NEWSBRIEFS

Report bus and maintenance safety issues on the ATU App

Many ATU operators and maintenance workers are forced to work on unsafe vehicles and in unsafe working conditions. Now you can help us to fight for your safety by reporting those safety violations on the ATU App. Just download the App to your smartphone, go to the “Report Bus and Maintenance Safety Violations and Defects” page and fill out the form. Remember to follow your transit agency’s cell phone policies when operating your vehicle.

Download the ATU App at http://www.atu.org/action/atu-mobile-app

Toronto bus driver reunites distraught rider with lost money

At least once a month we hear a story about an ATU member going above and beyond the call of duty making us proud to be part of this great Union. The latest story comes from Toronto. A man who was rattled with grief after his mother’s death left $50,000 and his passport on a TTC bus. The man seemed to have lost everything.

But lucky for him, TTC driver Daniel Clavette found the items and returned them to their rightful owner. Clavette was honored for his good deed with a ‘Good Samaritan Award’. ATU salutes our brother for his honesty and integrity.

BART, Metro shutdowns reveal need for transit funding

Washington, DC’s Metro system shut down for a day in March to do a complete safety inspection and found multiple safety problems that will mean partial shutdowns to fix the problems over several years. A busy section of BART track in San Francisco was shut down recently due to power surges that have damaged 50 rail cars. BART has been running “bus bridges” around the faulty section while determining what’s wrong. Anyone who has taken BART and Metro (both opened in the early ’70s) will agree they look very similar. Now, both have a lot of deferred maintenance to do to provide safe, reliable transportation.

INTERNATIONAL OFFICERS EMERITUS

International President Jim La Sala, ret.
International President Warren George, ret.
International Executive Vice President Ellis Franklin, ret.
International Executive Vice President Mike Siano, ret.

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2 International Officers & General Executive Board
   News Briefs
3 Index Page
4 The human cost of privatization - MARTA outsourcing Mobility leaving workers and riders behind
5 Public transit gets ‘unsexy’ boost in Trudeau budget
   NDP calls for end of BC referendum requirement for transit funding
6 Canadian Agenda: ATU Canada begins journey training and fighting for members
9 International President’s Message: Why aren’t we outraged?
10 International Executive Vice President’s Message: ATU training and homework!
11 International Secretary-Treasurer’s Message: State, local elections more important than you think
12 TriMet stops paying new workers for time at Portland Local orientation
   New rule will force employers to reveal firms hired to thwart union organizing
16 Don’t miss the 58th ATU Convention in Toronto because you don’t have a valid passport
17 Transit activists: Voices of ‘regular Calgarians’ drowned out
   ATU launches new radio show on Baltimore’s WOLB 1010
18 Polly Finkley: 36 years and counting
19 Riders appreciate the love a driver spreads on her route
20 Crime Report: Drivers punched, kicked, stabbed across North America
21 ATU, transit systems working to improve safety
22 ATU condemns Belgium bombings says mass transit security critical
   US House members urge strong funding to keep public transit secure
23 Memphis City Council cuts service despite pleas to ‘use their hearts’
   TransDev found guilty of unfair labor practices in Phoenix
24 Supreme Court Friedrichs deadlock a worker victory - for now
25 Kelowna drivers saves lost dog looking for deceased owner
26 CLC: Budget is first step toward fairer, more prosperous Canada
   Winnipeg member not giving up hope of finding missing wife
27 ATU Canada demands transit service equity in GTHA
   Saskatoon members stage casual clothes protest of stalled talks
28 Translations (Spanish)
31 In Memoriam
32 The ATU mobile app
MARTA Mobility bus operator Preyonda Price loves her job helping Atlantans with disabilities and seniors get to the doctor, church, grocery store and other daily tasks. But sadly the Local 732 member and single mother, who also cares for her own mother and grandmother, may have to look for a new job because she is now going to have to pay more than $1,800 per month for health care costs – almost more than she makes.

Why? Because MARTA is privatizing its paratransit service, contracting it out to MV Transportation in direct violation of its contract with Local 732.

Adding insult to injury, Price and her fellow workers will also lose their pensions and hundreds could lose their job as a result of MARTA outsourcing this critical service that many people depend on each day.

‘Devastating’

“This is devastating to me and my family. I’ve already had to give up my house, and move with my children into my mom’s apartment with my grandmother,” Price said. “I love my job and the people I pick up each day. It’s not an easy job; it’s humbling. And MARTA is trying to take it away from me. My kids have health issues and now I’m not going to be able to afford to provide the care they need. I’m one of many of my fellow workers facing this dim future.”

This is the cost of privatization – real hard working people losing their livelihood and their health care while greedy executives at private transit companies get bonuses.

Riders lose too

Riders also lose. These private companies win transit contracts with lofty promises of cutting costs and improving service, but time after time they end up costing more, leading to fare increases, service cuts, and safety and maintenance shortcuts.

This isn’t a new story at MARTA. The board and CEO Keith Parker have been scheming to dismantle and sell off MARTA to private contractor for years.

They say people learn from their mistakes, but that doesn’t seem to apply to MARTA. The agency outsourced paratransit in the 1990s, but the service was so bad the Board brought it back in-house.

Furthermore, in a previous job Parker commissioned a report sponsored by the Federal Transit Administration concluding that the quality and stability of privately operated paratransit service is extremely poor, nationwide, compared to service operated by public agencies.

Disturbing trend

This is a disturbing national trend says a new report, by the group, “In the Public Interest”, detailing the many ways private contractors harm the public, workers and the environment in their pursuit of profit.

Cutting Corners describes how companies, like First Transit and MV, have reduced the quality and accessibility of services, lowered worker wages, and sidestepped protections for the public and the environment.

“MARTA once lifted a generation of workers, especially African Americans, into the middle class,” said Local 732 President Curtis Howard. “Now, MARTA is throwing those workers under the bus by ramrodding the outsourcing of its Mobility service and leaving our city’s most transit dependent – seniors and people with disabilities – to face an uncertain and unsafe future.”
Public transit gets ‘unsexy’ boost in Trudeau budget

What Canadian Prime Minister Justin Trudeau calls “unsexy infrastructure” and public transit projects got a big boost in the 2016 federal budget the Liberal government sent to Parliament. At $3.4 billion, public transit tops the list of infrastructure projects that will receive $11.9 billion in additional funding over the next five years.

‘Truly a cities budget’

“This is truly a cities budget and I’m encouraged by the investments being made in Toronto from transit to social housing, green infrastructure to heritage and culture,” says Toronto Mayor John Tory. As always, ATU Locals will be watching to see whether or not any of that money will be funneled into private, nonunion companies.

Ottawa and Quebec will receive over $2.41 billion of the new money which will also pay for many other types of infrastructure that were neglected during the years of Conservative governments.

‘Very sexy, indeed’

Mayors across the nation were very happy with the Liberal budget, especially after years of Conservative “anti-city” budgets. Mayor Tory went so far as to say that the new money was “very sexy, indeed.”

But, transit advocates warn that, while it’s good to see the federal government back in the transit business, even $3.4 billion won’t pay for everything Canadian transit needs. TTC, alone, has a $3 billion backlog of maintenance and repair that must eventually be done.

NDP calls for end of BC referendum requirement for transit funding

With the prospect of $370 million in new federal money coming in to pay half the cost of new transit projects, British Columbia NDP Leader John Horgan is repeating his call to end Metro Vancouver’s requirement that a referendum be held on any new transit proposals.

“We’ve wasted three years of the Christy Clark mandate without any meaningful action on transit improvements in the Lower Mainland because of their requirement of a referendum,” says Horgan. “With the federal government coming forward with a 50% contribution, I believe that’s a golden opportunity for immediate action. We should spike [the referendum requirement] today and move as quickly as possible to take advantage of the federal dollars on the table.”

Voters rejected plan last year

Vancouver area voters rejected an ATU-initiated plan last year to create a 0.5% sales tax to pay their share of an ambitious $7.5 billion transit project.

Now that new federal money is becoming available for much needed transit improvements in Vancouver, provincial leaders are trying to find a way to avoid the big negative debates generated by referendums on transit projects that could, otherwise, take advantage of the new federal spending.
Canadian Agenda

ATU Canada begins journey training and fighting for members

by ATU Canada President Paul Thorp

Every journey of a thousand miles begins with a single step. ATU Canada has taken that step and is off and running.

I have always believed that the more educated our members are, the stronger we all will be. ATU Canada has already held a number of training sessions and the feedback from the Locals is: “Give us more!”

With the help and financial commitment of International President Hanley ATU Canada conducted training sessions across the country. Our goal is to continue to hold these trainings on a variety of topics throughout the year. Information on ATU Canada trainings and their locations can be found on the ATU Canada website at www.atucanada.ca.

A legislative agenda

In addition to reaching out and educating our members, ATU Canada has begun making our positions known on political matters that affect us. With the release of the Liberals’ federal budget in March (see page 5), we have begun informing all 338 Members of Parliament exactly what we stand for and support. Working in collaboration with the International, we have designed a legislative agenda that outlines the challenges our members face and what we would like to see done.

ATU Canada is poised to have a real impact on our national and provincial legislative agenda. Recent polling shows that increased infrastructure, and a cleaner environment are priorities for Canadian working class citizens. And, while attending a recent Ontario Federation of Labour rally at Queens Park in Toronto, we joined other trade unionists in demanding that the government build on our Canadian values of equality, and reverse the policies of austerity that keep us from building “The Ontario We Want.”

Canada depends on union members

This country was built by working class union members, and Canada still depends on them to thrive. Our economy flourishes when people who have good paying jobs aren’t afraid to spend their money.

But, somewhere along the way governments and society’s “1%” managed to convince many in the working class that unions are bad; that they should work harder for less; settle for precarious part-time employment, and worry that they won’t have enough money to send their children to university, much less have enough to live on when they retire. Isn’t it time for the working class to rise up, demand equality, and refuse to wait to be given the leftovers of society’s “1%”?

This is the mantle that we, as unionists, must don. The journey of the labour movement is far from over. As we see time and again in so many news reports, our locals are fighting harder in every round of collective bargaining just to maintain what they achieved in negotiations decades ago. Over the coming months ATU Canada will be working with the Canadian Labour Congress (CLC) to lobby the government to ensure that ATU members and Canada’s working class are heard.

Follow us on twitter
www.twitter.com/atucomm
ELECTIONS
Elections will be held Friday, June 10, 2016, for any open positions of the ATU Canada Executive Board.

DELEGATE EXPENSES
As per Article 16.01 of ATU Canada By-Laws, any local submitting a claim for financial assistance to attend the Conference will have their claim reviewed by the Executive Board for a decision.

According to Article 16.01 of ATU Canada By-Laws, this states in part:

Where a Local Union is unable to send a delegate due to financial constraints, upon written request to the ATU Canada with such proof, ATU Canada will provide the lowest excursion air fare available or as per C.R.A. standards per kilometre for use of automobile (the total which will not exceed the total air fare) plus 4 nights’ accommodations and one hundred dollars ($100.00) per day per diem for four (4) days.

The proof that will be required shall be the most recent audited financial statement of the Local Union submitted to the international office and any other pertinent information that will assist the Executive Board in arriving at a fair decision.
HOTEL ACCOMMODATIONS

Room rates (plus applicable taxes) have been established at $140.00 per night for a “Superior Room” (single or double occupancy) or $165.00 per night for a “Premium Room”.

Please call the hotel directly at 250-860-6185 or toll free at 1-877-203-1640 to make your reservation stating the hotel group code CCH-GFC18608. The cut-off date for the hotel is May 5, 2016.

MAKE YOUR RESERVATION EARLY!

REGISTRATION FEES

| Delegates | $100.00 |
| Alternate Delegates, Visitors, Spouses | $50.00 |

The above amounts are to be paid to ATU Canada office when registration forms are submitted, as per Article 6.03 and 6.04 of ATU Canada By-Laws.

REGISTRATION DATE AND TIME

Conference registration will take place:

Tuesday, June 7: 5:00 p.m. – 8:00 p.m.
Wednesday June 8: 7:30 a.m. – 9:00 a.m.

TRAVEL ARRANGEMENTS

When making travel arrangements, please plan to arrive in time to attend a presentation on the labour history in Canada on Tuesday evening and remain for the full day’s session on Saturday. Sunday is the ideal travel day if your schedule allows it.

We have registered our conference for those travelling with Air Canada. When booking online at aircanada.com enter this promotion code in the search panel DH9NHP21 to receive 10% off of Tango Plus or better fares.

GOLF TOURNAMENT

Local 1722 will be hosting a Golf Tournament on Tuesday, June 7, at The Harvest Golf Club for all interested delegates and guests of this year’s Conference. Please register by May 15, 2016, by contacting Gord Irish or Al Peressini. Registration is $130.00.

BANQUET

A banquet will take place on Friday, June 10, at the Coast Capri Hotel. Details will be included in the Final Conference Call.

An agenda will be included with the Second Conference Call. On behalf of the Executive Board, we look forward to seeing you all in Kelowna in June.

In Solidarity,

Paul Thorp
President
ATU Canada
We are not outraged enough. The cover of this magazine proves it – if you know the story. It’s the story of a nine-year veteran driver in Atlanta, who suddenly finds her life invaded by MV Transportation. MV is one of the private contractors that offers your labor at low wages to cities and agencies.

How does MV do it?
First things first: The workers have to lose their pension. Why? – Cheaper.

The next thing is tricking them out of their health care. That’s a little sneakier. They tell the public they have health care for their employees. Then they price it so high that no worker can ever afford it.

In Atlanta MV has actually priced family healthcare so high ($1,800 a month) that some workers would have a net negative income if they used it – yes, that’s right, some employees would have to pay more than they earn to get health insurance at MV. In effect, they’d be paying the company to work there!

Then, many workers will flee their job and apply for social services, including Medicaid and food stamps. Now, with a newer workforce, MV lowers wages. It’s a trifecta of pain for the workers and a huge profit for the bosses.

This is the story being told by Bernie Sanders in his campaign. We need to listen.

We need to get angry
But there’s more. We need to get angry.

These are our Sisters and Brothers being thrown to the curb and cheated out of their jobs and lives by a few sinister politicians – almost all members of the Democratic Party. Look at the picture of Preyonda Price on our cover. Preyonda is YOU, she is ME, she is ALL OF US.

A worker, a single parent, a woman caring for her mother as well as her children, struggling and playing by the rules… Yeah, that’s the real America, my friend. That’s an ATU member being ripped from her job and her benefits in Atlanta today. It raises an inconvenient truth pointed out by Mario Cuomo in his grand speech to the 1984 Democratic Convention when he said:

“In our family are gathered everyone from the abject poor of Essex County in New York, to the enlightened affluent of the gold coasts at both ends of the nation. And in between is the heart of our constituency – the middle class, the people not rich enough to be worry-free, but not poor enough to be on welfare; the middle class – those people who work for a living because they have to, not because some psychiatrist told them it was a convenient way to fill the interval between birth and eternity.”

‘Nothing but gangsters’
And here in Atlanta and in many U.S. cities there are the “Private Transit Operators” who are nothing but gangsters ripping off the American public, driving income inequality up and workers’ wages down.

It is uglier than we admit and it is theft engineered through often corrupt business practices and relationships. We must act now to fight this scourge everywhere. We can start by focusing now on Atlanta.

Get angry… challenge politicians every time you can and let’s fight these companies more every day.

Use the ATU App to find out what you can do!
ATU training and homework!

ATU training has empowered Locals to conduct campaigns to obtain contracts after years of management delay, to fight privatization, and to protect pension plans. Today we have a cadre of trained members who are raising community awareness about the need for comprehensive transit planning.

Planning, of course, doesn’t produce results without money. Unfortunately Congress passed no-growth transportation budgets for many years – starving many properties.

However, American public transit is now set to receive its first real boost in many years as a result of the recently enacted FAST Act. The question arises however, after years of neglect, how will transit agencies use this new funding?

One answer may be found in the current love affair between American municipalities and the streetcar or modified bus rapid transit systems that typically run in a loop shuttling tourists to local businesses and sports venues. Federal new start grants given to help rebuild cities encourage these projects that look great on paper, but do little to meet the everyday real transit needs of our cities.

ATU training instructs members how to create local coalitions to make sure that local transit funding provides transportation for an area’s everyday commuters – particularly the poor.

TIF

Tax Increment Financing (TIF’s) is another public financing tool used to subsidize U.S. infrastructure and other community improvement projects. In Ontario the Ministry of Public Affairs refers to TIFs as “Community Improvement Plans”. The Canadian CD Howe Institute just released (March 29, 2016, entitled “Tapping the Land.”) a study which suggest that, “Cities across Canada should consider TIFs as a new and innovative approach to financing infrastructure spending.”

TIF advocates exploit predictions of economic development and increased tax revenue to talk cities into giving them big tax breaks to build and operate all sorts of projects – sometimes, for as long as 25 years. Developers will claim that these projects are economically unfeasible without tax reductions.

If the project fails to meet growth projections, taxpayers are stuck footing the bill, while developers are protected from any liability for the city’s losses.

Often local politicians seek startup grants from the federal government for streetcars. The problem is that cities divert money from their bus systems to fund their portion of the streetcar acquisition cost – often without a thought as to how the long term operating cost will be handled. The result inevitably is higher fares, less service, deferred maintenance, or some combination of such.

Transit must be planned

And that doesn’t just happen. It must be planned in a responsible and coordinated fashion to fulfill a real public need – not just satisfy the demands of developers. ATU has shown time and time again that when wise city leaders work with employee unions a public consensus on building infrastructure and public transit that benefits everyone can be achieved.

Please visit www.atu.org for more information and the latest ATU news.
State, local elections more important than you think

If you’re like most people, you probably feel a bit besieged by the barrage of news emanating from the U.S. presidential primary campaigns.

ATU has endorsed Senator Bernie Sanders. We think his record demonstrates that he will actually do everything he can to defend the rights of Labor, and rebuild the nation’s public transit infrastructure.

Now, I suspect that some of our members are attracted to Donald Trump because a lot of his rhetoric seems to mirror the concerns of organized labor. But remember that in addition to what they say, it’s important to observe the candidates in action, and find out what their past records reveal about them.

In Donald Trump, we have a candidate who is capable of changing his position on any given issue – even when it contradicts something he said just minutes before! That and his one-time assertion that American workers make too much money marks him a candidate we could hardly rely on to fight for unions and transit.

Despite or because of “the Donald’s” profane, erratic, and pugnacious pronouncements, he has dominated the airwaves like no other candidate since the dawn of television. It wouldn’t be surprising if someone arriving in America for the first time thought that the presidential contest was the only election being held in November.

The importance of state, local elections

Even though we know that’s not true, we do tend to pay little attention to many state and local campaigns until an election is just upon us. Even then, many voters will simply ignore the list of local candidates and propositions they see in the voting booth because they just don’t know anything about them.

These voters might think that these down-ballot elections and questions have little to do with them, but they are mistaken.

We know, of course that Senators and Members of the House of Representatives have a great impact on federal policies regarding Labor and public transit. No matter who is president, he or she will not accomplish much without the agreement of Congress. And, so, who you vote to represent you in Congress is just as important as who you vote for president.

Local decisions can affect our jobs

Governors and state legislators are extremely important too. They determine transit and labor policies that affect us all. County executives and city councillors make important decisions that affect our jobs, and ballot initiatives can have crucial significance for our future.

This is why the anti-union organizations funded by the Koch brothers are now using state and local legislators to cancel transit projects and pass right-to-work legislation. They have found that they can do more to destroy unions locally than they can at the federal level.

So, we should all take the time to learn about our state and local candidates and ballot questions before we get in line for the voting booth. How you vote could make all the difference in the political decisions that affect your family.

Please visit www.atu.org for more information and the latest ATU news.
TriMet stops paying new workers for time at Portland Local orientation

In a sudden reversal of a longstanding policy, TriMet, the transit agency in Portland, OR, has stopped paying new front-line employees for the time spent attending union orientation meetings. The decision has added another layer of difficulty to coming contract negotiations between the agency and Local 757.

TriMet is claiming that paying for one or two hours of union meeting time violates a 2013 Oregon law prohibiting public employers “from assisting, promoting or deterring union organizing.” The agency also cites a state ruling that found the City of Portland couldn’t pay for the benefits of a union official.

TriMet says it would be open to a shorter, 15-minute orientation on paid time, which would be a “de minimis” use of public funds (too small to matter).

‘Quite common’

Jeff Klatke, president of Oregon AFSCME, objects to the new policy, asserting, “We’ve been able to negotiate this. It’s not illegal, and it’s not unconstitutional. It’s quite common.”

Keith Cunningham-Parmeter, a labor and employment law professor at Willamette University, adds, “This is not a novel issue at all. It’s settled law that assisting a union in these ways is perfectly permissible.”

New rule will force employers to reveal firms hired to thwart union organizing

Employers today commonly engage third-party consultants in crafting and delivering anti-union messages to their employees during organizing campaigns. Workers often do not know when employers hire consultants behind the scenes to influence their decisions.

To address this lack of transparency, a new rule from the Department of Labor (DOL) will require reporting of employer-consultant, or “persuader” agreements – to complement the information that unions already report on their organizing expenditures, resulting in better information for workers making decisions on whether or not to form a union or bargain collectively.

‘A matter of basic fairness’

“Workers should know who is behind an anti-union message. It’s a matter of basic fairness,” says Secretary of Labor Thomas E. Perez. “This new rule will allow workers to know whether the messages they’re hearing are coming directly from their employer or from a paid, third-party consultant. Full disclosure of persuader agreements gives workers the information they need to make informed choices about how they pursue their rights to organize and bargain collectively. As in all elections, more information means better decisions.”

The change will be applicable to arrangements, agreements, and payments made on or after July 1, 2016. The final rule and additional information is available on the OLMS website at http://www.dol.gov/olms/regs/compliance/ecr_finalrule.htm.
Fellow ATU Members:

In compliance with the Constitution and General Laws of our Union, I am notifying you that the Fifty-Eighth Convention of our Union will convene at the Sheraton Centre Toronto Hotel, 123 Queen Street West, Toronto, ON, M5H 2M9, on Monday, October 3, 2016, at 9:00 a.m.

Basis of Representation

The basis of representation regulating the election of delegates to the Convention is found in the following sections of the Constitution and General Laws:

Section 6.4 Representation; LU.* The basis of representation to the Convention shall be one (1) delegate for each LU [local union] having three hundred (300) or fewer members. An LU having three hundred and one (301) up to six hundred and fifty (650) members shall be entitled to two (2) delegates. An LU having six hundred and fifty-one (651) up to nine hundred and fifty (950) members shall be entitled to three (3) delegates. An LU having from nine hundred and fifty-one (951) up to twelve hundred and fifty (1,250) members shall be entitled to four (4) delegates and for each additional four hundred (400) members or fraction thereof, shall be entitled to one (1) additional delegate. In totaling membership only those in good standing for the month of May preceding the Convention are to be counted. In case special Conventions are called, basis for representation shall be the membership in good standing for the month in which the call for the Convention is issued.

*NOTE: In accordance with Section 6.4, representation of local unions will be based on the membership of the local in good standing for the month of May preceding the Convention. Accordingly, credentials cannot be forwarded to locals until the May 2016 monthly membership report has been received at the international office.

Section 6.5 Representation; JBC.* The basis for representation to the Convention by a JBC [Joint Bargaining Council], formed for collective bargaining purposes pursuant to Section 24 of [the] Constitution, shall be one (1) delegate, except that a JBC representing more than five thousand (5,000) members shall be entitled to two (2) delegates. A JBC representing more than twelve thousand (12,000) members shall be entitled to three (3) delegates. No member represented by the JBC who is, by virtue of his or her office in the LU or otherwise, a delegate from his or her LU, shall be eligible to serve as delegate from the JBC. Delegates from a JBC shall not have the right to
vote in the election of international officers unless elected by secret ballot vote among the membership represented by the JBC. The provisions of [the] Constitution relating to delegates from LUs shall also govern delegates from a JBC unless clearly inapplicable.

Section 6.6 Representation; CC.* The CC [Canadian Council] shall be entitled to one (1) delegate. No member of a Canadian LU participating in the CC who is, by virtue of his or her office in the LU or otherwise, a delegate from his or her LU, shall be eligible to serve as delegate from the CC. The delegate from the CC shall not have the right to vote in the election of international officers. The provisions of [the] Constitution relating to delegates from the LUs shall also govern the delegate from the CC unless clearly inapplicable.

*NOTE: ATU Canada is the successor of the Canadian Council (CC).

Delegates

Section 6.7 Delegates. The election of delegates must be held at least six (6) weeks previous to the Convention. A member, to be eligible to run for delegate, must have been a member in continuous good standing of his or her LU the two (2) years next preceding the day of the nomination meeting. When an LU has not been in existence for the two-year period, the LU shall elect its other delegates from among its members.

Except where, pursuant to Section 14.2 of [the] Constitution, a meeting attendance requirement is imposed as a condition of eligibility for such an office, the president-business agent, FS/BA, or RS/BA where applicable, shall, by virtue of his or her office, be the first (1st) LU convention delegate and the FS (president in LUs where the president is not BA) shall, by virtue of his or her office, be the second (2nd) LU convention delegate and the election ballot shall in each instance so state.

Except where, pursuant to Section 14.2 of [the] Constitution, a meeting attendance requirement is imposed as a condition of eligibility for any such office, an LU may provide in local bylaws that local officers and executive board members may be delegates to Conventions of the ATU by virtue of their office, the ballot must state “and Convention Delegate” or “and Alternate Delegate”, as appropriate, after each such office.

Section 6.8 Alternates. LUs shall provide in their bylaws for the election of alternate delegates to the Convention by secret ballot, provided that nothing herein shall prohibit LUs from providing in their bylaws that LU officers may serve as alternate delegates by virtue of their office unless and except where, pursuant to Section 14.2 of [the] Constitution, a meeting attendance requirement is imposed as a condition of eligibility for such an office.

Section 6.9 Disqualifications. Members who have voluntarily left the service in which the LU, JBC or the IU is engaged, shall not be eligible as delegates to a Convention of this Union and no member elected as a delegate who has left the active service for reasons other than retirement upon pension shall be seated or serve as a delegate to a Convention of this Union.

Section 6.15 Excused Absences. The policies, laws and plans for the direction of this Union shall be adopted and put into force from time to time by direction of the regular Conventions of this Union, and it shall be the duty of each and every local of this Union to be represented at these Conventions by one (1) or more delegates. No LU shall be excused from being represented except from distressed conditions, owing to lockouts, strikes or causes of that
kind. In such cases the LU affected shall apply to the IP no later than the tenth (10th) of May in the year in which the Convention is held for permission to be excused from sending delegates to the Convention. The IP shall investigate and rule upon such applications. Unless excused by the IP, all LUs shall be represented as this Constitution provides.

Credentials

Section 6.10 Credentials.* Each delegate shall establish his or her claim to a seat by credential signed by the president and RS [recording secretary] of the LU he or she represents, with the seal of said LU attached. LUs shall send names of the respective delegates and alternates elected to the international office of the ATU at least four (4) weeks prior to the date of the Convention. Credentials shall be given each delegate elected, signed by the president and RS and the seal of the LU attached thereto.

*NOTE: Delegates to the Convention cannot be seated without valid credentials signed by the president and recording secretary of the LU they represent with the seal of the LU attached.

Section 6.14 Financial Requirements. Delegates shall not be entitled to a seat in the Convention unless all taxes and assessments of their LU have been paid in full.

Resolutions

Section 6.16 Resolutions. Resolutions contemplative of amendments to the Constitution and General Laws of the IU shall first be approved by the LU and bear its official seal and then shall be forwarded to the international office in time to be in the hands of the IP not later than the first (1st) of August in the year in which the Convention is held. Such resolutions so received by the IP shall be printed and placed in the hands of convention delegates at the opening of the particular Convention at which said resolutions are proposed to be presented. All resolution(s) received by the first (1st) of April in the year in which the Convention is held will be published in the May/June issue of In Transit in the year in which the Convention is held. No resolution contemplative of amending the Constitution and General Laws, except as herein provided, shall be considered by Conventions, except on permission or direction by vote of two-thirds of the delegates present.

Voting

Section 6.11 Voting. Each delegate shall be entitled to one (1) vote, no proxy votes being allowed.

Expenses

Section 6.13 Delegate Expenses.* The IU shall pay one thousand dollars ($1,000.00) to each LU, JBC, and [the] CC towards the mileage and legitimate expenses of an LU, JBC and CC’s first delegate and an additional seven hundred and fifty dollars ( $750.00) to an LU, JBC and [the] CC sending two (2) or more delegates. The IU shall pay an additional one thousand dollars ($1,000.00) to each LU with three hundred (300) or fewer members towards delegate expenses. All other mileage and legitimate expenses for delegates shall be borne by the LU, JBC and CC they represent.

*NOTE: Pursuant to Section 6.2, the General Executive Board has enacted a registration fee of $175 for each delegate and guest ($50 for guests under 12 years of age).

Headquarters

The headquarters for the Convention will be the Sheraton Centre Toronto Hotel, 123 Queen Street West, Toronto, ON, M5H 2M9. All requests for hotel reservations must be made through the ATU-dedicated internet reservation process which can be accessed via the link posted on the International Union’s website (www.atu.org), or by mailing a completed convention hotel reservation form to ATU international headquarters at the address provided on the form. Any reservations made by other means, including a travel agent or an internet travel service, will not receive the negotiated group rate.

Hotel Rates

The convention hotel is the Sheraton Centre Toronto Hotel. The daily guest room rate is: $189.00 for single or double (plus 13% applicable tax).
Transportation
Delegates must make their own arrangements for transportation individually or in groups by bus, rail, air, or private automobile according to their own desires. ATU will provide free transportation and luggage assistance for air travelers from Toronto Pearson International Airport to the Convention hotel.

Passports
All American citizens must have a valid passport to enter Canada. Those without a valid passport will be turned back by Canadian border agents at the border or upon their arrival at the airport in Canada. U.S. delegates, alternates, and guests can apply for, or renew their passport at: http://travel.state.gov

Attendance
I call to the attention of each local union Section 6.15 of the Constitution, which provides that it shall be the duty of every local union to be represented at the Convention by one or more delegates.

Value of Attending
The laws and policies of this Union are amended and adopted by the Conventions of our Union. It is essential that all of our local unions recognize the importance of the coming Convention and arrange to send delegates. I therefore look forward to seeing all local unions and Joint Bargaining Councils represented by full delegations.

In solidarity,

Lawrence J. Hanley
International President

DON’T MISS THE 58TH ATU CONVENTION IN TORONTO BECAUSE YOU DON’T HAVE A VALID PASSPORT!

ATU will be holding its 58th International Convention from October 3-7, 2016, in Toronto, ON. Toronto is Canada’s largest city, fourth largest in North America, and home to a diverse population of about 2.8 million people. It’s a global cosmopolitan center for arts and culture that is consistently ranked one of the world’s most livable cities.

ALL AMERICAN CITIZENS MUST HAVE A VALID PASSPORT TO ENTER CANADA.

If you don’t have a valid passport you will be turned back by Canadian border agents at the border or upon your arrival at the airport in Canada.

ATU suggests you apply for your first passport or renew your expired passport as soon as possible. It can take up to six weeks to get or renew a passport.

You can find all you need to know about how to apply for, or renew your passport, for yourself or any guests or family members traveling with you to the Convention at http://travel.state.gov

Don’t get stranded at the border – apply today!
Transit activists: Voices of ‘regular Calgarians’ drowned out

A Calgary advocacy group, “I Love YYC Transit” says the needs and voices of “regular Calgarians” who depend on public transit are often drowned out by small, but loud factions of citizens who claim that new transit projects will have a negative affect on their communities.

“We hear a lot about negative impacts because people are in their communities and they want to advocate for their homes, which makes sense,” says spokesperson Jennifer Burgess. “But we’re missing the other piece, often, where we don’t hear from those people who really critically need public transit to get around . . . those voices tend to get a little silenced.”

The group supports building the “Southwest Transitway” and plans to have a “very visible” presence at meetings of Calgary Transit to support the project.

ATU launches new radio show on Baltimore’s WOLB 1010

For more than a decade, union advocates and media analysts have bemoaned the fading volume of Labor’s voice in broadcast media. Recently, ATU decided it was time to turn the dial back up. So on Tuesday, April 5, the Union launched “Lunch with Labor,” a one-hour talk-radio show highlighting the issues, concerns and achievements of working people.

“Our vision is for “Lunch with Labor” to become an essential forum for discourse about the policies, practices and politics impacting the lives of working people,” says International President Larry Hanley. “We reject the notion that people aren’t interested in labor issues. We fully expect the show to become so popular that others are inspired to launch similar programs.”

“Lunch with Labor” is a cooperative project of the International, Local 1300, and Local 1764.

A national conversation

“We’re off to a great start and welcome this opportunity to contribute to the national conversation on labor issues,” McClure says. “While our primary focus is issues affecting transit workers, we’re also committed to including guests from other labor unions as well as labor allies. The issues that matter to ATU members are relevant to all working people.”

ATU members can tune in to “Lunch with Labor” every Tuesday at noon Eastern at WOLB 1010 AM, or download the WOLB app at the App Store (iOS devices) or the Play Store (Android devices). To join the conversation, call: 877-704-1010 (toll free) or 410-481-1010 (Baltimore).
Operator Polly Finkley, 281-New Haven, CT, is rarely seen without her bright and beaming smile. When she’s called over the radio, she says she can’t help smiling.

“This is 319 first lady and number one driver. How can I help you?”

Becoming the senior operator at CT Transit New Haven – the first female senior operator in New Haven’s history – was never in Finkley’s plans. In fact, she planned to work at the agency for just a few years.

In 1978, Finkley was driving school buses in the city. She applied to work for CT Transit, but didn’t receive a call back. Following the advice of a few friends who were operators, Finkley applied one more time. “This time they called me back,” she says.

Overcame adversity

Thirty-six years have passed since she exchanged her school bus for a CT Transit bus, and she’s accumulated countless fond memories and friends during her decades as an operator. She also overcame some adversity.

One of her supervisors once reprimanded an older operator for giving her a difficult time. “The supervisor told him to stop talking to me in that way because I was going to be working there longer than him,” she says. “And that supervisor was right.”

Finkley says that nice and helpful coworkers she’s met over the years have outnumbered the others.

Much has changed since 1980

Finkley says that technology has made operating the buses easier and more manageable. She says she remembers how tough it was at times to make sharp turns, and how wearisome it was to perform many routine functions manually.

Finkley is often called upon to advise new operators.

“I tell them to always be courteous to everyone, and I remind them that the older riders could be their mothers and fathers,” she says. She added that, “close only counts in horseshoes and hand grenades, and that it’s important for operators to not take chances.”

“When junior operators are feeling under the weather due to busy schedules and occasional tense interactions with riders,” says Division Manager, Scott Wills, he often recommends that they talk to Finkley.

Polly has the right temperament to be able to handle tough situations, says Willis. He says operators can learn a lot from her and that the New Haven Division is fortunate to have a senior operator with so much experience.

Loved my job

As a young woman, Finkley traveled to Connecticut from her hometown of Slocum, AL. She was only visiting for a few days. Family and a new home to take care of soon followed – and then came CT Transit.

“How am I,” she says. “There have been good days and bad days, but I loved my job and my time here very much.”

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Riders appreciate the love a driver spreads on her route

Operating a bus is different from any other kind of job. To do it well, drivers have to possess a unique combination of skills that are not demanded in the same way by any other profession.

One of the skills that is often overlooked is the ability to interact positively with any and all who walk through the door of their “workplace” every day.

One driver who excels at this is Darlene Coleman, 241-Chicago, IL, a 48-year-old CTA operator one passenger calls “the world’s best bus driver.”

‘Awesome’

“How are you doing today, baby?” she’ll say, greeting riders.

“Pretty good. Just on my way home,” they’ll often reply.

“All right, that’s awesome,” she responds. “Hang on tight. Here we go!”

“Oh, she’s fantastic,” says one rider she greeted on a recent run. “And she didn’t even know me. On my short commute home, I watched as she picked up regulars, strangers, and treated them all as if it was her party and she was driving the bus.”

Coleman says she loves being a bus operator and sees every day as a new adventure. When asked what drives her, she says she wants to give people a reason to be happy every time they get on her bus.

A caring, loving, positive environment

“I bring you who I am every day to work,” Coleman says. “I want to provide a caring, loving, positive environment for my passengers by always giving them my best self. Making their day makes MY day.

“I always tell my passengers that they’re the greatest passengers ever because they really are,” she adds. “No matter who they are, I have love for them.”

And what about the grumpy riders – you know – the ones who board determined to resist any kind of good cheer?

“It’s like feeding the honey with honey. If you’re nice to passengers, they can’t do anything but be nice to you,” Coleman laughs. “I can guarantee that if someone’s having a bad day, they can’t ride my bus without getting cheered up.”

Riders appreciate the love a driver spreads on her route
CRIME REPORT

Drivers punched, kicked, stabbed across North America

HALIFAX, NS: Local President Ken Wilson, 508, is calling on Halifax to increase security at the Dartmouth Bridge terminal after one of his drivers was attacked there recently. The 46-year-old bus driver had just finished his shift when a group of teenagers approached, and two of them punched and kicked him. The teens have been arrested. “He’s a little bit shaken up, as you would expect after getting hit a couple times in the face. But he’s doing okay,” says Wilson. “We’re just asking for a stronger police presence at the bridge terminal due to the fact that there’s over 22,000 people there a day,” he said.

OTTAWA, ON: Apparently, getting punched in the face is just part of the job. That’s what the Occupational Health and Safety Tribunal Canada seems to be saying with regard to an incident three years ago in which an OC Transpo driver was repeatedly punched for questioning a passenger about his transfer. The driver filed a complaint with the agency citing his legal right to refuse to return to work because his employer had not taken appropriate measures to protect him from future assaults. But the Tribunal rejected the claim calling the driver’s risk “virtually nonexistent.”

HAMPTON ROADS, VA: At the urging of Local 1177-Norfolk, VA, Hampton Roads Transit (HRT) is trying to convince the Virginia General Assembly to require jail sentences for those convicted of assaulting transit operators. The effort comes after an agency report revealed that HRT operators were assaulted 96 times from January 2013 to September 2015 – more than any other property in Virginia. HRT failed to convince the Assembly to act, but has talked the area’s legislators into signing a letter asking the Commonwealth’s Attorneys to seek jail time when operators are assaulted.

RICHMOND, VA: Drivers for the Greater Richmond Transit Company (GRTC) have been assaulted at least 16 times in the last five years. One driver, S.F. Braxton, 1220, has not been able to return to work since she was stabbed in the arm last April. The wound left her with an ugly eight-inch scar, and constant fear. Several nerves were cut in the attack, leaving her too weak to turn the steering wheel of a bus. “We’ve talked to the company about better addressing safety,” says Local President Frank Tunstall, III. “Our drivers are given some minimum training, but it is not sufficient” to deal with the kind of violence drivers are currently facing.

MILWAUKEE, WI: A Milwaukee County Transit Service driver remains traumatized and unable to return to work after witnessing the shooting of an unruly passenger who fought the police who were trying to detain him. Local President James Macon, 998, is critical of security on the system’s buses, saying, “Talking to drivers, the security is scared of the passengers. Our security is pretty much not given permission to do too much.” The driver’s husband said his wife is “destroyed right now” and he is trying to get her some help.

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EDMONTON, AB: Local President Steven Bradshaw, 569, says his members “would like to see some action” by the city against bus driver assault. The local president says that a number of assaults are reported every month – 80 percent of them as a result of a fare dispute. “It’s crazy to expect an operator to police the fares and drive the bus,” Bradshaw says. The local president relates the story of one driver who was punched in the face, and another who was groped when a passenger tried to kiss her. Bradshaw suggests that the city look into installing driver shields, as other transit systems have done, and create an automatic fare collection system.

ST. LOUIS, MO: In response to recent crimes Metro St. Louis Transit is increasing the contingent of police officers who patrol the system. The move comes as a result of a proposal from St. Louis County to double to 44 the number of county police officers who patrol on board MetroLink trains and at light rail stations, park-and-ride lots and other facilities associated with the transportation agency. The additional expenditure will be funded by existing revenues generated by Proposition A, the half-cent sales tax that county voters approved in 2010 for the expansion and operation of Metro services. St. Louis Metro Transit has also added two new dogs to its Public Safety K-9 Unit, bringing the total to four. The dogs are a deterrent to criminal behavior, and can detect illegal drugs and explosives.

COLUMBUS, OH: ATU locals and transit system executives are working to pass Ohio House Bill 222 – legislation that would increase the penalty for those convicted of assaulting a transit operator. The bill would make assault a felony if: the victim is an operator or maintenance worker of a transit system bus or rail car, or a contracted employee providing any transit system service; the offender knows or has reasonable cause to know that the victim is one of those individuals; and the victim is engaged in his or her duties at the time of the assault. The bill would double the maximum fine for such an assault to a $5,000 maximum, and permits a judge to ban the offender from riding any Ohio transit system bus or rail car for six months.

SACRAMENTO, CA: Working with Local 256, Sacramento Regional Transit (RT) is adding 30 new transit officers to check fares and hand out citations. Local President Ralph Niz says this is a step in the right direction that should “help free up security for the rest of the system... Our operators are assaulted quite a bit,” Light Rail Operator Joe Gamble relates, “Recently I had a situation where I didn’t have room to pick someone up and he became upset and he threw something through an open window - and it hit me in the temple. It was a metal object of some kind. I saw stars.”
"The tragic bombings in Brussels are the latest examples of the vicious, senseless terrorist attacks on innocent people that are becoming much too common across the world. We condemn these cowardly acts of terrorism," says International President Larry Hanley in reaction to the terrorist bombing of mass transit in Belgium.

“Our hearts and prayers go out to the victims, their families and the people of Belgium, as well as our praise for the heroic first responders who saved many lives and treated the injured with their quick response,” Hanley continues.

Hanley pointed out that these terrorist attacks serve as a reminder that the war on terror is not over and they demonstrate how vulnerable mass transit systems are. Transit stations and airports are big open spaces that are difficult to secure. He urged transit agencies, operators and passengers to continue to be "attentive and watchful for anything of a suspicious nature on our systems, as we work together to defeat terrorism around the globe."

“I could not say this in good conscience without also saying that the U.S. and our allies also need to re-think our foreign policy to ratchet down the unnecessary conflicts that both breed and feed terrorism.”

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**ATU condemns Belgium bombings, says mass transit security critical**

Rep. Eric Swalwell, D-CA, led 66 House members in March, urging strong funding to help America’s mass transit agencies keep their riders safe and secure.

In a letter to the Homeland Security Appropriations Subcommittee, the members urged that the Transit Security Grant Program (TSGP) receive $105 million in fiscal year 2017 – a small increase from the current budget, and $20 million more than President Obama’s request. It also asks that this be kept as a distinctly funded program, not combined with other security preparedness grants.

"Funds spent now to protect mass transit from terrorists could save a much larger future cost in terms of lives, physical damage, and economic harm," says Swalwell.

There were 10.7 billion passenger trips on U.S. public transit in 2014 in the United States. The number of persons using these transportation systems; the ease with which people can enter and exit; and their locations in urban areas make them prime targets.

“We can’t cut corners on Americans’ safety,” Swalwell says, “and the transit systems we use day in and day out deserve their own dedicated security funding.”
Memphis City Council cuts service despite pleas to ‘use their hearts’

Despite pleas from Local 713-Memphis, TN, and the city’s Bus Riders Union (BRU) to “use their hearts” in making the decision, the City Council voted to cut the Memphis Area Transit Authority (MATA) budget, and make major cuts to service.

That decision stands in stark contrast to what happened when the city’s historic trolley line was shut down because of fires on its aging streetcars. The closure triggered an all-out effort by political and business leaders who quickly pieced together $32 million in local, state, and federal funding to restore what is primarily a tourist attraction.

No such effort for MATA riders

But no such effort has been undertaken for MATA riders who the BRU says are mostly African-American, make less than $18,000 per year, and have no access to a car.

Mayor Jim Strickland says the city needs to find $8 million in operating funds, and $5 million for bus repairs to restore service.

Several councilmembers say they are looking into establishing a regional transit system that would meet the needs of surrounding communities.

TransDev found guilty of unfair labor practices in Phoenix

Transdev has been found guilty of illegally threatening Phoenix, AZ, bus drivers, unlawfully cutting off workers’ healthcare benefits – leaving members and their families unable to fill prescriptions, and other violations of the law in retaliation for a legal eight-day strike by Local 1433 members in January 2016, according to a National Labor Relations Board (NLRB) complaint.

In addition to the violations listed above, the NLRB found that Transdev violated the law when it refused to provide information to the union during contract talks, and discontinued employee supplemental insurance premium payroll deductions. All of the charges Transdev filed against the union were thrown out.

The union points out that because its contractor violated the law, the City of Phoenix now has a right to withdraw from the contract and seek a new contractor or bring the service in-house, eliminating a future strike, and keep 100% of the tax dollars for the service and send $0.00 to any foreign CEO.
“American Labor dodged a bullet that was aimed straight at its heart in March with the 4 – 4 deadlock of the Supreme Court justices in *Friedrichs v. California Teachers Association,*” said International President Larry Hanley.

At issue in *Friedrichs* was whether non-union members could share the wages, benefits and protections negotiated in a collectively bargained contract without needing to pay their fair share for the cost of those negotiations.

The case was brought by the Center for Individual Rights, an organization funded by corporate special interests that are pushing their own right-to-work agenda.

“Working people have once again fought off the anti-union forces and their wealthy conservative supporters who will stop at nothing to squash the rights of workers,” says Hanley.

“However, ATU is not so naïve as to think that those seeking to destroy unions believe that the matter is now settled. They will be back with another case as soon as possible, and at any cost,” he added.

**What’s at stake**

The *Friedrichs* case provided a vivid illustration of what’s at stake when it comes to the highest court in the land. It also was an example of how corporations are using the Supreme Court for political agendas rather than what the court was intended: interpreting and upholding the Constitution.

The well-funded attack on unions is part of a larger anti-worker agenda pushed by corporate special interests that has also sought to restrict voting rights, limit workers’ ability to have a voice, and suppress women and immigrants. This agenda has polluted America’s electoral system and civil political discourse, and has made it increasingly apparent to working families that the stakes of the 2016 election couldn’t be higher.

**Senate should act on Garland nomination**

International President Hanley also called on the Senate to fulfill its constitutional duty of acting on the nomination of Judge Merrick Garland to replace the late Justice Antonin Scalia on the bench so the Supreme Court can get back to its important business.

“American voters are unmistakably showing that they are fed up with the stonewalling that prevents anything from getting done in Washington. If the Senate refuses to act, the voters will, and there will be a sea-change in the membership of the next Congress,” Hanley said.
Kelowna driver saves lost dog looking for deceased owner

Clayton Bouchard, 1722, brought his bus to a stop at an intersection in Kelowna, BC, to allow a dog in the middle of the road to finish crossing the street. But, the canine didn’t move, so Bouchard opened the door, planning to help the dog get to the side of the road.

But, before Bouchard could get out of his seat the dog bolted on board, wrapped himself around the driver’s feet, and resisted all attempts to get him to leave.

The dog was a husky mix that appeared to be wandering for some time. He was injured with bandages on his paws, and had one of those animal cones around his neck. Bouchard brought the beleaguered animal to Supervisor Bob Hebert’s office where transit workers carefully removed the dog’s bandages, cleaned him up, and shared their lunches with him. In the process they found a dog tag with the animal’s name, “Shadow.”

‘He even got on the right bus’

Several calls later they located Shadow’s veterinarian and learned that a family had recently adopted Shadow after his previous owner died. But, Shadow was apparently trying to get back to his late owner. “He even got on the right bus,” laughed Hebert, which was going to Creekside where the deceased owner lived.

“We were very happy he didn’t get hit by a car and chose a transit bus where he was safe,” Hebert said. “He’s a beautiful dog. He just didn’t want to stay at his new home I guess.”

Shadow is being cared for at the vets’ until a new owner adopts him. And there are at least three Kelowna transit workers who are hoping to do just that.
CLC: Budget is first step toward fairer, more prosperous Canada

The Canadian Labour Congress (CLC) responded to the Liberal’s March federal budget announcement with optimism, saying it begins the important work of reinvesting in Canadian communities, creating jobs, addressing children’s and seniors’ poverty, and repairing the programs and services Canadians rely on.

“This budget is a step in the right direction for our economy, particularly the Employment Insurance improvements, which will make a big difference for unemployed Canadians, and help stimulate the local economies that need it most right now,” says CLC President Hassan Yussuff.

Public transit funding

Yussuff also highlighted the government’s infrastructure commitments: “I’m pleased to see significant funding for public transit, affordable housing, social infrastructure and green infrastructure.”

In terms of skills training and workforce development, Yussuff noted that the budget contained promising measures, but fell significantly short of what was promised in the government’s election platform.

However, Yussuff said he was encouraged to see the government announce significant and long-overdue investments in First Nations communities, including support for education, child care and infrastructure, particularly water and wastewater infrastructure.

Action on child, senior poverty

Finally, Yussuff said he was pleased to see the government’s action on both child poverty and seniors’ poverty in the budget.

“Returning the OAS eligibility age to 65 and increasing the Guaranteed Income Supplement for single low-income seniors are important signs that this government believes seniors should not be forced to retire in poverty. The next step on this issue is universal expansion of the Canada Pension Plan,” Yussuff added.

Winnipeg member not giving up hope of finding missing wife

Search efforts have been renewed for Thelma Krull, the wife of Robert Krull, 1505-Winnipeg, MB, who has been missing since July 11, 2015.

Krull told the media that he has not given hope of finding Thelma, as family and friends prepared to distribute a new poster with a different picture of his wife.

Together, the Local and the International are offering a combined $10,000 reward for information that leads to finding Thelma.

“Somebody knows something,” Robert says. “I just want to appeal — we’re suffering here and we just want answers. The family needs to... grieve, if that’s what’s happened — if she is deceased. I haven’t given up hope; we haven’t given up hope but... we just want answers.”

Krull is 5-foot-4, 170 pounds and has short, dyed-blonde hair with purple streaks. Anyone with any information about her whereabouts is asked to call investigators at 204-986-6250.
ATU Canada demands transit service equity in GTHA

Greater Toronto is currently undergoing the largest transit infrastructure expansion in its history. Metrolinx is an agency of the Government of Ontario developed to provide an affordable integrated means of transportation for the working people in the Greater Toronto and Hamilton Area (GTHA) region.

Most recently the Union Pearson Express (UPX) has garnered a great deal of controversy due to its epic failure and drastic fare reduction in an attempt to lure new local commuters. ATU Canada says the project is very controversial because of its high political priority targeting business elitists rather than the working people who have been desperate for an increase in public transit.

No regard for accountability

Bonnie Lysyk, Ontario’s auditor general has stated that Metrolinx did not implement recommendations from a 2012 auditor general’s report that showed where Metrolinx staff were overly optimistic on ridership projections. Decisions are being made and these decisions are going unchecked with no regard for accountability.

Metrolinx, however, remains a relatively small agency, especially in comparison with the Toronto Transit Commission (TTC). Its core staff is small and consists of many former political staffers. Perhaps this is where the problem begins.

ATU points out there is not one representative from the working class that sits on the Metrolinx Board of Directors who can speak for unsuspecting taxpayers. Is it not time that the working class rise up and demand transit service equity in every municipality and not have to wait to be given the leftovers of society’s 1% after it has failed?

Saskatoon members stage casual clothes protest of stalled talks

Local 615 operators protested Saskatoon Transit’s (SK) stalling tactics in their contract negotiations by wearing casual clothes instead of uniforms for several days in March. The Local was pleased that they achieved their intended goal of making the public aware of their difficulties reaching a settlement in talks that have dragged on since 2012.

“Our riders certainly have been, on our behalf, calling their [city] councillors and that was the whole intent behind the issue,” says Local President Jim Yakubowski.

Wages, pension

The main sticking points in the negotiations have been wages and management’s insistence on replacing their employee pension with a lesser retirement plan.

“I see the city is out there (in the media), stating that they want to get it resolved, so I am stating the same thing,” says Yakubowski, who would like to reach a settlement without going on strike.
Pourquoi ne sommes-nous pas indignés?

Nous ne sommes pas suffisamment indignés. La couverture de ce magazine le prouve – si vous connaissez l’histoire. C’est l’histoire d’une conductrice d’Atlanta, neuf ans d’expérience, qui voit soudainement sa vie envahie par MV Transportation. MV est l’un de ces entrepreneurs privés qui offrent nos travailleurs aux villes et aux agences pour de faibles salaires.

Comment MV s’y prend-il?


Ensuite, il faut les amener à renoncer à leur assurance maladie. C’est un peu plus sournois. Ils déclarent au public qu’ils ont une assurance maladie pour leurs employés. Mais ils établissent un prix si élevé pour cette assurance que le travailleur ne peut se l’offrir.

À Atlanta, l’assurance maladie familiale de MV coûte tellement cher (1 800 $ par mois) que certains travailleurs obtiendraient un revenu négatif s’ils l’utilisaient – oui, c’est exact, certains employés devraient payer plus qu’ils ne gagnent pour obtenir une assurance maladie chez MV. En fait, ils payeraient l’entreprise pour y travailler!

Puis, plusieurs travailleurs quitteront leur emploi pour faire une demande aux services sociaux, qui fournissent Medicaid et des coupons alimentaires. Maintenant, avec une nouvelle main-d’œuvre, MV diminue les salaires. C’est un trêfle d’épreuves pour les travailleurs et un énorme profit pour les patrons.

Telle est l’histoire racontée par Bernie Sanders dans sa campagne. Nous devons l’écouter.

Nous devons nous indignner.

Mais il y a plus. Nous devons nous indignner.

Ce sont nos Frères et Soeurs qui se font jeter à la rue, qui se font flouer de leurs emplois et de leur vie par une poignée de politiciens malveillants – presque tous des membres du Parti démocratique.

Regardez la photo de Preyonda Price sur notre page couverture. Preyonda est VOUS, elle est MOI, elle est CHACUN DE NOUS.

Travailleuse, mère célibataire, une femme qui s’occupe à la fois de sa mère et de ses enfants, luttant et jouant selon les règles... Ouais, voilà la véritable Amérique, mes amis. Voilà un membre du SUT se faisant voler son poste et ses bénéfices en Atlanta, aujourd’hui. Cette vérité qui dérange était soulignée par Mario Cuomo dans son discours grandiose lors du congrès démocratique de 1984 :

« Notre famille comprend tout le monde, du pauvre démuni du comté d’Essex à New York jusqu’aux riches illuminés provenant des plages dorées qui bordent notre pays. Et entre les deux se trouve le cœur de notre électorat – la classe moyenne, celle qui n’est pas assez riche pour être sans problèmes, mais pas assez pauvre pour vivre de l’aide sociale; la classe moyenne – ces gens qui travaillent pour gagner leur vie parce qu’ils doivent le faire, pas parce qu’un quelconque psychiatre les a convaincus que c’était un moyen pratique de combler l’intervalle entre la naissance et l’éternité. »

« Rien que des bandits »

Ici, à Atlanta, comme dans plusieurs villes américaines, existent des « opérateurs privés de transports en commun » qui ne sont rien d’autre que des bandits qui volent la population américaine, faisant accroître les inégalités salariales et faisant diminuer le salaire des travailleurs.

C’est plus affreux que ce que l’on peut admettre; c’est un vol orchestré par des pratiques d’affaires et des connaissances corrompues. Nous devons agir maintenant pour combattre partout ce fléau. Nous pourrions commencer par Atlanta.

Indignez-vous... Remettez en question les politiciens chaque fois que cela est possible et faites la guerre à ces entreprises chaque jour.

Utilisez l’appli SUT pour voir ce que vous pouvez faire! ✨
Des travailleurs et des militants pour la liberté d’expression dénoncent l’intimidation policière à l’égard d’étudiants offrant leur appui aux membres du SUT de Grand Rapids

La United Farm Workers (UFW) et le Bill of Rights Defense Committee/Defending Dissent Foundation (BORDC/DFF) ont vigoureusement condamné la mairesse de Grand Rapids (Michigan), Rosalynn Bliss, pour avoir envoyé des policiers intimider des étudiants et des travailleurs qui participaient pacifiquement à une manifestation assise (sit-in) lors d’une réunion du conseil d’administration de The Rapid – le système de transport en commun de la ville.

Les organismes réagissaient aux actions des enquêteurs de police qui se sont rendus aux domiciles des étudiants et des travailleurs, menaçant de les accuser de désordre public pour leur participation à la manifestation de janvier qui visait à dénoncer les hausses de tarif, le vol des pensions des travailleurs et les négociations interrompues entre la section locale 836 et l’agence du transport en commun.

Ces visites se sont produites immédiatement après que la mairesse Rosalynn Bliss ait participé à une marche honorant la vie et l’héritage de l’activiste Cesar Chavez, reconnu pour ses tactiques de désobéissance civile lorsqu’il dénonçait les abus des employeurs envers les travailleurs agricoles.

Le coût humain

L’externalisation De Marta Mobility Laisse Tomber Ses Travailleurs Et Ses Conducteurs

La conductrice d’autobus de MARTA Mobility, Preyonda Price, adore son travail qui consiste à aider les Atlantiens handicapés et les personnes âgées à se rendre chez le médecin, à l’église, à l’épicerie. Malheureusement, cette mère de famille membre de la section locale 732, qui s’occupe aussi de sa mère et de sa grand-mère, pourrait devoir trouver un autre emploi, car elle devra dorénavant payer plus de 1 800 $ par mois pour son assurance maladie – presque plus que son salaire.

Pourquoi? Parce que MARTA a décidé de privatiser son service de transport adapté, accordant le contrat à MV Transportation, une violation directe de son contrat avec
la section locale 732.

Pour ajouter l’insulte à l’injure, Price et ses collègues perdront également leurs fonds de pension, et des centaines de travailleurs pourraient perdre leur emploi suite à l’externalisation par MARTA de ce service essentiel dont dépendent plusieurs personnes chaque jour.

« Catastrophique »

« C’est catastrophique pour ma famille et moi. J’ai déjà dû abandonner ma maison et emménager avec mes enfants dans l’appartement de ma mère où habite aussi ma grand-mère », confie Price. « J’adore mon emploi et les gens que je fais monter tous les jours. Ce n’est pas un travail facile; c’est une expérience altruiste. Et MARTA tente de me l’enlever. Mes enfants ont des problèmes de santé et maintenant, je ne pourrai plus payer les soins dont ils ont besoin. Plusieurs collègues font aussi face à cet avenir assez sombre. »

Voilà le coût réel de la privatisation – de grands travailleurs qui perdent leur qualité de vie et leur assurance maladie alors que les dirigeants cupides des sociétés de transport privées reçoivent des primes.

Les conducteurs perdent aussi

Les conducteurs sont aussi perdants. Ces sociétés privées obtiennent des contrats de transport avec de grandes promesses de réduction de coûts et d’amélioration des services; chaque fois, les coûts dépassent, ce qui mène à des augmentations de tarifs, des réductions de services et des coupures au niveau de la sécurité et de l’entretien.

Ce n’est pas nouveau avec MARTA. Le conseil de direction et le PDG Keith Parker ont planifié le démantèlement et la vente de MARTA à un contractant privé depuis plusieurs années.

On dit que les gens apprennent de leurs erreurs; cela ne semble pas s’appliquer à MARTA. L’agence a déjà externalisé son service de transport adapté dans les années 1990, mais le service était tellement mauvais que le conseil a décidé d’en reprendre le contrôle.

De plus, dans le cadre d’un travail antérieur, Parker avait commandé un rapport commandité par la Federal Transit Administration dont la conclusion soulignait que la qualité et la stabilité des services de transport adapté privés étaient extrêmement faibles, d’un bout à l’autre du pays, comparé à ceux gérés par les agences publiques.

Tendance inquiétante

C’est une tendance inquiétante d’après un nouveau rapport du groupe, In the Public Interest, qui présente les différentes façons dont les contractants publics nuisent à la population, aux travailleurs et à l’environnement dans leur quête de profits.

Cutting Corners décrit comment les sociétés, comme First Transit et MV, ont diminué la qualité et l’accessibilité des services, réduit le salaire des travailleurs et contourné les mesures de protection envers la population et l’environnement.

« MARTA a déjà contribué à l’avancement d’une génération de travailleurs, particulièrement les Afro-Américains, vers la classe moyenne », déclare le président de la section locale 732, Curtis Howard. « Maintenant, MARTA jette ces travailleurs à la rue en externalisant comme bon lui semble son service mobile et laisse ceux qui dépendent le plus de transport en commun de cette ville – les personnes âgées et les personnes handicapées – en face d’un avenir incertain et non sécuritaire. »

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**In Memoriam**

Death Benefits Awarded January 1, 2016 - February 29, 2016

1. **MEMBERS AT LARGE**
   - HERBERT C HANSEN
   - MARSHALL C PEPPERS
   - GEORGE O SMITH
   - EULON W WESLEY

26. **DETROIT, MI**
   - BERNOS CARTER

85. **PITTSBURGH, PA**
   - MATTHEW J LAU JR
   - LEONARD M MANKOWSKI
   - GEORGE MUDRINICH
   - RICHARD L PRIMAR
   - JOHN W SCHNEIDER
   - DAVID H YECKO

89. **NEW CASTLE, PA**
   - LINDA JEAN SPARANO

107. **TORONTO, ON**
   - BHAJAN S BIRK
   - DANIEL J EVANS
   - MILIJAN JOVANOVIC
   - VILIS RUDZITIS
   - GARY M SHEA

113. **TORONTO, ON**
   - PETER BYNOE
   - NEVILLE C JONES
   - DONALD A LINDSAY
   - CLEVELAND MARTIN
   - LEO MIELKE
   - PASQUALE RICCIUTI
   - WILLIAM ROBERTSON
   - JAMES SANT
   - GARY T SAVAGE
   - WILLIAM JAMES TOOKE
   - RICK VERRIER

192. **OAKLAND, CA**
   - RODNEY G AMEY
   - JOHN T LENNEAR JR
   - ESKINDER G MEDHIN
   - FRANCISCO PANGELINAN
   - AUBREY A WHITWORTH

241. **CHICAGO, IL**
   - JOHN BROWN
   - ENRIQUE ORELLANO
   - LINDA S WHEELER

265. **SAN JOSE, CA**
   - RODIL CENA TAMPOL

268. **CLEVELAND, OH**
   - ANDREW J DISCENZO

276. **STOCKTON, CA**
   - VIRGINIA KHAN

279. **OTTAWA, ON**
   - KEN SHIRES

302. **SALT LAKE CITY, UT**
   - JODY L TILLEY

344. **STAMFORD, CT**
   - GUERINO DAVI

506. **EDMONTON, AB**
   - HEATHER J NELSON

569. **ATLANTA, GA**
   - LEILA M STEPHENS
   - ALFRED W WILLIAMS
   - RALPH A WRIGHT

713. **MEMPHIS, TN**
   - WESLEY N C JARRETT
   - LARRY G MILLER
   - MAXIE R SCROGGINS
   - WALTER P TATE
   - LEE WHITE JR

717. **MANCHESTER, NH**
   - FREDERICK MYRODK

726. **STATEN ISLAND, NY**
   - ALPHONSES SULLAGHER MARIO SPARAG
   - VICTOR A VERNACI

732. **ATLANTA, GA**
   - LEILA M STEPHENS
   - ALFRED W WILLIAMS
   - RALPH A WRIGHT

1005. **MINNEAPOLIS & ST. PAUL, MN**
   - DONALD A DOBIS
   - ELDON J KLINNER
   - DAVID D LARSON
   - RICHARD REESE
   - JOHN R SHINDLER

1219. **ALBANY & TROY, NY**
   - DAVID T CROWLEY

1385. **DAYTON, OH**
   - PETER BYNOE
   - NEVILLE C JONES
   - DONALD A LINDSAY
   - CLEVELAND MARTIN
   - PASQUALE RICCIUTI
   - WILLIAM ROBERTSON
   - JAMES SANT
   - GARY T SAVAGE
   - WILLIAM JAMES TOOKE
   - RICK VERRIER

220. **NEWARK, NJ**
   - BENJAMIN EVANS
   - ALBERT PEPE
   - ZACHARY WHEELER

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   - JOHN T LENNEAR JR
   - ESKINDER G MEDHIN
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   - ANDREW J DISCENZO
INTRODUCING:

The ATU Mobile App!

Looking for the latest news and updates about ATU? There’s an app for that. 
Looking for ATU events or actions in your area? There’s an app for that. 
Looking for photos of ATU in action? There’s an app for that.

The release of the ATU smartphone app is just the latest element of ATU’s ongoing efforts to connect with ATU members and public transit advocates using the latest technology. The goal of this first version of the app is to test its features and functions and see how you like them. We want this to work for you, so we’ll be making tweaks and adjustments along the way.

Visit http://bit.ly/1QmdvRt to get started today!