



**Informative...from a Union point-of-view**

## Why We Take a Stand

### President's Report

by David Stiggers, President of ATU Local 1005



*"Unchecked power leads to unthinkable suffering," ATU 1005 pres David Stiggers said, and the union will "oppose any federal action that impedes Metro Transit activity." photo credit; Isabela Escalona*

On January 23, the ATU Local 1005 endorsed a collective work stoppage to bring light to what many have called an occupation being carried out by federal immigration enforcement in Minnesota. Many of our members participated in the march and related actions to show solidarity with Minnesota communities and workers who are affected. Even those bus and train operators who went to work that day played a vital role by ensuring rally participants could get to and from the march safely. So, shout out to you.

Because we are such a diverse membership, we also had members who believed the union should not be engaged in actions like the January 23 Truth & Freedom rally. That perspective was heard and respected. Yet the reasons the rally mattered go far beyond any single event. It is about our shared belief that rights, dignity, and community stability belong to every worker, regardless of background or status.

At its core, this moment is about standing strong for our members and standing in solidarity with allied unions and the broader community. What unfolds in our cities and neighborhoods does not

stay confined to immigrants alone. When constitutional rights are undermined, that affects all of us.

In early January, a federal immigration agent shot and killed Minneapolis resident Renée Good, an American citizen, during federal enforcement activity. Shortly afterward, on January 24, Alex Pretti, a 37-year-old American ICU nurse and union member, was fatally shot by federal agents while participating in protests against the enforcement operation. These deaths occurred amid Operation Metro Surge, the large-scale federal deployment that has drawn national attention and widespread protests.

These killings stand as stark reminders of how quickly constitutional rights can be put at risk when government power is exercised without transparency, accountability, or respect for due process.

The First Amendment protects the right to free speech and peaceful assembly. The Second Amendment protects the right to keep and bear arms under lawful conditions. The Fourth Amendment guards against unreasonable searches and seizures. The Fifth Amendment guarantees due process before the government can take life, liberty, or property.

For too many observers, these incidents raise profound questions about whether those rights were honored in the deaths of Good and Pretti. There are ongoing investigations, and in Pretti's case, the Department of Justice has opened a civil rights probe into his killing. But even the fact that these questions must be asked highlights the danger of allowing unchecked force to go unchallenged.

When constitutional protections are weakened for some, they are weakened for all. Workers rely on these rights every day; whether organizing a union, protesting unsafe conditions, or speaking up for fair treatment on the job. If the government can disregard these rights with impunity in one context, it sets a precedent that makes every worker more vulnerable in another.

### Unions Stand with Workers, Allies, and Communities

That is why Local 1005 stands not only for its own members but in solidarity with allied unions and the communities we serve. Union strength comes from unity. When we stand together across industries, across backgrounds, and across neighborhoods, we build resilience against forces that would weaken democratic protections and worker power.

**In This Issue... Labor Against ICE, Barriers, Bathrooms, Safety, Labor History, Deadnaming & Misgendering, Bus Lanes, Gov Shutdown, Rochester...**

Solidarity is not just a moral stance. It is a strategic one. The labor movement has always understood that:

- An attack on the rights of workers anywhere is an attack on the rights of workers everywhere.
- When workers unite with community partners, we extend our power beyond workplace issues into broader struggles for justice.
- Protecting civil liberties strengthens the entire labor movement because it safeguards the freedoms that allow collective action, dissent, and organization.

As unions, we do not act alone. We act in concert with allied unions who understand that stability in our communities strengthens stability in our workplaces. We act with community organizations that defend human dignity. We act with faith groups, student organizations, and everyday workers who believe that everyone deserves protection under the law.

The events of early 2026 remind us that rights are not self-executing. They must be defended. And defending them is not optional.

ATU Local 1005 will continue to stand strong for our members. We will continue to stand with allied unions. And we will continue to stand with the broader community whenever fundamental rights are at risk and justice is demanded.

Because when rights are eroded, workers are weakened. And solidarity is how we strengthen one another.



*It is estimated that some 100k people took part in the anti-ICE march and rally on Jan 23, 2026*

**How to Engage with Your Union:**

- ▶ Join a Committee
- ▶ Attend an action or event
- ▶ Attend Member Meetings
- ▶ Volunteer your time and skills
- ▶ Talk to your ATU Representatives
- ▶ Volunteer as an ATU 1005 Ambassador



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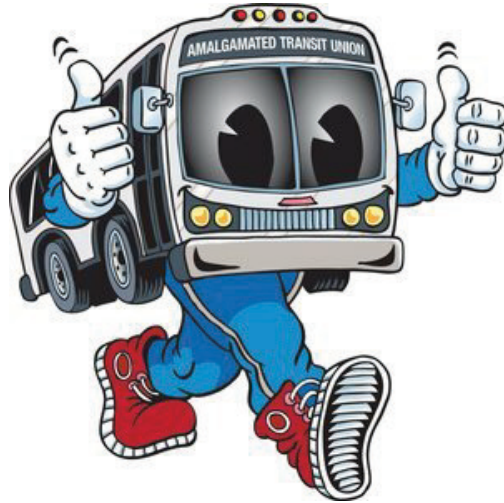
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If you haven't already, get out your mobile phone, and text **'ATU1005'** to number **47400**. This will include you in the text alerts for updates regarding direct actions, rallies, meetings, and votes (standard rates apply).

## Your Union Needs Volunteers! Can you join a committee?

Join the **Action Team** to help mobilize the wider membership

Join the **Education Committee** to work on the newsletter

Join the **Black Caucus** or **Women's Caucus**

*There are many ways to get involved!*

**Contact the Office or your Union Rep!**

### **Do you have something you'd like to contribute to the 1005 Line?**

Email us your article idea, pictures, events, corrections, letter to the editor, etc:  
sararomanishan@yahoo.com  
(Committee Chair Saralyn Romanishan)

### **1005 Line's Policy on Submissions of Letters to the Editor:**

Please include Name and Badge Number so we can verify if you are a current or retired Union Member. If you do *not* want your name to appear in the newsletter, make a note of that in your Letter to the Editor and we will list you as *Anonymous*. We will not print letters regarding political candidates or political parties, that contain foul language, or that denigrate members of the Union. All Letters to the Editor are considered solely the opinion of the writer. The letters printed do not represent the opinions of the ATU Local 1005 Union or Education Committee. Not all letters may be printed.



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## Barriers, an Update

by Andrew Boardman, Recording Secretary of ATU 1005

ATU International along with Toronto local 113 have taken the lead in creating a safer workspace for bus operators. International's goal is to get Locals and their Employers to start asking for factory installed barriers engineered to the manufacturer's specifications. This will ensure the buses of the future will have barriers with better protections, less glare, better ventilation, and less of that incessant rattling.

The ATU 1005 decided that we would rather have a say in what barriers we will eventually have, so leadership tasked the labor side of the JLMSC (Joint labor management safety committee) to press this issue. Co-Chair Rafael Valle and members; Judith Jackson, Noah Cernia, Jeffery Wilson, Veronica Carter, Andrew Boardman, Kenn Peters, Manny Butler, and Lisa Callahan began pressuring the Management side to look at the new options for New Flier and Gillig. We received broad support from the upper levels of the Safety department and only a little push back from operations. After viewing several options, the JLMSC agreed to test the Arrow barriers on buses 1830 (NIC), 1861 (FTH), 1849 (NLG), 1879 (STH), and 1883 (EMT).

Please check it out at your garage, but note that it is only the base, there will be added protection designed in house or with the vendor should you choose this barrier. The barrier designed by Vapor will be in buses 1839 (NIC), 1845 (NLG), 1860 (FTH), 1872 (STH), and 1881 (EMT). Just like the above-mentioned Arrow barrier this will also just be a base and require some updates. I know what you're thinking; Why aren't we testing complete barriers? Simply put, no one makes a complete barrier for Gilligs. If we show them there is demand for it, they will invest in that technology.

Please fill out the surveys that are posted at the garages, keep in mind that a day will come when these will be required so this is your opportunity to have some input. In the future we will be piloting pedestrian warnings and cameras for mirrors. So be on the lookout for more. Stay Safe out there. Next JLMSC meeting is Feb. 19 th 2pm in the FTH Chambers, it is open to the public.

## Bathrooms, an Update

by Dave Butts, VP of ATU 1005

Access to clean, safe, and reliable bathrooms is not a minor convenience for bus operators; it is a basic workplace necessity. Having a dedicated committee focused on bathroom access helps Metro Transit and the Union address this issue in a structured, fair, and sustainable way.

First, bus operators work long hours on routes with limited flexibility. Unlike many other jobs, they cannot simply step away when they need a restroom. This committee ensures that operators' real world experiences are heard and translated into practical solutions, such as better route planning, realistic schedules, and clearly designated restroom locations.

Second, a bathroom committee promotes health and safety. Inadequate access can lead to serious health problems, increased stress, and fatigue, all of which can affect an operator's ability to work safely. By regularly reviewing conditions and identifying gaps, the committee helps protect operators' well being and, by extension, passenger safety.

Third, this committee improves communication and accountability. Instead of complaints being handled informally or inconsistently, the committee creates a clear process for raising concerns, tracking issues, and following up with management, municipalities, or property partners. This leads to more consistent standards across all routes.

Finally, having a bathroom committee shows respect for bus operators as professionals. It shows dignity, equity, and working conditions, which can improve morale.

In short, a bathroom committee is a practical, low-cost way to support bus operators, improve safety, and strengthen the overall transit system.

Please bring any bathroom questions or concerns to your bathroom committee reps or drop them in the box at your current location so that they can bring these issues up in the next committee meeting.

Meet your Reps:

Rebecca Henry (Nicollet),

Rashonda Hall (Heywood), Malika Kifal (North Loop), Rhonda Williams (South), Katt Peters (East Metro)

## From the Editor's Desk

by Saralyn Romanishan, Editor and Chair of the Education Committee

Hello ATU family!

In my editorials, I often mention the changes we go through at home and work. A small change in routine can have huge effects. Starting a new job is usually a big change whether it is a first job or your fifth on the employment merry-go-round.

Job movement within Metro Transit and the whole of the Transit Industry is frequent. Up, down, or lateral, many transit employees pour through the job listings looking for something different. When we do make that move, we are lucky if we can stay within the union, our family, even if it is in another city or state.

Although everyone has different reasons for moving to a new position, most people often have similar feelings leading up to their first day. When you were hired for a new job, how did you feel? Were you nervous or excited, or both at the same time? What were you thinking about? Were you wondering about first impressions with your coworkers, will you make friends, how much you didn't know (or thought you did know)? Was there fear that it would be the same as your last situation?

Then comes The First Day and you're in the thick of it. Did you feel welcomed or ignored by your new coworkers or management? Or was your main concern simply that your new uniform itched like crazy (or were you grateful you didn't have to wear that itchy uniform ever again)?

New hires or transfers have a lot to learn. Tasks, skills, and new rules and procedures. After the first week and then first month, are you still confused or more comfortable? Were you being set up to fail or succeed? What (or who) kept you in that new position or did you immediately start looking for another one?

Everyone has been a new employee at some time, but what if you are the coworker of another new employee? Your feelings and actions on their first day make a difference. Did they need assistance? How did you help? Did

you fill the gaps in knowledge or put your hand forward in friendship? Did you help set them up for their success or failure? Or not?

As a coworker, you may have been in that position for a few months or twenty years. If the new person comes from another ATU position, do you expect them to know the rules? Do you expect them to already know the contract? Or do you check to see if they understand that their vacation and sick days may have changed? Do you help them with timecard procedures or other items different to each division/position? If they have come from a non-ATU position, do you invite them to union meetings?

It's a lot to think about and a lot of feelings to work through.

Following are hacks from someone who has had several first days:

Do some research before your first day. If you already know someone there, ask them how they feel about their job and work environment.

Be early on that first day and expect that not everything will go smoothly. Give it a second day if it doesn't.

It's okay to choose to go back to your old position if the new one does not seem like the right fit. But don't burn your bridges, open communication and respect go a long way.

Be friendly and keep an open mind. People may surprise you in a good way!

Don't expect anything to be the same as your last position.

Don't be afraid to ask questions of managers, coworkers, and don't forget your union reps.

For those of you currently in job transition, good luck in your new endeavors!

## Think Safe

by Saralyn Romanishan, Editor and Chair of the Education Committee

Understanding ICE actions and processes can be confusing. ICE was created via acts of Congress including the Homeland Security Act of 2002 and the Immigration and Nationality Act originally passed in 1952. This agency conducts criminal and terrorism investigations as part of the Department of Homeland Security. It is also civil immigration enforcement within the United

States of America so its federal officers are also "tasked with identifying, arresting, detaining, and ultimately removing noncitizens who are in violation of U.S. immigration laws." What this means- ICE officers may be present for many reasons including the two we see a lot in Minnesota; "removing noncitizens" and investigating fraud.

"The agency's authority comes from federal law and is constrained by the U.S. Constitution...navigating an encounter with ICE requires understanding complex legal distinctions that can determine whether an agent's actions are lawful or unlawful."

<https://govfacts.org/rights-freedoms/rights-interacting-authorities/what-ice-agents-can-and-cannot-do/>

Although we have a constitution, many of the federal security acts and certain state legislation passed in the last 25 years arguably negate freedoms listed in the US Constitution. This creates even more confusion as to who to listen to and what to follow. Few have successfully challenged these acts in the US Supreme Court so procedures from the newer acts are followed more often by state and federal law enforcement (local example - use of traffic cameras, federal example - "listening in" or wiretapping).

Enforcement of laws is a key component of Transit Worker safety along with keeping our jobs within the Transit Industry. The presence of ICE in Minnesota, for many residents, has become a very personal and hot button issue. Friends, family, neighbors, co-workers etc. are affected. Per the City of Minneapolis: "...we cannot prevent federal enforcement activity from being in our city..." which means, on the job, we are stuck between a rock and a hard place. Emotions are high and keeping our heads in charged situations is vital to the safety of ourselves and our passengers.

For many years we have witnessed various forms of law enforcement activity at transit stations and stops and on our buses and trains. What we are experiencing now is a higher level of tension and a different kind of activity. Luckily, we have not yet experienced an action on one of our vehicles but they have been at bus stops and other locations. Two New flyer employees/ CWA members were

arrested in St. Cloud. (No further status information available as of 12/24/2025) and we have been informed that an ATU employee was detained and released (as of the January 2026 union member meeting this employee has been unable to work as their paperwork has not been returned).

We are ATU 1005 union members and transit employees. We are not lawyers. We can know some of the law but not all the nuances that exist. Our best defense in any violent or law enforcement situation is to follow the guidelines listed by Metro Transit and Metropolitan Council. Check your company email and read through all the Metropolitan Council and Metro Transit communications. Check the latest Bulletins. Read the signage placed around our facilities and ask questions of the Union, your managers, and at the Town Halls. Be aware that new information comes out daily, not just from the company and union but also from local, state, and federal sources.

This isn't just about immigration enforcement. This is about all situations we come across every day. We recently had a triple shooting on a Metro Transit Bus. We have verbal threats, fights, stabbings, hijacking/kidnapping, molestation, illegal drug use and more to deal with. Even the President of the United States has signed an executive order stating that Fentanyl is a "weapon of mass destruction" and that "illicit fentanyl is closer to a chemical weapon than a narcotic. Two milligrams, an almost undetectable trace amount equivalent to 10 to 15 grains of table salt, constitutes a lethal dose. Hundreds of thousands of Americans have died from fentanyl overdoses." 12/15/2025

We deal with danger every day. Yes, the ICE situations are dangerous. Unfortunately, even our passengers can be dangerous. We need real security in all aspects of our transit system. Comprehensive security on our vehicles, at our shelters, at the transit stations, and for all of our employees that face the public.

In my opinion, we need at least one TRIP agent or MTPD officer/CSO per pullout. Someone that can be the go-between so the operators can concentrate on operating. So, our union family can concentrate on doing our jobs. We need them or well-informed security at all transit stations and facilities. We need them to be the

people that ask for identification from law enforcement or to call Legal.

Although we have members with differing opinions within ATU 1005 regarding ICE, I believe we can come to consensus on wanting to be able to do our jobs safely and create a safe environment for our passengers with clear guidelines and physical support. Most people believe that their company has an obligation to protect their employees from harm. What the company cannot block are federal government agents or laws and ordinances.

There is moral accountability along with legal accountability. We all have different lived experiences that may affect our reactions and can create a clear or murky line depending on each person. Which do you protect? One person or the twenty other people present? Does that one person also have a responsibility? Should they go quietly or fight and endanger those around them? I cannot answer these questions as I have never been placed in the situation. I know what I would like to happen and I know how I would like to react, but I cannot be certain until a situation occurs. All I can hope is that at the end of the day we are all safe and can go home to our loved ones.

#### ICE Update:

The above article was written prior to 02/12/26.

On 02/12/26, Tom Homan announced the end of Operation Metro Surge due to changes in cooperation by Minnesota law enforcement. Federal Officers will still be present in the Cities (the baseline is approximately 80) but there will be a significant drawdown through the following week. Also, extra fraud investigators will remain in the state. -Per Fox9.com

#### Informational Resources:

Bus Operations Bulletin 83 12/12/2025

Immigration Arrests in the Interior of the United States: A Primer

Updated June 13, 2025 (LSB10362)

[https://www.congress.gov/crs\\_external\\_products/LSB/HTML/LSB10362.web.html](https://www.congress.gov/crs_external_products/LSB/HTML/LSB10362.web.html)

To address a lot of questions the following came from

<https://www.ice.gov/immigration->

enforcement-frequently-asked-questions

New Metropolitan Council External Page - Immigration Information - Metropolitan Council

City of Minneapolis

<https://www.minneapolismn.gov/news/2025/december/fed-activity-updates-resources>

Metrotransit.org

"MTPD officers do not ask for immigration status and won't investigate immigration status unless it's related to human trafficking, drugs, or major felony cases. The chief is the only Metro Transit Police officer who can authorize an Immigration and Customs Enforcement (ICE) investigation. View the Metro Transit Police Department policy manual to learn more."

#### Per ATU 1005 announcement of 12/10/2025

#### NOTICE TO ALL ATU 1005 MEMBERS

We are aware of recent activity regarding Immigration and Customs Enforcement (ICE) agents and how that may directly affect our members. ATU Local 1005 is working with Metro Transit senior management to establish clear guidance on how employees should respond if approached by ICE while on the job.

The recent detainment of residents without proper warrants or clear identification raises serious questions about unlawful actions that could be taken against our members. ATU Local 1005, Metro Transit, and the Metropolitan Council are committed to working together to address concerns that our workers may be subjected to improper or illegal detention.

We will share updated protocols as soon as they are finalized. If you are approached by ICE, notify your union representatives immediately.

#### ATU 1005 Resolution as of 12/17/2025 (This Resolution was passed by the membership at the December Membership Meeting);

WHEREAS, the ongoing, virulent and violent attacks on immigrant communities by the Trump administration intend to cause harm, invoke fear, and weaken and divide the working class;

WHEREAS, these attacks consist of hateful, dehumanizing rhetoric and targeted "immigration

enforcement” by ICE, which includes intimidation, racial profiling, violence and illegal detainment;

WHEREAS, recently the Trump administration has ratcheted up its targeted, hateful attacks on the Somali community; particularly naming the Somali community in Minnesota and the Twin Cities, and bolstering existing anti-Somali sentiment nationally and locally;

THEREFORE, ATU 1005 opposes ICE activity and enforcement at any property ATU 1005 members workplaces and areas adjacent to these workspaces.

THEREFORE, ATU 1005 will support members who respond to ICE activity at the workplace and in their community.

THEREFORE, ATU 1005 will bargain for workplace protections, paid leave, and job security for employees affected by ICE activity, including employees and their loved ones who are held by ICE, including employees who face discipline or termination from the employer for responding to ICE activity.

THEREFORE, ATU 1005 will advocate for policies that direct members to deny access to buildings, buses or light rail trains and oppose enforcement presence on site, including protecting members and riders records and privacy.

THEREFORE, ATU 1005 will distribute multilingual know-your-rights resources to its members.

THEREFORE, ATU 1005 will create training for members on how to address ice presence on buses and light rail trains and at work facilities and create rapid-response teams at work facilities.

THEREFORE, ATU 1005 will document incidents confidentially and publish summaries to inform advocacy.

THEREFORE, ATU 1005 this resolution will be distributed to the Metropolitan Council, Transdev and union membership with a progress report to members within 60 days.

THEREFORE BE IT RESOLVED, ATU 1005 endorse the Ice out of MN rally on 12/20/25.

THEREFORE BE IT RESOLVED, ATU 1005 Call on Local Politicians, Community Organizations and the Regional Labor Federations to call for a mass demonstration to

demand ICE out of the Twin Cities!

### From ATU International

ATU stands with our members at Local 1005, and all who participated in the ‘Day for Truth & Freedom’ against the ICE in Minneapolis Saturday, January 24, 2026

The Amalgamated Transit Union (ATU) stands in solidarity with our members at Local 1005, and all other workers and people in Minnesota, who participated in the ‘Day for Truth & Freedom’ against the ICE operations in Minneapolis. We are outraged by ICE’s attacks on people engaging in their right to assemble and protest, its detainment of children, and its killing of Rene Good and a second, unidentified, person today.

We call on ICE to leave Minneapolis immediately to end the violence and chaos that it has inflicted on the people of Minnesota. We call further for transparency, meaningful investigations, accountability, and the full protection of civil rights of workers and our communities to assemble and protest without fear of violence or retaliation. In this moment of collective action, we stand united with all people of good conscious who are mobilizing for human rights, dignity, and justice.

### Creative Union “Organic and Free”

by Abigael Ensor

“Investing in a creative pursuit to make aesthetically pleasing functional objects creates a personal space of focus and reflection that isn’t so necessarily attached to the violence, ignorance, greed, and selfishness so rampant in our world.” I caught up with Matthew Harris, Operator #78560, at Butter Café not far



from Nicollet garage, where we both work. Matthew always picks work right before me, so it’s a very familiar face. As usual we start gabbing about work, because chances to connect about work grievances can be few and far between for operators who pick work. I chide him, as usual, about joining the education committee, but I know he has his hands full with personal things.

He had mentioned his bag-making hobby to me in the past, but this was the first time I had seen his work in person. I could see right away his leatherwork was as meticulous and beautiful as were his unique designs. There was nothing “Cookie cutter” about his creations. They seemed to each carry their own story of how they came to be and who will carry them.

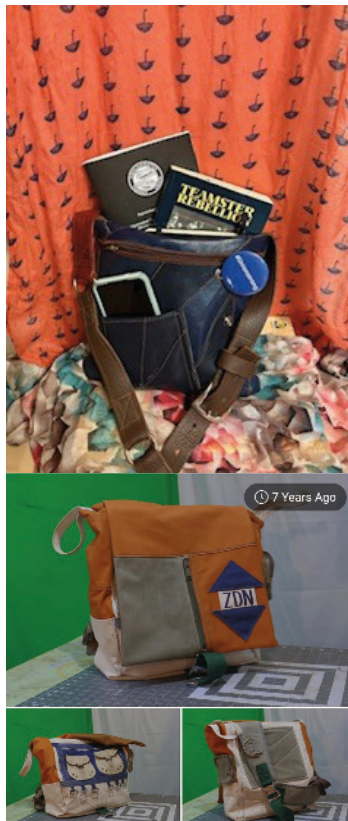
Examining the bags, I was instantly curious about the materials and methods in his “tool bag”. Matthew is a very warm person, but it was obvious he loathes “tooting his own horn”. After a little prodding, I was fascinated to learn that each bag was created with recycled material. One had been made from a past leather coat that carried fond memories. The interesting stitching and snaps on the coat were incorporated into the red and navy-blue asymmetrical design. Some of his other work utilized a material leftover from his friend’s laser

cutting business. This is a unique artificial material that is waterproof, easy to work with, and holds up for a very long time.

It was easy to see that Matthew’s designs were highly driven by two factors: Durability and Functionality. Most of the bags I inspected had a special, secure, yet easily accessible pouch for a cellphone. Each one had a durable inner liner with zipped compartments. The colors were earthy, but not dull. Some have hot pink or yellow accents that hold the eye. I noticed a lot of asymmetries in his leather work design that I had not seen before and they are like subtle statement pieces. Matthew described a custom order he once made for someone who had a strong emotional attachment to 3 different backpacks/bags he carried throughout his life. “My challenge was to piece them together using as much of the original material as possible to create a cohesive final piece. So, I had to channel all the different types of bags and backpacks I had created over the years. The result was a very, unique, fun, and functional ‘frankenbag’.”

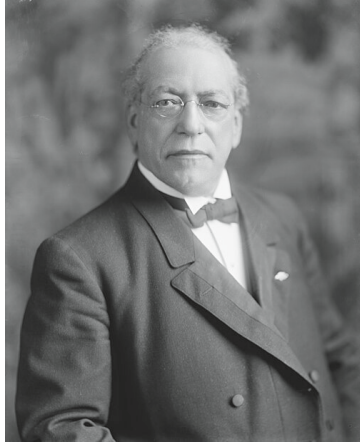
From time to time, I have relied on my fellow operator as a sounding board and idea editor for union involvement since I have come to know him as a co-worker who is both honest and supportive. I asked him to speak further on his view of the union and I found his viewpoint very uplifting, “Having a job supported by collective bargaining has afforded me support when dealing with work issues, a good sense of job security, and a welcome sense of financial stability. I think we deserve more pay and vacation than we currently receive, but I am also thankful for the hard work of my Union family. In fact, I was just able to buy a house in a neighborhood that my partner and I love! So, yes, I appreciate my Union job!”

I wish to leave the few readers of this article with an inspiring memory. Matthew’s first inspiration of sewing was from his sister who made her own clothes “I didn’t get up close and watch but I enjoyed the sound and attention she paid to her creative process.” Even on the periphery, his awareness of her diligent, fruitful work created the circumstances under which he found the courage to create. When we draw closer to our union siblings, we find the inspiration to participate.



## Labor History; Samuel Gompers

by Kathy Peters



Samuel Gompers, 1st & 3rd President of the American Federation of Labor

"To be free, the workers must have choice. To have choice, they must retain in their own hands the right to determine under what conditions they will work." S.G.

Samuel Gompers helped create the first successful national organization of trade unions in the United States, and he led it continuously through four decades. From 1886 to until his death in 1924. He is the nation's leading trade unionist and labor spokesman. The American Federation of Labor (AFL) was founded in Columbus, Ohio, on December 8th, 1886.

Samuel Gompers was born on January 27, 1850, in a working class area of the East End of London, into a Jewish family. He is the son of a housewife and a cigar maker. At age 6, he was sent to school but at the age of 10 and a couple of months, he left school to be an apprentice cigar maker and earn money for his impoverished family. Later, he continued his studies in night school.

The Gompers family immigrated to the United States in 1863, settling in the Lower East Side, in Manhattan, in New York City. Gompers father manufactured cigars at home assisted by Samuel for about a year and a half.

In Samuel's free time, the young teenager founded a debate club with his friends, gaining practical expertise in public speaking and parliamentary procedures. The club drew Gompers into contact with other upwardly mobile young men of the city, including Irish American Peter J. McGuire, (to be mentioned later in the next issue).

In 1864, Gompers joined the Cigar Makers Local Union No. 15. And in 1873, Gompers moved to the cigar maker David Hirsch and Company. Gompers later called this the most important change in his life. At Hirsch's, he met an immigrant German socialist and encountered German speaking cigar makers, where he learns to speak German, so he can better understand and absorb the many ideas of his shop mates. Developing a particular admiration for his ideas of the former secretary of the International Workman's Association, Karl Lurrell. Lurrell took Gompers under his wing and challenged more simplistic ideas and urging Gompers to put his faith in the organized economic movement of the trade unionism rather than socialist political movement.

Samuel Gompers was elected president of the Cigar Makers Union Local 144 in 1875. He was elected second vice president of the Cigar Makers International Union in 1886. Gompers helped found the Federation Trades and Labor Unions in 1881, as a collection of like-minded unions. In 1886, it reorganized into the American Federation of Labor, with Gompers as the president. Apart from 1895, Gompers remain president of the organization until his death in 1924.

By 1890, Gompers was planning an International Federation of Labor standing with AFL affiliates in Canada, especially Ontario. He helped the Canadian Trades and Labor Congress with many organizers and by 1902, the AFL dominated the Canadian union movement.

Gompers philosophy of labor unions centered on economic ends for workers, such as decent wages, shorter hours, and safe working conditions, so they can enjoy an "American" standard of living. He was known for "Bread and Butter Unions." He thought economic organizations were the most direct way to achieve these improvements, but he did encourage union makers to participate in politics and to vote with their economic interest in mind.

His belief led to the development of procedures for collective bargaining and contracts between labor and management that remain in use today. AFL unions were important in industrial cities, where they formed a central labor office to coordinate the actions of different AFL unions. Issues of

wages and hours were the usual causes of strikes, strikes to answer that all major projects were used by union members.

He promoted harmony among the different craft unions that compromised the AFL, trying to minimize jurisdictional battles. He promoted collective bargaining through organization to secure shorter hours and higher wages, which he considered the essential first steps to emancipating labor.

Samuel Gompers realized that his health was declining, but he kept his condition secret and maintained a busy schedule. In 1923, he had a serious bout of influenza, and while recovering from that, he was stricken with a bout of bronchitis. In June of 1924, he could no longer walk without assistance. By December of 1924, after suffering many ailments, he was attending the Pan- American Federation of Labor in Mexico City, Mexico, when he collapsed.

Recognizing his health was in a critical state, he was placed aboard a special train that sped towards the border. He died in San Antonio, Texas on December 6, 1924.

## State Fair Labor Trivia

by Kathy Peters

If you were lucky enough to spend time at the AFL-CIO booth this year during the State Fair, then you were lucky enough to hear several trivia questions.

Here are a few. Let's see if you know them. Don't peek at the answers!

1. True or False: Holland is the

most unionized country globally.

2. True or False: The first union to accept women and people of color was the Teachers Union.

3. True or False: The largest union in the world is based in Asia.

4. True or False: The first U.S. trade union was formed in 1886.

5. True or False: A Ghost Union is formed by ghosts.

Answers:

1. False. Iceland is the most unionized country globally. With a unionization rate of over 90% of workers in negotiating collective agreements representing members and processing benefits, like education and legal service.

Major organizations like the Icelandic Confederation of Labor (ASI) and the Confederation of Slate and Municipal Employers (BSRB) represent private and public sections workers, ensuring their interests are protected through bargaining and advocacy.

2. False. The first labor union to accept women and people of color as full members was the Cigar Makers Union in 1867, and then two years later, the Printers Union in 1869.

However, the first all-female union was the Lowell Female Labor Reform Association (LFLRA) formed in 1844 in Massachusetts to improve working conditions for women in textile mills. There was also the Collar Laundry Union in Troy, New York in 1864.

The Knights of Labor, founded in 1869, which aimed to organize all workers regardless of race, gender, and skill level, were among the first



MN AFL-CIO State Fair Labor Pavilion, photo courtesy of [workdaymagazine.org](http://workdaymagazine.org)

to allow women and African Americans.

Other groups engage in this era, like the Colored National Labor Union (CNLU) in 1869, and later the Brotherhood of Sleeping Car Porters (BSCP) in 1925, which is an all-black labor union.

3. True. The largest union in the world is the All-China Federation of Trade Unions (ACFTU), with 302 million members in 1.7 million local organizations. It is divided into 31 regional federations and 10 national industrial unions. It is China's sole legally mandated trade union, and all enterprise-level trade unions are required to be affiliated with it.

4. False. The first U.S. trade union was the Federal Society of Journeymen Cordwainers, formed by shoemakers in Philadelphia in 1774. They are recognized as the first formal, sustained trade union in the United States.

5. False. (I hope you got this one right). A "ghost union" is a legal, but non-existent in practice, labor union in Mexico that is formed by a company to protect its interests and prevent workers from organizing independently. The union's purpose is to block workers from forming their own unions, effectively keeping wages low and benefits limited.

I hope you got them alright. Look for more trivia in future ATU1005 newsletters.

## Does Your Manager Know You? It is Complicated

Editor's Note: There is a North Loop Update: The NLG union representative has now returned to the garage and resumed his union duties. Thank you to everyone working together to accomplish this.

by Steven Glasford

Before I became a bus operator, I was a software engineer and a math teacher. What I love about this job is simple: I am the captain of my own bus. No one stands over my shoulder, and most operators go weeks, months—or even years—without speaking to a manager if nothing goes wrong.

But this independence hides a problem: when managers barely know the workers they oversee, they often misunderstand us, misjudge us, or mishandle

situations, especially at garages where management practices have completely broken down.

This breakdown isn't abstract, and the clearest sign example is occurring at North Loop Garage Canteen—the vending company—uses an AI system to flag possible "theft" at its grab-and-go kiosks. The AI makes mistakes. Many mistakes. And instead of questioning the technology, Metro Transit quietly accepts every AI flag as truth.

Operators at North Loop are being called into management offices and pressured to sign disciplinary statements admitting they "won't steal again"—even when they never stole anything.

One North Loop operator recently checked her receipts after being accused. She proved she paid for everything. But the manager had already put a discipline sheet in front of her and told her to sign.

This is happening without a union rep present—because North Loop has effectively been left without proper representation.

With the removal of their rep, operators are walking into these meetings alone, facing:

- AI-generated accusations
- Managers who trust the algorithms more than workers
- Pressure to sign documents admitting wrongdoing
- No advocate in the room

North Loop workers deserve representation. They deserve due process. They deserve someone to correct and stop these potentially incorrect disciplines before they start. Right now, they have none of that—and management knows it, in the most classic union busting move I have seen at Metro Transit in my 2 years of being an operator.

This is why North Loop needs its union rep reinstated, and why members there must understand what is happening to their coworkers.

But the failure at North Loop is not an isolated incident it is an extremely visible symptom, but it belongs to a category of broader problems at Metro Transit which has management systems that do not respect, recognize, or truly begin to know the people who keep the system moving. Another example of "management not knowing their workers" shows up in how Metro Transit handles trans operators, in a practice called

"deadnaming." Deadnaming is the practice by which a person who has transitioned genders chooses a new name, and leaves behind their old name and someone tries to refer the person by their old "deadname". The act of choosing a new name is a deeply important milestone in a transgender person's decision to transition, as your name provides you with immense control over your identity and how you show yourself to the world. For example, let's say I used to be "Christopher" but I am transgender, and I want to become "Diane." I am no longer Chris, I am Diane. The process of transitioning can be faster than you might expect, and after a couple of years, Diane might be completely and totally transformed and Chris no longer exists. Being deadnamed does not just wash away a person's identity, it has serious implications especially when it comes from a higher command like a manager.

Metro Transit obviously uses Hastus, a scheduling system with no field for preferred names.

Legal name changes take time, money, and paperwork—yet Metro Transit refuses to update its systems like other agencies in North America already have.

The result:

- Trans operators are deadnamed in meetings
- Difficulty in putting preferred names on uniforms and badges, if at all
- Deadnamed in front of passengers
- Deadnamed by managers who should know better

This is not an "oops" mistake. This is a decade-long refusal to fix a known problem. Other transit systems—TriMet, Muni—solved this years ago. Metro Transit simply hasn't cared enough to act.

For a trans operator, being deadnamed isn't a typo. It's disrespectful, it's harmful, and it often happens during already stressful conversations with management.

That harm doesn't exist in isolation. It grows out of the same management culture that keeps operators invisible until something goes wrong.

As operators, we love the independence of the job. Nobody bothers us while we're out serving the public, especially since operators are doing their best. But

because managers barely interact with us, they often:

- assume wrong things about queer workers
- mishandle trans issues
- trust broken AI technology over employees
- discipline first and ask questions later, if ever
- rely on systems that erase our identities
- pull operators into the office for "meetings" that only mean punishment

We don't need to be friends with management.

We do need them to know enough about us not to treat us like problems the moment something lands on their desk.

Right now, especially at North Loop, management does not have their act together. Operators are expected to have everything perfect every day—their driving, their schedules, their passenger interactions. Yet managers can't even verify an AI-generated accusation before disciplining someone. And as time goes on and AI encroaches into more facets of our lives, so too will more discipline, have you ever noticed the number of cameras on our buses?

### So are managers good or bad?

It's complicated. On the bus, we're trusted to pilot giant vehicles and ensure the safety for hundreds or even thousands of passengers. In the garage, we're often not. At North Loop, workers are being disciplined without representation. At every garage, trans workers are being deadnamed because Metro Transit won't fix its systems.

At Metro Transit it is often the union and collective workers that puts a pressure onto the company and rebalances the scales in a slighter favor of the employee. At North Loop, Metro Transit has eliminated the union rep in a clear method of reducing and eliminating the power of the union and collective actions of the employees.

To our colleagues especially at North Loop, and everywhere else, Always remember, if you don't want to sign, feel pressured to sign, are feeling like you don't have enough time to sign or think about it, or if you're running late, DO NOT SIGN.

What's clear is this:

Operators know how to do our

jobs. Management needs to be held to a higher standard.

And for all who work at North Loop don't let management make you sign questionable items, use your Weingarten rights and refuse to sign.

## Flexible Bus Lanes and the Need for 24/7 Transit Lanes on Hennepin

by Steven Glasford

Hennepin Avenue is finally open after more than two years of reconstruction and nearly a decade of planning. The rebuild was necessary — pavement was failing, utilities were aging, and the corridor required modernization. With this reconstruction comes a long-overdue improvement: a new BRT line replacing Route 6, designed to move thousands of people quickly, safely, and reliably every day.

The corridor was originally designed with 24/7 dedicated bus lanes — not partial hours, not conditional use, but clear and consistent transit priority similar to what exists today on Lake Street. That design recognized an important operational reality: transit functions best when its space is predictable.

What was ultimately implemented, however, was a system of flexible bus lanes, where lanes shift between transit use and other curb uses depending on time of day.

### Parking Context — and Why It Is Not the Core Issue

Much of the debate around Hennepin has focused on parking. Parking has historically been treated as a form of access and economic support for corridor businesses, and concerns about parking loss are understandable, particularly given past planning decisions in Minneapolis that have sometimes overlooked community impacts, to say the least.

Some have raised concerns that parking studies do not fully capture real-world demand. That skepticism is reasonable. Parking studies are imperfect tools, shaped by timing, assumptions, and behavior that can change once a street is rebuilt.

At the same time, even allowing for uncertainty in those studies, the broader picture remains consistent: parking on Hennepin



photo courtesy of minneapolismn.gov

and nearby streets is not disappearing entirely, but shifting. In many cases, this means parking may not be directly in front of a destination. In a dense urban corridor, short walks of a half-block or block are already common and often unavoidable. For those who cannot walk those distances, the appropriate response is targeted solutions — such as properly placed ADA parking and loading zones — rather than designing a street that creates daily operational hazards.

More importantly, parking is not the central issue. The central issue is how flexible lanes affect transit operations and the workers responsible for safely moving people through the corridor.

### Why Flexible Bus Lanes Fail in Practice

A bus lane that turns into a parking lane is not truly a bus lane. In practice, flexible lanes create:

- Buses repeatedly swerving into general traffic to avoid parked vehicles
- Increased blind-spot exposure for long, articulated BRT buses
- Unclear expectations for drivers about when a lane is for buses versus cars
- Inconsistent enforcement that leaves lanes blocked even during transit hours
- Slower trips, missed connections, and longer waits for riders

These conditions place the greatest burden on bus operators — frontline union workers — who are forced to compensate for ambiguity in street design.

Operators must repeatedly merge heavy vehicles into moving traffic, often near intersections and turning movements, increasing stress and risk despite their training and experience.

Flexible lanes may appear to balance competing uses on paper, but in reality they externalize risk onto workers and riders.

### Lessons from Other Corridors

A nearby example helps place parking concerns in context. On Bryant Avenue South, proposed safety and multimodal improvements faced strong opposition rooted in fears about parking loss, business harm, and access. Those concerns were sincerely held and politically influential, but after roughly two years of operation, the predicted disruption did not materialize at a corridor-wide level. Parking was reduced in targeted locations rather than eliminated, surrounding streets retained capacity, and the corridor did not experience chronic saturation or widespread access problems. While some businesses raised concerns, no broad pattern of closures or revenue collapse attributable to parking changes emerged, and outcomes were heavily shaped by broader economic conditions. What did clearly change was safety and usability: bicycle volumes increased, vehicle speeds declined, and crash risk fell, while the street remained accessible for deliveries, emergency vehicles, and local car access. The lesson is not that studies are flawless, but that delaying safety and operational clarity in response to parking fears has repeatedly proven

unnecessary once projects are built and observed.

### Responsibility and the Fix

Metro Transit does not control the design of Hennepin Avenue. That responsibility lies with the City of Minneapolis — the Mayor and City Council. Flexible lanes were a policy choice, not an operational necessity.

The fix is straightforward and does not require reconstruction. With paint, signage, and clear rules, Hennepin can return to the original intent of the project: 24/7 dedicated bus lanes that are:

- Predictable
- Safer for operators
- Easier to enforce
- Faster for riders
- Better for emergency vehicles

### Finish the Job

Transit works when it is consistent.

Transit fails when a lane disappears at 6 p.m.

If Hennepin is truly meant to serve people, it must support the workers who operate the service and the riders who depend on it. Dedicated, full-time bus lanes do exactly that.

Hennepin deserves better.

Workers deserve safer, more predictable conditions.

Riders deserve reliable service.

Bring back the original design.

Make the bus lanes permanent.

24/7 bus lanes on Hennepin — because streets should move people, not create daily hazards for the workers who keep the city moving.

## 2025 Government Shutdown

by Brent Perry

Federal employees returned to work in November with the end to the longest federal government shutdown in history. Millions of federal employees suffered unprecedented financial stress during the shutdown, and the entire country will continue to suffer from the long term damage it did to the economy.

Millions of SNAP recipients had trouble getting food for their families while payments were delayed. The National Economic Council estimated that the cost of

the shutdown would be \$15 billion per week. There is potential further damage yet to come. Economic reports that the Federal Reserve uses to set policy were not done during the shutdown. This potentially will cause a mismanagement of monetary policy.

The 1005 Line interviewed Mark Johnson, President of American Federation of Government Employees (AFGE) Local 899 for this article. AFGE represents 820,000 federal and District of Columbia government employees, second only to the American Postal Workers Union in the number of federal workers represented. Local 899 represents Transportation Security Officers at airports in Minnesota, North Dakota, and South Dakota. Like air traffic controllers who were the focus of a lot of news stories, Transportation Security Officers were excepted employees, meaning that they were required to continue working during the shutdown without receiving paychecks. "It took 54 days for the majority of our officers to get paid," Johnson explained. He described it as "very stressful" for his membership. "We leaned on the food banks," he said in explanation for how members managed to pay bills without the paychecks they normally rely on. Donations from private citizens also helped. Johnson unfortunately was curtailed in his ability to lead the union and assist the members because a tangential consequence of the shutdown was that the funding to support him as a full time officer for the union was suspended. "I had to recertify on everything," he explained, so that he could return to doing security screenings while waiting for the shutdown to end. With the shutdown finally over, Local 899 is making a donation in gratitude to the food banks they relied on. Looking forward, Johnson echoed the sentiment of people across the country. He said, "We need to have

our elected officials do their job," eyeing the January 30 deadline to pass legislation to avert another shutdown.

It may feel like politicians failing to cooperate is an unavoidable fact of life that has existed since the dawn of government, but the reality is that federal government shutdowns are a relatively recent invention in the history of this country. Prior to 1980, the Constitution (and the Antideficiency Act) were not interpreted by courts as requiring government agencies to be shut down simply because an appropriations bill had expired. Many people have now accepted that shut downs have become part of the political routine, but there is reason to be concerned about the trajectory of shutdowns. The first government shutdown lasted only one day. Since then, they have become much longer, with the most recent shutdown dragging on for a record 43 days. The previous record was set during the first Trump Administration. The two shutdowns during Trump's presidencies taken together were longer than all previous shutdowns combined. Allowing this trend to continue is not sustainable. Perhaps a fundamental change to the budgeting process is what we need.

Is it possible to continue to pay workers and provide government services without passing new appropriations bills before the deadline? Members of Congress continued receiving paychecks during the shutdown. If we can do it for them, then why can't we do it for everyone?

## RPT ATU Members Vote to Authorize Strike, Demand a Fair and Just Contract

After recent negotiations, Rochester Public Transit (RPT) drivers a part of the Amalgamated



ATU 1005 members and supporters intervened at the Rochester City Hall meeting on Wed Feb 18

Transit Union Local 1005 in Rochester, voted yes to authorize a strike against their parent company Transdev on Saturday.

This comes as a result of failed contract negotiations between Transdev and RPT drivers, a part of the union. Major concerns include wages, a lack of health benefits and suspensions.

"It seems like they don't care what our reason is, they don't care about our members. And we want to see that change, we want a better working relationship with them," said Adam Buzbee, Rochester Rep for ATU Local 1005.

ATU members and supporters intervened at the last Rochester City Hall meeting on Feb 18 to demand that the city take RPT into public ownership and not outsource to private companies like Transdev. Since Feb 11th the company has improved its wage offer but the company using cameras to discipline drivers remains a problem.

## Poll Shows Massive Participation in Minnesota Shutdown Against ICE

*This article is a joint publication of Workday Magazine and In These Times.*

by Workday Staff | February 2, 2026

One in four Minnesota voters took part in January 23 day of action, or had a loved one who did.

Roughly one in four Minnesota voters either participated in the January 23 day of shutdown and protest against ICE, or have a loved one who did, according to new polling data.

Of those participants, 38% percent stayed off the job, either because they did not go to work, or

because their employer closed for the day of action. The data does not distinguish between those who made the choice to stay out, and those who saw their workplaces close. (Some workplaces were shuttered that day due to worker pressure.)

The poll was commissioned by the May Day Strong coalition, a network of local and national unions and community organizations, and was conducted by polling firm Blue Rose Research.

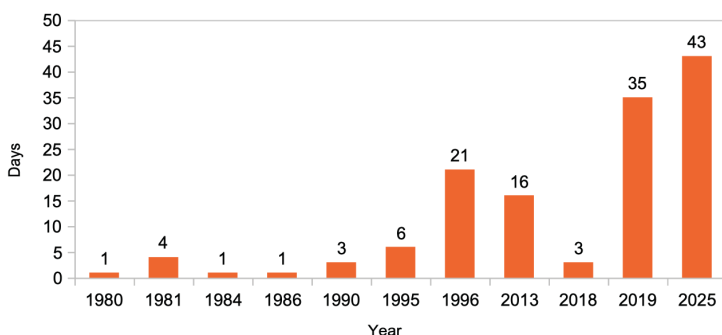
McKenzie Wilson, director of external affairs and message strategy at the firm, explained that researchers surveyed 1,940 Minnesotans who voted in 2024. The polling data can be viewed here.

Sixty percent of Minnesota voters said they had heard about the day of action "a lot," and 23% "a little," meaning a huge majority — 83% — was aware of the action. It's also important to note that a poll of 2024 voters excludes undocumented people, people younger than voting age, and disaffected voters who very well may have participated in the day of action.

The findings were celebrated by organizers as a sign of large-scale participation and support. "People were willing to take a real hit to their paycheck to demonstrate their resolve and the necessity of getting ICE out of their state," said JaNaé Bates Imari, representative of the church Camphor Memorial UMC, at a January 30 press conference.

The January 23 action, billed as a "Day of Truth and Freedom," was organized by unions, faith organizations, and community groups. In the days leading up to it, major unions and labor federations endorsed the day of action. Among them was the

Lengths of Government Shutdowns





100k ppl march in Minneapolis on Jan 23rd against ICE

executive board of the Minnesota AFL-CIO, a federation of more than 1,000 unions representing more than 300,000 Minnesota workers.

Organizers estimate some 50,000 to 100,000 protesters took to the streets of downtown Minneapolis that Friday, braving subzero temperatures, to demand federal immigration agents leave the state. Earlier that day, about 100 clergy were arrested in an act of civil disobedience at the Minneapolis – Saint Paul International Airport, the site of frequent deportation flights and worker abductions.

The mobilizations were part of a day of “no work, no school, no shopping” to protest the Trump administration’s deployment of thousands of armed, masked federal agents to the state. In the days leading up to the January 23

day of action, major unions and labor federations endorsed the day of action. Among them was the executive board of the Minnesota AFL-CIO, a federation of more than 1,000 unions representing more than 300,000 Minnesota workers.

The poll found that 45% of voters “generally support the call for no work, no school, no shopping as a form of protest.” Two-thirds of Black voters supported the call, and numerous demographic groups saw at least 50% support: women, people under the age of 34, college-educated voters, Asian voters, and Hispanic voters.

As protestors nationwide continue to call for Democratic lawmakers to block continued funding to ICE, the poll also found that well over 80% of self-identified liberal voters

supported the Jan. 23 action, with roughly one in five of those voters reporting that they or a loved one stayed home from work that day.

There was also significant participation from voters who did not go to college. (While the poll did not ask about income, college education is an imperfect indicator of lower-income or blue-collar workers.) Eighteen percent of respondents who did not go to college either participated or had a loved one participate in the day, compared to 29 percent of college graduates. And of the above participants, 39 percent of respondents who did not go to college declined to work that day, either because they stayed home or because their employer closed, compared to 38 percent of college graduates.

“Our workers are being impacted by what is happening in our communities by ICE every single day,” Chelsie Glaubitz Gabiou, president of the Minneapolis Regional Labor Federation, AFL-CIO, said at the January 30 press conference. “We have workers who are being detained and workers who are being racially profiled and staying home.”

The January 23 day of action was followed by heartbreak for organizers and participants. “After our beautiful Day of Truth and Freedom, where 100,000 Minnesotans took action together, [federal] agents killed Alex Pretti on the streets of Minneapolis,” Bates Imari said at the press

conference. “And now we know that the federal government is also trying to Trump up charges, pun intended, against several peaceful ICE observers, against more peaceful protesters, against nonviolent protesters. And all of this in attempt to scare Minnesotans away from us doing what we do best: protect our neighbors, love on our people, care for our community.”

“ICE messed with the wrong profession,” said Mary Turner, president of National Nurses United. Pretti worked at the Department of Veterans Affairs Medical Center in Minneapolis and was a member of the American Federation of Government Employees Local 3669.

“Never get between nurses and our patients,” Turner said in a news release from the union, which noted that they were holding a week of actions and vigils in honor of Pretti and to call for justice for his murder. She added, “Nurses want ICE abolished. Not one more penny for their crimes.”

One commercial electrician at the protest, a member of IBEW Local 292, held a sign reading “General Strike is a Path to Justice,” and told me, “I mean, ICE is just deplorable.”

“I mean, anyone could get in the path of the ICE agents,” he said, as previously reported by In These Times. “It just infringes on our own civil rights.”



## ATU 1005 Executive Board



<b>David Stiggers</b>	President / B.A.	612-250-6755		<b>Stan Green</b>	Facilities / Transfer Road	651-307-8077
<b>Dave Butts</b>	Vice President	763-438-4070		<b>Kenn Peters</b>	East Metro Bus Ops	651-500-4655
<b>Andrew Boardman</b>	Rec. Sec. / Asst. B.A.	651-334-0621		<b>Demetre Muhammad</b>	FTH Bus Ops	612-806-4899
<b>Miriam Wynn</b>	Fin. Sec. / Treasurer	952-270-8345		<b>Gerald (Jerry) Langer</b>	North Loop Bus Ops	612-940-7700
<b>Jon Doerr</b>	East Metro Bus Maint	651-442-3718		<b>Cliff Bolden</b>	Nicollet Bus Ops	612-655-9718
<b>Nick DuFoe</b>	FTH Bus Maint	763-232-6944		<b>George Hunter</b>	South Bus Ops	612-817-2391
<b>Mike Anderson</b>	North Loop Bus Maint	612-483-5391		<b>Lisa Callahan</b>	LRT Operators	651-271-9789
<b>Margo Trujillo</b>	Nicollet Bus Maint	763-276-5176		<b>Justin LeVasseur</b>	FTH Office	651-399-2853
<b>Kurt Anderson</b>	South Bus Maint	651-367-4576		<b>Adam Buzbee</b>	First Transit Rochester	507-226-2066
<b>Jason Enderson</b>	OHB Maint	612-386-8966		<b>Jorge Otanez</b>	Saint Paul OMF Maint	651-214-0857
<b>Jason Brown</b>	Northstar Maint	385-221-6620		<b>*Jim Rusnacko</b>	First Transit Mpls - Steward	612-599-5898
<b>Myles Alteri</b>	LRT Maint	651-274-3332		<b>*Ryan Timlin</b>	Nicollet Bus Ops Steward	612-718-5844
<b>Joe Dinyer</b>	Hiawatha Maint	651-788-0636				

# Upcoming ATU 1005 Calendar

Text 'ATU1005' to 47400 for updates regarding direct actions, rallies, meetings, and votes

## Membership Meetings

### March

**Tuesday March 24**, 10am & 7pm  
 UFCW Local 1189  
 266 Hardman Ave N  
 South St. Paul, MN  
**Wednesday March 25**, 7:30pm  
 Eagles Club Rochester  
 917 15th Ave SE

### April

**Tuesday April 28** 10am & 7pm  
 Minneapolis United Labor Centre  
 312 Central Ave SE  
**Wednesday April 29** 7:30pm  
 Eagles Club Rochester  
 917 15th Ave SE

### May

**Tuesday May 26** 10am & 7pm  
 UFCW Local 1189  
 266 Hardman Ave N  
 South St. Paul, MN  
**Wednesday May 27** 7:30pm  
 Eagles Club Rochester  
 917 15th Ave SE

**NOTE: Union meetings on odd months will now be held at UFCW Local 1189 at 266 Hardman Ave. N, South St. Paul, MN until further notice**

## ATU Committees

### ATU Local 1005 Black Caucus

Thursday, March 19  
 Thursday, April 16  
 Thursday, May 21  
 7pm Virtual (via Zoom)  
 Contact Office for Details

### ATU Local 1005 Education Committee

Tuesday, March 10  
 Tuesday, April 14  
 Tuesday, May 12  
 11:30am-1pm  
 United Labor Centre  
 Room TBD

### ATU Local 1005 Pride Caucus

Please contact the office if you are interested

### ATU Local 1005 Women's+ Caucus

Not currently meeting  
 (Please contact Union Office for more details)

### 2026 Summer Picnic

Save the Date: Sunday, June 28, 2026  
 Time and Location TBD

## ATU 1005 Retiree Gatherings

**Northside Breakfast Club**  
 Meets 2nd Tuesday of each month  
 8:00 AM  
 Fat Nat's Eggs  
 8587 Edinburgh Center Dr  
 Brooklyn Park, MN 55443

**Southside Breakfast Club**  
 Meets 1st Wednesday of each month  
 8:00 AM  
 VFW Post 5555  
 6715 Lakeshore Drive  
 Richfield, MN 55423  
 (off Lyndale Ave and 67th)

**St. Paul Retiree Lunch Club**  
 Meets 2nd Wednesday of each month @ Noon  
 Little Oven  
 1786 E Minnehaha Ave  
 St. Paul MN 55119

**Metro Transit Mechanic Teammates**  
 Meets 3rd Tuesday of each month  
 10:00 AM  
 Golden Corral  
 3000 White Bear Ave  
 Maplewood, MN 55109

**NOTE: Please contact the Union Office with any questions regarding the status of retiree gatherings**

## Labor-Management Committees

### TSSC (Transit Safety & Security Committee)

Thurs March 19 - Webex  
 Thurs April 16 - Webex  
 Thurs May 21 - Webex  
 10:30am - 11:30am  
 (Elected TSSC Reps only)  
 11:30am - 12:30pm  
 (All committee members)

### Safety Barrier & Parking Lot Safety Committee

Now meeting only as needed  
 Next Meeting TBD

### Bathroom Committee

(2nd Wednesday every 3 months)  
 Wed March 11- 2pm-3pm  
 FTH-MTPD Rm 316  
 or on Webex Video Conference



# WEINGARTEN RIGHTS

Under "*Weingarten Rights*", if an employee has a *reasonable belief* that discipline or other adverse consequence may result from what is said, he/she can say something like this:

"If this discussion could in any way lead to my being disciplined or terminated, or affect my personal working conditions, I respectfully request that my union representative, officer or steward be present at this meeting. Without representation present, then ***I choose not to participate in this discussion.***"

## Why the Labor Movement Should Oppose Deportations and Demand Full Citizenship Rights for Immigrants

*Unions have an obligation to defend the safety and jobs of all its members, before any of our sensitivities or feelings*

by Adam Burch

On January 24th, the day after tens of thousands did not go to work and instead rallied in downtown Minneapolis following ICE's murder of Renee Good, Customs and Border Patrol (CBP) agents executed 37-year-old Alex Pretti. Alex was an ICU nurse at the VA Hospital, and union member of AFGE Local 3669. He was peacefully observing ICE/CBP and helping someone who had been shoved by an agent. Another horrific, execution-style murder was captured on video.

Alex Pretti was a rank and file union member who understood what Greg Nammacher, President of SEIU Local 26, said in the build up to the work stoppage on Jan 23rd; "The army Trump is building right now in Minneapolis to deport people is the same army Trump will use to crush the unions."

Unions have an obligation to defend all its members from the boss's attacks in whatever form. During these last months, Trump's deportation operation in Minnesota has been a greater threat to union members' jobs than most of our immediate bosses. SEIU Local 26 is a union with many janitorial workers for members. ICE has deported more than a dozen workers from their ranks, including worker leaders on bargaining units.

During our December membership meeting, ATU 1005 members voted overwhelmingly for a blistering anti-ICE resolution (See page 4-5). ATU 1005 then also endorsed a call for "No Work, No School, No

Shopping" that demanded ICE out of Minnesota on Jan 23rd, which saw some 100k people marching and rallying in downtown Minneapolis. In contrast the Met Council and Metro Transit made only tepid, procedural statements. The bosses at the Met Council and Metro Transit do not keep us safe. Our unions keep us safe, and the movements of thousands of people defending our neighborhoods keep us safe. By not challenging ICE's access to our buses, trains, stops, and platforms, the bosses at the Met Council and Metro Transit are complicit in ICE's violence.

### Union member solidarity includes immigrant workers

The reasons why unions like ATU 1005 should be against deportations, and for full citizenship are straightforward; union members include foreign born workers, unions need to defend the jobs of all its members, therefore unions must defend immigrant workers. ATU 1005 has a significant portion of immigrant members. We must not let Trump and the bosses drive a wedge between native and foreign born workers. This is a classic divide and rule strategy used to weaken unions. Instead, unions must raise the standards of all workers, including immigrant workers, so the bosses can't further exploit immigrant workers to drive down the wages and working conditions of native born workers. The inherent solidarity between native and foreign born workers is therefore clear, and it's why unions must demand full citizenship for immigrants.

To effectively defend the jobs of immigrant members, unions must oppose deportations and detentions that threaten to terminate their employment. And we should be very clear that this defense of immigrant workers from detentions and deportations does not come at the expense of native born workers, certainly not at the expense of any material interest from native born workers. Unions taking a stand to defend

their immigrant members only risks offending the feelings of its native born workers who may have unfortunately bought into anti-immigrant racism that masks itself as populism. This latter concern must not be a concern at all for any union determined to defend the jobs of all its members, because jobs are a material interest of workers, when our feelings, sensitivities, and opinions aren't.

Unions should even go further by demanding full citizenship rights for all immigrant workers. That would remove immigrants from their precarious status, and sets them on the same level as native born workers so they no longer have to accept either low wages, or deportation. This will make it harder for the bosses to drive down wages for all workers if they no longer have the option of cheaper labor to threaten native born workers with. This then improves the conditions for all workers.

And I have been using "native born" and "foreign born" workers to delineate between non-immigrant and immigrant. However, that distinction has been out of date since Trump has attempted to overturn birthright citizenship, and ICE has targeted Native American Minnesotans during its immigrant deportation operation. What was promised as immigrant enforcement to deport criminal immigrants, has since been used to deport union members, detain and murder citizens, and target any protester as a domestic terrorist. Unions should always stand in opposition to any tyrannical regime that uses state violence to divide workers.

### Unions should have unity, but on what basis?

Unions taking such a definitive stand against deportations and demanding citizenship for immigrant workers — which absolutely is polarizing — does potentially risk the immediate unity of any union that includes a base of membership that wants immigrant workers to be deported.

But unity for the sake of unity is fleeting and superficial. We must ask for unity, but on what basis? Do we want unity on the basis of worker solidarity regardless of immigration status? Or do we want unity on a basis that bends to nativism, and that panders to anti-immigrant racism? ICE's deportation operation demanded that ATU 1005 chose between those two options, there wasn't a third option. I'm proud that ATU 1005 chose worker solidarity.

Some may wish that unions didn't have to take such political positions. However, unions themselves have an essential political nature. Unions were once illegal and a political struggle had to be waged to force the bosses to recognize unions, and the government to legalize them. If unions avoided taking political positions, unions would abdicate defending their very existence and furthering the interest of organized labor.

And of course we as public sector union workers have an additional political feature being that the governor is our ultimate boss, and the legislature passes bills that set the public transportation budget.

And this ICE operation shows that politics happens to us regardless. ATU 1005 can ignore politics, but politics won't ignore ATU 1005.

Unions must defend all workers regardless of immigration status, and demand full citizenship. Doing so will unite labor around a program that will raise the standards for all workers by denying the bosses more exploitable labor that they can use to drive down all wages. Removing the threat of deportations will mean immigrant workers will be less afraid to participate in unions, and to take workplace action. Never again should unions discriminate on the basis of national origin, and never again will we allow the bosses to pit us against each other on that basis. ATU 1005 must boldly fight for our immigrant members to further the cause of organized labor.