America’s Challenges Will Be Met

“The question we ask today is not whether our government is too big or too small, but whether it works, whether it helps families find jobs at a decent wage, care they can afford, a retirement that is dignified.”

— President Barack Obama, Inauguration Address, January 20, 2009

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SAISISONS UNE CHANCE EN OR

Con la elección de un nuevo Presidente y un nuevo Congreso, y la inminente promulgación de la ley “La Libre Selección del Empleado”, los hombres y mujeres trabajadores en los Estados Unidos finalmente tienen a su alcance una largamente esperada oportunidad para que se realice una verdadera reforma laboral.

Pero la ley “La Libre Selección del Empleado” no puede crear una oportunidad si nosotros no nos aprovechamos de esa oportunidad. ¡La reforma laboral no significará nada si nosotros no cambiamos el punto de vista de muchos dirigentes y miembros de base de la ATU! En realidad, si nosotros no cambiamos nuestro punto de vista, nosotros nos hundiremos mientras que otras uniones hermanas crecen.

Un Poco de Reciente Historia

Durante los últimos tres años, esta oficina Internacional ha organizado con éxito miles de nuevos miembros al seno de la ATU. Pero en más de una ocasión, las mismas uniones locales que ayudaron en esa campaña de organización ahora rehúsan permitirle a los nuevos miembros a que se unan a esas uniones locales. Por lo tanto, en más de un ejemplo, estos recién-organizados miembros se han visto forzados a tener que organizar sus propias uniones locales, a pesar de que una unión local de ATU más grande ya existe en la misma área o ciudad. Esta práctica debilita a las locales más grandes y fuerza a un grupo más pequeño a tener que defenderse por sí mismo sin contar con los recursos necesarios.

Un Punto de Visión Difícil de Entender

Este escenario no tiene sentido común, ya sea para la unión local existente en la “ciudad” o para la nueva unión local. ¡Por qué está ocurriendo esto?

Algunas veces se nos dice que las locales más grandes no quieren renunciar a los “requerimientos de reuniones” relacionados con la elección de dirigentes a fin de representar a miembros de compañías privadas – según se requiera bajo los dictámenes de la Ley Federal de Información y Revelación para Relaciones Obrero-Patronales (LMDA). Yo veo esto porqué una visión de un solo mundo es difícil de entender. En vez de imponer barreras al derecho de poder ser candidato a dirigente sindical, nosotros deberíamos estar animando y preparando a nuevos líderes. Además, en nuestra experiencia hay una gran diferencia en el cambio o transición de dirigentes ya exista o no para una unión local los requerimientos de reuniones.

Nosotros hemos oído que los nuevos miembros le “costarán” más dinero a la unión local existente porque puede que “hayan más impuestos sindicales para cubrir el costo de arbitración”. Tal vez sea posible, pero esto es improbable. La verdad es que habrá muchos más miembros para absorber tales impuestos sindicales. Y, no hay evidencia de que nuevas unidades creen más arbitraje.

Muchas Buenas Razones para Darles la Bienvenida a Nuevos Miembros

Por el otro lado, existen muchas buenas razones para su unión local en darle la bienvenida a los nuevos miembros. La solidaridad significa fortaleza: en la mesa de negociación colectiva, en la comunidad, y el panorama político local.

Así, pues, la próxima vez que sus dirigentes comparezcan ante ustedes y les soliciten ayuda en organizar a un nuevo grupo, extienda una bienvenida a estos nuevos hermanos y hermanas con brazos abiertos. Pregúntele a sus dirigentes y al comité ejecutivo de la local porque ellos no están organizando y trayendo nuevos miembros a la unión local. Déjales saber que la organización sindical hace mucho más fuerte a su unión local y la ATU en general.
Let’s Seize The Golden Opportunity

With the election of a new president and Congress, and the imminent passage of the Employee Free Choice Act, working men and women in the United States finally have a long-awaited opportunity for true labor reform.

But the Employee Free Choice Act cannot create an opportunity if we do not seize the opportunity. Labor reform will not mean anything if we do not change the views of many ATU local officers and rank and file members! Indeed, if we do not change our views, we will shrink while our sister unions grow.

Some Recent History

For the last three years, this International office has successfully organized thousands of new members into the ATU. But time and again, the same locals that assist in the organizing refuse to allow the newly-organized members to join their ranks. Time and again, these newly-organized members are forced to form their own small local union even though a large ATU local exists in the same city or area. This practice weakens the larger local and forces a smaller group to fend for itself without the needed resources.

View Difficult to Understand

This scenario makes no sense either for the existing “city” local or for the new local. Why is this happening?

Sometimes we are told the larger local does not want to give up the “meeting requirements” for officer elections in order to represent members from private companies – as required by the Labor-Management Reporting and Disclosure Act. I find this parochial view difficult to understand. Rather than imposing barriers on running for office, we should be encouraging and grooming new leaders. Moreover, in our experience there appears to be little difference in officer changeover whether a local has meeting requirements or not.

We also hear that new members will “cost” the existing local money because there “might be more assessments for arbitrations.” Perhaps, but this is unlikely. The truth is that there would be more members to absorb the assessments. And, there is no evidence that new units create more arbitrations.

Many Good Reasons to Welcome New Members

On the other hand, there are many good reasons to welcome new members into your local. Solidarity equals strength: at the bargaining table, in the community, and in the local political arena.

So next time your officers come to you and ask about organizing a new group, welcome these new sisters and brothers with open arms. If they are not organizing, ask your officers and executive board why they are not bringing more members into the local. Let them know that organizing makes your local and the entire ATU stronger.
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‘The Union is the Best Way to Go’
Tell Congress: Federal Government Must Invest More in Mass Transit

Our brothers and sisters in the auto industry go to bed every night hoping that their jobs will be there in the morning. U.S. steel's employment was greatest during World War II when it had more than 340,000 employees. Today, it employs less than 50,000. George W. Bush and other presidents before him sent many good-paying jobs overseas.

But while other industries are dying, ATU's core industry – public transportation – is headed in the opposite direction. High gas prices last year pushed public transit ridership to its highest level in more than 50 years. Everyone now recognizes that we have to reduce our dependence on foreign oil, and progressive lawmakers understand that transit can play a huge role in making that happen. And the current climate change debate makes it clear that we must increase bus and rail ridership even further to reduce tailpipe emissions.

Transit's Future is Bright

So transit’s future is bright, and our union should grow substantially in the coming decades. But we still face huge challenges that can only be met by changing some key policies of the federal transit program. This year is our opportunity to make those changes happen.

We worked hard in 2006 and 2008 to elect transit-friendly and labor-friendly lawmakers so that they would be in place when our key federal transit programs expire in September. We worked even harder to elect Barack Obama as the next president. Now, it is time to educate the new people here in Washington about the importance of our industry, and how we can make it better.

The ATU has just released a new, comprehensive proposal that is based on the recommendations of the men and women who have the most unique perspective to understand the needs of the transit industry – the thousands of you who proudly serve as the "eyes and ears" of our nation's public transportation systems.

Read Our Proposal Online

I encourage you to go to our website (www.atu.org) and read the proposal. But please don’t stop there. We need you to set up appointments with your Members of Congress. Tell them that the federal government has to invest more in transit. Let them know that we can play a huge part in reducing our dependence on foreign oil, but not as long as fare increases, service cuts, and layoffs continue.

Your role – as constituents – is critical in this debate. Let’s do all we can to avoid being in the position of other industries. Please get involved in our campaign today! Our jobs depend on it.

Michael J. DiSanto
A MESSAGE FROM THE INTERNATIONAL SECRETARY-TREASURER

TIME TO RENEW YOUR COMMITMENT TO ATU-COPE

The U.S. federal elections are over and thanks to the work of union members across the country we now have a worker-friendly Congress and Administration. That does not mean, however, that we can rest on our laurels and expect everything to come out in our favor.

MUCH WORK TO BE DONE

Without a filibuster-proof Senate, it will be difficult to pass the Employee Free Choice Act. Anti-worker forces are pulling out all of the stops to halt this much needed labor law reform legislation which would allow millions of U.S. workers to join a union.

In addition, tight budgets in a bad economy means transit will be competing against other worthwhile investments for limited funding. Efforts to reauthorize the multi-year surface transportation authorization legislation – SAFETEA-LU – offer promise, but without the hard work and commitment of our members, we cannot expect to walk away with needed funding increases and labor protections.

In addition to the battles we face in Congress, we know that many of the friends we helped elect this past fall will be facing tough re-election battles next year. It is up to us to make sure they get re-elected and are able to continue to fight for us in the years to come.

COPE REALLY DOES MAKE A DIFFERENCE

With all of that in mind, I am asking you to renew your commitment to the ATU-COPE program this year.

It is only through ATU-COPE that ATU is able to push our legislative and political agenda and enact the change that transit workers need. In many ways, we need a strong COPE program now more than in the past eight years, during which opportunities for promoting our issues were few and far between.

Help us to push for the Employee Free Choice Act and increases in transit funding by increasing your COPE contribution today. If you aren’t already contributing, talk to your local union officer to find out how you can start giving today.

I know times are tough and dollars are short, but every dollar contributed to COPE really does make a difference!

Oscar Arias
Amalgamated Transit Union

INCREASES MEMBERSHIP IN 2008

The Amalgamated Transit Union continues to grow and organize more workers throughout North America. Thanks to the hard work of so many members, ATU built on its previous successes among school bus and mass transit employees.

First Transit, First Student, MV Transportation, and Veolia were among the national companies organized in 2008. On an historic note, Local 1724-Vancouver, BC, welcomed over 350 new members after successfully organizing the first MV Transportation operation in Canada.

SECOND YEAR OF ORGANIZING GAINS

ATU achieved organizing gains in each of the last two years since the creation of the Organizing Department. Organizing has been a central focus of the International. And local unions have been increasing their own organizing efforts since the September 2007 International Convention. In 2008, ATU won organizing victories in New York, California, Oregon, Montana, Texas, Illinois, Pennsylvania, Arizona, and British Columbia.

At the end of 2008, the ATU was actively organizing over 700 transit workers across North America. In order to organize to scale, the ATU will continue to work with locals, employing worker-to-worker contacts.

If you are interested in organizing an unorganized group of workers in your city or county, then contact the Organizing Department at: http://atu.bluestatedigital.com/content/pages/i_want_atu.
We Can Get There from Here

ATU’S BOLD PLAN TO RENEW FEDERAL TRANSIT LAWS

Every six years, we get the chance to tell Congress how to improve the federal transit program. The legislation that authorizes all U.S. public transportation programs and policies – known currently as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) – expires in September. So, during the next nine months, lawmakers will be conducting hearings and soliciting ideas from interested groups.

When gas hit four dollars per gallon last year, transit ridership nationwide increased to its highest level in more than 50 years. In a major proposal released in January, ATU called on Congress to enact policies that will continue to grow transit, increase the number of transportation choices, and reduce our dependence on foreign oil:

1) INCREASING TRANSIT FUNDING

Current Federal Transit Administration (FTA) funding levels are inadequate. ATU calls on Congress to increase federal transit funding by 20% annually, so that by Fiscal Year (FY) 2015, the program would be funded at nearly $31 billion annually. In order to raise enough revenue to meet these goals, we support raising the federal gas tax, and propose a $1 monthly surcharge on monthly public transportation passes.

In addition, in order to spend the money wisely, we recommend that the metropolitan planning process be improved to allow transit workforce representatives, minority groups, disabled persons, transit riders, smart growth groups, businesses, and others with a direct stake in the provision of public transportation services to serve on the policy boards of metropolitan planning organizations.

2) ALLOWING LOCAL CONTROL OF FTA FUNDS

Ironically, while recent high fuel costs have encouraged more people to ride transit, rising diesel prices have also caused transit systems nationwide to raise fares, cut service, lay off staff, and delay capital spending. Like other consumers, the transit agencies are also paying more for fuel.

The reason for the service cuts is simple. Transit systems, with few exceptions, may not use their FTA funds for operating expenses. For many of these transit agencies, even if the federal government provided enough funds to double the size of their existing fleets, they would likely be forced to keep the majority of those buses in the garage. State and local tax revenues, which support the bulk of transit operations, are way down, and fuel prices are busting their budgets.

ATU supports giving local transit systems the option to use a portion of their federal transit funds for operating purposes, including labor, fuel, administrative costs, and maintenance.

3) ENCOURAGING STATE INVESTMENT

Too many states are shortchanging transit at a time when their residents are looking for more travel options. Just seven states are responsible for more than 80 percent of all state transit funding.

The federal government needs to play an active role in leveraging state and local investment - encouraging states and local governments to invest in public transportation. ATU recommends the establishment of the “Flexibility Incentive Grant” (FIG) program within the FTA. This ATU-drafted bill would provide additional federal surface transportation dollars to states that increase their own level of funding for bus, rail and ferry services.

4) INCREASING RIDERSHIP

Even with the recent surge in ridership, only about five percent of commuters use public transportation to get to work. While recent trends serve as evidence that people are willing to change their travel habits if the alternative is convenient, safe, and economical, it first must be made available. Unfortunately, today, 54 percent of Americans still have no access to transit.

ATU recommends a number of innovative ways to make transit more available and attractive, including raising the monthly cap on employer-provided tax-free transit benefits to the level allowed for parking benefits, making the tax-free commuter benefits program available to all federal, state and local government employees, and developing targeted fare-free and reduced fare pilot programs.

5) CREATING TRANSIT WORKFORCE DEVELOPMENT PROGRAMS

The public transportation industry, like many service-based sectors, will be faced with major challenges in the near future.
A large percentage of the transit workforce – both blue and white collar – will be retiring within the next few years. There is no pipeline of replacements on the horizon. And, for the existing workforce, new technology is rapidly changing the way transit agencies function, affecting every executive director, mid-level manager, bus driver and mechanic alike. Yet, relatively few programs exist to provide training to workers so that they can perform their jobs adequately, move up the career ladder, and help the nation’s transit agencies operate at maximum efficiency.

ATU supports the Transportation Job Corps Act, which would create a career ladder grant program within the FTA to help existing workers retain jobs while also recruiting and preparing young adults for jobs in the transit sector.

6) MAINTAINING TRANSIT LABOR PROTECTIONS

The U.S. public transportation industry has experienced remarkable labor relations stability during the 45 years of the federal transit program. The basis for five decades of labor-management cooperation is Section 5333 (b) of Title 49 of the United States Code (formerly Section 13(c) of the Federal Transit Act), which states that when federal funds, most recently authorized under SAFETEA-LU, are used to acquire, improve or operate a transit system, there must be arrangements to protect the rights of affected transit employees.

The crucial so-called Section 13(c) provisions ensure the continuation of collective bargaining rights and benefits for nearly 360,000 urban, suburban and rural transit employees under existing collective bargaining agreements. The statute protects transit workers from adverse affects that may arise when federal dollars are invested in their local transit systems. This sensible, balanced system fosters unmatched labor-management stability, ensuring a highly trained, experienced, safe and professional workforce, allowing for the development of significant technological, structural, and productivity improvements.

ATU supports the continuation of the critical transit employee labor protections provided by Section 13(c) of the Federal Transit Act and application of Section 13(c) protections to any new federal transit programs or innovative financing mechanisms created through SAFETEA-LU’s reauthorization.

7) PROVIDING FOR OUR NEEDIEST CITIZENS

Despite the best of intentions in past reauthorization bills, public transportation is still not meeting the needs of America’s most vulnerable citizens – elderly, disabled, and low income individuals. It is time for Congress to provide the framework and resources necessary to ensure that transportation is no longer a barrier in people’s ability to work, play, and live life to the fullest extent possible throughout our communities.

ATU supports the consolidation of a number of poorly-funded special transportation programs in an effort to improve mobility options for America’s most needy citizens. We also call for ending the practice of privatizing paratransit service to irresponsible contractors who do not have the best interests of elderly and disabled individuals in mind.

8) PUTTING MORE SERVICE ON THE STREETS – IMMEDIATELY

There are a few noteworthy steps that can be taken by Congress which could dramatically increase the level of public transportation services throughout the U.S. within a short period of time. ATU recommends pilot programs that encourage transit agencies to reduce fares and expand service. We also call for new policies that encourage more states to use more of their available highway dollars for public transit. And, we suggest the expansion of “congestion pricing” – charging motorists a toll for using a particular stretch of roadway or for entering a particular area – and dedicating revenues toward expanded transit services.

9) REGISTERING TRANSIT RIDERS TO VOTE

Congress enacted the “Motor Voter Act” to enhance voting opportunities for every American. The Act has made it easier for all Americans to register to vote and to maintain their registration. The legislation requires states to provide individuals with the opportunity to register to vote at the same time that they apply for a driver’s license or seek to renew a driver’s license. However, no federal law exists to make it easier for non-drivers to register to vote. As a result of this oversight, a large segment of our population has not benefitted from this legislation.

ATU supports grants to non-profit organizations for the purpose of registering and mobilizing non-driving transit riders to vote and to educate all transit riders about transit election issues on a non-partisan basis.

10) ENHANCING THE SAFETY OF TRANSIT WORKERS AND PASSENGERS

Transit operator assault is becoming an epidemic in America. When transit workers are attacked in the course of performing their duties, the safety of every individual on board the vehicle is placed in immediate jeopardy. In addition, other cars, pedestrians, and bicyclists are put at risk when bus drivers are distracted for any reason. Congress needs to provide transit operators with the maximum level of protection.

In order to deter these senseless crimes, ATU calls on Congress to require transit systems to post notice of the enhanced federal penalties for operator assault on every vehicle in service. In addition, states should be encouraged to pass laws that increase the penalty for assaulting a transit worker in the line of duty.

ATU’s full reauthorization proposal is available at: www.atu.org.
Before *In Transit* went to press Canadians were anxiously awaiting the details of the 2009 federal budget which was to be proposed by the minority government of Conservative Prime Minister Stephen Harper. As in the United States, the budget was expected to contain a stimulus package to jump-start the lagging Canadian economy.

The January 27 announcement comes two months after the prime minister convinced the Governor General to allow him to “prorogue” (suspend) Parliament to avoid losing a “confidence vote” which would mandate the formation of a new government. The two-month prorogation is an action so rare that most Canadians have never heard of it. By employing it Harper bought some time to shore up his defenses against a group of three political parties – including the New Democratic Party – which aimed to establish a new coalition government without an election.

**INFRASTRUCTURE INVESTMENTS**

In the meantime Harper dispatched Canadian Transport and Infrastructure Minister John Baird who travelled across Canada to meet with provincial, territorial and municipal representatives on accelerating infrastructure investments.

Baird’s goal was to fast-track projects that would help stimulate the economy by removing the administrative hurdles which can slow the project approval process. That process has been notoriously slow throughout the history of the $33-billion Building Canada program.

“What we are talking about is strategic investments in things like infrastructure that can create a whole lot of jobs and some hope and opportunity and allow Canada to come out of this period of economic uncertainty stronger and much earlier than other countries,” Baird told reporters.

Baird’s sentiments were echoed by Gord McIntosh, a consultant lobbyist with Association House, who said that a big concern “is the length of time it will take to get money flowing in order to stimulate the economy.”

**FATE OF GOVERNMENT IN QUESTION**

How much of the stimulus package will be dedicated to public transit, and the fate of the Conservative government are still very much in question.

If Parliament votes down the Harper budget in a confidence vote, a new coalition could be formed or a new election could be held to establish a new government.

A recent poll indicated that if the Tories (Conservatives) lost the budget vote, more Canadians would rather have a new government as a result of a new election than the formation of an unelected coalition.

Either option could forestall a Canadian stimulus package for some time – time that the Canadian economy may not be able to afford.
Did you see the ads on TV? Big Business spent millions during the presidential campaign enflaming public opinion against the Employee Free Choice Act (EFCA). And now, they are back at it with big bucks!

Those ads cleverly leave the impression that the bill would take away all secret ballots – including those for public office. That is, of course, a gross misrepresentation.

**HERE’S THE REAL DEAL:**

Currently, if at least 30 percent of the employees at a workplace sign cards indicating they want a union, their employer has a choice: either recognize the union, or have the National Labor Relations Board (NLRB) conduct an election by secret ballot to determine whether or not a majority of the workers want a union to represent them. Most employers choose the latter to buy time.

The **Employee Free Choice Act** would entitle workers to form a union if a majority of the employees at their workplace sign cards authorizing a particular union to be their collective bargaining representative. The bill would then require the employer to recognize the union, without an election, and negotiate a contract. If the employer and the union could not come to terms, a mediator or an arbitrator would settle their first contract.

This is a system which has worked very well in several Canadian provinces and in many European countries.

**PRESSURE TACTICS**

The anti-union crowd wants people to believe that without a secret ballot union organizers could illegally pressure workers into signing cards. But their is little evidence to suggest that this is happening today.

There is, however, an overwhelming amount of evidence that employers engage in unfair and often illegal activities to thwart union organizing. Cornell University scholar Kate Bronfenbrenner studied hundreds of organizing campaigns and found that:

- Ninety-two percent of private-sector employers, when faced with employees who want to join together in a union, force employees to attend closed-door meetings to hear anti-union propaganda; 80 percent require supervisors to attend training sessions on attacking unions; and 78 percent require that supervisors deliver anti-union messages to workers they oversee.

- Seventy-five percent hire outside consultants to run anti-union campaigns, often based on mass psychology and distorting the law.

- Half of employers threaten to shut down partially or totally if employees join together in a union.

- In 25 percent of organizing campaigns, private-sector employers illegally fire workers because they want to form a union.

- Even after workers successfully form a union, in one-third of the instances, employers do not negotiate a contract.

**YOU CAN SET THEM STRAIGHT**

Employers get away with this because the federal government simply does not enforce labor law. And that is why the EFCA is necessary.

So when you hear your friends and co-workers repeating the lies and half-truths they hear on television you can set them straight.

All U.S. Labor wants is to give workers a fair opportunity to form a union at their workplace if they so desire.
The Canadian Urban Transit Association (CUTA) is calling on the federal government to invest in public transit as a way to stimulate the national economy.

“We are encouraged by signals that the Canadian government wants to accelerate infrastructure investment, with public transit projects as a major priority,” says CUTA Chair Steve New. “The time is now to launch an economic stimulus package by funding transit projects.”

2% OF GDP = $20 BILLION

Countries around the world are leading the way investing in transit infrastructure as an economic stimulus. Among these, China has committed to invest up to $586 billion into infrastructure projects including subway and other transit initiatives. In addition, Europe and the United States are working on similar measures. The International Monetary Fund (IMF) has recently determined that in the current global economic climate, a stimulus package equal to two percent of gross domestic product (GDP) is justified. In Canada, that would amount to a figure well in excess of $20 billion.

Public transit contributes to the nation’s economic strength in three ways: direct investment, multiplied throughout the economy; improved transportation options for Canadians, which create economic benefits for individuals, households, businesses and governments; and ongoing employment for operations and maintenance of the systems.

74% INCREASE IN SERVICE CONSIDERED OPTIMAL

Another recent study commissioned by CUTA showed that an economically optimal level of transit supply would involve a 74 percent increase in annual transit service, which in turn would generate more transit demand among existing users of public transportation.

“The most recent report on Canadian transit infrastructure needs has estimated the total requirements, over the five-year period 2008-2012, to be $40.1 billion, including both renewal and expansion requirements,” said CUTA President and CEO, Michael Roschlau.

CUTA is in the process of identifying transit projects that are “ready to go” in the coming year and could be initiated quickly with new federal funding. An equitable allocation of infrastructure investment will be critical for Canadian communities of all sizes.

There are encouraging signs coming out of Ottawa. Federal Infrastructure Minister John Baird unveiled reforms aimed at fast-tracking infrastructure projects at a meeting of provincial ministers on January 15. He indicated that transit and water treatment could be priorities for the coming infrastructure plan.

Ontario Premier Dalton McGuinty took the opportunity to urge the federal government to provide more funding for infrastructure at that meeting as well.
FIRST SESSION

The meeting convened at 9:00 a.m. on Monday, November 17, 2008. General Executive Board Members present were Joseph Welch, Rodney Richmond, Donald Hansen, Robert Baker, Larry Kinneer, Randy Graham, Javier Perez, Jr., Richard Murphy, Bob Hykaway, Charles Cook, William McLean, Ronald Heinzman, Janis Borchardt, Paul Bowen, Larry Hanley, Kenneth Kirk, and Gary Rauen. International President Warren George presided. Also present were International Executive Vice President Michael Siano, International Secretary-Treasurer Oscar Owens, Chief of Staff Benetta Mansfield, General Counsel Leo Wetzel, and Executive Assistant to the International President Beth Petrusic.

International Vice President Tommy Mullins was excused.

GENERAL DISCUSSION

International President George discussed several issues of current significance to the union. He noted in part that the executive officers understand the International Brotherhood of Teamsters is electing to not renew current no-raid pacts with other labor organizations and that the ATU therefore might anticipate organizing challenges since the International Union’s no-raid agreement with the IBT is slated to expire in the spring of 2009. In another element of his comments, International President George advised members of the Board that the health insurance premium costs of the International Union for the coming year had increased significantly.

AUDIT COMMITTEE APPOINTED

Appointed to the Audit Committee were International Vice Presidents Richard Murphy, Bob Hykaway, and Charles Cook. International Vice President Murphy, further, was designated as Chair of the panel.

REPORT OF THE INTERNATIONAL SECRETARY-TREASURER ON MS RESEARCH FUNDS

In February, the National Multiple Sclerosis Society held their annual luncheon to recognize supporters of MS research. The ATU MS Research Fund was represented by International President George, who had the honor of presenting the MS Society with a check for $90,000.

The Board was advised that at the close of the six-month reporting period which ended on June 30, 2008, the 23rd annual golf tournament for the benefit of multiple sclerosis research was scheduled to be conducted on September 22, 2008, at the Norbeck Country Club. The announcement for this fundraiser was being designed, and the invitee list had been generated in anticipation of a full compliment of golfers. Preparations for the upcoming tournament were, moreover, well underway. Christopher Broullire, president of the National Capital Chapter of the National Multiple Sclerosis Society, had accepted our invitation to speak at the dinner for the tournament and we were looking forward to receiving an update on the latest advances in MS research. In addition, we had begun receiving pledges of support from longstanding donors, including Robert and Nancy Torray, the Calibre CPA Group, Kelly Press, Inc., and Jim Coleman Cadillac.

Financial Statements for the period of January 1, 2008, through June 30, 2008, for both the U.S. and Canadian MS Research Funds were provided to the General Executive Board.

GENERAL DISCUSSIONS

International President George summarized the current status of the International Union’s significant financial holdings in the mutual fund managed by Torray LLC of Bethesda, Maryland. He reported that the impact of the still-unfolding crisis facing U.S. and world financial markets has been significant.

International President George advised that previous efforts to redress concerns about the finances of Local 241 (Chicago, IL) had met with only partial success. He indicated that reports of International Representative Marcellus Barnes evidence the local union has failed to implement a number of recommended financial reforms and that its expenses continue to exceed its income. A discussion about the circumstances of Local 241 and similar concerns about the financial standing of Local 282 (Rochester, NY) ensued.

REQUESTS FOR FINANCIAL ASSISTANCE

LOCAL 308 (CHICAGO, IL)

Marilyn D. Perkins-Hooker, financial secretary of Local 308, requested financial assistance for legal bills the local union has incurred.

International Secretary-Treasurer Owens reported that the financial statement of Local 308 for the period ended June 30, 2008, listed a beginning balance of $154,730. Receipts for the period amounted to $1,062,716 and disbursements were $1,021,469, leaving a balance at the end of the period of $195,977. The Board was further advised that the most recent Local 308 roster listed 2,409 active members and 1,515 pension members.

Following careful review and consideration, the General Executive Board voted to authorize the executive officers to further investigate the circumstances presented.

LOCAL 836 (GRAND RAPIDS, MI)

Brent Majors, president/business agent of Local 836, requested financial assistance due to extensive litigation costs incurred over the last six years with the Interurban Transit Partnership.

It was reported that the International Union has received a six-month audit report of Local 836 for the period ended December 31, 2007, but that a review thereof uncovered several significant and still unresolved inconsistencies such that the financial status of the local union could not reasonably be determined and summarized. International Secretary-Treasurer Owens further advised that the most recent roster of Local 836 included 315 active members and 19 pension members.

The General Executive Board, after careful review and consideration of the facts, voted to deny Local 836’s request.

LOCAL 1091 (AUSTIN, TX)

Jonathan “Jay” Wyatt, president/business agent of Local 1091, requested financial assistance for legal expenses incurred in connection with the local union’s ongoing efforts to protect its members’ Section 13(c) collective bargaining rights.

International Secretary-Treasurer Owens reported that the financial statement of Local 1091 for the period ended June 30, 2008, listed a beginning balance of $24,856. Receipts for the period amounted to $216,427 and disbursements were $230,431, leaving a balance at the end of the period of $10,852. The Board was further informed that the most recent monthly report of Local 1091 showed 760 active members and 9 pension members.

Following careful review and consideration, the General Executive Board voted to authorize the executive officers to further investigate the circumstances presented.

LOCAL 1498 (JOPLIN, MO)

Richard L. Davis, president/business agent of Local 1498, requested financial assistance for expenses incurred in the form of legal fees, lost wages, and travel expenses in connection with a labor contract language dispute.

The Board was informed that the financial statement of Local 1498 for the period ended June 30, 2008, listed a beginning balance of...
$4,737.56. Receipts for the period amounted to $23,992.91 and disbursements were $24,228.30, leaving a balance at the end of the period of $4,502.17. International Secretary-Treasurer Owens also reported that the current roster of Local 1498 showed 79 active members and 18 pension members.

Following careful review and consideration of the facts, the General Executive Board voted to grant Local 1498 financial assistance in the amount of $2,500.00.

GENERAL DISCUSSION

At the initiation of International President George, members of the General Executive Board and the executive officers engaged in a broad-reaching and extended dialogue relative to the appropriate treatment of those in a newly organized group of workers during the period between the lawful designation of an ATU local as their bargaining agent and the ratification of an initial labor contract governing their terms and conditions of employment.

The meeting adjourned at 12:50 p.m. to reconvene at 9:00 a.m. on Tuesday, November 18, 2008.

SECOND SESSION

The meeting convened at 9:00 a.m. on Tuesday, November 18, 2008. General Executive Board Members present were Joseph Welch, Rodney Richmond, Donald Hansen, Robert Baker, Larry Kinneer, Randy Graham, Javier Perez, Jr., Richard Murphy, Bob Hykaway, Charles Cook, William McLean, Ronald Heintzman, Janis Borchardt, Paul Bowen, Larry Hanley, Kenneth Kirk, and Gary Rauen. International President Warren George presided. Also present were International Executive Vice President Michael Siano, International Secretary-Treasurer Oscar Owens, Chief of Staff Benetta Mansfield, General Counsel Leo Werzel, and Executive Assistant to the International President Beth Petрусic.

International Vice President Tommy Mullins was excused.

APPEALS TO THE GENERAL EXECUTIVE BOARD

APPEAL NO. 1

VANESSA BROWN-CEPHUS, ET AL.
LOCAL UNION 1593 (TAMPA, FL)

There came before the General Executive Board a filing of Local 1593 Member Vanessa Brown-Cephus and 47 other signatories which contested a February 1, 2008, decision of International President George that, in turn, sustained a timely appeal of Brother Micheal McCoy from a post-trial judgement of the Local 1593 membership imposing disciplinary action upon him.

The underlying charges and subsequent local union action against Brother McCoy were largely an outgrowth of a misappropriation of union funds by former Local 1593 Financial Secretary Curbie Hunter during his term in office. Upon becoming aware in mid-February of 2007 of Hunter's unauthorized treasury withdrawals, the local union promptly notified International Secretary-Treasurer Owens of the apparent wrongdoing, accepted Hunter's resignation from office, and at a special meeting of the union's executive board adopted a motion to file a theft report with the local sheriff's office. Local 1593, further, directed its accountant to undertake a special audit of its books and records to more precisely determine the extent of Hunter's inappropriate use of funds. Shortly after the accountant completed the requested review, Brother McCoy reported the specifically-identified misappropriation of funds to the detective in the sheriff's office who was handling the allegations against Hunter. Those actions led to Hunter's arrest and the ultimate finding of his guilt; they also otherwise enabled Local 1593 to recover the financial loss it suffered through a garnishment of Hunter's salary.

On July 27, 2007, charges were preferred against Brother McCoy as the president/business agent of the local union based upon his role in the Hunter-related chain of events. The stated allegations were brought before the August 2007 regular meeting of the local union. The membership unanimously voted to proceed to a Section 22.5 trial, where relevant evidence was gathered and considered by the appointed committee. At the conclusion of the trial, the panel found Brother McCoy guilty of financial malpractice on the theory that the local union president was "responsible for his board's actions, not wholly, but responsible for their actions in following up on the [initial] February [indications of a misappropriation of funds] to see that nothing was being missed." The trial board also determined McCoy was guilty of 'gross negligence,' which the panel characterized as going "hand-in-hand" with the other finding of guilt and was said to be evidenced "mainly because of the amount of time [between the initial indications of wrongdoing by Hunter] and giving paperwork to the authorities to prosecute."

On the basis of its findings, the trial board recommended that Brother McCoy "step down" as president/business agent of the Local (it being understood in the totality of the circumstances that adoption of the panel's recommendation would in fact remove McCoy from his elected post). After the trial board's conclusions were presented to the membership and McCoy was allowed an opportunity to defend himself as contemplated under Section 22.6 of the Constitution, a secret ballot vote was conducted. The final tally showed 18 votes in favor of adopting the trial board's findings and recommendation and 16 against.

McCoy submitted an appeal to International President George, urging that the local union actions which arose through the procedures under Section 22 of the Constitution be overturned. Following careful consideration of the case materials provided by the local union (materials that evidenced several deficiencies), International President George found the record did not support the guilty findings. He determined there was no evidence that Brother McCoy was implicated in the wrongful activities of Hunter, nor that McCoy failed to exercise due diligence in supervising activities of the local union as its president/business agent. He further concluded the record showed that the actions of Brother McCoy and the local union upon learning of Hunter's apparent wrongdoing were in full compliance with the applicable specifications of the ATU Constitution. International President George therefore ordered that McCoy be promptly reinstated to the office of president/business agent of Local 1593 and that the local union, consistent with Section 22.7 of the Constitution, make him whole for any loss of pay suffered from the time the membership voted to entertain the charges against him.

In their written filing before the General Executive Board, the appellants stated they were "standing on" the post-trial decision of the membership and urged that "if the majority voted to remove [Brother McCoy], it should have been respected." While not offering any specific challenges to the reasoning of International President George's ruling, the submission summarily reiterated that the membership "found the office[r] guilty because a president is suppose[d] to oversee what the financial secretary is doing and when the financial secretary has several unexplained withdrawals, it means the president wasn't doing his job properly." In their written filing before the General Executive Board, appellants stated they were "standing on" the post-trial decision of the membership and urged that "if the majority voted to remove [Brother McCoy], it should have been respected." While not offering any specific challenges to the reasoning of International President George's ruling, the submission summarily reiterated that the membership "found the office[r] guilty because a president is suppose[d] to oversee what the financial secretary is doing and when the financial secretary has several unexplained withdrawals, it means the president wasn't doing his job properly."

The meeting adjourned at 12:50 p.m. to reconvene at 9:00 a.m. on Tuesday, November 18, 2008. 

APPEAL NO. 2

QUINCY K. JONES
LOCAL UNION 689 (WASHINGTON, DC)

The General Executive Board next turned to an appeal from a February 20, 2008, decision by International President George in which he effectively denied a February 14, 2008, filing submitted on behalf of Local 689 Member Quincy K. Jones by attorney Monalie E. Bledsoe, who sought to contest a membership decision not to arbitrate a grievance Jones had filed.

On its face, the correspondence of Ms. Bledsoe evidenced that the local union action at issue was taken at its September 5-6, 2007, membership meeting. Because more than 90 days had elapsed since the final local union decision, International President George found the submission on behalf of Brother Jones was untimely under Section 23 of the Constitution and therefore not subject to further consideration.

In the appeal to the General Executive Board prepared by Brother
PRESENTATION ON IMPACTS OF THE ECONOMIC RECESSION ON INVESTMENTS

Sean M. Bannon, CFA, a senior consultant with Yanni Partners of Pittsburgh, PA, assessed the status of U.S. financial markets with members of the General Executive Board and detailed the impact of the 2008 economic downturn on retirement programs throughout North America. He also informed the Board of noteworthy losses in ATU-held investments since the beginning of 2008 and advised of ongoing actions made in consultation with the executive officers to restructure the union’s asset allocations and reduce the percentage of overall holdings maintained in the mutual fund managed by Torray LLC.

PRESENTATION RELATIVE TO FUNDING STATUS OF ATU RETIREMENT PLAN

David C. Feinstein, FSA, EA, an actuary with Cherion, Inc., of Chicago, IL, provided a comprehensive report regarding the current funding status of the ATU Pension Plan for International officers, staff, and employees. He also reviewed the implications and impacts of the U.S. Pension Protection Act of 2006, indicating in part that the current statutory requirements would likely obligate increased General Fund contributions to the plan through 2015.

REPORT OF THE INTERNATIONAL SECRETARY-TREASURER ON ATU-COPE AND ATU SCHOLARSHIP

ATU-COPE

The Amalgamated Transit Union Committee on Political Education (ATU-COPE) program collects voluntary contributions from ATU members for the purposes of making contributions to and expenditures for candidates for federal, state and local offices and addressing federal, state and local political issues.

ATU-COPE consists primarily of the Voluntary Account, which is used to make contributions to candidates for federal elections (i.e., U.S. Senate, U.S. House and U.S. President), and to state and local candidates in jurisdictions which strictly regulate political contributions. In addition to the Voluntary Account, ATU-COPE maintains the Special Holding Account for contributions to state and local candidates and also maintains separate accounts in Florida, Missouri, New York and Wisconsin, as required by those states’ laws.

The highlights of the contributions paid from the various funds (combined) for the six month period ending June 30, 2008, were reported as follows:

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<th>Type</th>
<th>Amount</th>
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<tr>
<td>Federal State</td>
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<td>State Senatorial</td>
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<tr>
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Between January 1, 2008, and June 30, 2008, ATU-COPE took in contributions totaling $481,294.75. As of June 30, 2008, the funds had a combined available balance of $301,880.31.

ATU SCHOLARSHIP PROGRAM

The selection process for the 21st annual ATU scholarships, named in memory of deceased International Vice President Jackie B. Breckenridge, was completed during this period by the Scholarship Selection Committee. The panel was chaired by James Kennedy, Jr., senior vice president of Union Labor Life Insurance Company. Committee members consisted of John W. Harrison III, president of Eberts & Harrison; Cynthia Watson of Watson Labour Lawyers; and Trip McLaughlin of the Anthony, McLaughlin & Offen Group.

A total of 86 applications were received (74 from the U.S. and 12 from Canada) that met all of the program’s requirements. These were reduced to 13 finalists and one vocational finalist.

A merit system that weighted scholastic performance, school evaluations, personal activities (a biographical statement), and the required essay was used to select the winners.

In reviewing the essays, the committee evaluated content and originality as well as grammar, style and spelling. With respect to the biographical statement, there were obviously no “correct” answers. Evaluations were placed upon the content of the answers as an indication of the student’s critical thought process in response to each question.

With respect to scholastic performance and school evaluation, the committee again relied primarily on information furnished by the various secondary schools. They looked for those who made a contribution to their schools and those who showed a willingness to hold jobs part-time and during the summer. They also reflected, to some degree, on special circumstances that may have influenced the student’s academic performance.

The committee complimented the applicants for their interesting biographical statements and essays. This year’s winners were reported to the Board as follows:

Jason Ally, son of ATU Local 689 (Washington, DC) member Hazrat Ally, who is interested in pursuing a degree in engineering.

Cathryn A. Parsons, daughter of ATU Local 508 (Halifax, NS) member Randy M. Parsons, who is planning to pursue a degree in physics.

Ashley S. Dennis, daughter of ATU Local 1001 (Denver, CO) member Andrea Dennis, who is planning to study pre-law.

Christina Kollisch, daughter of ATU Local 1512 (Springfield, MA) member Dave Kollisch, who is interested in obtaining a degree in biology and languages.

Lynn K. Lukoskie, daughter of ATU Local 1005 (Minneapolis/St. Paul, MN) member Terrance Lukoskie, who is planning to pursue a degree in biology (pre-pharmacy).

The vocational/technical scholarship was awarded to Evan Stetch, son of ATU Local 583 (Calgary, AB) member David Stetch, who is planning to pursue a career in automotive mechanics.

INTERNATIONAL SECRETARY-TREASURER’S REPORT ADOPTED

Upon a motion duly made and seconded, the report of the International Secretary-Treasurer for the six-month period ending June 30, 2008, was approved as printed.

MINUTES APPROVED

The minutes of the previous General Executive Board meeting were approved with a correction to show that the April 30, 2008, vote tally on the defeated motion to adjourn was eight to nine.

GENERAL DISCUSSION

The remainder of the session was devoted to general discussion among the members of the Board and the executive officers regarding a variety of issues pending before the union.

The meeting adjourned at 3:50 p.m. to reconvene at 9:00 a.m. on Thursday, November 20, 2008.
THIRD SESSION

The meeting convened at 9:00 a.m. on Thursday, November 20, 2008. General Executive Board Members present were Joseph Welch, Rodney Richmond, Donald Hansen, Robert Baker, Larry Kinneer, Randy Graham, Javier Perez, Jr., Richard Murphy, Bob Hykaway, Charles Cook, William McLean, Ronald Heintzman, Janis Borchardt, Paul Bowen, Larry Hanley, Kenneth Kirk, and Gary Rauen. International President Warren George presided. Also present were International Executive Vice President Michael Siano, International Secretary-Treasurer Oscar Owens, Chief of Staff Benetta Mansfield, General Counsel Leo Wetzel, and Executive Assistant to the International President Beth Petrusic.

International Representatives Ray Rivera, Marcellus Barnes, Yvette Salazar, Anthony Withington, and Virginia Lewis were also in attendance, as was Canadian Council Director Robin West. Former International President Jim La Sala attended as a guest.

GUESTS WELCOMED

International President George offered a special welcome to retired International President Jim La Sala. He also individually recognized the two most recently appointed International Representatives, Anthony Withington and Virginia Lewis, and joined the members of the General Executive Board in expressing confidence that the tenure of each would be distinguished.

REVIEW OF 2008 U.S. POLITICAL ACTIVITIES AND FEDERAL REGULATORY MATTERS

Director of Political and Regulatory Affairs Karen Head summarized the broad-reaching political activities of ATU members over the course of the most recent U.S. election cycle and appraised a number of significant regulatory developments in the closing months of the George W. Bush Administration.

The Board was informed that the union was more active than ever before in the 2008 U.S. elections, which resulted in the selection of ATU-endorsed Barrack Obama as the nation’s first African American president and offered the additional promise of a more worker-friendly U.S. Congress. In close consultation with the AFL-CIO, the International Union identified specific needs in 24 “battleground” states and provided funding to enable the release of more than 40 ATU local union members and staff to assist in election activities on a full-time basis. In addition, nearly a dozen International Union staff members and employees were temporarily reassigned to support the coordinated efforts. By the end of the campaign season, the ATU had distributed some 49,000 buttons; 10,000 labels; 6,000 placards; and 3,500 tee shirts to local unions and individual members.

The Board was also advised as to the status of several changes in transportation-related federal regulations proposed by the Bush Administration. In June of 2008, the ATU filed formal comments in response to draft language that would permit the disclosure of drug and alcohol test results to the licensing authority of any state enacting a law calling for such disclosure. It was also reported that a final rule which the Federal Transit Administration initially planned to implement in August, requiring direct observation of urine collection in follow-up and certain return-to-work testing, has been enjoined, at least temporarily, by a federal appeals court until February of 2009. Several other regulatory issues of particular interest to the ATU were discussed as well, including a notice of proposed rulemaking relative to the provision of school bus service by transit systems that was issued by the FTA in mid-November 2008.

FTA restrictions on charter operations by recipients of federal transit assistance and the recent revisions to the agency’s regulations in that regard were the subject of some discussion. Director of Political and Regulatory Affairs Head informed the Board that any legislative proposal to lift the restrictions in their entirety would not be viable politically and would be unlikely to garner support even among Labor defenders in the 111th Congress. She also advised, however, of indications that the American Public Transportation Association may be prepared to join in advocating for a statutory directive to expand the exemptions and exceptions in the charter service rules as part of the upcoming reauthorization of the federal transit program. Thereupon, a motion was made and duly seconded that it be the position of the ATU that the current charter restrictions be abolished. Following some discourse, the General Executive Board enacted to postpone any further consideration of that motion pending additional evaluation of the underlying issues presented.

ATU PROPOSAL FOR STATUTORY REAUTHORIZATION OF U.S. TRANSIT PROGRAM REVIEWED

After briefly reporting on the status of the most recent economic stimulus proposal under consideration by the U.S. Congress and indicating such might still incorporate the ATU’s proposal for a fuel subsidy for public transit systems, ATU Legislative Director Jeff Rosenberg provided a detailed review of the International Union’s comprehensive program for reauthorization of the federal transit program. With the five-year Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) slated to expire in 2009, the ten-point plan, We Can Get There From Here, calls for significant improvements in U.S. public transportation through increased investment on the part of the federal and state governments, innovative programs to encourage greater ridership, new career ladder training grants, and a renewed commitment to the transit needs of the elderly and disadvantaged citizens. Each element of the ATU proposal was detailed, including recommendations: that U.S. transit funding be increased by 20 percent annually; that the federal gas tax be increased and indexed to inflation; that local transit systems be afforded the flexibility to use FTA funds for general operating purposes; that an FTA program be established to encourage individual states to invest in public transportation; that the monthly cap on employer-provided tax-free transit benefits be raised; that the requirement for appropriate “Section 13(c)” employee protections be extended to any new federal transit grant programs or innovative funding mechanisms; that existing elderly/disabled, jobs access and reverse commute, and “New Freedom” funding programs be consolidated; that potential bidders on paratransit operations be required to demonstrate an ability to provide high quality service on a par with that afforded by in-house workers; that fuel costs be considered an allowable capital expense eligible for grant assistance; and that states be encouraged to increase penalties for assaults on transit workers.

REPORT ON LOCAL 639 TRUSTEESHIP

International Representative Barnes reported on the status of the trusteeship of Local 639 (Lexington, KY) first instituted in July of 2007. The Board was informed that the financial condition of the union had been improved significantly, that its organizational records are now centrally maintained in a new office, and that the locally retained accountant was working with the Internal Revenue Service to conclusively resolve all outstanding issues of tax liability. International Representative Barnes expressed confidence that all aims of the stewardship would be fully satisfied in the near future and that the local union’s autonomy could be restored in the first months of the coming year.

UPDATE ON LOCAL 241 FINANCIAL CONCERNS

International Representative Barnes provided a detailed update as to the financial standing of Local 241 (Chicago, IL) and the union’s failure to fully implement many of the reforms the local leadership team had been told it needs to adopt. A number of particularly troubling union expenditures were specifically reviewed.

Several members of the Board engaged the executive officers in a discussion of the means by which the circumstances presented might most effectively be addressed and remedied.

REPORT OF THE INTERNATIONAL EXECUTIVE VICE PRESIDENT

ORGANIZING CAMPAIGNS

It was reported that over the course of the six months ending on June 30, 2008, we were involved in approximately 500 new members and lost three. Six were withdrawn for various reasons and 19 were pending at the close of the reporting period.
Won
First Student, Inc. (Helena, MT)
First Transit, Inc. (Kankakee, IL)
First Transit, Inc. (Savannah, GA)
Greyhound Bus Lines, Inc./Bolt Bus (New York, NY)
City of Kenosha, WI
Laidlaw Transit, Inc. (Denver, CO)
Mid Mon Valley Transportation (Charleroi, PA)
Midway Leasing, Inc. (Jamaica, NY)
MV Transportation, Inc. (Arcadia, CA)
MV Transportation, Inc. (Lodi, CA)
MV Transportation, Inc. (Orlando, FL)
MV Transportation, Inc./Grants Transportation, Inc. (Orlando, FL)
MV Transportation, Inc. (Petaluma, CA)
Nicola Valley Transportation Society (Merritt, BC)
TransCare (ambulette operators/EMTs) (Brooklyn, NY)
Veolia Transportation, Inc. (Mesa, AZ)

STRIKES

Local 113 (Toronto, ON)
On April 26, 2008, members of Local 113 went on strike after rejecting the contract with the Toronto Transit Commission by a 65% majority.

On April 28, 2008, the members returned back to work through legislation by the provincial government, thus ending the two-day strike.

Arbitration was then sought by the parties.

Local 1181 (New York, NY)
On May 7, 2008, at 5:00 a.m., the members of Local 1181 employed by MiniBus and Gotham Bus Lines initiated a work stoppage after their paychecks were not accepted by the bank.

At approximately 12:00 noon, the companies announced that all checks would be covered. The members checks were then honored by the bank and the strike was terminated. All members returned to work the following morning.

EXPENSES
Approximately $334,023.00 was spent during this report period on organizing, including costs such as materials, mailing lists, and full-time international representatives' salaries and expenses for those who assisted in these organizing campaigns. Local union officers and members assigned to assist with these drives were reimbursed by the International for their wages and expenses incurred.

AUTHORIZATION GRANTED FOR POTENTIAL PAYMENT OF FIRST CONTRACT JOB ACTION ASSISTANCE
Upon a motion duly made and seconded, the General Executive Board enacted to afford to the International President, in consultation with any International Vice President(s), International Representative(s) and/or International organizer(s) assigned to assist a newly organized group of workers, the discretion to extend financial assistance from the Defense Fund to each bargaining unit member participating in any strike that might be called in connection with the development of the unit's initial labor contract.

The meeting adjourned at 3:50 p.m. to reconvene at 8:30 a.m. on Friday, November 21, 2008.

FOURTH SESSION

The meeting convened at 8:30 a.m. on Friday, November 21, 2008. General Executive Board Members present were Joseph Welch, Rodney Richmond, Donald Hansen, Robert Baker, Larry Kinnear, Randy Graham, Javier Perez, Jr., Richard Murphy, Bob Hykaway, Charles Cook, William McLean, Ronald Heinitzman, Janis Borchardt, Kenneth Kirk, and Gary Rauen. International President Warren George presided. Also present were International Executive Vice President Michael Siano, International Secretary-Treasurer Oscar Owens, Chief of Staff Benetta Mansfield, General Counsel Leo Wetzel, and Executive Assistant to the International President Beth Petrusic.

International Representatives Ray Rivera, Yvette Salazar, Anthony Withington, and Virginia Lewis were also in attendance, as was Canadian Council Director Robin West.

International Vice President Tommy Mullins and International Representative Marcellus Barnes were excused.

REPORT OF THE GENERAL COUNSEL
Current litigation activities of the International Union were summarized and reviewed for the benefit of the General Executive Board.

It was first reported that the lawsuit challenging the Section 13(c) interest arbitration rights of Local 1164 (Knoxville, TN) remains outstanding. The Board was reminded the litigation concerns a claim by Knoxville and its transit contractor that any interest arbitration with the private employer amounts to an unconstitutional delegation of the City's legislative authority. The case was originally filed after the parties reached an impasse in their since-concluded 2006 negotiations, but now is cast as being in anticipation of future bargaining. It was recounted that our petition for a summary dismissal of this case was rejected by the state court in April and a trial date was therefore set for December. The City's counsel has expressed a desire to have the matter mediated, however, giving some indications that perhaps he is looking for a third party to convince the City it does not want to pursue the case.

The Colorado Court of Appeals has offered some new hope in our suit seeking damages from the City of Colorado Springs in connection with its acknowledged failure to bind its prior service contractor, PTM, to the protective arrangements with Local 19 (Colorado Springs, CO). In mid-July, the appellate court reversed an earlier dismissal of our suit by the trial judge, who had thought our claim of damages was overly speculative in presuming that adverse actions of the management company would have been barred if the contractor had properly been obligated to the 1981 Section 13(c) Agreement. With the case now remanded back to the lower court, we are currently preparing for further proceedings addressing the merits of our allegations in this litigation.

The somewhat related federal court action which Colorado Springs brought against the U.S. Secretary of Labor has now been fully briefed and awaits a decision by the district court. This suit contends that the Labor Department violated the Administrative Procedures Act by failing to adequately explain and justify its Section 13(c) certification decisions on several issues, including the City's contention that an interest arbitration clause violates the Colorado constitution even if the negotiating employer is a private sector transit system contractor - a theory that was later repeated in Knoxville and fueled the state court litigation there.

A final matter in the union's catalog of pending Section 13(c) litigation was reported for the first time. It has been brought against the International Union by several hundred former members of the since-disbanded Local 1635 who were employed by First Transit in 2003 when the Dallas Transit Authority terminated a service contract it had with that company and brought the work in-house to Local 1338 (Dallas, TX). At that time, representatives of the Legal Department advised Local 1635 officers it was highly unlikely an arbitrator would award any monetary allowances based on a conclusion that the move from First Transit was a result of federal funding. Without the International Union's authorization or support, the employees nevertheless filed a claim with DART and then the Labor Department. After pursuing that administrative process for several years, the workers sued the ATU, essentially claiming the union had failed to properly represent them. It was reported that several recent developments have produced some confidence this matter can rather quickly be brought to a close. First, the Labor Department finally issued an opinion denying the Section 13(c) claim filed with it, essentially vindicating our original assessment of the circumstances presented. Second, some weeks after petitioning a state court to vacate that DOL award, the plaintiffs' attorney asked to withdraw from all the litigation commenced over this matter. In early November, the court ruled that either new counsel would have to be identified or contact information for every one of the more than 400 plaintiffs would have to be provided so that each could be called upon to represent themselves. That decision is certain to put pressure on both the attorney and his lead plaintiff, who hopefully will see the futility of trying to pursue this matter further.

Success was realized in at least the first element of a lawsuit being pursued by the International on behalf of Local 398 (Boise, ID) in an effort to prompt satisfaction of an arbitration award finding the Boise
transit system in violation of subcontracting language in the parties’ labor contract. It was reported that this case began with a route restructuring that effectively transferred work from our Boise bargaining unit to an unorganized subcontractor of Valley Regional Transit which operates its distinct service in the Nampa, ID, area. Determining that a segment of the new Nampa service replicated a contemporaneously-discontinued Boise route and therefore amounted to an improper subcontracting, an arbitrator awarded damages to each impacted employee pending a return of the work to the Local 398 unit. But after providing an initial set of lump sum payments, the transit authority revealed an essential contempt for the union by announcing plans to eliminate the offending Nampa route in its entirety. In mid-September, a state court granted our initial motion for a partial summary judgment to first confirm the award of the arbitrator. With that resolved, a second motion was being drafted to seek a judgment for the specific amounts that the ATU maintains are properly due to rank and file members under the arbitrator’s remedial formula as understood by the union.

The Board was informed that the legal proceedings first instituted back in early 2003 on behalf of Local 1182 (St. John, NB) seeking a ruling to enable transit worker participation in the pension fund of the City of St. John has come to a close. In the earlier stages of this matter, the union’s right to a substantive determination on this issue by the New Brunswick Superintendent of Pensions was litigated through the courts and up to the Supreme Court of Canada. Ultimately, in early 2008, that official characterized the record as showing that the St. John Transit Commission retains “fundamental” control over the bargaining unit workers and, on that basis, he denied our application for coverage. Unfortunately, in late August the New Brunswick Labour and Employment Board effectively affirmed that ruling, but on a slightly different basis. It held that the relationship between the City and the transit commission did not fall within the operative legal definition of “related employers,” and therefore determined that coverage under the City’s plan could only be worked through some form of a legislative amendment.

The ATU’s positions before the Newfoundland Labour Relations Board were fully vindicated in the unfair labor practice proceedings initiated by the former president/business agent of Local 1462 (St. John’s NL), who was terminated in late 2005 and was later removed from his union post when the local was placed into trusteeship the following summer. The focus of this matter was the post-trusteeship decision of Local 1462 against seeking judicial review of an extensive arbitration award that had sustained the former president’s discharge for certain media comments he made which were found to be false, malicious, and detrimental to the interests of the St. John’s Transportation Commission. In late June, the Labour Board ruled that neither the International Union’s nor the former president’s legal challenges to the decision of the Board were fully vindicated in the unfair labor practice proceedings initiated against the Local 1462 unit workers and, on that basis, he denied our application for coverage.

Chief of Staff Mansfield summarized the results of the recently completed U.S. Department of Labor audit of the International Union’s books and records to confirm satisfactory compliance with the financial reporting and other requirements of the Labor-Management Reporting and Disclosure Act of 1959, as amended. The Board was advised that on the basis of commentary offered by the Labor Department, some comparatively minor revisions to the expense reporting procedures of the International Union were in the process of development.

The report of the International President for the six-month period ended June 30, 2008, was approved with a minor editorial correction.

The previously appointed Chair of the Audit Committee, International Vice President Murphy, reviewed at some length the activities of the panel in its study of the financial records made available to it and presented the committee’s recommendation that the executive officers consider reallocating the union’s cash deposits, as practical, among multiple banks so as to maximize governmental deposit insurance coverage to the maximum extent reasonably feasible.

The formal report of the Audit Committee for the six-month period ended June 30, 2008, was approved as submitted.

Upon a motion duly made and seconded, the report of the International Secretary-Treasurer for the six-month period ended June 30, 2008, was approved as printed.

At the request of International President George, International Vice President Kirk discussed his ongoing assignment to assist Local 732 (Atlanta, GA) in addressing discord between elements of its elected leadership. He reported that the dis harmony promoted by the union’s first vice president has led some members to call for a trusteeship and that the personality and political conflicts underlie a decertification campaign in Gwinnett County.

The remainder of the session was devoted to general discussion among the members of the Board and the executive officers regarding a variety of issues pending before the union.

The meeting adjourned sine die at 11:50 a.m.
1. AUTHORIZATION FOR LOCAL 1336 (BRIDGEPORT, CT) TO ENTER FOUR-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on January 7, 2008, Local 1336 was authorized, upon the request of International Vice President Murphy, to enter a four-year agreement with Milford Transit.

2. AUTHORIZATION FOR LOCAL 587 (SEATTLE, WA) TO ENTER FOUR-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on January 10, 2008, Local 587 was authorized, upon the request of International Vice President Heintzman, to enter a four-year agreement with the Metro Transit Division of the King County Department of Transportation.

3. AUTHORIZATION FOR LOCAL 998 (MILWAUKEE, WI) TO ENTER INTEREST ARBITRATION
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 19.2 of the ATU Constitution and General Laws, on January 29, 2008, Local 998 was authorized to enter into interest arbitration with the City of Kenosha.

4. AUTHORIZATION FOR LOCAL 1754 (LAWRENCE, KS) TO ENTER FOUR-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on February 1, 2008, Local 1754 was authorized, upon the request of International Vice President Perez, to enter a four-year agreement with MV Transportation, Inc.

5. AUTHORIZATION FOR LOCAL 690 (FITCHBURG, MA) TO ENTER FIVE-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on February 1, 2008, Local 690 was authorized, upon the request of International Vice President Perez, to enter a five-year agreement with Management of Transportation Services, Inc., of Fitchburg.

6. AUTHORIZATION FOR LOCAL 1595 (PITTSBURGH, PA) TO ENTER FIVE-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on February 1, 2008, Local 1595 was authorized, upon the request of International Vice President Perez, to enter a five-year agreement with the Plum Borough School District.

7. STRIKE SANCTION GRANTED TO MEMBERS OF LOCAL 192 (OAKLAND, CA) EMPLOYED BY THE ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC TRANSIT)
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 20.2 of the ATU Constitution and General Laws, on February 26, 2008, strike sanction was granted at the request of International Vice President McLean to the members of Local 192 employed by the Alameda-Contra Costa Transit District (AC Transit).

8. STRIKE SANCTION GRANTED TO MEMBERS OF LOCAL 256 (SACRAMENTO, CA) EMPLOYED BY THE SACRAMENTO REGIONAL TRANSIT DISTRICT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 20.2 of the ATU Constitution and General Laws, on February 26, 2008, strike sanction was granted at the request of International Vice President Cook to the members of Local 256 employed by the Sacramento Regional Transit District.

9. STRIKE SANCTION GRANTED TO MEMBERS OF LOCAL 1614 (DOVER, NJ) EMPLOYED BY LAKELAND BUS LINES, INC.
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 20.2 of the ATU Constitution and General Laws, on March 4, 2008, strike sanction was granted at the request of International Vice President Hanley to the members of Local 1614 employed by Lakeland Bus Lines, Inc.

10. AUTHORIZATION FOR LOCAL 616 (WINDSOR, ON) TO RETAIN A LOWER DUES STRUCTURE
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 18.3 of the ATU Constitution and General Laws, on March 25, 2008, Local 616 was granted permission to retain a lower dues structure.

11. STRIKE SANCTION GRANTED TO MEMBERS OF LOCAL 1309 (SAN DIEGO, CA) EMPLOYED BY THE SAN DIEGO TRANSIT CORPORATION
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 20.2 of the ATU Constitution and General Laws, on April 21, 2008, strike sanction was granted at the request of International Vice President Cook to the members of Local 1309 employed by the San Diego Transit Corporation.

12. STRIKE SANCTION GRANTED TO MEMBERS OF LOCAL 113 (TORONTO, ON) EMPLOYED BY THE TORONTO TRANSIT COMMISSION
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 20.2 of the ATU Constitution and General Laws, on May 6, 2008, Local 1309 was authorized, upon the request of International Vice President Kimnarr, to enter a four-year agreement with the Toronto Transit Commission.

13. AUTHORIZATION FOR LOCAL 1309 (SAN DIEGO, CA) TO ENTER FOUR-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on May 6, 2008, Local 1309 was authorized, upon the request of International Vice President Perez, to enter a five-year agreement with MV Transportation, Inc.

14. AUTHORIZATION FOR LOCAL 19 (COLORADO SPRINGS, CO) TO ENTER FIVE-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on May 6, 2008, Local 19 was authorized, upon the request of International Vice President Perez, to enter a five-year agreement with MV Transportation, Inc.

15. AUTHORIZATION FOR LOCAL 788 (ST. LOUIS, MO) TO ENTER 56-MONTH AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on May 9, 2008, Local 788 was authorized, upon the request of International Vice President Perez, to enter a 56-month agreement with the Bi-State Development Agency (Metro Transit).

16. AUTHORIZATION FOR LOCAL 1742 (CHARLESTON, WV) TO RETAIN A LOWER DUES STRUCTURE
Under the authority vested in International President George by action of the General Executive Board and pursuant to Section 18.3 of the ATU Constitution and General Laws, on May 19, 2008, Local 1742 was granted permission to retain a lower dues structure.

17. AUTHORIZATION FOR LOCAL 1309 (SAN DIEGO, CA) TO ENTER FIVE-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on May 21, 2008, Local 1309 was authorized, upon the request of International Vice President Cook, to enter a five-year agreement with the San Diego Transit Corporation.

18. AUTHORIZATION FOR LOCAL 134 (VANCOUVER, BC) TO ENTER FOUR-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on May 21, 2008, Local 134 was authorized, upon the request of International Vice President Hykaway, to enter a four-year agreement with West Vancouver Transit.

19. AUTHORIZATION FOR LOCAL 1753 (VENETIA, PA) TO RETAIN A LOWER DUES STRUCTURE
Under the authority vested in International President George by action of the General Executive Board and pursuant to Section 18.3 of the ATU Constitution and General Laws, on May 21, 2008, Local 1753 was granted permission to retain a lower dues structure.

20. AUTHORIZATION FOR LOCAL 788 (ST. LOUIS, MO) TO RETAIN A LOWER DUES STRUCTURE
Under the authority vested in International President George by action of the General Executive Board and pursuant to Section 18.3 of the ATU Constitution and General Laws, on May 21, 2008, Local 788 was granted permission to retain a lower dues structure.

21. AUTHORIZATION FOR INTERNATIONAL PRESIDENT TO PLACE LOCAL 770 (MOBILE, AL) IN TEMPORARY TRUSTEESHIP
Upon a polling of its membership conducted pursuant to Section 12.6 of the ATU Constitution and General Laws, on June 1, 2008, the General Executive Board authorized International President George to place Local 770 in temporary trusteeship, effective immediately.

22. AUTHORIZATION FOR LOCAL 689 (WASHINGTON, DC) TO RETAIN A LOWER DUES STRUCTURE
Under the authority vested in International President George by action of the General Executive Board and pursuant to Section 18.3 of the ATU Constitution and General Laws, on June 11, 2008, Local 689 was granted permission to retain a lower dues structure.

23. ENDORSEMENT OF BARACK OBAMA IN 2008 U.S. PRESIDENTIAL ELECTION
Upon a polling of its membership, on June 13, 2008, the General Executive Board enacted that the International Union formally endorse U.S. Senator Barack Obama (D-IL) in his campaign for the U.S. presidency.

24. AUTHORIZATION FOR PAYMENT OF OUTSTANDING INVOICE OF DISCHARGE ARBITRATION PANEL MEMBER APPOINTED BY LOCAL 1462 (ST. JOHN'S, NL)
Upon a polling of its membership and at the recommendation of International President George, on June 17, 2008, the General Executive Board authorized the International Union’s payment of an outstanding invoice for the Union’s portion of the former president/business agent of Local 1462.

25. AUTHORIZATION FOR LOCAL 694 (SAN ANTONIO, TX) TO RETAIN A LOWER DUES STRUCTURE
Under the authority vested in International President George by action of the General Executive Board and pursuant to Section 18.3 of the ATU Constitution and General Laws, on June 18, 2008, Local 694 was granted permission to retain a lower dues structure.

26. STRIKE SANCTION GRANTED TO MEMBERS OF LOCAL 265 (SAN JOSE, CA) EMPLOYED BY THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 20.2 of the ATU Constitution and General Laws, on June 25, 2008, strike sanction was granted at the request of International Vice President McLean to the members of Local 265 employed by the Santa Clara Valley Transportation Authority.

Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on May 21, 2008, Local 265 employed by the Santa Clara Valley Transportation Authority.

18. AUTHORIZATION FOR LOCAL 134 (VANCOUVER, BC) TO ENTER FOUR-YEAR AGREEMENT
Under authority vested in International President George by action of the General Executive Board and pursuant to Section 33.1 of the ATU Constitution and General Laws, on May 21, 2008, Local 134 was authorized, upon the request of International Vice President Hykaway, to enter a four-year agreement with West Vancouver Transit.

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21. AUTHORIZATION FOR INTERNATIONAL PRESIDENT TO PLACE LOCAL 770 (MOBILE, AL) IN TEMPORARY TRUSTEESHIP
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Emergency responders and government departments responsible for emergency management took part in a joint transit emergency preparedness exercise on November 23, 2008, known as TRANSGUARD I, in Coquitlam, BC. The Canadian government coordinated the exercise, which involved participants from British Columbia; the municipalities of Coquitlam and Vancouver, BC; TransLink; the local transit operator; and other partners.

“Exercises are important tools for strengthening our ability to efficiently deal with all kinds of potential incidents,” said Peter Van Loan, minister of Public Safety Canada. “This exercise is an example of our government’s on-going commitment to working with partners in all jurisdictions to ensure the security and safety of Canadians.”

EXPLOSION
TRANSGUARD I consisted of a full-scale simulation of an explosion at the Coquitlam West Coast Express Station transit system, with mock victims played by hundreds of volunteers from St. John Ambulance, Vancouver Film School and others. There were approximately 500 participants including first responders from police, fire and ambulance services.

Public Safety Canada coordinated TRANSGUARD I as the first of a series of exercises to be held across Canada to enhance transit security, known as the Urban Transit Exercise Program. Lessons learned from the exercise will be shared with federal, provincial and local jurisdictions including emergency managers and planners, as well as transit owners/operators across Canada to help them improve the safety of their systems.

Transit safety and security have become matters of increasing concern in Canada due to a recent increase in violent incidents on board transit vehicles all around the country.

For further information contact: Media Relations, Public Safety Canada, 613-991-0657.
1 - MEMBERS AT LARGE
RONALD A ANGEL
JOHN R BURNETT
JAMES A GABBERT
DAVID HAROLD GIENGER
ROSCOE V HOLTEN
FAY HOLODIOFF
JAMES O ISBEL
MICHAEL J KIRKANE
EDMUND LEASHA
EDWARD J MUDD
CARL D ROPER
JAMES J RYAN

26- DETROIT, MI
ROBERT EDMOND RICHIE

85- PITTSBURGH, PA
ROBERT W AYRES SR
LOUIS M BIREK
LOUIS DONARDI
SAMUEL J COLEGA
JOSEPH A EBANKS
EDWARD JOHN RUSS
FRANK J MAGNAN
JOHN ROZMAAN
EDWARD R SUTTON
JAMES W WATKINS
JOHN W YOCHUM

107- HAMILTON, ON
RONALD GAY
JOHANNES A HAASE
WILLIAM JAMES HOWE

113- TORONTO, ON
ANTHONY T DANYLUK
BARRY O'BRIEN
DOMENICO SPANO

192- OAKLAND, CA
WILLIE HOWARD DAWSON
LA JOEL LOVETT
WALTER T MALEK JR
FRANCIS ABBOTT TOLLIVER

241- CHICAGO, IL
JOHN A AICHINGER
PAUL J BRAZEAU
JOHN L HUDSON JR
JUSTINE M JANASEK
PIERRE D JOSE
WALTER B KENSTROM
FRANK W KOZIOL
WILLIAM G MASTERSON
RICHARD E MYSLINSKI
OLIVER L ROBINSON
DANIEL SAGEL
ALBERT T SMITH

ROBERT W TAYLOR
CHESTER URBAN

265- SAN JOSE, CA
FRANCIS PETER ALLEN
CARLOS A MATT A
JATINDER RAI

268- CLEVELAND, OH
ROOSEVELT JORDAN
HOMER NAPIER
BRUCE W RANDLEMAN
HURELL SMITH
KEVIN L WITHERSPOON
WILLIAM WRIGHT

279- OTTAWA, ON
EDWARD A LACOCQUIRE
MICHEL OSBORNE
DANIEL WATTERS
JACK J WYNN

308- CHICAGO, IL
GUY BROWN JR
NICHOLAS KARLOS
CLYDE MILLER JR
HAROLD G NELSON
WOODROW WALLACE
CARL E WHITE
JAMES W WYNN

381- BUTTE, MT
GARY SWOODA

425- HARTFORD, CT
DENNIS MITCHELL
LEO WHITE

448- SPRINGFIELD, MA
WILLIAM BEDNARYK
JAMES J KENNEDY
WILLIE S WALLACE

569- EDMONTON, AB
ROBERT J GROVES
MARION I HARRIS
GEORGE MORLEY
CLYDE ROLLAND
MURRAY JOHN WARD

583- CALGARY, AB
FITZROY C H BOYD
GLEN A BUDAU
PAUL C GRIFFIN
RANDY W OSWALD

587- SEATTLE, WA
CARL E ARMISTEAD
ANDREW G BALDWIN

ETHEL E ERICKSON
DAVID A GILL
CECIL D GRAHAM
ROBERT R RAMPTON
AL L RUSSELL
THEODORE E STUCKEY
KARYLON VRELL

588- REGINA, SK
PAUL BEKA

589- BOSTON, MA
JOHN L ADDESA
JAMES L CONLEY JR
ROBERT J DONAHUE
LEO F FOLEY
DIANE F FURLONG
EDWARD H LUNDY
NADINE A STANLEY
LUCINDA P WILLIAMS

591- HULL, PQ
YVES BLANCHARD

618- PROVIDENCE, RI
WILLIE WILSON

627- CINCINNATI, OH
WOODROW A MARTIN
RUTH A WISE

628- COVINGTON, KY
CHARLES E PEMBERTON

689- WASHINGTON, DC
DAVID N CARTER
JEROME E CARTER
RAVIN DAVIS
WILBERT DAVIS
GEORGE E FEMER
EARL HAWKINS
LEMUJ C HUNT SR
EDMUND KOZIOTSKI
LILLIAN C LANGLEY
JACK P SHINEMAN
MICHAEL R TUCKER
STEVE M WATKINS

694- SAN ANTONIO, TX
JOSE A ALVARADO
JAMES K ANDERSON
EMIL J KOTARA

713- MEMPHIS, TN
BOOKER T COLE JR
ESTON E PROCTOR

732- ATLANTA, GA
PAUL A HODD

758- TAMPA, FL
MIKE BOYD

765- MONTGOMERY, AL
HENRY ALLISON BURKS

786- ST. LOUIS, MO
JAMES A BETHLE
ROSCOE C DANIEL
ARTHUR A HASSIL
GLENNON A RHINE

819- NEWARK, NJ
GERALD RICCI
ANTHONY VITALE
STEVE WELHORSKY

820- UNION CITY, NJ
ALBERT RISDELL

822- PATERNOS, NJ
WILFRED SCHUDDER

823- ELIZABETH, NJ
JOHN W AIER

824- NEW BRUNSWICK, NJ
GERARD A GERMINE
HARRY R MASCHEL

842- WILMINGTON, DE
CARLEEN WRIGHT

850- DECATHUR, IL
HAL F WIEVE

993- OKLAHOMA CITY, OK
JOHN A MORTON

1005- MINNEAPOLIS
& ST. PAUL, MN
MILTON J GUMMER
TIMOTHY M JOHNSON
THEODORE L LEWIS
CLAYTON A MOENGEN
STANLEY J STICHA
HERBERT A ZWIRN

1119- WILKES-BARRE, PA
EDWARD A VNUK

1177- NORFOLK, VA
DAVID T CONGLETON
BARBARA A EPPES
FLOYD MALONE

1181- NEW YORK, NY
JOSEPH N ABBDANDA
EVA ARMETTA
CARL L ARTZT
JOSEPH CAPICI
CATHERINE CATAPANO
ROSE MAIRE DE VITO
JOSEPH D BIBETTO
DOROTHY ESPOSITO
JOHN GONZALEZ
PIERRE JOSEPH
HERBERT KANE
VIOLA Y LEIGHTON
LEROY UNNDER
FRANK MASTORRILLI
AYDES MILLAYES
SHAWN MONDENDORF
FILIPPO MONTAGNA
FRANKLIN V MOORE
RAYMOND MURPHY
NICHOLAS RUBINO
NICHOLAS M SAGGESE
JOHN H SCHROEDER
BISQOO SINGH
AUDLEY WIGGAN

1197- JACKSONVILLE, FL
BASIL HARVEY BROWN
WILLIE TANYER

1225- SAN FRANCISCO, CA
CHARLES W CLIFTON

1241- LANCASTER, PA
RICHARD LILLEY

1251- ROCHESTER, ON
ROBERT R TAYLOR

1300- BALTIMORE, MD
BETTY DUNN

1309- SAN DIEGO, CA
EDWIN HAROLD DE FEHR

1317- CLIFTON, NJ
CHARLES W BARNES

1321- ALBANY & TROY, NY
ROBERT R WHITE

1338- DALLAS, TX
ANNIE HENDRIX

1342- BUFFALO, NY
BRIAN DEARMYER
ROBERT E MOTT

1345- READING, PA
JOSEPH S COSENTINO

1374- CALGARY, AB
JOHN LESLIE CARLYLE
ROY A RUBE

1505- WINNIPEG, MB
FREDERICK WHITESIDE

1517- IDAHO FALLS, ID
GERALD D HUNTING

1547- BROCKTON, MA
HOWARD F DONAHUE

1555- OAKLAND, CA
BENJAMIN J FEAR

1587- TORONTO, ON
DUSAN DELIC
JOHN M SULLIVAN

1624- PETERSBURG, ON
GRANT BOOTH

1625- BUFFALO, NY
DANIEL D MACKIN

1626- EDISON, NJ
WILLIAM J BERGACS

1700- CHICAGO, IL
DANA D PRACH
ROBERT R RUCKER

1704- SAN BERNARDINO, CA
JOSE R GALVEZ

Death Benefits Awarded November 1, 2008 - December 31, 2008

In Memoriam

www.atu.org
WHAT’S HAPPENING?

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 to go to your union’s website: www.atu.org. There you’ll find the latest news about the ATU, mass transit, and Labor which will put you ahead of the curve in your knowledge of the issues which are most important to you, your family, and your co-workers.

Don’t stay in the dark! Find out what’s going on. Check in with www.atu.org, often.
Brother Russell Jackson, a retired member from Local 689 in Washington, DC, remained active in his local throughout his 29 years as a bus operator and train operator, and that certainly has not changed since he retired in 2002.

“The union is the best way to go,” says Jackson.

This fall, Brother Jackson volunteered to work full-time helping his local elect Barack Obama as president. He worked on behalf of Local 689 with the Virginia AFL-CIO, talking to union members about the election. He knocked on doors, made countless phone calls, helped put together walk packets and scan in canvas results – whatever needed to be done.

GETTING KNOCKED DOWN ONLY MADE HIM STRONGER

According to Jackson, campaign work wasn’t always easy. “I got knocked down sometimes,” he said, “but it only made me stronger. When you are on the campaign trail, you run into all kinds of people with different opinions.”

“I really enjoyed being out there. The campaign was run very professionally,” he added.

And he couldn’t be happier with the results of the election. “I am just so happy – jolly – to see that America has recognized that everyone is a human being.”

Now that the election is over, Brother Jackson hopes to stay involved in politics. He is interested in helping his local with their lobbying program and wants to encourage other members to become involved. “It’s important for union members to be politically active. It’s important that you know about your rights.”