 millones perderán su seguro de salud

Para colmo de males, el proyecto de ley exige la derogación del mandato de la Ley de Cuidado de Salud Asequible para que la mayoría de las personas tengan seguro de salud. Esto dejaría a 13 millones de personas sin seguro e incrementaría las primas para muchos otros que ya están luchando para pagar su cobertura.
“En lugar de avanzar hacia la universalización del cuidado de salud, se están moviendo para universalizar la pobreza médica”, afirmó Hanley. “Y puedes apostar a que luego vendrán a por Medicare y Medicaid”.

Mientras tanto, las empresas estadounidenses y el 1% están alentando este proyecto de ley. Se volverán aún más ricos a través de recortes de impuestos corporativos masivos y permanentes, convirtiendo a los millonarios en multimillonarios mientras se olvidan del resto de los Estados Unidos.

El transporte público también pierde

“¿Dónde va a encontrar el Congreso los ingresos necesarios para financiar el evasivo paquete de infraestructura de un billón de dólares que casi todos en Washington pensaron que era una buena idea?”, preguntó Hanley. “No será del Highway Trust Fund (HTF) que no se trata en esta legislación. Eso no es bueno para Joe, Jane o cualquier otro estadounidense que viaje todos los días en nuestros ruinosos caminos, puentes o sistemas de transporte”.

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In Memoriam

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KEESLER POLK JR
WILLARD D POLK
IRA L MILTON
WILLIAM H LOFTIN
ISAAC JONES
SHIRLEY JACKSON
LARRY GLADNEY
LENARD GILBERT JR
WALTER F GIBSON JR
FRANK V DIAZ
GENE M BELLS
SAMMIE ANDERSON
YVONNE ALTMAN
241- CHICAGO, IL
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ANTHONY RIZZI
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OSWALD A PATTERSON
FRANCISCO E MOURO
JOHN DOUGLAS MORTON
LLOYD JOSEPH GARDNER
ODINO DURATTI
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HARRY ELMER KIRSCH
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RICHARD J MAWDSLEY
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22- WORCESTER, MA
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JACK REEL
JAMES O FRIEND
JOSEPH L ENGLISH
JOSEPH BARBER
1- MEMBERS AT LARGE
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618- PROVIDENCE, RI
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1602- ST CATHARINES, ON
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CHARLES H BOYETTE

IN TRANSIT
REMINDER
ATU HEADQUARTERS HAS MOVED TO A NEW ADDRESS

ATU International Headquarters moved to a new location in November 2015. Please send all correspondence to our new address at: ATU International

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