

AMALGAMATED-TRANSIT UNION

LOCAL 998 • AFFILIATED WITH AEL-CIO

734 North 26th Street Milwaukee, WI 53233 (414) 342-4300 Fax: (414) 342-1998

Macon

①

May 20, 2019

Nate Holton
Director of Diversity and Inclusion
Milwaukee County Transit System
1942 North 17th Street
Milwaukee, WI 53205

JAMES MACON
President

MICHAEL BAUTCH
Vice President

JOHN GROH
Financial Secretary
Treasurer

CASSANDRA COBB
Recording Secretary

Dear Nate:

Amalgamated Transit Union, Local 998 **“will not”** arbitrate our contract between Milwaukee Transport Services, Inc. Therefore, it is the Union's desire to work with the Company in negotiating a fair contract. We will also include additional bargaining demands in our proposal as follows:

- Totally enclose the *bus driver's area* from the general public for their safety. There will be other issues to be presented.
- The Company is to notify the Union of major incidents, accidents or assaults, via dispatcher or management.

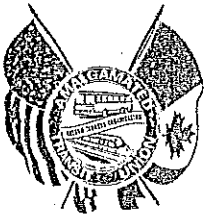
Our members are represented through the general labor agreement between ATU Local 998 and M.T.S., Inc. The Company's responsibility is to notify the Union of major incidents, accidents or assaults, involving our union members (It is not the member's responsibility to notify the Union of this).

MCTS's spokesperson has announced to the news media about negotiating with ATU Local 998, a better security plan for bus operators.

Sincerely,

James Macon
President
Amalgamated Transit Union, Local 998

Cc: All Milwaukee County Board of Supervisors
County Executive Chris Abele



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Dear Nate:

This is an additional bargaining demand to be included with the enclosed letter of May 20, 2019.

- Due to the lack of security on the buses, all drivers who are approved to carry a concealed weapon in the State of Wisconsin are allowed to carry their concealed weapon on the bus.

ATU locations that are allowed to carry a concealed weapon on the bus are Kentucky and Utah.

Sincerely,

James Macon
President
Amalgamated Transit Union, Local 998

Cc: All Milwaukee County Board of Supervisors
County Executive Chris Abele

Enclosure: (5-20-19 letter)



AMALGAMATED TRANSIT UNION

LOCAL 998 • AFFILIATED WITH AFL-CIO
734 North 26th Street Milwaukee, WI 53233 (414) 342-4300 Fax: (414) 342-1998

September 23, 2014

Michael Mayo
Milwaukee County Supervisor
901 North 9th Street, Rm. #201
Milwaukee, WI 53233

JAMES MACON
President
RICK BASSLER
Vice President
JOHN GROH
Financial Secretary-
Treasurer
CASSANDRA COBB
Recording Secretary

Dear Supervisor Mayo:

At this time, our local is aware of the county board's search for a solution in bringing our workers in-house. As stated previously, it is our desire that Milwaukee Transit Services remain the overseer of the company (Milwaukee County Transit System). We are very interested in your attempt to restructure the top two executives as county employees. It is the local's understanding that there will be no transitions of the employees. Other alternatives that were presented to us regarding the RFP, would not benefit the need to serve the riding public.

I am asking the county board to consider allowing the Sheriff to manage the security firm (G4S) for Milwaukee County Transit System. Our security suffers the need of accountability for the safety of our drivers and passengers. We believe working with the Sheriff and deputies would help make a difference in providing the safety needed for the protection of our drivers and passengers.

In the past, a solution had been presented to the board in reference to my above request, but at that time, a former county supervisor stated that it could not be done, due to MCTS overseeing the security, during the contract. I believe with the combined effort of the Sheriff, deputies, and the security firm (G4S), we can accomplish our goals, with the needed security for the protection of our drivers and passengers.

As you are aware, due to the Concealed Carry of Firearm law, many of our passengers are carrying weapons on the bus. Even though there may be passengers who are licensed to carry a concealed firearm, there are others who are unlicensed to do so. I have asked that our security be allowed to carry Tasers for their safety when confronted by a life-threatening situation or when needed. The security officers have backgrounds in the Military Law Enforcement and other security backgrounds. They are capable and trained to carry Tasers.

Dan Boehm and I are working on other issues of concern. Yet, questions remain concerning the justification of recent promotions.

In closing, thank you for your support. As in the past, we will definitely support you in the near future.

Sincerely,

James Macon, President
Amalgamated Transit Union Local 998

JM: VC: opeiu9alcio

Cc: Rick Bassler
Milwaukee County Supervisors
Brian Dranzik
Dan Boehm

PS. I am looking for a maintenance person who would be highly qualified to work in the main office of MCTS, as an over-seer of maintenance issues.



THE TRANSIT WORKER & PEDESTRIAN PROTECTION ACT



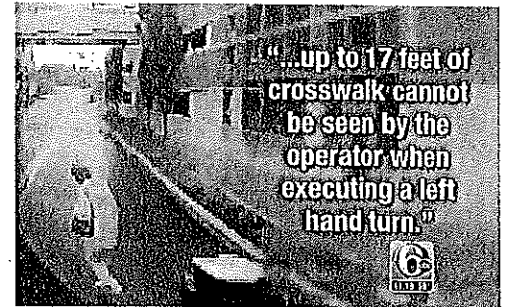
Transit Worker Attacks

Every year, thousands of transit bus and rail workers are assaulted in the course of performing their duties. Many of these brutal attacks occur while massive buses are rolling down the street, placing pedestrians, bicyclists, and other motorists in grave danger. Passengers are tired of paying increased fares for less frequent service, so quite often they take out their frustrations on the drivers -- the neighborhood tax collectors. Other disputes occur when operators simply enforce safety regulations. Mental illness is also an issue in many cases. Some incidents

happen for no reason at all, as juveniles act out on the bus just for laughs. There is no excuse for any of it. Weapons vary. Some drivers get punched or kicked. Others are stabbed or strangled from behind. Some offenders spit, or throw steaming hot coffee or urine in the face of the operator.

Blind Spots

Massive mirrors and left side pillars on transit buses make it impossible for bus drivers to see what they need to see to safely make it through crosswalks. These bus components create blind spots that obstruct the driver's view. Bad bus engineering guarantees needless tragedies. Despite knowing the risks, transit systems from coast to coast continue to order these **massive mobile manslaughter machines** and put them on the road, and innocent people are being run over and killed as a result.



Ergonomics

Most bus operators who have been on the job for a while suffer from back, neck, knee, or shoulder injuries because they perform the same functions day after day in poorly engineered work stations. Drivers' seats cause wear and tear on bus operators' bodies. Other equipment is not ideally located, causing muscle strains that are often irreversible.

The Transit Worker and Pedestrian Protection Act

The Transit Worker and Pedestrian Protection Act (S. 436/ H.R. 1139) requires transit agencies to develop Bus and Rail Operations Safety Risk Reduction Programs to improve safety by preventing assaults on transit workers, reducing the number of bus accidents due to blind spots, and making changes to the bus drivers' workstation to reduce ergonomic injuries. The bill requires transit agencies to work with frontline workers and their unions to implement safety improvements, including:

- Assault mitigation infrastructure and technology, including barriers to prevent driver assaults.
- De-escalation training for bus drivers.
- Modified bus specifications and retrofits to reduce visibility impairments.
- Driver assistance technology that reduces accidents.
- Installation of bus driver seating to reduce ergonomic injuries.

The bill also requires transit agencies to report all assaults on transit workers to the U.S. Department of Transportation, not just those that require immediate medical assistance.

Please support and work to pass the *Transit Worker and Pedestrian Protection Act*! For more information, please contact Jeff Rosenberg in the Amalgamated Transit Union (ATU) Government Affairs Department at (202) 309-4108 or jrosenberg@atu.org.

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A resolution by Supervisors Sebring and Logsdon, requesting and authorizing the study of creating a new classification of Transit Security Officer in the Office of the Sheriff, to improve security throughout the Milwaukee County Transit System, by recommending adoption of the following:

AN ENGROSSED RESOLUTION

WHEREAS, a 2017 audit of the Milwaukee County Transit System (MCTS) by SRF Consulting, commissioned by the Wisconsin Department of Transportation, found MCTS to be "an efficient transit system with dedicated employees..."; and

WHEREAS, MCTS bus drivers provide exemplary service to the community, as evidenced by national and international news coverage of their life-saving acts and other good deeds; and

WHEREAS, Milwaukee County (the County) wishes to maintain the reputation its drivers bring, along with their quality provision of transit service for residents and County guests; and

WHEREAS, on November 19, 2018, as reported by the local media, three assailants assaulted a MCTS bus driver, which adversely impacts the safe environment for drivers and passengers, which is sought for the bus system; and

WHEREAS, during testimony on File No. 18-547, policymakers learned MCTS loses approximately \$337,000 per year from fare evasion, and debated the MCTS policy and bus driver preference to not confront fare evaders beyond asking once to pay the required fare; and

WHEREAS, at the cost of approximately \$1.5 million annually, MCTS' current contract with a private security firm yields 1,360 hours of service per week, providing a visual security presence on buses, intersection checks with bus drivers verifying security status, and fare enforcement, but security officers lack the legal authority a sworn officer possesses; and

WHEREAS, due to higher priority calls, the Milwaukee Police Department and the Milwaukee County Sheriff's Office (MCSO) typically do not prioritize responses for fare evasion and minor incidents, despite these issues adversely impacting the experience of drivers and riders; and

WHEREAS, MCTS may benefit from the presence of sworn law enforcement officers who are held in higher regard by the public, and possess more authority to respond more effectively to those disruptive to bus operations; and

45 WHEREAS, numerous transit systems within and outside the United States
46 employ variations of transit police for security purposes, and it may be in the best
47 interest of the County and MCTS to create a new classification of Transit Security
48 Officer under the direction of the MCSO, and to reallocate the monies presently spent
49 per year on private security; and
50

51 WHEREAS, the Committee on Transportation, Public Works, and Transit, at its
52 meeting of January 23, 2019, recommended adoption of File No. 19-135 (vote 5-0);
53 now, therefore,
54

55 BE IT RESOLVED, staff from the Department of Human Resources, working in
56 conjunction with Milwaukee County Transit System (MCTS) officials, the Office of the
57 Sheriff, the Department of Administrative Services, the Office of the Comptroller, and
58 others who may inform the conversation, led by the Office of the Sheriff, shall study the
59 feasibility of:
60

- 61 • ~~How Milwaukee County (the County) the Office of the Sheriff might create a~~
62 ~~separate classification of officer to serve as transit security, overseen by the~~
63 ~~Sheriff's Department, with the power to make lawful arrests, and issue citations~~
64 ~~for disorderly conduct, fare evasion, and other acts detrimental to the experience~~
65 ~~of MCTS drivers and users~~ full law enforcement authority
66
- 67 • Including sources of continual funding including, but not limited to, State and
68 Federal law enforcement grants
69

70 ; and
71

72 BE IT FURTHER RESOLVED, the group shall furnish a report to the Milwaukee
73 County Board of Supervisors no later than the May 2019, meeting cycle regarding the
74 feasibility of ~~establishing a classification of Transit Security Officer within the County~~
75 ~~Sheriff's Office, that could assume~~ ing full law enforcement authority over the transit
76 security duties and responsibilities currently provided to MCTS by a private vendor, and
77 the possibility of State and Federal grants for continual funding.
78

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80 kae
81 02/07/19
82 s:\county board files\county board 2019\engrossed resolutions & ordinances\february 7\19-135 transit security officer
83 study sebring.docx



AMALGAMATED-TRANSIT UNION

LOCAL 998 • AFFILIATED WITH AFL-CIO

734 North 26th Street Milwaukee, WI 53233 (414) 342-4300 Fax: (414) 342-1998

September 7, 2017

Milwaukee County Board of Supervisors
Milwaukee County Courthouse, Room 201
901 North 9th Street
Milwaukee, WI 53233

JAMES MACON
President

MICHAEL BAUTCH
Vice President

JOHN GROH
Financial Secretary-
Treasurer

CASSANDRA COBB
Recording Secretary

Dear Milwaukee County of Board of Supervisors:

This letter is regarding the safety and security issues with Milwaukee County Transit System (MCTS). ATU Local 998 is concerned about recent activities that have put our Bus Operators and passengers in danger. Safety should always come first; however, the company has been lax if not just blatant in not providing a safe environment for our operators and the public. Why is safety not made a top priority at all times? The following issues are examples of what we need addressed immediately:

- It has been brought to our attention that THREE bomb threats have been made against our buses. One example is a passenger boards the bus and tells the driver she needs to get off the bus immediately because there is a bomb on board the bus. The Milwaukee Police Department (MPD) was notified; however, the ATU Local 998 wasn't contacted about this security issue. The Union only found out about this incident from the bus operator. Why didn't MCTS contact us?
- A TSA/Homeland Security training seminar was conducted a couple of years ago with representatives from MCTS and ATU Local 998. The results were that MCTS was not prepared for a major security incident (such as a bomb threat against our buses). Where is the follow-up plan? What is the final plan of action? Why is MCTS not sharing and including ATU Local 998 in this critical matter? During last summer's unrest in the Sherman Park Area, buildings were on fire near the Fond Du Lac Station. Many of our buses were in harm's way (Route 30 & 30X, Route 35, Route 60, Route 23/Blueline). Not one person from MCTS management showed up at the station or contacted ATU Local 998 with an emergency response plan. However, ATU Local 998 Vice President Michael Bautch was on the scene.
- MCTS used to notify ATU Local 998 when security incidents or accidents occurred. Unfortunately, that communication has ceased. Why did this start? Where is the open line of communication for the safety & security of our bus operators? Policies have changed in recent months regarding incidents on the buses. Drivers used to be trained to report and document anything that happened in, on or around the bus. Now, drivers must

James Macon

From: Julie Schneider <JSchneider@mcts.org>
Sent: Thursday, February 7, 2019 4:36 PM
To: ATU998-FST; ATU998-President
Cc: Nathaniel Holton
Subject: Open record request response

You requested the following information:

From 2018 Please provide:

1. All incidents on MCTS buses that required a police response.
2. All incidents on MCTS buses that required CPO response.
3. All incidents on MCTS buses that required EMS response.

Response to this inquiry is:

1. 278 responses by police
2. 3578 Transit Security Officer (TSO) Reports
3. 185 EMS Responses

Julie Schneider, CPP@
Director of Safety, Security and Risk Management
(414) 937-3228 | jschneider@mcts.org

Milwaukee County Transit System

1942 N 17th Street
Milwaukee, WI 53205





THE TRANSIT WORKER & PEDESTRIAN PROTECTION ACT



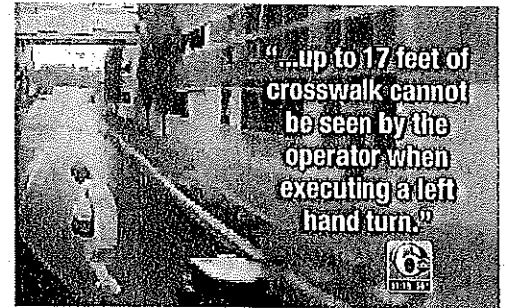
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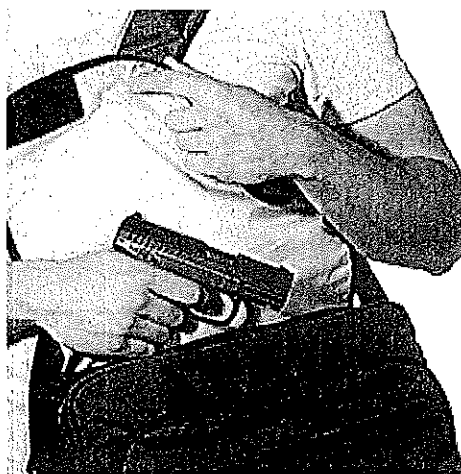


WISBAR NEWS

MARCH
08
2016

Concealed Carry on City Buses Among Cases Added to Supreme Court Docket

March 8, 2016 – A group challenging a rule that prohibits people from traveling on city buses with weapons, even concealed guns carried legally, will have its case heard by the Wisconsin Supreme Court, which recently added eight new cases to its docket.



Wisconsin Carry Inc., a gun rights advocacy group, challenged the “bus rule” established by the City of Madison’s Transit and Parking Commission. The bus rule prohibits weapons on buses. Wisconsin Carry says the rule is preempted by state law.

Wis. Stat section 66.0409(2) prohibits “political subdivisions” from regulating knives or firearms, including possession, through resolutions or ordinances “unless the ordinance or resolution is the same as or similar to, and no more stringent than, a state statute.”

In 2011, a “concealed carry” law was enacted in Wisconsin. It allows Wisconsin citizens to carry concealed weapons in public if they obtain a concealed carry license. Thus, Wisconsin Carry says the “concealed carry” law trumps the bus rule.

A state appeals court, however, ruled in favor of the City of Madison, which had argued that the bus rule is not an ordinance or a

resolution and the Transit and Parking Commission is not a political subdivision. The decision affirmed a circuit court ruling.

Now the Wisconsin Supreme Court will decide. A decision will clarify whether the state's concealed carry law trumps a local bus rule that bans weapons on city buses. The case is *Wisconsin Carry Inc. v. City of Madison*, 2015AP146.

The supreme court also accepted review of seven other cases involving remedies for a misinformed plea deal, an open records request, search and seizure law, caveat emptor, ineffective assistance of counsel, judgment interest, and tax assessments.

Democratic Party of Wisconsin v. Wis. Dept. of Justice (open records)

Before the 2014 elections, the Democratic Party of Wisconsin made an open records request for training videos featuring then-Waukesha County District Attorney Brad Schimel, now the state's attorney general who was running for the post at the time.

The Wisconsin Department of Justice denied the request. It cited victim privacy and litigation strategy concerns about the training videos, which covered strategies for interacting with sensitive crime victims and prosecuting Internet sexual predator cases.

The Democratic Party of Wisconsin sought a writ of mandamus to compel release. The circuit court granted the request but stayed release pending appeal. The court of appeals affirmed. The supreme court will now examine the issues presented.

State v. Finley (misinformed before entering plea)

This case will examine the remedies that may be available to a criminal defendant who pleads no contest after being misinformed about the maximum penalty that could apply.

Timothy Finley thought the maximum imprisonment penalty for his crime was 19 years. In fact, the maximum penalty was 23 years. He pleaded no contest. The state recommended 15 years imprisonment. But the court gave him the maximum, 23 years.

Finley filed a post-conviction motion to withdraw his plea, arguing that he was misinformed about the maximum penalties. In the alternative, he asked the court to reduce his sentence to 19 years, since he was told that was the maximum.

The supreme court may decide whether reducing a sentence is an appropriate remedy under these circumstances, or if the defendant can withdraw the plea.

State v. Weber (OWI, search and seizure)

This case examines whether “hot pursuit” on its own can justify a warrantless search. An officer had activated the squad car’s emergency lights to stop Richard Weber for a defective brake light. A few seconds later, Weber pulled into his garage at home.

The officer walked into the garage and stopped Weber from entering the house. The officer then arrested him for drunk driving. Weber moved to suppress, arguing that police entered his garage in violation of the Fourth Amendment.

Weber argues the officer’s “hot pursuit” of Weber into the garage did not qualify as an exigent circumstance and thus no exception applied to the warrant requirement.

State v. Maday Jr. (failure to object)

Stanley Maday Jr. was convicted for sexual assault of a child. A social worker testified at trial. The prosecutor asked whether there was any indication that the victim was not being honest when the social worker interviewed her, and the social worker said no.

Maday Jr. appealed on grounds of ineffective assistance of counsel. He said his defense lawyer should have objected to the social worker’s testimony, arguing the social worker was not qualified to testify on whether the child was telling the truth.

Lands’ End Inc. v. City of Dodgeville (judgment interest rate)

In 2013, Lands’ End obtained a judgment for about \$724,000 against the City of Dodgeville in litigation over tax assessments. Lands’ End sought interest on the judgment at the rate of 12 percent. In 2011, though, interest rates changed.

The Wisconsin Legislature enacted a law changing the interest rate on judgments to one percent plus the prime rate in effect at the applicable time. The city says this rate applies, because the law was in effect when the judgment was entered.

Lands’ End says the 12 percent rate applies because that was the rate in effect when an offer of settlement was made. The city wants the supreme court to overturn a 2015 case, in which the appeals court used the settlement offer date to determine interest.

Regency West Apartments LLC v. City of Racine (tax assessments)

In this case, the supreme court will examine the methodology for assessing low-income housing developments. Regency West, an

owner and developer, says the city's appraisal of apartment buildings was excessive and the methodology was incorrect.

That is, Regency West says the property should be assessed under an "income approach" rather than a "sales comparison approach."

Brenner v. National Casualty Co. (caveat emptor)

This case examines the rule of caveat emptor (let the buyer beware) in the context of a construction worker who was injured on recently acquired property.

Russell Brenner fell through a large hole in the pit of a building owned by Milwaukee World Festival, which had recently purchased the building from Garland Brothers. Garland had previously leased it long-term to Charter Manufacturing and knew about the pits where Charter had placed furnaces to heat metal for wire manufacturing.

Garland Brothers sold the building in "as-is, where-is" condition "with all faults." Thus, Garland Brothers and Charter Manufacturing say they cannot be liable for injuries.

The circuit and appeals courts agreed that under the doctrine of caveat emptor, Milwaukee World Festival is the only party that Brenner can sue for negligence.

Milwaukee World Festival appealed, arguing that exceptions apply (under the Restatement of Torts) when a buyer takes property without knowledge of hazardous conditions created or concealed by a previous possessor.

Summaries derived from full summaries posted at www.wicourts.gov.



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Metro Looking Into Weapons Policy, Training After Incident

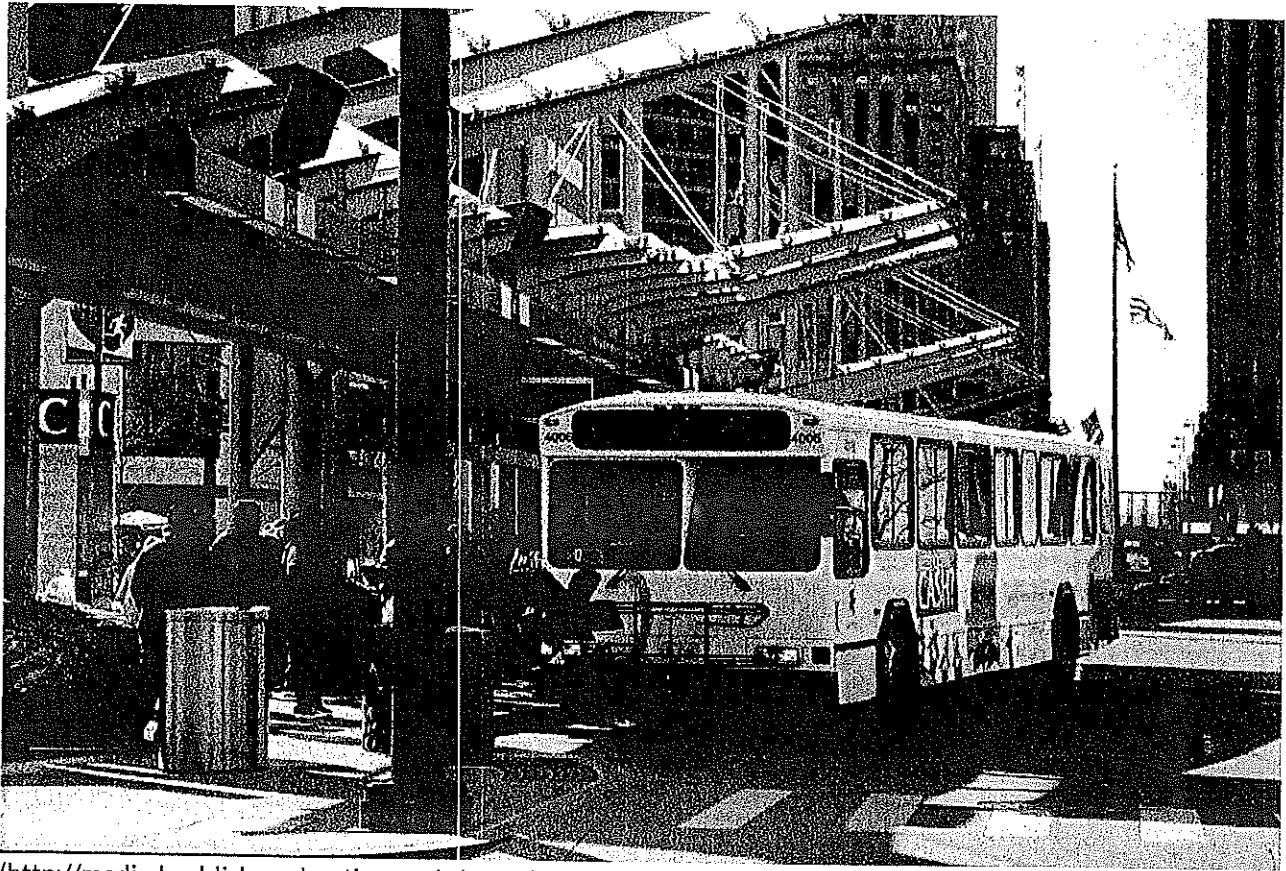
By [TANA WEINGARTNER \(/PEOPLE/TANA-WEINGARTNER\)](#) • FEB 23, 2017

[Tweet \(http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.bit.ly%2F2lwkzV8&text=Metro%20Looking%20Into%20Weapons%20Policy%2C%20Training%20After%20Incident\)](http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.bit.ly%2F2lwkzV8&text=Metro%20Looking%20Into%20Weapons%20Policy%2C%20Training%20After%20Incident)

[Share \(http://facebook.com/sharer.php?u=http%3A%2F%2Fwww.bit.ly%2F2lwkzV8&t=Metro%20Looking%20Into%20Weapons%20Policy%2C%20Training%20After%20Incident\)](http://facebook.com/sharer.php?u=http%3A%2F%2Fwww.bit.ly%2F2lwkzV8&t=Metro%20Looking%20Into%20Weapons%20Policy%2C%20Training%20After%20Incident)

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[Email \(mailto:?subject=Metro%20Looking%20Into%20Weapons%20Policy%2C%20Training%20After%20Incident&body=http%3A%2F%2Fwww.bit.ly%2F2lwkzV8\)](mailto:?subject=Metro%20Looking%20Into%20Weapons%20Policy%2C%20Training%20After%20Incident&body=http%3A%2F%2Fwww.bit.ly%2F2lwkzV8)



(http://mediad.publicbroadcasting.net/p/wvxu/files/styles/x_large/public/metro_bus.jpg)

SARAH RAMSEY / WVXU

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1:47

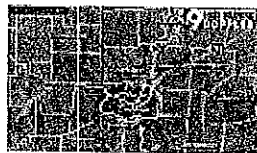


45° F



High: 47° F
Low: 23° F

Clear
Feels Like: 41° F



Barometer: 30.19 in
Humidity: 32%
Wind: SW 7 mph
Sunrise: 7:12 am

An adjustment to Metro's weapons policy is causing some confusion among employees. The Southwest Ohio Regional Transit Authority (SORTA) says it's assigning staff members to look into the situation and see what needs to be done.

Union President Troy Miller says a recent incident involving a passenger openly carrying guns on a bus shows clarification and education are needed.

Miller says his members told him a person carried two guns onto a Metro bus during the weekend of Feb. 17-20. The bus driver notified dispatch but was told to let the person ride.

Investigation And Education

Miller, a self-professed second amendment advocate, says he's not trying to limit anyone's rights. He says employees simply aren't clear about the law and Metro's policies. The issue is especially confusing because some Metro buses are emblazoned with "no guns" stickers.

The union president brought the issue up at a SORTA board meeting this week. Board Chair Jason Dunn says staff members are looking into how the weekend incident was handled and the bus system's policies.

"We've got to sit down and talk about it first, understand what is and what isn't, what the law says and what it doesn't say," says Dunn. "Then how do we make sure the policies are in place to ensure that everybody plays their role to keep a safe vehicle."

That could come down to training. "I think everybody needs an overall training period. I don't know that it's specific to the dispatchers or the drivers, it's just everybody needs to understand what the law is and what it isn't, and then how do we make sure it's implemented and everybody is safe."

Miller says, as far as he knows, this isn't a major problem that drivers are experiencing on a regular basis, but rather a few isolated incidents.

The Law

Ohio is an "Open Carry" state, meaning a person doesn't need a permit to openly carry a weapon. You do need a license to carry a concealed weapon.

However, Ohio law (<http://www.ohioattorneygeneral.gov/Files/Publications-Files/Publications-for-Law-Enforcement/Concealed-Carry-Publications/Concealed-Carry-Laws-Manual-%28PDF%29.aspx>) states that a person (other than law enforcement, etc.) may not openly carry a weapon on a motor vehicle. This is defined as a bus or vehicle carrying nine or more passengers, according to Metro's legal counsel, Kim Schaefer.

So, in short, you can carry a concealed weapon onto a Metro bus, but you cannot openly carry one.

Schaefer notes there are a lot of nuances to Ohio's concealed carry law. Not the least of which is that a streetcar is not considered a motor vehicle. That means a person can openly carry a weapon on the Cincinnati Bell Connector.

Metro's Policy

In December the SORTA board approved a modified weapons policy. The document indicates that employees are not allowed to carry – open or otherwise.

It also explains how a person is allowed to carry a weapon on buses or streetcars. However, the document could be confusing to someone who doesn't know the exact wording of the law.

Confused? Here's an example:

Streetcars

- 2.9 Unless otherwise authorized by law, firearms and concealed handguns are not permitted in any streetcar owned or operated by SORTA/Metro.
- 2.10 Any authorized firearm or concealed handgun must be carried, transported, and stored in accordance with the law, including Ohio Revised Code § 2923.126.
- 2.11 Other than firearms and concealed handguns expressly authorized by law, no other weapon is permitted in any streetcar owned or operated by SORTA/Metro.

http://mediad.publicbroadcasting.net/p/wvxu/files/styles/x_large/public/201702/streetcar_gi

In this case, "authorized by law" would apply to someone with a CCW permit, despite that not being specifically spelled out. The information is included under the heading "Streetcars," but the document does not specifically state that a streetcar is not considered a motor vehicle.

Should Ohio Change Its Definitions


Karl Schultz is a Miami Township trustee and Clermont County's representative on the SORTA board. He also says he's a member of the NRA. He thinks incidents like the one over the weekend are people who are testing the law.


"These people are pushing it just a little too far," he says. "I think that's what happened in this case on the bus. They were testing the system to see what people would do."

Schultz does think the incident raises a good question about how the state defines a motor vehicle.

"Does the state need to look at this? Does the legislature need to look at this for streetcars? It's a law for buses – on buses - but not on the streetcar," he says. "I think they do need to look at it and that takes a representative or senator from this area to do that."

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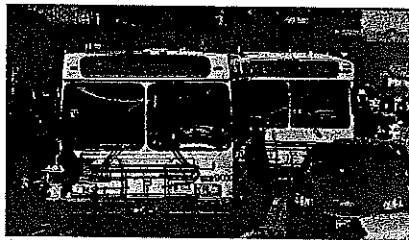


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