WHO WILL SUPPORT TRANSIT AND WORKING FAMILIES?
ATU Communications is proud to announce that the Union won 12 awards in the National/International Union category of the International Labor Communicators Association (ILCA) 2014 Media competition. ILCA says the “winners represent some of the best and most inspired work in labor communications and are to be congratulated in promoting the highest standards of labor journalism.” International President Larry Hanley congratulates all staff members involved in these award winning communications. “The ATU is honored to be recognized for our excellence in communications, design and journalism. With technology and media constantly changing, we strive to find new and innovative ways to effectively communicate with our members and the public.”

1st Place: Design – Print
Best Design Print – Nonperiodical Publications
May is Transit Action Month – Workers, Riders and Countries United

1st Place: Internet
Best Design Internet
www.ATU.org

1st Place: Visual Communication
Print and Internet
Best Cartoon
“November/December Issue Cover – In Transit Magazine”

1st Place: Writing – Print and Internet
Saul Miller Awards / Political Action
“2014 The Year of Transit Action”
May/June Issue – In Transit Magazine

2nd Place: General Excellence
Print and Internet
“SCOTUS Harris v. Quinn decision a threat to all workers” July 1 – ATU Dispatch

2nd Place: Visual Communication Awards
Print and Internet – Best Illustration
“Koch Brothers Attack Public Transit Again”
May/June Issue – In Transit Magazine

2nd Place: Design Awards
Print / Best Design Print
Magazines

2nd Place: Electronic Media
Internal or External Organizing
“Meet Johnny: He’s a Transit Rider Just Like You”

2nd Place: General Excellence
Website
“ATU International website”

3rd Place: Electronic Media
Internal or External Organizing
“ATU Camel Coming to a Town Near You!”

3rd Place: Internet Awards
Best Content
“www.atu.org”

3rd Place: Visual Communication Awards
Print and Internet
Best Photograph
“ATU Camel Coming to a Town Near You!”
July/August Issue – In Transit Magazine

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International President Warren George, ret.
International Executive Vice President Ellis Franklin, ret.
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If the Election Were Held Today...

...Who Should the ATU Endorse for President?

That’s the question on many minds as U.S. candidates begin to campaign in earnest for the highest office in the land, and ATU has begun the process of deciding whom it might endorse. We are submitting questionnaires to all declared candidates and will post their responses on our website as we receive them.

Where YOU come in

ATU wants to know who you think we should endorse. You’ll find a postcard inserted in this issue that you can use to register your choice with us.

What follows are descriptions of, and quotes from, the candidates listed by party in alphabetical order that reflect their views on Labor and public transit:

Democratic Party Candidates

**Lincoln Chafee**

**Labor**

The AFL-CIO gives Lincoln Chafee a lifetime Senate pro-union voting rating of 57%. Chafee’s 2014 budget for Rhode Island apportioned $3 million for workforce development support.

– Lincoln Chafee presidential campaign, 2016/Labor and employment, BALLOTpedia, 2015

**Transit**

“I propose a 40 million dollar bond be placed on the November ballot. These funds will be used to undertake major enhancements and renovations to mass transit hub systems at key locations in our state. …”

– Rhode Island Governor Lincoln Chafee’s State of the State Speech, Governing Magazine, January 15, 2014

**Hillary Clinton**

**Labor**

The AFL-CIO gives Hillary Clinton a lifetime Senate pro-union voting rating of 94%.

“The right to organize is one of our most fundamental human rights … I believe that unions are critical to a strong American middle class. … I am consulting with both labor leaders and labor economists about ways the next president can best support 21st Century organizing and collective bargaining.”

– Answers to AFL-CIO Presidential Questionnaire, April 2015

**Transit**

“I strongly support making additional investments in our infrastructure to create jobs, repair our crumbling roads and bridges, and ensure our basic foundations, from rail to transit and other modes of transportation, to ports and our power systems modernized for the 21st Century.”

– Answers to AFL-CIO Presidential Questionnaire, April 2015
LABOR

The AFL-CIO gives former Senator Jim Webb, D-VA, a lifetime pro-union voting score of 95%. “I think I can safely say that I am still the only person ever elected to statewide office in Virginia with a union card, two Purple Hearts and three tattoos…” Webb promises to stand up “to the powerful financial interests who are going to spend billions of dollars in order to elect people who think the current drift toward a permanent, moneyed aristocracy is okay.”


The AFL-CIO gives Senator Bernie Sanders a lifetime Senate pro-union voting score of 98%. “…I strongly believe that workers should be allowed to join unions when a majority sign valid authorization cards stating that they want a union as their bargaining representative. … We must also strongly penalize employers that illegally fire or discriminate against workers for their union activity during an organizing or first contract drive… And, perhaps most importantly, we have got to make it easier for workers who win union elections to negotiate a first contract.”

– Answers to AFL-CIO Presidential Questionnaire, April 2015

TRANSIT

“…everywhere around us we see roads that need to be widened or repaired, bridges that are beginning to crumble and others that need to be built, traffic jams from clogged highways… There are people who need jobs… I believe it is possible to meld such a [infrastructure building] program with another one, featuring adult education for those who did lose their way when they were 17 and now know how important it is [to learn work skills].”


TRANSIT

“…we raised the gas tax and indexed it to inflation during my administration as governor… Without the increase, Maryland wouldn’t have been able to afford even basic transportation maintenance, yet alone the new, resilient, and cleaner infrastructure needed to keep our state’s economy competitive. … we were able to invest $4.4 billion in new transportation projects – while also pushing forward local, state, federal, and private partnerships to build new mass transit projects in our state.”

– Answers to AFL-CIO Presidential Questionnaire, April 2015

LABOR

“We should make it easier, not harder, for people to join labor unions and bargain collectively.”

– NPR’s full interview with Martin O’Malley, April 20, 2015

“I would stand firmly with workers and their right to collectively bargain … as president I would lead the fight to strengthen collective bargaining rights for public sector workers… I will not be silent when it comes to workers’ rights to organize.”

– Answers to AFL-CIO Presidential Questionnaire, April 2015

TRANSIT

“…I have introduced the Rebuild America Act, which would invest $1 trillion over five years to modernize our infrastructure… the Rebuild America Act would invest in roads, bridges and transit….”

– Answers to AFL-CIO Presidential Questionnaire, April 2015

LABOR

The AFL-CIO gives former Senator Jim Webb, D-VA, a lifetime pro-union voting score of 95%. “I think I can safely say that I am still the only person ever elected to statewide office in Virginia with a union card, two Purple Hearts and three tattoos…” Webb promises to stand up “to the powerful financial interests who are going to spend billions of dollars in order to elect people who think the current drift toward a permanent, moneyed aristocracy is okay.”


TRANSIT

“…everywhere around us we see roads that need to be widened or repaired, bridges that are beginning to crumble and others that need to be built, traffic jams from clogged highways… There are people who need jobs… I believe it is possible to meld such a [infrastructure building] program with another one, featuring adult education for those who did lose their way when they were 17 and now know how important it is [to learn work skills].”

LABOR

“...With time, many of the union bosses began to concern themselves with power and influence. By threatening strikes to further their causes, they were able to exact excessive wages and benefits...crippling these companies and rendering them noncompetitive. Essentially they were strangling the goose that laid the golden egg.”

– America the Beautiful: What Makes This Country Great, by Ben Carson, M.D. with Candy Carson, Zondervan, 2012

TRANSIT

So far, it doesn’t appear that Dr. Carson has made any statements on public transit

– America the Beautiful: What Makes This Country Great, by Ben Carson, M.D. with Candy Carson, Zondervan, 2012
**CHRIS CHRISTIE** Republican Governor and former U.S. Attorney for New Jersey

**LABOR**
Christie has long tangled with public employee unions but has a particularly fraught relationship with teachers… He has called the unions ‘political thugs’.

When asked who deserves a punch in the face on the national level, Christie replied, "Oh the national teachers union, who has already endorsed Hillary Clinton… they are the single most destructive force in public education in America."

— Chris Christie to teachers union: You deserve a punch in the face, Washington Post, August 3, 2015

**TRANSIT**
The smoldering pile of rubbish that is NJT’s balance sheet is the result of a Gov. Chris Christie having no transportation funding policy in his sixth year in office.


**TED CRUZ** Republican Senator from Texas

**LABOR**
Senator Ted Cruz, R-TX has an AFL-CIO Senate lifetime pro-union voting record of 0.

“Stop the National Labor Relations Board from Attacking Jobs in Right-to-Work States. … Incredibly, the NLRB’s position is that… Boeing … cannot employ U.S. workers in manufacturing jobs unless they are subject to union bosses and pay mandatory union dues…”

— Ted Cruz on Unions,” The Political Guide, PoliGu.com, from 2011

**TRANSIT**
Senator Cruz co-sponsored the unsuccessful Transportation Empowerment Act in 2014, which would have transferred almost all authority over federal highway and transit programs to the states over a five-year period, and lowered the federal gas tax to 3.7 cents from 18.4 cents over the same period. If it had passed the legislation would have had disastrous consequences to public transit in the United States.

— Transportation Empowerment Act, Congressman Tom Graves website, 2015

*S Amdt 3584 – Transportation Empowerment Act – Key Vote, Vote Smart – Just the Facts – I Spy, July 29, 2014

**CARLY FIORINA** Former CEO of Hewlett-Packard Corporation

**LABOR**
“… the single greatest impediment to equal pay for equal work is the seniority system, which pays not on merit and not on performance, but on time and grade…. And who is it who supports the seniority system? Unions, government bureaucracies…”

— Carly Fiorina Blames Unions For The Gender Pay Gap, Facebook post, April 4, 2015

She also declined to support calls for better family leave policies, saying, “…When well-meaning legislation to help juggle work and family goes too far, it hurts women.”

— Carly Fiorina Blames Unions, Dodd Frank And Democrats For Gender Inequality, ThinkProgress, June 12, 2015

**TRANSIT**
“The Highway Trust Fund …even subsidizes mass transit… Moms in minivans from Miami to Seattle are paying for…cities’” subways or streetcars every time they fill up the tank… Which points to an obvious fix: The Highway Trust Fund should be spent only on highways.”


*Misleading* The Highway Trust Fund supports public transit throughout the entire country.
**JIM GILMORE**
Former Republican Governor of Virginia

**LABOR**
“In addition to threatening Virginia’s Right to Work Law, I am convinced the Union Check Card [the Employee Free Choice Act] poses a strong threat to Virginia’s small business and industries. …

“… this legislation is designed to make it easier for union officials to establish themselves as the “exclusive” bargaining agents of employees… in currently nonunion workplaces in every state in the union… And of course, the entire national economy would be seriously damaged …”

- Protecting Right to Work Law Standing up against forced unionization, jimgilmoreforsenate.com, September 22, 2008

**TRANSIT**
“Loud hissing is what needs to greet reports from late this week that the Obama administration was floating a proposal to tax automobile drivers on how many miles they drive. …

“[But] Let me be fair and clear… government has a legitimate and appropriate role in financing and developing not just highways, but mass transit… Citizens expect government to plan for and build these facilities to enable people to get to their jobs, and to enable the movement of goods and freight.”

Reported Plan to Tax the Miles We Drive: A Wreck to Be Avoided, by Jim Gilmore, Town Hall.com, May 7, 2011

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**LINDSEY GRAHAM**
Republican Senator and former US House Member from South Carolina

**LABOR**
Senator Lindsey Graham, R-SC, has an AFL-CIO Senate lifetime pro-union voting record of 16%.

“The NLRB is the Grim Reaper of job creation. They seem hell-bent on interjecting themselves into private sector business decisions for purely political reasons. … On issue after issue the NLRB is destroying jobs and making the United States uncompetitive in the international marketplace.”


**TRANSIT**
Senator Graham voted for the Transportation Empowerment Act (see description on page 7, under Ted Cruz – Transit).


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**MIKE HUCKABEE**
Former Republican Governor of Arkansas

**LABOR**
“If elected, I will work directly with President Richard Trumpka in giving a voice to American labor…

“… the president can help create a healthy and civil tone of respect towards labor and make clear that workers will be respected and treated with dignity not only in hiring, but in retention.

“I am not opposed to public employees being part of a union, but I do not feel public employees should strike. …

“I strongly oppose the TPP and fast-track and have been one of the few Republicans to be so vocal about it.”

– Answers to AFL-CIO Presidential Questionnaire, April 2015

**TRANSIT**
Aggressive infrastructure construction puts Americans to work. I will pass an infrastructure bill that restores our industrial and economic skeletal system and provides good jobs for American workers that can’t be outsourced.”

– Answers to AFL-CIO Presidential Questionnaire, April 2015

“So we must also look at longer-term ways to grow local economies and our national economy by: first, easing congestion by emphasizing road expansion and mass-transit investment.”


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continued on page 25
“Let’s call it what it is: robbery.” That’s how Local President Richard Jackson, 836-Grand Rapids, MI, describes what’s going down at The Rapid where fares have just gone up, its CEO just got a $4,000 raise, and the transit system is trying to steal their pensions in current contract negotiations.

The agency says it’s not terminating the existing plan. Nevertheless, it wants to freeze the workers’ defined benefits pension and replace it with a 457 defined contribution plan, and, they say, if the local doesn’t agree they will end the entire retirement program altogether.

Local 836 offered to make payments into the pension plan to gradually eliminate the current $2.6 million in unfunded liabilities in the retirement fund, but the agency rejected that proposal.

“They rubber-stamped a plan to steal retirement security from their own employees,” Jackson says. “And they gave a CEO who already makes $200,000 another raise. They are literally stealing from the poor and middle class to give to the rich.”

Restraining order

Earlier, the local secured a temporary restraining order against The Rapid, which was attempting to stop members from distributing ATU literature at Rapid bus stations.

In their lawsuit the Local complained that Rapid management violated members’ right to free speech by “threatening them with discipline and arrest if they distribute[d] informational leaflets related to ongoing collective bargaining” at city bus stations.

The Rapid was “trying to basically suppress our free speech, threatening us with discipline,” charged Jackson. But, the court ruled against The Rapid, preserving the Local’s right to distribute ATU literature on the transit agency’s property for the time being.

Attack on working people

International President Larry Hanley argues that the pension is in solid financial shape and The Rapid is doing well. He says there’s “no explicable reason” for the proposal.

“This is not contract negotiation; this is a political attack on working people for no good financial reason. It’s not that the agency’s in trouble,” Hanley says. “The system’s not in any state of crisis. The benefits have been established for many years.”

A mediator was set to meet with both parties on Monday, September 1 – the day after the current extension of the old contract was set to expire. After that it is anyone’s guess what might happen.

In Transit will keep you informed.
Presidential candidates seek Labor support at new ATU Tommy Douglas Conference Center

A number of key 2016 U.S. presidential candidates sought the critical election endorsement of the AFL-CIO at the federation’s executive council meeting hosted by ATU at its new Tommy Douglas Conference Center in Silver Spring, MD.

All confirmed presidential candidates for both parties were invited to make their case to the gathering of labor union leaders.

Democrats Hillary Clinton, Bernie Sanders, Martin O’Malley, Jim Webb, and Republican Mike Huckabee made the pilgrimage to the ATU campus that will house international headquarters. After the candidates gave speeches they took questions about their stance on key issues for unions and working families.

In addition to the sessions on the critical U.S. presidential election, AFL-CIO leaders heard from U.S. House Minority Leader Nancy Pelosi, D-CA, and Nobel Laureate Joseph Stiglitz and discussed many other important topics at the meeting. ATU members can be proud of their Union’s increasing prominence in U.S. public affairs.
Do you want a voice in the ATU presidential endorsement process?

I hope so. Here’s your chance:

Over the coming months we’ll be asking you to tell us how you feel about the 2016 presidential candidates. In this issue, we provide you with your first opportunity to give the International your feedback.

We are also sponsoring live conference calls between the presidential candidates and our members. If we do not have it, please email your phone number to communications@atu.org and give us the best way to contact you.

Turnout turnaround needed

Here’s a report on voter turnout in the last few U.S. elections, and it’s not a pretty picture:

In 2012, a cliffhanger presidential election, major issues at stake, $6 billion spent, and an increase of eight million eligible voters, all failed to sustain the upward momentum in turnout from the 2004, and 2008 elections.

Voter turnout dipped from 62.3% of eligible citizens in the 2008 election, to 57.5% in 2012. That figure was also below the 60.4% turnout of 2004, but higher than the 54.2% of 2000.

Despite an increase of over eight million eligible voters, turnout declined from 131 million actual voters in 2008, to 126 million in 2012 – 93 million citizens who were eligible to vote did not.

The 2012 turnout percentage of eligible voters was down from 2008, in every state and the District of Columbia, except two – Iowa and Louisiana. The number of voters who cast ballots was down in every state but six – Delaware, Iowa, Louisiana, North Carolina, North Dakota and Wisconsin.

Engaged, voting, involved

To restore real democracy – no matter who you support – we need more Americans voting. Most importantly, we need to know what you and your fellow members think in order to motivate real activism in 2016. Our primary goal is for every member to be engaged, voting, and involved in bringing out other voters to elect the next president and Congress.

That’s how we’ll get a better outcome and bring about the real change we need in our country. In the process, we want you to hear – directly from the candidates – about their positions on the issues including where they stand on restoring America’s traditional support for working families.

We have already conducted a live call between Senator Bernie Sanders and our members. In the coming weeks we expect other presidential candidates to get on the phones to share their views directly with ATU members.

Mail the card, or go online – today!

So NOW IS THE TIME, before the primaries, for you to give us your opinion.

Are you ready to become a full partner in American democracy? Really?

Start by filling out and mailing in the card in this magazine or going online to http://tinyurl.com/ATUpresidentialpoll to let ATU know who you think we should endorse for president. Do it today, before you forget!

This is the first time in my life that the Union has directly asked all members to tell us what they think on an issue. Let’s hear from you!
US Transit Policy has taken a U-turn!

Our last In Transit devoted several pages to discussing our campaign to not only extend the Highway Bill / Mass Transit bill but to address the critical shortage of federal bus funding. Some legislators agree that, “Its time to end the short-term patch that provides little, if any, certainty to states, localities, and the transportation industry as a whole.” Others say they, voted in favor of this bill because they believe we need to keep moving the ball forward. For transit riders, workers and the economic health of communities that ball is a ball of yarn that is unraveling.

Authors Barry Bluestone and Bennett Harrison, in their book “The Great U-turn,” argue that in the 1970s and 80s, America began making a U-turn from the path of higher wages and greater equality in earnings and family incomes, to lower wages and to income inequality that rivals that of the Great Depression era.

Below are short excerpts from presidential speeches concerning transit since 1954. See if you agree that in terms of transit funding – although never adequate – America took a U-Turn:

The regulation of public transportation in the greater Washington area must contend with the growth of an… economic community spreading far beyond [its] boundaries… The situation plainly requires the unification of regulatory authorities… – Dwight D. Eisenhower, September 3, 1954

Urban mass transportation is one of the most urgent problems facing the nation… if mass transit is to survive and relieve… congestion… it needs federal stimulation and assistance. – John Kennedy, February 18, 1963

We will continue to give special attention to the transportation problems facing our growing cities and metropolitan areas. Research… to improve… urban mass transit will be actively pursued… – Lyndon Johnson, January 24, 1966

I propose that we provide $10 billion… to help in developing and improving public transportation in local communities… [The program] Would authorize assistance to private as well as public transit systems so that private enterprise can continue to provide public services… – Richard Nixon, August 7, 1969

…our transportation program provides $11½ billion over the next six years for mass transit. This means that we will be spending… almost 70 percent more federal funds for mass transit than we spent in the last fiscal year. – Gerald Ford, March 7, 1975

The program… [will] provide flexible assistance for highway construction and transit development. The legislation would authorize more than $50 billion over the next five years… – Jimmy Carter, January 26, 1978

“The government often continues programs at the federal level that are no longer needed. This is the case with rural housing programs, the Economic Development Administration, urban mass transit discretionary grants.” – Ronald Reagan, February 1988

As we look ahead, it’s not enough to have a partnership between federal, state, and local government. We must have the dynamic fourth partner – and that’s where many of you fit in – the private sector. – George H.W. Bush, March 8, 1990

… the Transportation Equity Act for the 21st Century… will strengthen America by modernizing and building roads, bridges, transit systems, and railways to link our people and our country together… – Bill Clinton, June 9, 1998

This law makes our highways and mass transit systems safer and better, and it will help more people find work. And it accomplishes goals in a fiscally responsible way. We are not raising gasoline taxes… – George W. Bush, August 10, 2005

…I’m calling on Congress… to pass a clean extension of the surface transportation bill… to give workers and communities across America the confidence that vital construction projects won’t come to a halt… And we need to do this all in a way that gets the private sector more involved. – Barack Obama, August 31, 2011

I think you’ll agree that NOW more than ever each one of us needs to be involved. Send the post card, make the call, make the in district appointment with your senator and representative.
Canadian, US elections will have consequences

The U.S. presidential election campaign has begun, and the Canadian national election is close upon us. The results of these elections will greatly affect the fortunes of Labor and public transit in our countries for years to come.

That’s why ATU is pulling out all the stops to encourage you to be an “educated consumer” of all of the political messages that are coming your way with an overview of the positions of the U.S. presidential candidates and Canadian party leaders from a Labor and transit supporter’s perspective in their respective editions of this magazine.

I know that many of you in Canada have been loyal supporters of the Liberal, PQ, Green, and Conservative parties, and for good reasons, but we hope you will think carefully about your decision this year, and vote for the party that is likely to do the most for working families, and public transit.

As most of you are aware, the Conservative government in Ottawa has done everything it can to suppress labour unions and privatize our jobs. If the Conservative Party is allowed to form another government we can expect more repressive anti-union legislation, and new transit projects that will be built and operated by private, non-union contractors.

That can’t help but threaten our jobs.

Alternatively, we know that Tom Mulcair is a staunch supporter of labour unions, and that this is the first time in history that NDP has a realistic chance of winning a majority in Parliament.

Nevertheless, this is still a very close race. That’s why we need each and every one of you to do your part, go to the polls, and vote on October 19.

Your job security and your family’s wellbeing could well depend on it.

US elections

The U.S. election is over a year away, but already pressure is building on labor unions to endorse a candidate. It’s way too early for us to choose, but we want to begin the process by asking you what you think.

That’s why we’ve included a pre-addressed, postage-free reply card in the U.S. edition of this magazine that you can mail in to tell ATU who you think it should endorse for president in 2016. The more who vote, the more accurate our results will be. You can also vote online at atu.org.

Just as in Canada, next year’s election will have profound consequences for union members and transit workers in the United States.

The Koch brothers have made it clear that they intend to pour unprecedented amounts of money into the campaigns of politicians who will do everything they can to destroy unions once in office. And those candidates can be expected to follow the marching orders of Koch-financed groups that block proposed transit projects and funding wherever they find them.

However, we do know that there are U.S. candidates who believe in unions and public transit, and you’ll find them among the candidates profiled in the U.S. edition.

So, no one has an excuse to be uniformed on these issues. And no one has an excuse to stay home. In fact, everyone has an obligation to vote, if not volunteer, to help the candidate of his or her choice.

If you keep informed, we’re confident you’ll make the right decision.

Please visit www.atu.org for more information and the latest ATU news.
International recognizes excellent, superior financial secretaries

ATU International recently recognized financial secretaries who have provided excellent and superior performance for their locals. International President Larry Hanley praised the fin. secs. saying, “I know how hard and often thankless your job is as I was once a financial secretary in my local union.”

Called the “Oscar Award,” after International Secretary-Treasurer Oscar Owens, the recognition is based on a review of the officers’ reports to the International and government agencies, including audit and monthly per capita reports. Their reports were accurate, with few discrepancies, and were submitted on time.

Below are the local financial secretaries, so recognized:

Financial Secretaries Recognized for Superior Performance
- in local union order -

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Nelson Little</td>
<td>Financial Secretary</td>
<td>Local 103</td>
<td>Norman Brewster</td>
<td>Financial Secretary</td>
<td>Local 1028</td>
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<td>Randy Chassells</td>
<td>Financial Secretary</td>
<td>Local 441</td>
<td>Doug Behr</td>
<td>Financial Secretary</td>
<td>Local 1267</td>
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<tr>
<td>David Tancrati</td>
<td>Financial Secretary/BA</td>
<td>Local 448</td>
<td>Eileen Zibura</td>
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<td>Jeannie Garbett</td>
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<td>Dennis Frykas</td>
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<td>Claire Camden</td>
<td>Financial Secretary</td>
<td>Local 846</td>
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There’s a big wide world out there, and it’s tough to keep up with all the events which can affect your profession and your livelihood. One of the easiest ways to stay informed is by visiting: www.atu.org.

When it comes to surface transportation funding, the problem with kicking the can down the road time and time again is that eventually, the road crumbles, and repairs are needed. We just might be at that point right now.

Following numerous extensions of the current law with flat funding levels, Congress has shifted into high gear on a long-term transportation bill. By years end, the legislation could very well be on President Obama’s desk, ready for signature.

**Privatization threat**

Unlike previous bills, it was the U.S. Senate that moved first, and the Republicans struck hard with an unprecedented and overreaching provision in its *DRIVE Act* that would result in the massive privatization of public transportation service to the detriment of transit riders and workers.

The bill creates a new program under which the secretary of transportation would fast track transit capital grants to state and local governments on the condition that the project is supported through a public-private partnership (PPP).

The provision is a shameless, partisan, and unprecedented giveaway to private – mostly foreign – corporations that have a long history of providing low quality transit service all across the nation.

They enter into long-term contracts with no accountability, cutting corners wherever possible, leading to major turnover and resulting in service, maintenance, and safety issues.

Moreover, these corporations have exhibited vehement opposition to allowing workers to organize into unions and strong anti-labor policies designed to pad their profit margins.

**Game not over yet**

While the so-called “P3” provision was included in the bill over the objection of organized labor, the game is not over yet. Now, the debate shifts to the House of Representatives, which does not support the Senate proposal.

Once the House finishes its own bill, likely in early fall, a conference committee made up of Senators and Representatives from the House will attempt to work out a final deal on a long-term bill to deal with several transit issues, including funding, safety, and workforce development.

Of course, the big issue remains money. If no agreement on funding comes together, the entire bill could crumble.
Imagine waking up everyday and walking two miles, over roads with no sidewalks, just to catch the bus. That is the reality for many residents of transit deserts just outside of Pittsburgh, PA.

Between 2007 and 2013, the Port Authority of Allegheny County (PAAC) faced a severe funding crisis. They cut 30% of their service, eliminated over 100 bus routes, laid-off hundreds of workers, and closed a garage. In just four years, fares went up by 25%. This story is far too familiar in many places across the country. Between 2008 and 2012, 85% of transit systems nationwide cut service or raised fares, due to public funding shortages.

The good news is that people are coming together to fight back. And in Pittsburgh, the hard work of transit riders, transit workers, and residents is bearing fruit.

Pittsburghers for Public Transit was formed in 2010 as a group of concerned riders and workers that sought to stop the cuts, fare raises, and layoffs. Working closely with ATU, transit riders, and community groups as part of a statewide coalition, PPT helped secure the passage of Transportation Bill Act 89, which prevented further cuts.

Restoring service

PPT, along with members of Local 85, thought it was time to restore service to transit deserts. After more than a year of organizing and agitating, four communities are getting service back. As a result of this expansion, Port Authority will hire 39 new bus drivers and 13 maintenance workers.

This restored service will have a huge impact on people’s lives. Darnell Jones of Groveton notes, “people will be able to find jobs and get to the supermarket.” Terry Breisinger, a Baldwin resident with a visual impairment, says, “the bus is my lifeline” and with restored service “I’ll be able to take my family to sporting events or shopping for Christmas presents without relying on anybody else”.

‘Buses for Baldwin’

The Baldwin campaign started when more than 30 volunteers, including PPT and ATU members, surveyed over 500 community residents documenting the transit needs in the Baldwin community. Less than a month later, 80 people attended a community meeting, launching the Buses for Baldwin campaign.

Aiming to get more community members involved, the campaign initiated a letter writing effort and attended the Baldwin Community Day. Quickly, 1,500 signatures were collected demanding service be restored to Baldwin and 40 letters were sent to the PAAC Board. In September, over 100 people participated in the “Walk for Transit”, a march half the distance many people have to walk to catch the bus. Dozens of residents spoke at the Port Authority board meetings each and every month.

Drivers are crucial

The role bus drivers played in the campaign was crucial. From the beginning, ATU members demonstrated concern for and solidarity with the communities that had been left in transit deserts after the cuts. Several members attended the community meetings, offering information and advice, as residents deliberated over how best to struggle for restoration of bus services.

Not only did the ATU provide crucial support in reaching out to the community, as Terry Breisinger said, “they were able to talk to the community about how the Port Authority works and help the campaign focus on suggesting routes that would make sense”.

The victory resulted from transit riders, workers, and community members coming together to demand the transit service they need and deserve. Mobilizing riders and drivers builds collective power to defend and expand our public transit systems.

McAllister-Erickson is a member of the Coordinating Committee of Pittsburghers for Public Transit.
Jersey City, NJ, Mayor Steven M. Fulop, ATU New Jersey State Council and New Jersey for Transit have been waging a “Fight the Hike” campaign to reverse the decision of NJ Transit to raise fares by nine percent and eliminate six bus and two train lines.

“NJ Transit simply got it wrong,” says ATU NJ Council Chair Ray Greaves, adding “I’d like to thank Mayor Fulop for standing with us and the ATU and together we will continue the fight to bring accessibility and affordability to the working families of New Jersey.”

New Jersey for Transit brings 14 organizations together, including ATU, which work on poverty, working family, environmental and transportation issues. The group plans to deal with the short-term fare hike and the larger issue of finding revenues to fund transportation adequately.

Fifth hike since 2002

The hike, which would be the fifth since 2002, would affect almost half of all Jersey City transit riders. Increasing fares would create a hardship for one in 10 New Jersey workers.

“While I am disappointed… I am not surprised as this has been the pattern of leadership at the agency,” says Fulop. “NJ Transit should be exploring the expansion of transit and building the strong transit system commuters deserve to create long-term sustainability… Working families in Jersey City don’t need an added tax and there are alternative measures to fixing NJ Transit’s budget issues.”

The Fight the Hike Campaign developed a plan that would eliminate the $60 million NJT budget shortfall that was ignored by the NJT Board.

Unfair burden

“These fare increases are another unfair burden on working New Jerseyans, who are being forced to bear the brunt of Gov. Christie’s fiscal mismanagement,” says Charles Wowkanech, president of the New Jersey State AFL-CIO.

“New Jersey commuters alone are footing the bill for the fifth time since 2000 to support a broken funding structure for which they receive nothing in return,” asserts NJ for Transit member Janna Chernetz. “New Jersey commuters should not be on the hook because the governor and legislature are unwilling to resolve a long term transportation funding crisis.”

“Fight the Hike” has mobilized thousands of Garden State transit riders to oppose the fare increase and service cuts. ✔
Workers need their power restored, not charity

The following by International President Larry Hanley appeared August 17, in the New York Times in response to a column recommending that tax breaks be given to corporations that raise the wages of their workers. It has received a lot of attention in the media, and we thought we’d share it with those of you who haven’t seen it:

Peter Georgescu proposes that government provide tax incentives to get businesses to pay more to their employees making $80,000 or less. We appreciate his motivation, but we have to ask, Is this really the only way to close the wealth gap?

The tool Mr. Georgescu proposes suggests that business people are a privileged class who must be appeased to get them to pay a living wage. What other segment of society is financially rewarded for doing the right thing?

The need for corporate tax cuts to incentivize good behavior is a wrongheaded approach. We once had a robust American working class. It was made possible in part by legislation that made workers more powerful, not charity cases. It was dismantled through deregulation, global free trade and privatization. Reverse these and strengthen labor laws, and we can have a democracy and equality again.

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ATU Boston Carmen fight privatization

Calling it a “betrayal,” Local President James O’Brien, 589-Boston, MA, criticized Massachusetts’ GOP Governor Charlie Baker, who, having been given a three-year reprieve from the Pacheco Law, is now looking into privatizing 30 MBTA late night and low ridership express routes.

“The governor has said ‘No privatization, no cuts in service, no layoffs,’ and here he is, privatizing,” charges O’Brien. The Boston Carmen’s Union president is referring to previous testimony in which Baker assured state legislators that, “We want to fix the T. I do not want to privatize the T. I do not want to slash services. I do not want to lay off hundreds of employees.”

“This is our work,” says O’Brien, “and the governor thinks it’s OK to just give that out?”

Union DOT board member appointed

Meanwhile, the governor has appointed Russell Gittlen, the Machinists’ New England Area director, to the Massachusetts Department of Transportation Board of Directors. Machinists are the second largest union representing MBTA employees after ATU.

Proposals to outsource any MBTA service would come before the agency’s newly created fiscal control board which labor officials believe was established to privatize the agency.

Two big wins for Local 1764-Washington, DC

Months of organizing and agitating have paid off for Local 1764 in Washington, DC, with two big victories.

At the DC MetroAccess Call Center, members ratified their first contract since 2013. The contract includes long-overdue wage increases, hours-per-week guarantees for full-time employees, and more. This didn't happen by accident. Workers engaged in a comprehensive campaign to secure this victory. They mobilized members, spoke out, flooded the phones of bosses, visited elected officials, rallied, and confronted the boss on what he thought was his turf.

At the DC Circulator, First Transit agreed to bring their sick leave policy into compliance with Washington DC’s paid sick days law, to remove called-out points for current employees who took earned leave, and to re-hire employees unjustly fired for using earned leave. The stewards and members at the Circulator are ramping up an effort to ensure that First Transit follows through and to prepare for next year’s contract campaign.
Milwaukee members keep the pressure up on MCTS

Contract negotiations between Local 998-Milwaukee, WI, and the Milwaukee County Transit System (MCTS) continue to crawl along. During a September meeting with a mediator MCTS agreed with the Local’s request that the agency propose a contract settlement for the members to vote on.

“Abele and his MTS Board are attempting to reshape Milwaukee transit at the expense of workers and riders and have failed to uphold their own ethical standards to ‘promote decisions that benefit public interest and actively promote public confidence in the transit system.’

“We reaffirm our commitment to working toward a fair contract agreement that puts riders first, retains full-time, professional transit workers, and moves Milwaukee forward.”

Cardboard Cuomo takes a ride on MTA’s No. 7 train

ATU locals have increased their government officials’ understanding of public transit recently, by inviting them to take a ride on the bus. But that can be difficult to arrange.

No worries – if you don’t get a response from an office holder – make one up yourself.

That’s what the Riders’ Alliance did in New York.

“We wanted him to see the crowded platforms, broken-
down trains, long delays and poor communication we all deal with on a daily basis,” says Riders Alliance Deputy Director Nick Sifuentes.

“Because Gov. Cuomo didn’t answer us, we decided to take him for a ride.”

So they made a six-foot tall cardboard Cuomo and they traveled to Court Square from Grand Central Terminal, snapping pictures with the governor’s likeness and posting them on Twitter and Facebook.

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**Success in San Antonio**

Riders had better success in San Antonio, TX, where City Council Member Rey Saldaña, determined to get a ground-level view, by taking the bus and only the bus for a month. Saldaña has become an advocate of public transit in the city, particularly for those who have no other alternative form of transportation.

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**Winnipeg Local seeks public input to improve service**

One way of finding out what people think is to ask them. And that’s just what Local 1505 did in Winnipeg, MB, when it broadcasted a radio ad asking riders what they thought about public transit in the city.

“We are committed to our riders and we want to see improvements to service,” says Local President John Callahan.

“What we want to do is gather comments so we have data to back up what we have been saying, because we know service needs to improve.”

**Two biggest complaints**

“The two biggest complaints are frequency of buses, and service on evenings and weekends,” he says.

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The Local plans to use the responses in its work with the city to improve service.

“This is all about getting local data right from the grassroots,” says Callahan. “This is about what the people want to see, because we don’t just want the union to say it, we want the riders to say it.”

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**California members join ALEC protest**

The anti-union American Legislative Exchange Council (ALEC) can meet, but it can’t hide especially from the ATU. A weeklong protest during the organization’s annual conference in San Diego was joined by California Locals 1277-Los Angeles, and 1309-San Diego. Over 1,000 activists showed up to draw attention to the group, which is largely responsible for the anti-union legislation that is being passed in states throughout the U.S. In addition, ALEC has been responsible for voter suppression bills, anti-immigrant bills like Arizona’s “show us your papers” law, and the infamous “stand your ground” (aka “shoot first”) laws.
ATU HERO

Boston member saves woman

An MBTA bus driver is being hailed as a hero thanks to some fast thinking and skillful driving.

Paul Healy, 589-Boston, MA, was driving his bus when he noticed that the person at the wheel of a nearby Jeep appeared to be “slumping over” and losing control of her car. Fearing that she would hit someone or something, the veteran bus operator maneuvered his bus to force the Jeep to come to a stop. Healy notified his dispatcher, who called an ambulance.

The driver of the car had suffered a seizure and later told MBTA Police that she wanted to thank Healy for “saving her life.”

ATU salutes brother Healy for his bravery.

ATU Lime Rock firefighters raise funds for Station Night Club fire memorial

ATU members and locals are well known for their charitable activities. Our Lime Rock firefighters in Lincoln, RI, are keeping up that tradition. The members of Local 618-Providence, RI, sponsored a fund raising drive for the Station Night Club Memorial Fund.

Members raised $11,600 in donations for the construction of a permanent memorial dedicated to the 100 lives that were lost in a tragic nightclub fire in West Warwick, RI, back in February of 2003.

ATU salutes our firefighter brothers and sisters for their generosity and the time they gave to this effort.
The following students beginning post-secondary education in the 2015-2016 academic year won ATU scholarships awarded in memory of retired International Vice President Joe Welch who passed away on February 13, 2014. Brother Welch was elected IVP in 1986, and rendered faithful service to our members in that capacity until his retirement in 2010. Short descriptions and excerpts from their winning essays are given below:

**PAULA C. BONGIOVANNI**
Paula Bongiovanni, daughter of Anthony Bongiovanni, 726-Staten Island, NY, was co-leader of Dorp High School’s National Honor Society and Math & Science Leadership Committee, member of the SAT Club, and the girl’s varsity bowling team. She served others as a charity fundraiser, event organizer, and volunteer helping victims of Hurricane Sandy. Paula’s goal is to become a doctor.

“Americans across the nation rely on city employees, teachers, police officers and government workers on a daily basis, which is why these workers deserve to be treated with dignity in the work place and receive union representation.”

**RACHEL P. CUCINELLA**
Rachel Cucinella, daughter of Anthony J. Cucinella, 1056-Flushing, NY, was a member of the Mission Club, Science Honor Society, and wrote for her high school newspaper. She volunteered for the NYC Library, the Breast Cancer Walk, as a university teacher’s aide, and served her parish church. She has started working toward a degree in Literature and Studio Art at Williams College in Massachusetts.

“Many Americans do not seem to realize that the fall of organized labor would affect all United States’ citizens… Labor unions provide one of the staunchest forms of protection to lower and middle class workers.”

**BRONTE K. JOHNSTON**
Bronte Johnston, daughter of James K. Johnston, 113-Toronto, ON, participated in many activities in high school including rowing, piano, ballet, track and field, the ski club, and A.P. Biology club. She volunteered her time at a senior citizens’ home and helped provide hospice care. She is described as a very conscientious student who excels in all aspects of school and community life. Bronte plans on becoming a doctor.

“If we avoid unions this will leave the workers without the power control or leverage that a union brings to the table… Without unions who will protect the workers?”

**HEIDI MYUNG**
Heidi Myung, daughter of Nosung Myung, 825-Oradell, NJ, a National Honors Society member, excelled in AP Macroeconomic, Statistics and Calculus, and IB American History, World Literature and French, and was active in Debate, varsity tennis, and advocacy for Cambodian children. She will attend her first year of college in Korea before beginning her studies toward a degree in Hotel Management at Cornell University.

“The core of a union is its ability to speak, giving individuals a collective “voice… The most exemplary instances of this “voice” acting upon… human rights are the passage of [civil rights, equal employment, anti-poverty, and health and safety] legislation.”

**LUKE TORTORA**

“Unions are essential for creating economic growth in the United States. Union workers with higher wages have more purchasing power; boosting consumption, stimulating the economy, and helping the country emerge from recessions like the most recent in 2008.”

Born in rural Tishomingo County, Luke Hall moved to Memphis as a teenager, eventually becoming employed as an operator for the Memphis Area Transit Authority, and joining Local 713, in 1961. Brother Hall was elected vice president of the local in 1968; and served briefly as local president before assuming leadership of the local as financial secretary/business agent in November 1974.

Hall also served on the ATU Tennessee Legislative Conference Board before his election as international vice president in September 1986. As international vice president, Hall traveled extensively for the Union, often in the South, assisting locals, and organizing transit workers wherever he was needed.

To download the scholarship rules and application, please visit: www.atu.org

The Amalgamated Transit Union
2015-2016 Scholarship Competition
In Memory of Luke Hall

The Official 2016 Scholarship Application Form

RETURN COMPLETED APPLICATION POSTMARKED NO LATER THAN JANUARY 31, 2016
TO: ATU SCHOLARSHIP PROGRAM, AMALGAMATED TRANSIT UNION, 10000 NEW HAMPSHIRE AVENUE, SILVER SPRING, MD 20903

Please Print or Type

Name of Applicant: __________________________ (First) __________________________ (Middle) __________________________ (Last)

Address: ____________________________________________________________

Phone Number: ______________________________________________________

Name of Sponsoring ATU Member: ________________________________

ATU Member’s Local Union Number: ________________________________

Relationship of ATU member to applicant: ________________________________ (Self, Child, Stepchild)

High School: _______________________________________________________

Month & Year of Graduation: __________________________

High School Address: __________________________________________________

Name of Principal: __________________________________________________

List in order of preference, the accredited colleges, technical or vocational institutions to which you are applying for admission (no abbreviations):

1. ________________________________________________________________

2. ________________________________________________________________

3. ________________________________________________________________

I hereby certify that to the best of my knowledge and belief the above information is true and correct.

Applicant’s Signature ________________________ Date __________

CUT HERE
LABOR

Bobby Jindal voted against a Louisiana version of the Employee Free Choice Act, Bill HR 800, in the state’s legislature in 2007, which would have provided for mandatory injunctions for unfair labor practices during organizing efforts.
– Bobby Jindal on Jobs, On the Issues, 2007

In 2011, Bobby Jindal signed SB 76, which “Prohibits public entities from requiring certain agreements related to labor organizations as a condition of bidding on projects.” Jindal [also] voted against the Public Safety Employer-Employee Cooperation Act of 2007, which sought to provide “collective bargaining rights for public safety officers employed by states or local governments.”
– Bobby Jindal presidential campaign, 2016/Labor and employment, BALLOTpedia, Presidential Elections, 2015

JOHN KASICH

LABOR

… Gov. John Kasich, R, signed the wildly unpopular [union-busting] law, and has since seen his approval ratings plummet. …
– John Kasich dismisses overwhelming opposition to his union-busting law as no big deal, ThinkProgress, July 13, 2011

TRANSIT

Of all the anti-transit zealots in office right now, Ohio Governor John Kasich really stands out from the rest. …

“Kasich came in and just started canceling this stuff left and right… He has a clear bend against transit.”
– John Kasich’s Sad War on Transit (and Cities), Streetsblog USA, April 15, 2011

GEORGE PATAKI

LABOR

Firefighters welcomed former New York Gov. George Pataki as a friend of Labor in the presidential sweepstakes …
– Pataki gets union hug as a presidential candidate, Politics on the Hudson, March 10, 2015

During that time (2006), the [Pataki] Administration reportedly vetoed a bill “overwhelmingly passed by the State Senate and the Assembly” that would have given home-based child care providers the right to unionize.
– Eric Scheiderman’s campaign rips into John Cahill’s record in new online posting, NY Daily News, August 21, 2014

TRANSIT

…out of this pool of transit tragedy one person bears a disproportionate responsibility for the current mess the nation’s largest public transit system is in. That person is former Governor George Pataki.
– For the MTA, current crisis is 30 years and a governor in the making, WNYC, August 25, 2011

George Pataki just let those zeroes stand and put the cost of the capital plan on the MTA’s credit card, starting the debt build-up in earnest…
– Where Does Your Fare Go? Increasingly, To Pay Off MTA Debt, Streetsblog, September 7, 2011
Senator Rand Paul, R-KY, has an AFL-CIO lifetime pro-union voting record of 4%.

“…I have introduced a national Right to Work Act that will require all states to give their workers the freedom to chose.”

– Koch funded Rand Paul introduces national anti-union ‘right to work’ bill, Bold Progressives, February 4, 2013

… Senator Paul has attempted to raise funds by soliciting contributions from the Koch Brothers, Kentucky coal mining interests and Silicon Valley to no avail, so this introduction of a national anti-union bill that will almost certainly fail in the Senate seems like a blatant attempt to curry favor with the billionaire sugar daddy donors that Paul will need to compete for the Republican nomination.


Rand Paul dropped an unusually specific bit of policy… [that] would allow companies to voluntarily return overseas profits at a reduced 6.5 percent tax rate (it’s normally taxed at 35 percent when companies repatriate). All tax revenue from the returned money would go to shore up the near-empty Highway Trust Fund.


The measure would ensure that at least 25 percent of repatriated funds will be used for increased hiring, wages and pensions; research and development, environmental improvements; public-private partnerships; capital improvements; and acquisitions. *emphasis added


Senator Marco Rubio, R-FL, has an AFL-CIO lifetime pro-union voting record of 6%.

“I oppose card check and any efforts like the Employee Free Choice Act (EFCA) to tip labor law in favor of unions through binding federal arbitration…. I believe … that a card check system would open the door to pressure and intimidation that would disrupt the workplace and threaten businesses’ livelihoods.”


“Partner with private companies to build a model transportation system.”


Senator Rubio co-sponsored the Transportation Empowerment Act, (see description on page 7, under Ted Cruz – Transit).

– Senator Marco Rubio, R-FL, Open Congress, 2015

Former Senator Rick Santorum, R-FL, had an AFL-CIO lifetime record on pro-union positions of 13% in 2006.

… no union, national, statewide, or local, appears to have ever supported his candidacies….

– Rick Santorum Is Just As Anti-Union As Mitt Romney, Think Progress, February 17, 2012

“I’m a right to work guy… I have signed a pledge that I would support a national right to work. …”


“The Reverse Commuting Program that I authored in 1996 along with Sen. Carol Mosley Braun, D-IL, ensures that people who live in reclamation and distressed areas have opportunity to get where economic opportunity currently reside. …”


A staunch advocate of privatization, all the way back to when he was the Senate point man for the Republicans’ 2005 “Saving Social Security,” initiative.

– Commentary: The Privatization Principal, Drovers Cattle Network, March 12, 2012
LABOR

“... the local hospitality union, Culinary Workers Union Local 226, is pressing [Trump with] serious charges of labor violations and denouncing his operations as a bastion of union busting in an otherwise union town.

– No Surprise: Trump Is a Union Buster at His Own Hotel, The Nation, August 21, 2015

Donald Trump proffered a typically Republican plan to help the big three automakers increase their profits: “You can go to different parts of the United States and then ultimately you’d do full-circle — you’ll come back to Michigan because those guys are going to desperately want their jobs back; even if it is earning less. We can do the rotation in the United States — it doesn’t have to be in Mexico.”

– Donald Trump advises automakers to kill jobs to increase profits, Politics USA, August 15, 2015

TRANSIT

In Transit did not find anything on record by Donald Trump specifically on public transit. But, he did tweet this after a recent Amtrak train disaster:

“The only one to fix the infrastructure of our country is me…”

– Donald Trump, after an Amtrak train disaster

LABOR

Wisconsin Governor Scott Walker has vowed to make every state a “right-to-work” state if elected president… Walker has focused the most on his record fighting unions— a record he says prepares him to confront enemy combatants like ISIS if elected president.

– The rise of anti-union rhetoric in the 2016 race, Think Progress, July 1, 2015

Republican Gov. Scott Walker’s proposed state budget could provide the death knell for public transit systems across the state. …Walker is not restoring the $14 million he cut from transit in his previous budget… And, not surprisingly, Walker will increase the funding that goes to road building.

– Is Scott Walker killing off mass transit?, Shepherd Express, March 6, 2013

STAY CONNECTED

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Haga que se escuche su voz en el respaldo presidencial de ATU

¿Le gustaría tener voz en el proceso de respaldo presidencial de ATU?

Le esperamos. Aquí está su oportunidad:

En los meses por venir le preguntaremos cómo se siente acerca de los candidatos presidenciales de 2016. En esta emisión, le damos la primera oportunidad para que usted presente sus comentarios al Sindicato Internacional.

Asimismo estamos patrocinando llamadas de conferencia en vivo entre los candidatos presidenciales y nuestros miembros. Si aún no tenemos su número telefónico, por favor envíelo a través del correo electrónico a communications@atu.org y háganos saber cuál es la mejor manera de contactarlo.

Necesitamos revertir el número de votantes

Aquí está un reporte del número de votantes en algunas de las últimas elecciones en EE.UU., y no muestran una perspectiva muy agradable: En el 2012 paso por una elección presidencial tensa, con problemas mayores a arriesgar, $6 billones en gastos, y un incremento de ocho millones de votantes elegibles, pero los cuales fallaron en sostener el ímpetu creciente de concurrencia en las elecciones de 2004 y 2008.

La número de votantes bajó de un 62.3% de ciudadanos elegibles en la elección de 2008, a un 57.5% en 2012. Esa figura asimismo estaba por debajo de un 60.4% del número de votantes en el 2004, pero más arriba que un 54.2% en el 2000.

A pesar de un incremento de más de ocho millones de votantes, el número de votantes descendieron de 131 millones de votantes efectivos en el 2008, a 126 millones en el 2012 – 93 millones de ciudadanos elegibles a votar no lo hicieron.

En cada estado y en el Distrito de Colombia el porcentaje de asistencia del número de votantes elegibles en el 2012 fue más bajo que en él 2008, con la excepción de los estados de Iowa y de Luisiana. El número de votantes que votaron descendió en cada estado con la excepción de los siguientes seis: Delaware, Iowa, Luisiana, Carolina del Norte, Dakota del Norte y Wisconsin.

Comprometerse, votar, involucrarse

Para restaurar una democracia efectiva – no importa a quién se apoye – se necesita que más americanos voten. Más importante aún es que necesitamos saber lo que usted y sus compañeros piensan a fin de provocar un activismo auténtico en el 2016.

Nuestra meta principal es que cada miembro se comprometa, vote, e involucre a que traigan a otros votantes para que elijan al siguiente presidente y al Congreso.

Así es como obtendremos un mejor resultado y vamos a concretizar un cambio auténtico, que es lo que nuestro país necesita.

Durante este proceso, queremos que escuche – directamente de nuestros candidatos – sobre sus funciones en asuntos tales como su postura en relación a la restauración del apoyo tradicional para las familias de trabajadores de América.

Anteriormente organizamos llamadas en vivo entre el Senador Bernie Sanders y otros miembros. En las semanas por venir, esperamos que otros candidatos presidenciales activamente tomen los teléfonos para compartir sus puntos de vista directamente con los miembros de ATU.

Envíe por correo la tarjeta, o vaya en línea – ¡Hoy!

En verdad, AHORA ES LA OCASIÓN antes de las elecciones primarias, para que usted nos dé su opinión. ¿Estás usted listo para volverse un miembro de pleno derecho en la democracia Americana? ¿En serio? Comience llenando y enviando por correo la tarjeta adjunta a esta revista o por medio de ir en línea a http://tinyurl.com/ATUpresidentialpoll para hacerle saber a ATU quién piensa usted que nosotros deberíamos de respaldar como presidente.

Hágalo hoy, ¡antes de que usted se olvide!

Ésta es la primera vez en mi vida que el Sindicato ha pedido directamente a todos los miembros que nos cuenten que es los que ustedes piensan en relación a este asunto. ¡Déjenos recibir noticias de su parte! ☮

¡La Política de Transporte Público en USA ha hecho un giro de Cambio de Sentido!

Nuestro último In Transit dedicó varias páginas a discutir
nuestra campaña, para no solamente extender la Ley de Carreteras/Transporte Público Masivo, sino también para abordar la falta crítica de financiación federal para autobuses. Algunos legisladores estuvieron de acuerdo con que “Es tiempo de acabar con los parches a corto plazo que proporcionan poca, si es que proporcionan alguna certeza, a los estados, a las localidades y a la industria del transporte en su conjunto”. Otros dicen que ellos votaron en favor de esta ley porque creen que necesitamos seguir moviendo la “bola” hacia delante. Para los pasajeros de sistemas de transporte público, los trabajadores y la salud económica de las comunidades, esa “bola” es como una bola de hilo que se está desenredando.

Los autores Barry Bluestone y Bennett Harrison, en su libro “El Gran giro de Cambio de Sentido” (“The Great U-turn”, en inglés), argumentan que en los años setenta y los ochenta, América empezó a hacer un giro de cambio de sentido, desde la ruta hacia sueldos más altos y más igualdad en ingresos y ganancias familiares hacia sueldos más bajos y hacia la desigualdad salarial que rivaliza con la era de la Gran Depresión.

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A continuación están las citas breves de discursos presidenciales relacionados con el transporte público desde 1954. Mire si usted está de acuerdo con que en términos de financiación del transporte – aunque nunca fue adecuado – América dio un giro de cambio de sentido (U-Turn):

La regulación del transporte público en el área del gran Washington debe enfrentarse con el crecimiento de una… comunidad económica que se está extendiendo mucho más allá de los [sus] limites... La situación claramente requiere la unificación de las autoridades regulatorias...

– Dwight D. Eisenhower, 3 de Septiembre de 1954

El transporte urbano masivo es uno de los problemas más urgentes a los que se enfrenta la nación…si el transporte público masivo quiere sobrevivir y aliviar…la congestión… necesita estímulo y asistencia federal.

– John Kennedy, 18 de Febrero de 1963

Continuaremos poniendo especial atención a los problemas de transporte a los que se enfrentan nuestras ciudades y áreas metropolitanas que están expandiéndose. La investigación…para mejorar…el transporte público urbano masivo debe continuar de forma activa...

– Lyndon Johnson, 24 de Enero de 1966

Propongo que proporcionemos 10,000 millones de dólares…para ayudar en el desarrollo y la mejora del transporte público en las comunidades locales… [El programa] Autorizaría la asistencia para sistemas de transporte públicos y también privados, de forma que la empresa privada pueda continuar proporcionando servicios públicos...

– Richard Nixon, 7 de Agosto de 1969

nuestro programa de transporte proporciona 11,500 millones de dólares durante los próximos seis años para transporte público masivo. Esto significa que estaremos gastando…casi un 70 por ciento más en fondos federales para transporte público masivo de lo que gastamos en el último año fiscal.

– Gerald Ford, 7 de Marzo de 1975

El programa…[deberá] proporcionar asistencia flexible para la construcción de carreteras y el desarrollo del transporte público. La legislación autorizaría más de 50,000 millones durante los próximos cinco años...

– Jimmy Carter, 26 de Enero de 1978

“El gobierno frecuentemente continúa programas a nivel federal que ya no son necesarios. Este es el caso de los programas de vivienda rurales, la Administración de Desarrollo Económico y las subvenciones discrecionales para el transporte público urbano masivo.”

– Ronald Reagan, Febrero de 1988

Al mirar hacia delante, no es suficiente tener una asociación entre los gobiernos federales, estatales y locales. Debemos tener el cuarto socio dinámico – y es aquí donde muchos de ustedes encajan – el sector privado.

– George H.W. Bush, 8 de Marzo de 1990

... la Ley de Igualdad de Transporte de Viajeros para el Siglo 21…hará América más fuerte mediante modernizando y construyendo carreteras, puentes, sistemas de transporte público y ferrocarriles que unan a nuestra gente y a nuestro país...

– Bill Clinton, 9 de Junio de 1998

Esta ley hace nuestras carreteras y nuestros sistemas de transporte público masivos más seguros y mejores, y ayudará a más gente a encontrar trabajo. Y cumple con sus metas de una forma fiscalmente responsable. No estamos subiendo los impuestos sobre la gasolina...

– George W. Bush, 10 de Agosto de 2005

...Estoy haciendo una llamada al Congreso... para que apruebe una extensión limpia de la ley de transporte de superficie... para dar a los trabajadores y a las comunidades a lo largo de toda América la confianza de que los proyectos de construcción vitales no se van a parar...Y necesitamos hacer todo esto de una forma que consiga que el sector privado se involucre más.

– Barack Obama, 31 de Agosto de 2011

Creo que usted estará de acuerdo en que AHORA más que nunca, cada uno de nosotros necesita involucrarse y participar. Envíe la tarjeta postal, haga la llamada, tome una cita con su senador y representante de su distrito.
Canadiense, las elecciones de EE.UU. tendrán consecuencias

La campaña de elecciones presidenciales en EE.UU. ha comenzado, y la elección nacional Canadiense ya está sobre nosotros. Los resultados de estas elecciones afectarán bastante el destino del Sindicato y la transportación pública en los años por venir.

Es por eso que ATU está removiendo todos los paros para fomentar que sea un “consumidor educado” de todos los mensajes políticos que van dirigidos a usted, con una breve reseña de las posiciones de los candidatos presidenciales de EE.UU. y los líderes del partido Canadiense, desde el punto de vista de los partidarios del Sindicato y el transporte público en las ediciones respectivas de esta revista.

Yo sé que muchos de ustedes en Canadá han sido partidarios leales de los partidos Liberal, PQ, Ambientalista y Conservador, y por buenas razones, pero esperamos que usted piense cuidadosamente sobre su decisión este año, y que va a votar por el partido que es muy probable que ayude más que a nadie a las familias de los trabajadores y el transporte público.

Aunque la mayoría de ustedes están conscientes, el gobierno Conservador en Ottawa has hecho todo lo posible por suprimir los sindicatos de labor y ha privatizado nuestros trabajos. Si al Partido Conservador se le permite formar otro gobierno podemos esperar una legislación más regresiva y anti-sindical, y nuevos proyectos de transporte serán construidos y operados por contratistas privados y no sindicales.

Eso no va a ayudar sino a amenazar nuestros trabajos.

Alternativamente, sabemos que Tom Mulcair es un partidario acérrimo de los sindicatos laborales, y que ésta es la primera vez en la historia que NPD tiene una oportunidad razonable de un triunfo por mayoría en el Parlamento

Sin embargo, ésta es aún una competencia muy reñida. Es por eso que necesitamos que todos lleven a cabo su parte en las elecciones, y que voten el 19 de octubre.

La seguridad de su trabajo y el bienestar de su familia muy bien podrían depender de esta participación.

Las elecciones de EE.UU.

Las elecciones de EE.UU. sucederán en más de año, pero ya hay presión en los sindicatos laborales para respaldar a un candidato. Es demasiado pronto para que nosotros tomemos una decisión, pero queremos comenzar el proceso por medio de preguntarle qué es lo usted piensa.

Es por eso que hemos incluido una tarjeta de respuestas con nuestra dirección y de envío gratuito en la edición de la revista de EE.UU. la cual usted puede enviar por correo para decirle a ATU a cual candidato debe de respaldar para la presidencia en el 2016. Entre más vote, serán más exactos nuestros resultados. También puede votar en línea en atu.org.

Así como sucederá en Canadá, las elecciones del año próximo tendrán consecuencias profundas en los miembros del sindicato y los trabajadores de transporte en los Estados Unidos.

Los hermanos Koch han puesto en claro que ellos planean poner cantidades inauditas de dinero en las campañas de los políticos quienes harán todo lo posible por destruir los sindicatos una vez que estén a cargo. Y se espera que esos candidatos sigan las órdenes de acción de aquellos grupos financiados por Koch quienes bloquean proyectos y fondos de transporte en dondequiera que los encuentran.

Aun así, nosotros sabemos que hay candidatos en EE.UU. quienes creen en los sindicatos y el transporte público, y los encontrará entre los candidatos descritos en la edición de la revista de EE.UU.

De esta forma, nadie tiene una excusa de no estar informado acerca de estos temas. Y nadie tiene una excusa para quedarse en casa. De hecho, todos tienen la obligación de votar, de otro modo pueden ofrecer ayuda voluntaria para asistir al candidato de su preferencia.

Si usted se mantiene informado, tenemos confianza plena de que usted tomará la decisión correcta.
In Memoriam

Death Benefits Awarded May 1, 2015 - June 30, 2015

1- MEMBERS AT LARGE
James Edward Nulton

22- WORCESTER, MA
James H Carreau

26- DETROIT, MI
Malcolm G Dotson
Thomas D Simpson
Rita Walker

85- PITTSBURGH, PA
John R Burke
Randal B Bush
Louis O Goehringer
Reed F Griffin Jr.
Dorothy M Hines
Edward J Monkelis
Frances S Dulczak
Patrick Rodger
Allen L Soltis
Randal V mote

113 - TORONTO, ON
Craig A Anderson
Lloyd W Appiah
Anthony Aquilina
Nazzareno Berlingieri
Augustus Bishop
Thomas F Brennan
Edward Carroll
James J Carruthers
Joseph Beguade
Kevin M DuHart
William Henry Ellis
Robert Fenelon
Barry L Franev

164 - WILKES-BARRE, PA
James G Evans

192- OAKLAND, CA
Robert Brewis Foreman
Shirley J Griffin
Lyle H Hager
John R Mc Nally
Mike Emeterio Onora
Richard A Sberbll
Dorothy F Ware
Shirley L Washington
Alice F Williams

241- CHICAGO, IL
Charles Barber
Charlie W Bayman
Hugh P Dunphy
Douglas Johnson
Gerald D Koginski
Tony Madison

DTs L Moore
Robbie L Oliver
Evangelina Payas
Kenneth J Polan
George W Wallace
Patricia A Williams-Williams
Robert H Williams

265- SAN JOSE, CA
Wain J Chen
Claire T Daniels
Joseph S Franco
Mark M Donald

268- CLEVELAND, OH
Clarence Knapik
Frank M Nelson
Jerry L Petrick

279- OTTAWA, ON
Patrick J Conroy
Victor Fick
Alfred Hickey
William J Mac Donald
Richard D Monuk
Jean-Yves Mare

448- SPRINGFIELD, MA
Stanley Martin Soja

508- HALIFAX, NS
Alfred Eliison Savary
Baxter Lee Stanley

569- EDMONTON, AB
Andrew Archibald
Victor R Stockdale

583- CALGARY, AB
Linda O Coza
Kenny Chow
Allan W Davis

587- SEATTLE, WA
Ted R Lammers

598- BOSTON, MA
James H Bishop Jr.
Richard S Campbell
John F Cane
Richard H Channhouse
Charles A Collyer Jr
Eugene A Cox
John K Kane
Tommie J Mc Call
John D Myers
Kevin F Nagle
John J Nee
Alfred A Pappalardo
Robert V Reilly
Richard H Thoffault
Walter E Tobin

616- WINDSOR, ON
Ted Donald
Vincent P Siepker

685- BRANTFORD, ON
Randall J Vanderwal

689- WASHINGTON, DC
Alfred E Edwards
Charles W Forman
Kolubah Freeman
Ronald A Gray
Scottie D Hill
Francis E Olson
Joseph M Ofori
Walter A Ware

696- SAN ANTONIO, TX
Jeselle Longoria
Joe M Rodriguez

728- STATEN ISLAND, NY
Robert Cahill
Michael Luciano
George Mertens Jr

732- ATLANTA, GA
Robin J Mataji
W B Steele
James C Stovall

741- LONDON, ON
William J Dowie
Gerald I Hannigan

757- PORTLAND, OR
Floyd R Lunn Jr

780- ST. LOUIS, MO
Shirley J Borkowski
Bradford L Ellis
Myra A Lewis
Leon D Smith

810- NEWARK, NJ
Carol Heerwagon
Richard West

822- PATERNSON, NJ
John Harold Adams Jr

823- ELIZABETH, NJ
Wade S Davis

824- NEW BRUNSWICK, NJ
Lincoln L Phillips

836- GRAND RAPIDS, MI
William L Bulley

859- DECatur, IL
Clarence E Moore

880- CAMDEN, NJ
Richard Costenbader
Edgar R Farr
William J Hines
William J P Corrison
John G Paul
William J Sims

966- THUNDER BAY, ON
Raymond W Mc Nally

996- MILWAUKEE, WI
Thomas F Blake
Harold A Fell
Charles Harris Jr
Vernard Irish
Norman Jones
Edward W Martens
Richard S Mueller
Benjamin J Radder
Robert L Rittmann
Severn Schenborn

1006- MINNEAPOLIS & ST. PAUL, MN
Donald Levans
Charlotte A Olson
Gerald T Taylor

1177- NORFOLK, VA
Harvey C Gjellstad
George C Williams

1181- NEW YORK, NY
Zabera Arrozolo
Sara Cantore
Michael Mincel
Dorothy Ocehino
Theresa Werner

1195- PORTLAND, OR
William J Dowie
Gerald I Hannigan

1208- TAMPA, FL
Lee M Beach
Bob Smiley

1215- CHICAGO, IL
Drake Bambro
Charles T Bradstreet

1277- LOS ANGELES, CA
Theodore A Collins
Willard Evanston
Haidar Haddad
Denisha Weaver

1300- BALTIMORE, MD
Charles W Pryor
Stanley M Queen

1323- ROCKFORD, IL
Neva K Grady

1363- PROVIDENCE, RI
John V Gudlevich

1415- TORONTO, ON
Russel J Gough
Robert J Lauder
Rick Payne

1447- LOUISVILLE, KY
Robert J McNatt
Woodrow W Turner Jr

1505- WINNIPEG, MB
Henry Riebet
Robert J Wittman

1517- IDAHO FALLS, ID
Steve L Atwood

1533- BRAMPTON, ON
Al-Karim Vire

1573- GOSHEN, IN
John P Schwab

1637- LAS VEGAS, NV
John M Allen

1700- CHICAGO, IL
Vernon E Garrison
Leonard J Krautbauer
Mary Ellen Lowery
Warren B Phelps

1765- OLYMPIA, WA
Jacob M Austin
James E Latch

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An international destination of choice, Toronto is easily accessed by land, water and air. Don’t forget to ensure you have a valid passport at all times. American citizens returning home should also be aware that there are new customs requirements in effect.

For more information, visit the websites of:

Citizenship and Immigration Canada

U.S. Department of State (Passport Information)
http://www.travel.state.gov/content/travel/english.html