

CUSS NEWSLETTER

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Montreal as a Gateway-City: Value chains and municipal democracy

Dorval Brunelle
Université du Québec à
Montréal (UQAM)

This contribution should be read as a historical and sociological introduction to the city of Montreal for our American and Canadian guests attending the 112th ASA meeting here in August. But at the same time, the background here provided will be used to contextualize a research project comparing Montreal with three other Canadian cities (Halifax, Toronto and Vancouver) on their respective policies, programs and actions as gateway-cities. Among the questions raised, we want to know what is the role of the municipal government in this regard, the content of its policies and programs, which stakeholders are involved, and how these

policies, programs and actions make their way through the filters of municipal democracy. Although a comparative study, only the Montreal segment will be presented.

From the Cold War to the 1980's

Montreal was founded 375 years ago, in 1642. Throughout its history, and especially since the opening of the Lachine canal, in 1825, and the completion of the Victoria bridge, in 1859, Montreal was *par excellence* the Atlantic gateway-city linking the St Lawrence river and the eastern seaboard far into the interior of the North American continent. But during the fifties, a number of factors will affect this mission considerably. The main one being the Cold War



The repurposed Expo 67 Geodome remains long after the event's end.

which will have such profound impacts on the city's vocation that its authorities are still dealing with their consequences some 60 years later.

At the height of the Korean War, the question arose concerning the US' military industrial complex access to basic resources in the event that the war would spill over into a full-fledged world conflict. In 1951, President Truman
Montreal, p. 8

CHAIR'S MESSAGE

DEIRDRE OAKLEY, GEORGIA STATE UNIVERSITY

Montreal is almost upon us and you can find all the information on our Section's activities in this newsletter. "CUSS Day" is Monday, August 14, 2017 and will conclude

with an off-site reception at Les Soeurs Grises, 32 Rue McGill, at 6:30pm. The reception venue is about a 15 minute walk from the conference site. Note that the reception

venue is listed correctly in the online program but incorrectly in the printed program. Thanks to Richard Ocejo for finding this wonderful venue and

Chair, p.2



NEWS & NOTES

●**Jean Beaman**, Purdue University, announces a new article: 2017. "Citizen Outsider: Racism, Marginalization, and Immigration in France," *Metropolitiques/Metropolitiques*. 31 May 2017 (<http://www.metropolitiques.eu/Citizen-Outsider-Racism.html>).

●**Raoul S. Liévanos**, University of Oregon, published two new articles: 2017. "Sociospatial Dimensions of Water Injustice: The Distribution of Surface Water Toxic Releases in California's Bay-Delta." *Sociological Perspectives* 60(3):575-599; with Christine Horne. 2017. "Unequal Resilience: The Duration of Electricity Outages."

Energy Policy 108:201-211.

●**Jordanna Matlon**, American University, published a new article: 2016. "Racial capitalism and the crisis of black masculinity." *American Sociological Review* 81(5):1014-1038.

●**Reuben A. Buford May**, Texas A & M, professor of sociology and Glasscock University Professor in Undergraduate Teaching Excellence in the College of Liberal Arts, was awarded the 2017 Presidential Professor for Teaching Excellence Award, the most prestigious faculty honor bestowed by Texas A&M. The award was estab-

lished in 2003 to underscore the importance of teaching at a major research university. The "Presidential Professor for Teaching Excellence," each carries a one-time, after-tax stipend of \$25,000. Each awardee bears the designation for the remainder of their career. To be eligible for the award, nominees must be full time faculty and hold the rank of Lecturer, Senior Lecturer, Assistant Professor, Associate Professor, Professor or Distinguished Professor.

The
2017
ASA Annual
Meetings
feature
three CUSS panels
as well as
roundtables

CHAIR'S MESSAGE, FROM P. 1

making the arrangements. One other logistical note is that our awards ceremony will be held at the Business Meeting.

This year also marks our inaugural mentoring program organized by Jonathan Wynn, Chase Billingham and Prentiss Dantzler. Mentors can pick up their reimbursement for coffee (all arranged by Jacob Rugh) at the Business Meeting.

Welcome to incoming CUSS Chair, Miriam Greenberg as well as newly elected Council members, Ernesto Castañeda and LaShawnda Pittman; Publications Committee

members, Robert Adelman and Japonica Brown-Saracino; Secretary/Treasurer, Mary Fischer; Membership Committee Chair, Victoria Reyes; student Council member, Emily Yen and Chair-Elect, Rachel Dwyer. A special thank you for all their hard work to outgoing Council members, Michael Bader and Nicole Marwell, Publications Committee members, Chenoa Flippen and Yuki Kato; student Council member, Simone Kolysh, as well as Secretary/Treasurer, Jacob Rugh.

Lastly, I'd like to remind members that we are conducting a search

for a new Editor of *City & Community*. Applications are due September 15, 2017. More information can be found here: <http://www.asanet.org/news-events/footnotes/jan-feb-mar-2017/whats-new/seeking-editor-city-community>.

I have enjoyed serving as your Chair this year and look forward to seeing you all in Montreal!

CUSS SOCIAL MEDIA REPORT

Ray Hutchinson

University of Wisconsin,
Green Bay

I was very much looking forward to the annual meeting in Montreal. When I was in elementary school my father taught at Potsdam State and my earliest childhood memories include watching The Friendly Giant on the French Montreal television station (the only channel for the first year or two that we had the television) and playing little league hockey on the Weston Canadiens (sponsored by the local bookstore). Later on when I was in high school my father made arrangements with friends living in Montreal that I would go there if I was drafted. But our travel plans have been cut short by lack of travel funds and important family obligations. In lieu of a more formal report at the section business meeting, I thought I would send a short note

about the various CUSS Social Media for the Newsletter.

For several years the CUSS website was hosted at Hofstra University and later at UW-Green Bay. Four years ago ASA began a planning process to include section content in the official ASA webpages. Much of the content from the earlier CUSS website has been moved to the ASA section webpage; this includes information on current and previous section awards (the most frequently consulted pages on the earlier website). This information (and much more) can be accessed at <http://www.asanet.org/asa-communities/sections/community-and-urban-sociology>

At the present time the only information remaining in the earlier CUSS website is the archive of section newsletters. These go back to the very first printed issues

(pdf files copied from the original) and continue to the present. We have spoken with ASA about moving this information to the official ASA website (so far we have been through three or four webmasters at ASA) and hope to have this completed sometime soon.

The Facebook pages for both the CUSS Section (<https://www.facebook.com/CUSS-484676411608646/>) and the CUSS journal (*City & Community*) are under the control of (respectively) the section Chair and the journal Editor. There likely will be some variation in the number and frequency of posts at the social media websites depending on who serves in those positions. If you have any suggestions concerning the section social media please forward that information to the section chair or to social media/webmaster.

EDITOR'S NOTE

WILLIAM HOLT, BIRMINGHAM-SOUTHERN COLLEGE

Every ten years the ASA Annual Meetings are held in Canada. This year's Montreal meetings mark the first time ASA has been back in Canada since 2006. In keeping with a newsletter feature on the host city, Dorval Brunelle, UQAM, developed a detailed article providing a background on Montreal's development since World War II focusing on the urban center's role in globalized

trade. The article provides great context with those not familiar with Montreal as well as its present issues.

The Summer 2017 edition provides you all with an overview of the ASA CUSS Meetings including the three open panels and 22 roundtables, one of the largest numbers in recent memory.

This newsletter edition

includes regular features including News & Notes, Announcements, and New Books.

Please read Ray Hutchinson's CUSS Social Media Report. He, as well as myself and others, won't be able to attend this year's conference because of scheduling conflicts with the fall start of our institutions. Hopefully, ASA will finally straighten out this perpetual scheduling conflict.

**All
ASA CUSS
events
will be on
Monday,
August 14**

NEW BOOKS

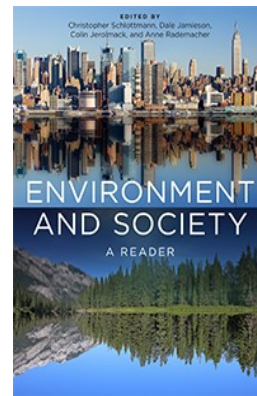


• ***Diversity and Local Contexts: Urban Space, Borders and Migration.* 2017. New York: Palgrave Macmillan.**

-Jerome Krase (ed.),
CUNY Brooklyn College
-Zdenek Uherek (ed).
Academy of Sciences of
the Czech Republic

In this book, an international team of urban anthropologists, sociologists, and ethnographers argue that politics, inter-group relations, and development in cities cannot be understood without reference to the local contexts that endow each city with specific characteristics. They also show how local urban economic, social, and cultural lives are influenced by powerful external forces. In these 'glocal' regards, the authors demonstrate how city images, borders, and social processes such as migration, tourism, and local development must be seen in broader contexts. The contributors examine them through the lenses of foreign investment, migration, and history. The volume takes an in-

terdisciplinary approach and employs a range of theoretical perspectives and methodological approaches. Contributors' multidisciplinary expertise and insights about spaces and places are applied to nine unique cities across three continents.



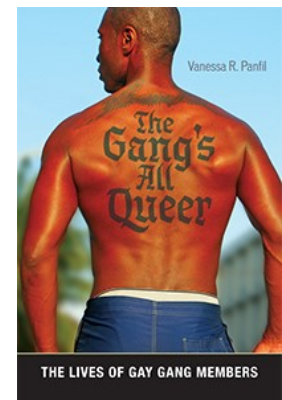
• ***Environment and Society: A Reader.* 2017. New York: NYU Press.**

-Christopher Schlottmann
(ed.), New York
University
-Dale Jamieson(ed.),
New York University
-Colin Jerolmack (ed.),
New York University
-Anne Rademacher,
(ed.), New York
University
-Maria Damon

Assembling canonical and contemporary texts, this volume presents a systematic survey of concepts and issues central to the environment in society, such as: social mobilization on behalf of environmental objectives; the relationships between human population, economic growth and stress-

es on the planet's natural resources; debates about the relative effects of collective and individual action; and unequal distribution of the social costs of environmental degradation.

Organized around key themes, with each section featuring questions for debate and suggestions for further reading, the book introduces students to the history of environmental studies, and demonstrates how the field's interdisciplinary approach uniquely engages the essential issues of the present.



• ***The Gang's All Queer: The Lives of Gay Gang Members.* 2017. New York: NYU Press.**

-Vanessa R. Panfil
Old Dominion University

Many people believe that gangs are made up of violent thugs who are in and out of jail, and who are hyper-masculine and heterosexual. In *The Gang's All Queer*, Vanessa Panfil introduces us to a different world. Meet gay gang members whose gay identity com-

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Montreal, Quebec,
Canada

plicates criminology's portrayal and representation of gangs, gang members, and gang life. In vivid detail, Panfil provides an in-depth understanding of how gay gang members construct and negotiate masculine and gay identities through crime and gang membership.

The Gang's All Queer draws from interviews with over 50 gay gang- and crime-involved young men in Columbus, Ohio, the majority of whom are men of color in their late teens and early twenties, as well as on-the-ground ethnographic fieldwork with men who are in gay, hybrid, and straight gangs. Panfil provides a portrait of how even members of straight gangs are connected to a same-sex oriented underground world.

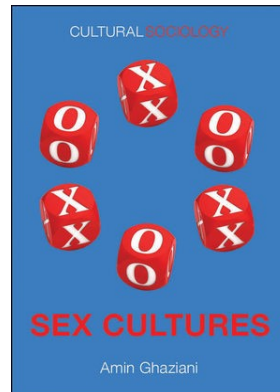
Timely, powerful, and engaging, *The Gang's All Queer* will challenge us to think differently about gangs, gay men, and urban life.



•**Participation, Community, and Public Policy in a Virginia Suburb: Of Our Own Making.** 2017. Landham, MD: Lexington.

-Patricia Farrell Donahue, George Mason University

Donahue challenges the conventional wisdom that we can diagnose the vitality of modern American communities using just the few participation trends routinely tracked in social research, such as voting or volunteering. Through the story of Pimmit Hills, Virginia, Donahue shows that a community is really the sum of numerous types of participation, and that analyzing a greater variety of activities can help us better understand any community. Pimmit Hills was one of the first federally-financed subdivisions built for World War II veterans, and the residents' stories will be familiar to the millions who grew up in middle-class suburbs. At the same time, its proximity to Washington, D.C., gave these residents front-row seats to—and sometimes supporting roles in—the launch of national policies that continue to shape America today.



•**Sex Cultures.** 2017. Boston: Polity Press.

-Amin Ghaziani, University of British Columbia

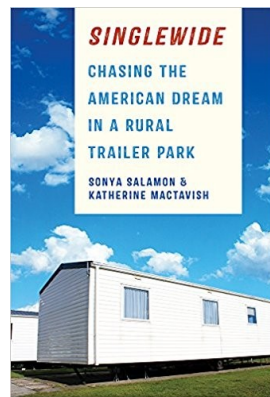
Why is it so hard to talk about sex and sexuality? In this crisp and compelling book, Amin Ghaziani provides a pithy introduction to the field of sexuality studies through a distinctively cultural lens. Rather than focusing on sex acts, which make us feel flustered and blind us to a bigger picture, Ghaziani crafts a conversation about sex cultures that zooms in on the diverse contexts that give meaning to our sexual pursuits and practices. Unlike sex, which is a biological expression, the word sexuality highlights how the materiality of the body acquires cultural meaning as it encounters other bodies, institutions, regulations, symbols, societal norms, urban environments, values, and worldviews. Think of it this way: sex + culture = sexuality. *Sex Cultures* offers an introduction to sexuality unlike any oth

New Books, p. 6

ASA
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is
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er. Its case-study and debate-driven approach, animated by examples from across the globe and across disciplines, upends stubborn assumptions that pit sex against society. The elegance of the arguments makes this book a pleasurable read for beginners and experts alike.



• ***Singlewide: Chasing the American Dream in a Rural Trailer Park.*** 2017. Ithaca: Cornell University Press.

-Sonya Salamon, University of Illinois, Champaign-Urbana

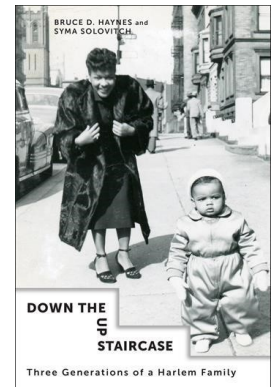
-Katherine MacTavish, Oregon State University

In *Singlewide*, Sonya Salamon and Katherine MacTavish explore the role of the trailer park as a source of affordable housing. America's trailer parks, most in rural places, shelter an estimated 12 million people, and the authors show how these parks serve as a private solution to a pressing public need. *Singlewide* considers the circumstances of families with school-

age children in trailer parks serving whites in Illinois, Hispanics in New Mexico, and African Americans in North Carolina. By looking carefully at the daily lives of families who live side by side in rows of manufactured homes, Salamon and MacTavish draw conclusions about the importance of housing, community, and location in the families' dreams of opportunities and success as signified by eventually owning land and a conventional home.

Working-poor rural families who engage with what Salamon and MacTavish call the "mobile home industrial complex" may become caught in an expensive trap starting with their purchase of a mobile home. A family that must site its trailer in a land-lease trailer park struggles to realize any of the anticipated benefits of homeownership. Seeking to break down stereotypes, Salamon and MacTavish reveal the important place that trailer parks hold within the United States national experience. In so doing, they attempt to integrate and normalize a way of life that many see as outside the mainstream, suggesting that families who live in trailer parks, rather than being "trailer trash," culturally resemble the parks' neighbors who live in conventional homes.

• ***Down the Up Staircase: Three Generations of a Harlem Family.*** 2017. New York: Columbia University Press



-Bruce Haynes, University of California, Davis

-Syma Solovitch

Down the Up Staircase tells the story of one Harlem family across three generations, connecting its journey to the historical and social forces that transformed Harlem over the past century. Bruce D. Haynes and Syma Solovitch capture the tides of change that pushed blacks forward through the twentieth century—the Great Migration, the Harlem Renaissance, the early civil rights victories, the Black Power and Black Arts movements—as well as the many forces that ravaged black communities, including Haynes's own. As an authority on race and urban communities, Haynes brings unique sociological insights to the American mobility saga and the tenuous nature of status and success among the black middle class.

In many ways,

CUSS
will feature
22 Roundtables
at the
2017
ASA Meetings

Haynes's family defied the odds. All four great-grandparents on his father's side owned land in the South as early as 1880. His grandfather, George Edmund Haynes, was the founder of the National Urban League and a protégé of eminent black sociologist W. E. B. Du Bois; his grandmother, Elizabeth Ross Haynes, was a noted children's author of the Har-

lem Renaissance and a prominent social scientist. Yet these early advances and gains provided little anchor to the succeeding generations. This story is told against the backdrop of a crumbling three-story brownstone in Sugar Hill that once hosted Harlem Renaissance elites and later became an embodiment of the family's rise and demise. *Down the Up Staircase* is a stirring

portrait of this family, each generation walking a tightrope, one misstep from free fall.

ANNOUNCEMENTS

•Urbanities-New Issue

Jerry Krase, CUNY and **Italo Pardo**, University of Kent, co-editors, have the pleasure to announce that the May issue (Vol 7 No 1, 2017) of *Urbanities – Journal of Urban Ethnography* was published last week and, as usual, is available free of charge on line at: <http://www.anthrojournal-urbanities.com/>.

The entire Issue, as well as individual articles can be downloaded at the site. Please also note that we have a continual Call for Submissions which can be accessed at the same site.

This edition includes the following articles:

- The Housing Crisis and Homelessness: A San Francisco Ethnography by Niccolò Caldararo
- The Visual Impact of Islam: A Special Focus on Turkish Migration to the United States and Europe by Jerome Krase and Timothy Shortell

- The Zone à Défendre of Notre-Dame-des-Landes in France: An Ambivalent Space for Social Critique by Sonja Schöler

- The First Ever Lebanese Non-Religious Marriage: An Ethnography from a Beirut Secular Setting by Benedetta Panchetti

- Special Section: On the Anthropology of Corruption

- Editorial Note — On the Anthropology of Corruption Who is Corrupt? Anthropological Reflections on the Moral, the Criminal and the Borderline by Italo Pardo

- Corruption between Public and Private Moralities: The Albanian Case in a Comparative Perspective by Giuliana B. Prato

- Review Article Uncanny and Dystopian City: An Analysis of Siva by Deepthi Krishna

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CUSS Awards
will be
presented
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Business Meeting
Monday,
August 14, 2017**

MONTREAL FROM PAGE 1

sets up a President's Materials Policy Commission (aka. The Paley Commission) "to make an objective inquiry into all major aspects of the problem of assuring an adequate supply of production materials for our long-range needs and to make recommendations which will

development of the US and the free world, as well as the reinforcement of their "joint security against aggression" (*Letter of Transmittal*, June 2, 1952). Besides the fact that, out of the 30 key commodities listed by the commission, Canada is singled out as a major provider for over 20, the recommendation that most concerns us here is the one pertaining to the building of the St Lawrence Seaway which the report proposes in these terms: "This seaway not only will greatly reduce the distance for shipping iron from the new rich deposits in Labrador to the United States inland industrial defense triangle, but this will provide a safe route. The present ocean lanes are exposed to the danger of submarine attacks" (*Report*, vol. 1, p. 167), as Map 1 illustrates

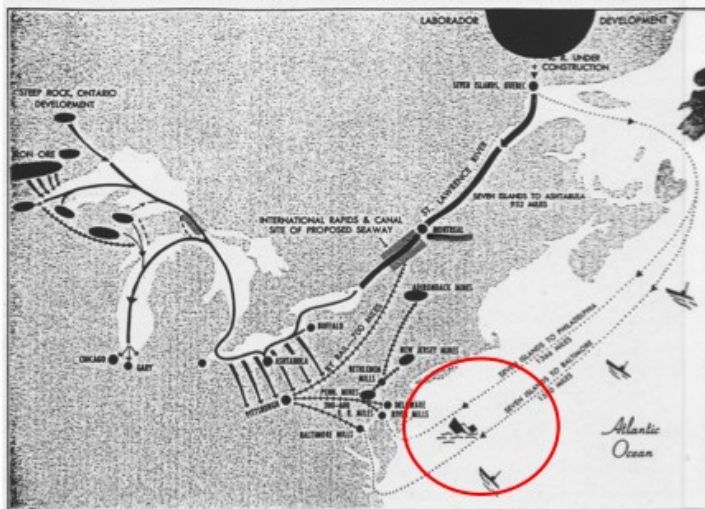
In volume 2 of the Report, *The Outlook for Key Commodities*, the argument and the map are both taken up once more (*Idem*, p. 10), and the recommendation is made anew invoking lower costs (minus 25%) and a fourfold expansion of iron ore shipments (*Idem*, p. 15). The safety issue is also reaffirmed: "A safer route, and a less expensive one, could be afforded by the completion of the St Lawrence Seaway. Cargoes could be more readily defended against submarines in the river than in the open sea" (*Idem*, p. 20). Even though the Korean War was over by 1953, "the

agreement (to build the waterway, D.B.) was formalized in an August 1954 exchange of notes, rather than with a treaty" (Macfarlane, 2010, p. 13) and work proceeded apace with the result that the opening of the St Lawrence Seaway was inaugurated, in 1959.

To visualize the effect of this initiative on Montreal as a gateway, the map below juxtaposes both canals: line A shows the Lachine Canal route through the city core, and line B, the St Lawrence Seaway running parallel to the South shore of the St Lawrence river. Directly connected to the Montreal harbour and running through the lower part of the island, the Lachine Canal had spawned the construction of a host of warehouses, grain silos and manufactures over the years, and its adjacent districts were mostly made up of blue collar communities. The St Lawrence Seaway on the other hand, in bypassing Montreal's harbour and adjacent districts, will force the closure of the canal and with it, that of warehouses, silos, and manufactures on its banks. Activity in the harbour will be considerably reduced, and new port facilities will be built several kilometers downstream, leading to the closing and redrawing of rail lines and of truck transportation routes.

The city of Montreal itself will undergo a profound urban change: the closing of the Lachine canal with its industries, silos and services will

IRON ORE VIA ST. LAWRENCE SEAWAY CAN ADD TO SECURITY



Map 1: the proposed St Lawrence Seaway: the inland route

assist me in formulating a comprehensive policy on such materials" (*President's Letter*, Jan. 22, 1951). Referring specifically to the ongoing conflict, the authors of the report seek to 'prepare' the Nation "largely because the Korean outbreak aroused fears that a third world war might swiftly follow" (*Resources for Freedom*, vol. 1, p. 154). This preparation entailed a thorough identification, quantification of availability and geographic localization of some 30 key commodities¹ indispensable to the ongoing economic and industrial

extend to the railcar manufacturing and repairing facilities as well (Angus shops). Thereupon, the working class districts along the canal and the waterfront will be faced with a sudden surge in unemployment. These are the districts that would spur the social mobilisations of the sixties and seventies against the municipal government and, in the eyes of its more radical fringe, against the capitalist system as well.²

Meanwhile on the other side of the class barrier, other concerned citizens were quite aware that such a momentous shift called for a bold initiative, and one of the first to see this was the Montreal Chamber of Commerce which came up with the suggestion, early in 1959, that the city should submit an application to hold a universal exhibition in 1967, a date marking the first centennial of the Canadian federation. In November of 1962, the International Exhibitions Bureau awarded the 1967 World's Fair to Montreal, after the withdrawal of Vienna, in 1960, and of Moscow, in April of 1962. As a curious compromise to a specifically Montreal linguistic geography, whereby a main thoroughfare, the St Laurent boulevard, divides the city in a North-South axis between a francophone majority in the East and an anglophone one in the West, it was decided to hold the fair in the middle of the river, on St Helen's island which would be

considerably enlarged for the occasion.

The preparations for Expo 67 – as the fair was nicknamed³ – included important investments in infrastructure which momentarily confirmed the city's relinquishment of its former vocation as an industrial gateway-city. As a case in point, none of the newly built metro stations were installed near or close to the waterfront with the result that the surrounding districts were neglected during the next decade or so, until the late seventies, when renovation and gentrification will bring on a reconversion to cultural and touristic activities. In other words,

tween 1960 and 1966, the provincial liberals launched the so-called "Quiet Revolution", an expression which refers to a host of initiatives and programmes covering every branch of the economy and affecting every sector of Quebec society. These range from the setting up of a bureau for economic planning (Conseil d'orientation économique du Québec, COEQ), the nationalization of hydro-power (Hydro-Québec), the creation of a public pension plan (Caisse de dépôt et placement du Québec, CDPQ), a public health system (Quebec Health Insurance Plan), as well as a public education



Map 2: the Lachine Canal through Montreal (A); the St Lawrence Seaway on the south-shore (B):

infrastructure investments during Expo 67 and in the years following will bring about and confirm the city's transition from an industrially-based and labour intensive gateway to a commercially-based and service gateway.

In the meantime, be-

system, to name a few signal initiatives. The Union Nationale will follow suit during their own stay in power (1966-1970) with, notably, the creation of universities (Concordia University and the

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province wide Université du Québec's network with its 10 universities, institutes, etc). The great majority of these institutions will be based in Montreal and they will have a significant impact on employment in the service sector, thus partially compensating the long and persistent decline of employment in manufacturing over the years.⁴ The federal government will also increase its involvement in the Montreal economy. For example, the construction of la Maison de Radio-Canada east of boulevard St Laurent (1968-73) is a 35\$ million investment which will specifically aim at counterbalancing the concentration of skyscrapers in the western – and mostly anglophone – end of the city.⁵

Nevertheless, during the sixties and seventies, Montreal and the Quebec economy will go through a difficult phase characterised by a shift toward Toronto of key manufacturing and financial actors (heavy industry, banking and insurance most notably) which in turn will lead to a deepening commercial deficit vis-à-vis the province of Ontario, both feeding political distrust and dissatisfaction vis-à-vis Canadian federation and federalism within Quebec.

If the economic fallout of Expo 67 was mostly beneficial for the city of Montreal, the hosting of the Games of the XXIst Olympiad, in July of 1976, was an economic disaster. In 1970, the original cost of the games

was estimated at \$120 million, revised to \$310 million, in 1973. However the final tally – thanks to delays, strikes, overcosts, and corruption – came to \$1,6 billion, a debt that took 30 years to erase. The same year, barely three months after the Olympics closing ceremony, on November 15, the Parti Québécois trounces the scandal plagued Québec Liberal Party of Robert Bourassa by winning 71 seats out of 110.⁶

All through these years, a growing polarisation had been mounting between the federal government of prime minister P. E. Trudeau, with its emphasis on a pan-Canadian economic development and greater labour mobility (Quebec at one time being labeled a “designated region” eligible for federal funding), and *nationalists* who will opt for a renegotiation of the federal compact, an option on which the Parti Québécois (PQ) will call a referendum towards the end of its first mandate, in May of 1980.⁷ The “no” to Quebec sovereignty having prevailed (60% vs 40%), the Trudeau government will quickly move ahead with its own vision of Canada, and take three initiatives in succession, the first two in 1982 : (i) to “patriate” the Constitution still held in the mother country at the time; (ii) to enshrine a Bill of Rights therein along the American model; and in 1984 (iii) to set up a Royal Commission on Economic Union and Development Prospects for

Canada (aka the Macdonald Commission) with a mandate to derive a suitable economic strategy out of its constitutional initiatives.⁸

From 1980 to 2000

Up until the tabling of the Macdonald report, in 1985, the Canadian political economy operated under the import substitution strategy (ISS), often assimilated to economic nationalism. But the commission will engage in a strong critique claiming that the strategy in question, as implemented in the Canadian context by both levels of governments in parallel, instead of fostering “economic union” had led to a “balkanisation” of the Canadian economic space.⁹ And, in order to put an end to the forces of fragmentation of its economic union, Canada had to turn its back on John Maynard Keynes who had dominated its economic policy thinking since the forties, and embrace an alternate strategy, that of export promotion (EPS).

In the meantime, at the global level, ISS had also come under severe criticism in the 70's and 80's most notably by both the World Bank (WB) and the IMF. In 1975, WB president Robert McNamara directed countries that solicited the bank's help to “turn their manufacturing enterprises away from import substitution towards the much larger opportunities flowing from export promotion” (*The Economist*, March 25, 2009).

In order to implement such a shift, the central recommendation coming out of the commission was the negotiation of a free trade agreement with the United States¹⁰, on one hand, and the negotiation of a new commercial arrangement between the federal, the ten provincial and the three territorial governments, on the other. Negotiations on both fronts – internal and external – proceeded apace in the second case at least with the result that the Canada-US Free Trade Agreement came into force in 1989, followed by NAFTA, in 1994, while an Agreement on Internal Trade (AIT), was finally signed in 1995.¹¹

At the onset, this new political economy was built on the uniqueness of a Canada-US economic partnership which was later extended to Mexico, a process leading to what some analysts have dubbed “deep economic integration” between the three countries of North America.¹² Between 1980 and 2001, regional trade as a percentage of total exports grew from 33,6% to 54,8% for the three NAFTA partners. Intra-zone trade by origin as well as by destination grew by close to 300% between 1990 and 2003. Mexico's exports to the US accounted for 70,45% of total exports in 1990, and for 88,91%, in 2003. Canada's exports to the US accounted for 75,77% of total exports, in 1990, and for 85,88%, in 2003. These progressions are even more impressive

when one looks at bilateral trade with the US as a percentage of GDP. In the case of Canada, exports to the US stood at 16,5% of GDP in 1990, and at 27,2% in 2003. In Mexico, the corresponding figures are 7% and 23,9%, while in the U.S., exports to Canada and Mexico stood at 1.9% in 1990 and 2.5% of GDP, in 2003 (Brunelle, 2008: 44). More importantly, the nature and content of integration within North America was quite different at the time from that of the European Union, for instance, where political and legislative integration is entrusted to common institutions – Parliament, Council, etc. – and economic integration still operates through trade between firms and between sectors, while in North America, there are no common institutions and intra firm trade, as well as activities of majority owned foreign affiliates (MOFAs) represent two dominant features of economic integration.

Furthermore, NAFTA will spur a major shift in the development of transportation infrastructure within North America, a shift that affects primarily both road and rail transports. Whereas, national integration in the three countries relied on the development of transportation facilities e.g. roads, trains, and waterways, in an East-West axis, exchange patterns now called for the implementation of transportation corridors in a North-South axis, a shift that, according to FINA, requires a

specific « coalitions of interest » :

*Following the implementation of NAFTA, coalitions of interest have been formed in order to promote specific transport channels, to develop the infrastructures of these channels and to propose jurisdictional amendments to facilitate the crossing of borders. These coalitions include businesses, government agencies, civil organizations, metropolitan areas, rural communities and also individuals, wishing to strengthen the commercial hubs of their regions.*¹³

Among many concerns, traffic congestion emerges as a major challenge with the implementation of a just-in-time production and distribution model spurred on by the extension of intra-firm trade on both the North and South borders of the US.

As far as Montreal is concerned, the removal of headquarters, the ongoing desindustrialisation and the extension of intra-firm trade will have important impacts, especially on unemployment which will systematically hover above 10% of its workforce from the seventies until the late nineties. Montreal's textile industry will shed some 35% of its workforce with the phasing out of the multi-fiber agreement (1974-2004), and even though GM will open a car making plant in Boisbriand north of Montreal, in 1990, it will subsequently be closed in 2002 after having pro-

duced some 4 million cars.¹⁴ But among the many factors that are evoked to explain its decline, the crucial one seems to be the loss of its role as a major transport hub in North America between 1980 and 2000 (Polèse, 2009: 27-8). All four modes of transportation are affected. Montreal Airport will decline rapidly relative to Toronto's, a situation rendered worse by the ill-fated initiative on the part of the federal government to build a new international airport, Mirabel Airport, located inland some 50 kms north of Dorval Airport, which would henceforth serve as a strictly continental hub. Built in 1975, the new facilities will be closed in 1997. At the termination of this saga, Montreal will occupy a mere 10% of the Canadian market while the number of passengers transiting through Toronto will be multiplied by three. Furthermore, Port of Montreal is still insufficiently equipped to tackle extended containerisation¹⁵, while train and road transportation are not yet adequately adapted to intermodal freight movement.¹⁶

But there is also a brighter side to all this, since another process is underway at the time that will slowly emerge in full view during the nineties, which is the establishment of a francophone economic elite and of an economic model dubbed "Québec Inc." A symbolic milestone in this regard is obviously the merger of the Montreal Board of

Trade – created in 1822 – with the Chambre de commerce de Montréal – created in 1887 – to form the Chambre de commerce du Montréal métropolitain (Chamber of Commerce of Metropolitan Montreal, CCMM), in 1992 (Polèse, 2009, p. 17).

"Québec Inc." refers to the major publicly owned companies set up during the so-called "quiet revolution" of the sixties and seventies, notably Hydro-Québec, with benefits of \$2 861 billion, in 2016, and CDPQ, the manager of Quebec's public and para-public pension and insurance plans with assets \$270,7 billion, in 2016. The expression also encompasses a host of private businesses and enterprises under franco-phone control which have attained an enviable status both in Canada and abroad in banking (Banque Nationale), engineering and construction (Lavalin), publishing (Québécor), aircraft and rail (Bombardier), consumer distribution (Alimentation Couche Tard), and pharmacy (Jean Coutu), to name a few. It also extends to an important social economy sector. For instance, the Desjardins Group, created in 1910, is the largest association of credit unions in North America with assets of \$260,2 billion, in 2016; the Fonds de solidarité de la FTQ, a development capital fund set up in 1983 by Quebec's largest labour body had assets totalling \$12,2

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billion, in 2016, while Fondation, also a labour-sponsored fund, reported assets of \$1.57 billion, also in 2016.¹⁷

But coming back to a continental perspective, two major events in the US will lead to a reappraisal of EPS among Canadian public and private authorities. The first is the terrorist attacks on US soil, Sept 9, 2001, and the second, the financial crisis of 2007-08. The attacks will have a detrimental impact on the North-South flow of goods, and on Quebec and Ontario economies, in particular. Tighter border controls will cause important delays that will be borne by exporting firms, especially the smaller exporters who can't take advantage of the smart border programs as readily as larger ones.¹⁸ Later, in the aftermath of the financial crisis of 2007-08, in compliance with the Buy America and Buy American Acts, Canadian firms – as well as Mexican ones – will be barred from submitting tenders in contradiction with NAFTA provisions and principles. These events will have a cumulative impact on the Canadian political economy outlook which we will present in succession.

First, in the aftermath of its first victory over the Liberal Party of Canada (LPC), in January 2006, the conservative government of Stephen Harper¹⁹ will table its economic plan entitled *Advantage Canada. Building a Strong Economy for Ca-*

nadians (2006).²⁰ Among the many commitments made, six concern us here. One, in a section entitled "New Ground Rules for Success in Global Markets", the Plan introduces the notion of "global value chains" (GVC) that will become a central component of its commercial policy.²¹ Two, the Plan states that the strengthening of the Canadian economic union – through fiscal balance, enhanced internal trade and labour mobility, etc. – is a major objective. Three, it ties infrastructure spending to the gateway concept.²² Four, in order to retain a critical access to the US market, it proposes to increase "both security and border trade efficiency".²³ Five, given the difficulty of completing the Doha Round at the multilateral level, it will seek to open free trade negotiations at the bilateral and regional levels. Finally, six, it will develop a « new approach » to international trade policy through a comprehensive Global Commerce Strategy.²⁴

Second, at the time of the conservatives second electoral victory over the LPC, in October 2008, the ongoing financial crisis, and the subsequent resort to protectionism on the part of the US government, its spill-over effect on the European Union's economic well-being, and the double-digit economic growth in China and in other economies (India, Brazil, etc.), all called for a readjustment of Canada's commercial strategy. The

government will then proceed to devise a three-track approach (Brunelle, 2011: 32). The first track will consist in expanding trade with the US at all costs, and in order to achieve this, exportation of energy products (oil, gas, electricity) and raw materials should compensate for the decline in the exportation of goods. The second track will consist in the adoption of a *Global Commerce Strategy* (GCS),²⁵ in 2009, with the objective of diversifying Canada's reliance on the US market through the negotiation of FTAs and other agreements with a host of partners: the Canada-European Union Comprehensive Economic and Trade Agreement (CETA), the Trans-Pacific Partnership (TPP), Canada-India Partnership, Canada-Morocco FTA, etc. Finally, the third track called for the adoption of a new commercial model, that of integrative trade relying on global supply chains with their gateways and corridors, an approach that will openly involve cities. This is how the new approach is presented:

The emergence of global supply chains as the preeminent business model is a key factor in global economic changes. Propelled by dramatic advances in information and transportation technology, leading-edge production strategies now feature deeper integration of research, design, sourcing, manufacturing, marketing, distribution and service dispersed

*across the globe. Commonly referred to as "integrative trade", this new international business model uses lower trade barriers to distribute production around the world through outsourcing and off-shoring to maximize efficiency and reduce costs of each component — taking advantage of global supply chains.*²⁶

For its part, the Department of Transport and Infrastructure provides these definitions for gateways and corridors:

*Gateways and trade corridors are major systems of marine, road, rail and air transportation infrastructure of national significance for international commerce, within a defined geographic zone. Gateway: a multi-modal entry/exit point through which goods and international passengers move beyond local, and even regional, markets. Trade Corridor: a linear, multi-modal orientation of international passenger and freight flows that connect gateways to major markets. Gateway and corridor strategies are integrated packages of long-term investment and policy measures that advance the development and exploitation of gateways and corridors for national benefit.*²⁷

The GCS establishes three gateways and corridors: an Atlantic Gateway (Halifax), a Continental Gateway (Montreal and Toronto) and a Pacific Gateway (Vancouver). A fourth, the Arctic Gateway, is in preparation.²⁸

This is the backdrop against which one can understand the logic on which the *National Policy Framework for Strategic Gateways and Trade Corridors of 2007*, revised in 2009, will rest. The introductory message from John Baird, Minister of Transport and Infrastructure, makes this quite clear: « (As) a comprehensive, integrated and strategic approach, this Gateways Policy framework represents an important new direction in transportation and trade.»²⁹ On July 30, 2007, the governments of Canada, Ontario and Quebec will sign a Memorandum of Understanding (MoU) on the development of an Ontario-Quebec Continental Gateway and Trade Corridor (OQCGTC). According to Sirois, « The objective of the MOU is the development of a Continental Gateway aimed toward a strategic and competitive multimodal transport system which both facilitates international commerce and contributes to internal exchanges.» (Sirois, 2008, p. 12). The Strategic Committee established under the MoU is tasked with the preparation of a strategy to take advantage of the funds provided by the federal government to facilitate interconnections along the lines of what had been provided to the Asia-Pacific Gateway and to the Atlantic Gateway. This objective was to be completed in 24 months.

In June 2009, this initiative led the Quebec gov-

ernment to set up the Greater Montreal Working Group on the OQCGTC, in partnership with the Interregional Committee on freight transport (Comité interrégional pour le transport des marchandises, CITM). The final report was completed in November 2010, including a "Table of priorities" which listed «eight preoccupations regarding the transportation of goods» and 41 priority actions to be implemented either in the short, medium or long term. In December 2011, the Communauté métropolitaine de Montréal (CMM) adopts the *Plan métropolitain d'aménagement et de développement* (PMAD) which identifies priority projects at the metropolitan level in order to establish the city as a Continental Gateway.

Finally, June 1st, 2012, a Logistics and Transportation Metropolitan Cluster of Montreal, known as CargoM, is set up bringing together the area's stakeholders.³⁰ This being said, and before we move ahead, it should be noted that, contrary to the MOU of 2007 mentioned above, the *National Policy Framework for Strategic Gateways and Trade Corridors* revised in 2009 reaches beyond questions of infrastructures and logistics into value chains, a concept which is not picked up by stakeholders at City Hall or at the CMM.

To conclude the present section on the Gateway Policy and its after-

math, it should be noted that virtually nothing came out of the governance schemes set up either at the federal-provincial, at the provincial-municipal or at the local levels. And out of the \$2,1 billion set aside by the federal government, Port de Montreal raked in a mere \$16 million for the improvement of its container handling facilities. In the meantime, Windsor was allotted around 50% of the fund for the building of approaches to a new bridge spanning the St Lawrence, and some money was even provided to the state of Michigan in order to help it finance its own infrastructures on the U.S. side of the border.

Montreal Today

Montreal island covers 500 sq kms (193 sq. miles), and the Montreal metropolitan community (MMC), 4360 sq kms (1683 sq. miles). The population of the city of Montreal is 1,7 million (2016), that of the island of Montreal – known in administrative parlance as the "Montreal agglomeration" – 1,9 million, and of the metropolitan region, 4,1 million.³¹ According to Statistics Canada's 2006 Census of Population, both the French and English languages lost ground on the Montreal island between 1971 and 2006. The francophone population now stands below half of the total, a situation tied to two factors: the migration of francophones towards the sub-

urbs, and the surge in immigration which accounts for the gain in the "other" category, also known as the allophone population. Linguistics transfers from the allophones to French or English are now more or less tied 50-50. As of 2011, the immigrant population stood at 22,6%, in Montreal, compared to 46%, in Toronto, 40%, in Vancouver, and 8, 1%, in Halifax.

In terms of well-being, Montreal has historically been plagued by a high incidence of poverty which affects a third (36%) of its households; its per capita income stood at \$21 289, in 2003, and at \$26 984, in 2013. In 2011, 92 200 Montrealers were unemployed (8,7% of the working population), 561 500 were inactive (42,6% of the 15-64 age group), and 175 328 were on last resort financial assistance (9,7% of the population). In 2013, 19,1% of the population of the Greater Montreal lived below the low-income threshold, the highest among all Canadian cities. Nevertheless, in its latest Vital Signs report released in 2015, the Community Foundations of Canada contends that the situation has improved somewhat compared to the years 2000-2010, even though the metropolitan region still has the highest poverty level as the table below shows.

Economically, the Greater Montreal is the

Montreal, p.14

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province's powerhouse accounting for 53 % of its GDP, almost tied to Greater Halifax which accounts for 52,7% of Nova Scotia's GDP, less than Greater Vancouver's 58% of British Columbia's GDP, and above the Toronto metropolitan area's 42,2% of Ontario's GDP. Toronto is by far Canada's powerhouse: in 2016, its GDP (\$330 billion) was virtually equal to that of the province of Quebec (\$337 billion), three times that of Vancouver (\$119 billion), and 17 times that of Halifax (\$19 billion).

In administrative terms, the island of Montreal is divided into 19 boroughs, each with its mayor, and 15 so-called "reconstituted cities",³² for a total of 34 entities. The Montreal metropolitan region comprises 91 municipalities which are administered by the MMC³³ which comprises 82 : 10 municipalities of

the region on the North Shore are not part of the MMC, while 3 on the South Shore which are not part of the MMR are in the MMC. The Montreal Port Authority (MPA) has jurisdiction on land, 4 kms of shore, and a terminal in Contrecoeur, one of the three municipalities on the South shore in the MMC. The map below shows the Greater Montreal area in light blue including the "reconstituted cities", and the City of Montreal in dark blue.

At the political level, the breakdown between the municipal entities operates in the following manner : the city of Montreal is run by a City council comprising 65 elected officials and an executive committee of 11 members.³⁴ The agglomeration is run by an Agglomeration Council comprising 31 elected officials representing all the municipalities on the

island.³⁵ Finally, the Greater Montreal – a statistical notion which is not geographically coterminous with the territory of the 82 municipalities making up the MMC – is run by a Council of 28 members, and an executive committee of 8.³⁶

As far as authority is concerned, the city council's jurisdiction includes, notably, public safety, governmental agreements, environment, the Master Plan, and the three-year capital work program. The city council also oversees, standardizes and approves the decisions made by the borough councils. The MMC has competence on land use, economic development, social housing, equipments and infrastructure, public transport, and environment, and relies on the recommendations coming out of five standing committees: on urban planning, on economic development, on environment,

on transportation, and on social housing. Since 2005, the MMC has tabled three five-year plans.

Recently, the Board of Trade of Metropolitan Montreal offered this assessment : "With 103 mayors on the territory of the MMC, with prerogatives distributed between cities, boroughs, agglomerations, with a metropolis divided into 5 administrative regions by Quebec : the governance of Montreal is of a disturbing complexity!" (MMC, 2015).

In a report tabled in 2010, the Working Group on the challenges of governance and taxation in the Montreal region (Rapport Côté-Seguin, 2010) documented these difficulties and showed that Montreal's internal problems were such that the larger perspective was lost. The Report underlined that Montreal and its region were losing ground quickly : the

Table 1. Montreal metro and Montreal island : population identified by mother tongue

Region	Mother tongue	1971	2006
Montreal metropolitan region	French	66,3%	65,7%
	English	21,7%	12,5%
	Other	12,0%	21,8%
	Total ('000)	2 743	3 589
Montreal Island	French	61,2%	49,8%
	English	23,7%	17,6%
	Other	15,1%	32,6%
	Total ('000)	1 959	1 824

Sources: Comité interministériel sur la situation de la langue française, *Le français langue commune*, Rapport du comité interministériel sur la situation de la langue française, 1996; Statistique Canada, *Recensement 2006 : 97-555-XIF* au catalogue.

Table 2. Poverty levels

Metropolitan regions	2005	2010
Montreal	16, 1 %	17,9%
Toronto	14,4 %	14,9%
Halifax	10,3 %	11,5 %
Vancouver	16,5 %	17,4 %

Source: Le Grand Montréal en mutation, *Signes Vitaux 2015*, p. 6.

On line : <http://www.fgmtl.org/fr/pdf/SignesVitaux2015-FR-web.pdf>

economic weight of the Montreal region in the Canadian economy stood at 11 %, and would continue to decline unless something was done (*Idem*, p 16). The Report also pointed to the fact that there existed no co-ordination at the ministerial level in Quebec regarding government action vis-à-vis its metropolis. Responsibility for the region was divided between three ministers : one for the Island of Montreal, one for Laval and the Laurentians, and a third for the South Shore (*Id.* p. 44). In conclusion, the report stated that, with so many actors involved, the main challenge was a better coordination between activities and the promotion of a coherent economic development, two objectives that should be reached through the rationalisation and the simplification of the mandates of all the organisms involved (*Id.*, p. 55).

April 30, 2015, the CMM adopts the 2015-2020 Metropolitan Economic Development Plan (MEDP).³⁸ This Plan confirms the two-pronged approach adopted in its

previous versions (2005-10 and 2010-15): one, being the contribution of its clusters to the city's global standing, and two, the role of Montreal International (its lobbying arm to attract foreign investors) as the city's promoter at the international level:

A clear and coherent vision of economic development is an approach that focuses on the development of areas of excellence and industrial clusters. The CMM's strategy continues with a model of intervention through the mobilization of industrial clusters. Much like the CMM, we have seen the effectiveness of clusters in fostering business and job creation, encouraging the development of new products and services, and raising the city's profile. Industrial clusters are essential in supporting our economy's innovation and productivity. They can also contribute to the development of the smart city (BTMM, 2015).

The Plan in question was the result of a vast consultation among an array of stakeholders mostly from the economic sec-

tor. It identified 8 major challenges³⁹ and defined three strategic axes: (i) capitalizing on the strengths of the economy; (ii) optimizing its factors of production; and (iii) establishing an overall coherence at the metropolitan level, in order to prevent intra metropolitan strategic divergences.⁴⁰

A committee of partners was set up made up of the 9 clusters, Montreal International, the Board of Trade, the Quebec government, the Canadian government, and the CMM to identify issues and challenges in order to boost all clusters, but the strategy itself was basically concentrated on the promotion of the logistics and transport sectors in collaboration with the CargoM cluster. In view of this, the action plan sets up a committee called MEG-Mtl – for Metropolitan economic governance-Montreal –,⁴¹ made up of the aforementioned stakeholders which will have the responsibility to follow-up on the implementation of the strategy. And to better fulfil its mandate, the committee would rely on the data provided by the Greater Montreal Obser-

vatory, an entity set up at the instigation of the MMC, in November 2008.⁴²

The MMC action plan for 2015-2020 mentions the federal government but once, in passing, and there is no reference to the gateway policy. The federal level is also omitted in Annex on the 5 levels of intervention.

One of the reasons for this could be that the federal government has no jurisdiction over municipal affairs which fall under the competence of the provinces. It would be interesting to find out how this relation plays itself out in other Canadian city-regions and in the provincial strategies vis-à-vis the Gateway Policy. For all intent and purposes, Toronto as a provincial capital probably played an important role in facilitating the city of Windsor's access to federal funds, whereas the government in Quebec does not seem to have played a similar role as far as Montreal was concerned. Could this shortcoming be one of the reasons why the province in its entirety, and Montreal's region in particular, reaped so little from the \$2,2 billion infrastructure fund mentioned at the end of section 1? And does this failure – which could be interpreted either in terms of blind-spot, ignorance, or indifference – on the part of the MMC allow for more leeway in terms of strategy, or less? What are its advantages or disad-

Montreal, p.16

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vantages, and its costs compared to what other cities are doing?

But the relevancy of these questions will become somewhat obsolete as of November 4, 2015, when prime minister Stephen Harper's conservative government will be defeated by the LPC lead by Justin Trudeau. A year earlier, in April of 2014, on the Quebec political scene, Philippe Couillard's liberals had in turn defeated the PQ led by Pauline Marois. Consequently, before we present our research project, a word about the new political context is in or-

der.

The research project in the present context

As noted in a previous section, the city of Montreal and its region did not fare well under conservative governments in Ottawa as far as public investments were concerned, an estrangement most probably tied to the fact that the province elected a mere handful of conservative deputies in all three federal elections of 2006, 2008 and 2011, not one of them from the metropolitan area.

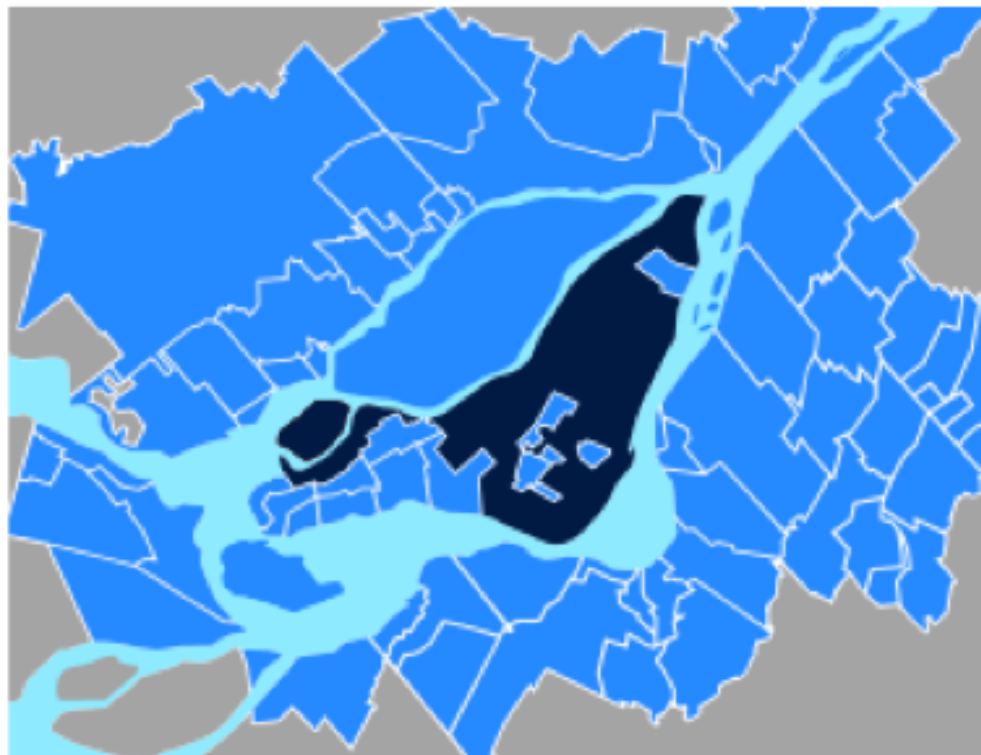
But if the city itself, as

far as its vocation as a gateway city is concerned, was overlooked by the federal government, and to a certain degree by the liberal government of Jean Charest as well (2003-2012) – excepting the episode of the municipal demergers of 2003-06⁴³, and the construction of two megahospitals,⁴⁴ – the newly elected liberal government of Philippe Couillard – April, 2014 – will come up with two initiatives in succession: the tabling of a “maritime strategy” for Quebec, in June 2015,⁴⁵ and the adoption of Bill n° 121, *An Act to increase*

the autonomy and powers of Ville de Montréal, the metropolis of Québec, in January 2017.

The *Maritime Strategy* (MS) establishes a “flexible governance” relying on a secretariate and an Inter-departmental Committee. The “*Secrétariat aux affaires maritimes*” is entrusted with “a mandate to coordinate the implementation of the *Maritime Strategy* and the *2015-2020 Action Plan* (...) It will also be responsible for recommending (...) the priority projects to be implemented, for example with respect to region-

Map 3 : The City of Montreal and the Greater Montreal



Greater Montreal shown in light blue, with the City of Montreal proper in dark blue
From: https://en.wikipedia.org/wiki/Greater_Montreal.

al development of the maritime sector, and for determining the projects to be set forth to the federal government, especially under the new New Building Canada Plan (SM, p. 60). Furthermore, the MS has adopted 10 strategic priorities, the first three of which are : (i) investment in port and commercial infrastructure; (ii) relying on Greater Montreal's strategic geographical location, to develop logistical hubs;⁴⁶ and (iii) the development of 16 industrial port zones⁴⁷ (MS, p. 31 ss).

A large area encircling the Port of Montreal is one such zone, while the 15 others are all ports along the shores of the St Lawrence river: Québec City, Trois Rivières, Sorel-Tracy, etc. The Montreal ZIP covers 5 boroughs (out of 19) that are members of a committee, together with the City of Montreal, the Montreal Metropolitan Community, Port of Montreal, provincial departments, and Cargo M. The committee is charged with the preparation of an action or development plan.

As for Bill n°121, the idea of granting Montreal a metropolis status is most promising if it allows for a greater latitude in managing its own affairs. But, if the bill in question does grant the city more autonomy, notably, on its economic development, it also imposes serious restrictions on the exercise of democratic rights by eliminating the recourse to public consultation and to referendums on major housing projects.

Meanwhile, at the fed-

eral level, if both the *Global Commerce Strategy* and the *Global Markets Action Plan* are still on the website of the recently renamed Global Affairs Canada department,⁴⁸ the present liberal government's strategy is to be found elsewhere. First, there are two chapters in Budget 2017 that most concern us here: chapter 1 which establishes Innovation Canada with a mandate to develop six Economic Strategy Tables,⁴⁹ create super-clusters,⁵⁰ and a New Strategic Innovation Fund; and chapter 2, which establishes a Trade and Transportation Corridors Initiative including, *inter alia*, a National Trade Corridors Fund "to address urgent capacity constraints and freight bottlenecks at major ports of entry, and to better connect the rail and highway infrastructure that delivers economic growth across Canada".⁵¹ Second, the department of Infrastructure and Communities' *Investing in Canada Plan* is dedicated to new investments in infrastructure for cities and communities. It establishes the *2014 New Building Canada Fund* (NBCF), with \$14 billion to support projects of national, regional and local significance that promote economic growth, job creation and productivity, the Fund being a component within the overall \$53 billion *2014 New Building Canada Plan* (NBCP).⁵²

Once the stage at all three levels – federal, provincial and municipal – has been briefly set, a

presentation of the research agenda is in order. Coming back to the historical background presented earlier, three commercial strategies were presented in succession: the import substitution strategy (ISS) which was implemented until the eighties, the export promotion strategy (EPS), implemented between 1985 and 2005, and finally, the integrative commerce strategy (ICS), adopted by the Conservative government in 2006, a strategy that relied on global supply chains with their gateways and corridors, and that expressly targeted cities. Yet neither the notion of integrative commerce nor supply chains figure prominently in recent liberal programs or initiatives, while gateways and corridors are frequently mentioned, and so are cities. This constitutes an important common thread that runs through the conservative and liberal government's economic strategies. As we saw, the main feature of ICS, as opposed to both ISS and EPS, is tied to the fact that, contrary to the other two that relied first and foremost on both federal and provincial "state intervention", ICS reaches down another tier to city level, which is henceforth called upon to closely implicate itself in economic development both as a gateway-city, and as an arrival and departure point in a corridor. It remains to be seen what part this new commercial policy with its value chains, gateways and corridors played when

provincial governments granted the status of metropolis to Montreal and to Toronto.

In preparing our research agenda barely a year ago, we contended that ICS could very well be a determining factor in our model : once supported by federal and provincial governments, this strategy places cities or, better still, city-regions and gateway-cities at the forefront in the new political economy. Now, we must revise this formulation and start by assuming that policies centered around transportation corridors, ports and commercial infrastructures, maritime strategy and the like, are both indicators and revelators of a commercial strategy based on integrative commerce and value chains. It is therefore these policies, programs and actions that should serve as the starting points for our comparative research, thus leaving in abeyance the question as to whether the new forms and contents of the collaborations between the three levels of governments validate or not the idea that we are contending with ICS.

We then have to identify and tie together policies, programs, plans and actions adopted at the three levels – federal, provincial, and municipal –, and figure out how they are connected to one another, through what normative and administrative channels, what governance struc

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tures, and who are the stakeholders involved. Only once the mapping is done, and the interviews are completed will we be in a position to establish the relations and connections between the implementation of these policies and strategies, on one hand, the role played – if any – by the democratic institutions at the municipal level in discussing, amending and approving said policies and strategies, on the other.

Conclusion

Montreal is still at the crossroads between what urban regime theorists have characterized as a new phase or model of city structure, on one hand, and the old phase or model, on the other. (Short and Kim, 1999, p. 117). Regarding the new phase or model, two broad changes can be noted: the emergence of city states separated from their national economies and the creation of city to city connections across international boundaries. In political terms, globalization forces are pulling cities away from the « national » economy and connecting them to the forces of globalization (or reglobalization, as the case may be). In this regard, as we have established, Montreal is still very much both dependent on, and deeply tied to the province of Quebec, not so much in strictly economic terms, but more so in the socio-political imaginary of many of its stakeholders.

Furthermore, in geographic terms, but also in political and economic terms as well, Montreal is, for all intent and purposes, at the crossroads between two axes of development: an East-West axis, on one hand, and a North-South axis, on the other. Obviously, the interplay between these forces is certainly not unique to Montreal since it applies with varying degree to most if not all Canadian cities. As a case in point, if NAFTA has pulled Montreal's economy southward allowing it to consolidate and expand its trade with the US to a considerable extent up until recently, the entry into force of the Comprehensive Economic and Trade Agreement (CETA) between Canada and the European Union would, on the face of it, present a welcomed compensation to the recent slowdown in exportation to the US. But the implementation of such a substitution reaches beyond questions of intermodality, and touches on the postindustrial vocation of the city itself and its connections to the provincial hinterland. If the move away from the Keynesian to the entrepreneurial state, at both national and local levels has led to the establishment of new connections between political globalization and urban regimes, these forces have played and will continue to play themselves out in an altogether different way in the case of Montreal for three reasons at least : (i) its postindustrial – and

industrial as well – basis is still province wide and its political-economy is very much province oriented – if not determined – while its interplay with federal strategies is intermittent at best ; (ii) its role as gateway is subject to divergent and competing forces ; and (iii) the city-region's political processes are highly fragmented. If Montreal is obviously a postkeynesian city (Brenner, 2004), the question of the nature, content and above all of the main features of the process of metropolization underway is still an open one (Hamel, 2010). And if, in some cases, gateway-cities as economic transition zones (or *economic transitional spaces*) have become as important as the nation-state, it does not follow that Montreal as a gateway city has acquired much leeway in facing the competing demands and expectations coming from either level of government.

Finally, at a theoretical level, the notion of urban regime in the context of globalization should allow us – in the case of Montreal at least – to probe the relationship between cities and the global economy in a federal context where two competing political economies and social identities – pan-canadian and provincial or québécois – are at play, thus providing a different take on « the local and national political differences that are capable of exerting significant influence on the way globalization affects city

development » (Leo, 1997, p. 78). And at an empirical level, a comparative analysis could help us expand our knowledge of urban regimes understood as « the formal and informal arrangements by which public bodies and private interests function together to be able to make and carry out governing decisions » (Stone, 1989, p. 6), in conformity or not with the democratic institutions and processes sanctioned at the municipal level.

FOOTNOTES

1. *Foreword* to vol. 2 provides this information: "key commodities, such as metallic and non-metallic minerals, chemicals, and rubber (are studied in vol. 2, D.B.). Commodity studies in the energy field covering coal, electric power, natural gas, and oil, appear in volume 3 of this Report".

2. This is not to say that federal or provincial governments were not targeted, on the contrary. But the central issue invoked here, i.e. the aftermath of the closing of the Lachine canal, got quite lost at other levels with the emergence of other pressing issues, most notably the language issue and Quebec nationalism. As a case in point, at the federal and provincial levels, confrontation between nationalism and federalism came to the forefront, while only the municipal scene witnessed the creation of a left-wing political party, le Front d'action politique (FRAP) at the closing of the sixties.

3. Because 2017 also marks the 50th anniversary of Expo 67 – as well as the 150th of the Canadian Constitution –, and also because Expo nostalgia still runs quite high among the older Montrealers, it should be noted that 1967 was a most festive year during which frictions between parties and social classes were suspended, even though General De Gaulle will briefly rekindle the fire of dissension during a famous speech given July 24 from the balcony of City

Hall when he endorses the separatist slogan "Vive le Québec libre!"

4. For instance, employment in 4 services sectors (public service, universities, electricity, as well as engineering and consulting firms) will be multiplied by three, from 20 200 to 65 300, between 1961 and 1981 (Polèse, 2009).

5. Between 1961 and 1978, the share of public administration expenditures as a percentage of Quebec GNP will grow at a yearly rate of 13,6%, from 26,7% to 45,3%.

6. There is a clear permutation here. Going into the election, the PLQ had 102 seats, and the PQ 6. Following the election, the PLQ had lost 76 seats and the PQ gained 65.

7. It is worth mentioning in passing that the PQ referendum had an important demographic and economic impact : it accelerated an ongoing exodus out of the province and most notably out of Montreal. But as all migrants were indistinctly labelled "anglophones" by the media and in the scholarly literature, instead of *Canadiens*, neo-Canadiens or Canadians as the case may be, the number of francophones and other non-anglophones in the lot was never established. Between 1976 and 1981, some 131 500 will leave the province, bringing the total of departures to 300 000 over a 20 year period (1966-86). Presently, the total of departures stands at 600 000 over 45 years (1971-2015), according to the Fraser Institute quoted by *The Gazette* (Plante, 2016). Furthermore, according to the Montreal Urban Community, the city will lose some 99 head offices between January and June, 1977, while the Conseil du patronat du Québec (CPQ) – a business organisation – estimated the total at 263 departures between January 1977 and November 1978, the vast majority of which went to Toronto (Polèse, 2009, p. 22).

8. Even though the Commission was set up by the Liberal government, its recommendations will be acted upon by the conservatives. After 20 years in power – from 1963 to 1984, with a brief interruption in 1979 –, the Liberal Party of Canada (LPC) will be defeated by the Progressive Conservative Party of Canada (PCPC) led by prime minister Brian Mulroney, in

September 1984. The conservatives of Mulroney will stay in power until 1993.

9. This process is less polemically known as "province building" in Canadian political economy.

10. The free trade option was criticised by many NGO's in Ontario where the provincial government itself refused to implement the CUSFTA, but it was fully endorsed by business and government, notably in Alberta and in Quebec. In this case, both the Quebec Liberal Party and the PQ will extend their full support to a free trade agreement with the US, in 1989, and to NAFTA in 1994, which also explains the popular support enjoyed by the free trade option in the province at the time.

11. April 7, 2017, all 14 governments signed the Canadian Free Trade Agreement (CFTA) which replaces the AIT. It will come into force, July 1st.

12. Two caveats are in order here concerning this expression : the first pertaining to the fact that, because of differences in size between the three NAFTA partners, the notion of « deep integration » has little relevance in the US context and applies exclusively to its two partners. The second observation concerns the expression itself which, in the present case, bears little resemblance to the classical definition according to which « deep integration » refers to an economic integration that goes beyond the removal of trade barriers to trade towards the mutual recognition and subsequent harmonization of regulation and norms. In the present instance, deep economic integration has little to do with harmonization understood as an agreement between parties to adapt their respective norms to a common rule or principle, but rather with the unilateral adjustment, on the part of both partners, to U.S. norms and standards.

13. From the North American Forum on Integration (NAFI/FINA) website : <http://www.fina-nafi.org/eng/integ/corridors.asp?langue=eng&menu=integ#est>

14. Unemployment will reach 14% in 1983 and in 1993.

15. A first container terminal was inaugurated in 1968 while a second will open in 1987, almost twenty years later. Adding

to the harbour's woes, this is also the time when transatlantic passenger ships are being faded out, while cruise liners are not yet in vogue. Employment in port facilities will drop from 4 000, in 1961, to 2 600, in 1981, to a mere 750, in 2001.

16. Employment in rail services will fall from 220 000, in 1961, to 20 700, in 1981, and 5 800, in 2001. In 1996, Windsor station, a historic landmark in downtown Montreal will be closed, and the Canadian Pacific will move its headquarters to Calgary.

17. Many of these companies prospered thanks to government contracts and, in the case of the labour funds, thanks to appropriate government legislation.

18. This is an example of a smart border program: "Applicants must pass several security checks, including providing biometric data for identification, before they can participate. Once approved, they can move across the border using dedicated lanes, but remain subject to random checks".

Online : <http://www.canadianshipper.com/features/customs-smart-border-plans-moving-towards-implementation/>

19. Stephen Harper will be prime minister of Canada from February 2006 until November 2015, when the Conservative Party of Canada will be defeated by Justin Trudeau's LPC.

20. On line: <https://www.fin.gc.ca/ec2006/pdf/plane.pdf>

21. "Canada will need to continue to innovate and shift to higher-value-added activities to maintain a competitive advantage and create better jobs. We cannot simply rely on our traditional strengths or past expertise. We must continue to renew and maintain a long-term comparative advantage by specializing in higher-value-added parts of the global supply chain" (*Advantage Canada*, p. 17).

22. "Strategically located gateways and border crossings play a vital role in fostering Canada's competitiveness. The bulk of our trade with the rest of the world flows through a number of key gateways and border crossings. For example, 28 per cent of merchandise shipments between Canada and the United States pass through the Windsor-Detroit Corridor. The Port of

Vancouver is seeing rapidly growing container traffic with the Asia-Pacific region. The ports of Montreal, Saint John and Halifax are also important trade terminuses. Our national economy—and our ability to compete and succeed on the world stage—are highly dependent on the efficiency of these gateways to world markets » (*Advantage Canada*, p. 68). The notion of gateway had already been in use under the Liberal governments.

23. *Advantage Canada*, p. 70.

24. *Idem*, p. 86.

25. See Government of Canada, *Seizing Global Advantage. A Global Commerce Strategy for Securing Canada's Growth and Prosperity*, 2008.

26 Government of Canada, The GATEWAY AND CORRIDOR Transportation in the global economy, 2012. On line:

<http://www.canadasgateways.gc.ca/nationalpolicyframework/nationalpolicy3.html>

27 See: National Policy Framework for Strategic Gateways and Trade Corridors, 2009, p. 4. On line:

<http://www.canadasgateways.gc.ca/media/documents/en/NationalPolicyFramework.pdf>

28 See Canada/US Comparison of Foreign Trade Zone Related programs & Policies, Final report, 31 mars 2009, p. 13:

"National Policy Framework for Strategic Gateways and Trade Corridors included objectives to: (i) market Canada's gateway advantage abroad; (ii) integrate Canada's trade and transportation policy directions; and (iii) create a systems approach to investment, planning and policy development".

29 See "Foreword" by John Baird, Minister of Transport and Infrastructure, National Policy Framework for Strategic Gateways and Trade Corridors, On line: <http://www.canadasgateways.gc.ca/nationalpolicyframework/nationalpolicy2.html>

30. This was the CMM's 7th cluster; the 8 others are: Aerospace, Aluminium, Cinéma and TV, Fashion, Life Sciences, Financial Services, Information technologies, and Clean technologies. They bring together some 12 000 companies which account for 25 % of metropolitan Montreal's employment. For

MONTREAL FROM PAGE 19

a definition of a cluster, see Porter (1998). In the fifties, the reverse prevailed: Montreal had a population of one million, while the suburbs combined had 400 000. Presently, the population of the suburbs exceeds that of Montreal by 300 000, creating a fiscal imbalance for the Montreal taxpayer who bears the , burden of economic and social expenses due, notably, to urban sprawl, environmental deterioration and over-extended social services, etc.

32. This expression refers to the 15 cities (with a sizeable concentration of anglophones) that were allowed, in 2005, by the liberal government of Jean Charest (2003-12) to "demerge", i.e. to opt out of the "one island, one city" project spearheaded by the PQ government in 2000 under Bill 170 (*Loi portant sur la réforme de l'organisation territoriale municipale des régions métropolitaines de Montréal, de Québec et de l'Outaouais*, 2000, ch. 56). See: F. Cardinal (2000).

33. The discrepancy between the totals ($91 - 10 + 3 = 84$) seems to be due to the diverging status of municipalities depending on their being part of yet another entity called Regional county municipalities (RCM) or considered "equivalent territories".

34. Each borough has a mayor and the mayor of the city is also mayor of the downtown Ville-Marie borough for a total of 19. Each borough is composed of no fewer than 5 councilors for a total of 46. There are also 38 borough councilors.

35. For the agglomeration, the 31 representatives are the mayor of Montreal, 15 members of the Montreal City council, and 14 mayors of reconstituted municipalities, the city of Dollard-des-Ormeaux, because of its size, is allowed an extra representative.

36. The list includes: the mayors of Montreal (+ 13 members designated by the city Council), of Laval (+2), of Longueuil (+2), as well as 4 mayors from the North shore and 4 from the South shore. The members of the executive are the mayors of Montreal and of 3 boroughs on the island, the mayors of Laval and of Repentigny on the North shore, the mayors of Longueuil and of Candiac on the South shore.

37. These lists are not complete. Only the fields pertinent to our study were noted here.

38. The third of its kind. The two previous ones covered the years 2010-2015 and 2005-2010. The Plan is also the outcome of a series of initiatives, viz. the Greater Montreal Innovation Strategy, 2007; the Mission Statement for the setting up of clusters, 2007; the Greater Montreal Master Plan for FDI, 2011-15; the Plan for the reception of Strategic Talents, 2011-15; and, finally, the Strategy for the Development of industrial Spaces, which was part of the Action Plan of the Plan métropolitain d'aménagement et de développement (PMAD), adopted in 2013.

39. The 8 are: (i) a low productivity level; (ii) a low level of university graduation; (iii) inefficiency between labour supply and business needs; (iv) low private investment; (v) underdevelopment of new industrial spaces; (vi) deficiencies in transport infrastructures; (vii) unfocused positioning at the international level; and (viii) underdevelopment of creative industries. The low level of university graduation mentioned above is quite worrisome considering the fact that the Board of Trade promotes the city as the second most important university city in North America after Boston with a total of 170 000 students, 20 000 of them foreign students.

40. This referred to the incompatible strategies put forward at one time by the city of Contereoeur and the city of Vaudreuil respectively, whereby the first promoted itself as an extension to Port of Montreal on the South shore, while the second sought to position itself as a railway hub with a direct access to the US bypassing Port of Montreal altogether. The CMM has since reached out in order to integrate both projects in its overall strategy.

41. In French: *GEM-Mtl, Gouvernance économique métropolitaine-Montréal*.

42. The Observatory draws up the scorecards that provide a follow-up on the implementation of the various plans adopted by the MMC.

43. See note 32.

44. Bowing down to historical and linguistic constraints, one hospital is located in the west-

ern part of the city – le Centre universitaire de santé McGill / McGill University Health Centre (MUHC) – , the other in the eastern part – the Centre hospitalier de l'Université de Montréal (CHUM). But it took three committees and 3 years of debates to decide where to locate the CHUM, either close to U. of M. or to UQAM. The latter site was finally chosen by the minister of Health and Social Services at the time, Philippe Couillard. True to tradition, both projects have exceeded their planned budgets considerably, up to \$1.3 billion and still counting for the MUHC, and over \$2 billion and still counting for the CHUM.

45. Government of Quebec, *Stratégie maritime. The Maritime Strategy by the Year 2030. 2015-2020. Action Plan*, June 29, 2015. The MS promotes itself as "a linchpin of *The Quebec Economic Plan*" (p. 67). On line: strategiemaritime.gouv.qc.ca

The Plan was first presented in the Budget 2014-2015, and the MS figures prominently in the two budgets that followed, and in the *2017-2018 Budget. The Québec Economic Plan* (QEP), as well. Note that the QEP is intended to "complement" the *Plan Nord* (Northern Plan) covering the northern part of the province above the 49th parallel tabled by the Charest government, in 2011, but the connection between the two initiatives is still wanting. On line: http://www.budget.finances.gouv.qc.ca/budget/2017-2018/en/documents/economicplan_march2017.pdf

46. "A logistical hub is a multimodal industrial park that mainly assembles businesses and distribution centres that engage in logistical operations to ensure the efficient distribution of goods on domestic and international markets", (MS, p. 33). In French: "*Zones industrielo-portuaires*", or ZIP.

47. "An industrial port zone is an industrial zone near port services but also includes road and rail infrastructure. Such proximity offers businesses a significant comparative advantage, especially manufacturing concerns. From the standpoint of logistics, an industrial port zone enables the companies established there ready access to in-

puts and accelerated transiting of the goods produced to North American and international markets" (MS, p. 35). The listing of the zones was established by the Department of Économie, Science, Innovation. On line: <https://www.economie.gouv.qc.ca/objectifs/informer/recherche-et-innovation/>

48. Previously known as Foreign Affairs, Trade and Development Canada (FATDC), and earlier, as the Department of Foreign Affairs and International Trade (DFAIT).

49. The notion of "value chain" which occupied a prominent role previously, is mentioned but once in this chapter.

50. Seven superclusters are enumerated: advanced manufacturing, agri-food, clean technology, digital technology, health/biosciences and clean resources, as well as infrastructure and transportation. See on line: <http://www.budget.gc.ca/2017/docs/plan/chap-01-en.html>

51. "Investments will target congestion and inefficiencies at marine ports such as Vancouver (...) and Montréal (critical to the success of Canada's Comprehensive Economic and Trade Agreement with the European Union), as well as along the busiest rail and highway corridors around the Greater Toronto Area and other urban centres across the country. Budget 2017 proposes to provide \$2 billion over 11 years to support the Fund's activities. At least an additional \$5 billion will be provided through the Canada Infrastructure Bank to address trade and transportation priorities." See on line:

<http://www.budget.gc.ca/2017/docs/plan/chap-02-en.html>

52. See on line: <http://www.infrastructure.gc.ca/plan/nbcp-n>

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2017 ASA CUSS PANELS & ROUNDTABLES

The 2017 ASA Annual Meetings will be in Montreal from August 11-16. The CUSS Section will sponsor three open sessions as well as roundtables. The CUSS Business Meeting will be on Monday, August 14 from 11:30am-12:10pm. The CUSS Awards will be presented at the business meeting. The CUSS Reception will be Monday, August 14 at 6:30pm at Les Soeurs Grises, 32 Rue McGill about a 15 minute walk from the convention center.

CUSS Business Meeting **Monday, August 14** **11:30am-12:10pm**

CUSS Reception **Monday, August 14** **Les Soeurs Grises, 32** **Rue McGill, at 6:30pm**

OPEN SESSION: **Revisiting the Power,** **Space, and Exclusion** **of Global Cities in the** **21st Century**

-Monday, August 14
Palais des congrès de
Montréal, 514A, 8:30-
10:10am

Session Co-Organizers:
-Jean Beaman
Purdue University
-Anthony Orum
University of Illinois,
Chicago

-Presider: Jean Beaman,
Purdue University

●Community Gardens As
Expressions of Symbolic
Ownership: Resistance
Against Neoliberalism,
Gentrification, and Crime.

Jill Eshelman, Northeast-
ern University

●From Caste to Purity in
Europe's Urban Centers:
How Capital City
Mosques Contest Exclu-
sion. Elisabeth Becker
●Globalization and Gen-
trification: North-South
Migration and Neighbour-
hood Upgrading in Cuen-
ca, Ecuador's El Centro.
Matthew F. Hayes, St.
Thomas University
●Insurgent Citizenship in
Rio de Janeiro's War
Zones. Anjuli Fahlberg,
Northeastern University
●Transmobilities: Mobili-
ty, Harassment, and Vio-
lence Experienced by
Transgender and Gender
Nonconforming Public
Transit Riders. JaDee
Yvonne Carathers, Port-
land State University;
Amy Lubitow, Portland
State University; Maura
Kelly, Portland State Uni-
versity

-Discussant: Anthony M.
Orum

OPEN SESSION: **Capitalizing on Culture:** **Creative Cities and Ine-** **quality -- Promises** **Made and Promises** **Broken**

-Monday, August 14
Palais des congrès de
Montréal, 513B, 2:30-
4:10pm

Session Co-Organizers:

-Rachael A. Woldoff
West Virginia University
-Greggor Mattson
Oberlin College

●College Cities in Love
with Themselves: Distinc-
tiveness, Innovations and
Inequalities in Urban

Cascadia. Ryan Centner,
London School of Eco-
nomics

●Goodbye to All That:
Leaving the Creative
Class City. Rachael A.
Woldoff, West Virginia
University; Robert C. Li-
tchfield, Washington and
Jefferson College
●Mobile and Plugged In:
Navigating Co-Living Net-
works in Post-Industrial
Urban Los Angeles. Jef-
frey L. Sternberg, North-
eastern University
●The Consequences of
the Creative Class during
the Great Recession:
Was the Creative Class
Recession-Proof? Qiong
(Miranda) Wu; Michael E.
Wallace, University of
Connecticut
●The Effect of Gentrifica-
tion on Community Con-
nection. Joseph R. Gib-
bons, San Diego State
University; Michael Bar-
ton, Louisiana State Uni-
versity; Timothy Reling,
Louisiana State Universi-
ty

-Discussant: Prentiss A.
Dantzler, Colorado Col-
lege

OPEN SESSION: **Questioning the City:** **New Directions in** **Urban Theory**

-Monday, August 14
Palais des congrès de
Montréal, 513A, 4:30-
6:10pm

Session Co-Organizers:

-Hillary Angelo
University of California,
Santa Cruz
-Miriam Greenberg
University of California,
Santa Cruz
-Leonard Nevarez
Vassar College

●Claiming the "Right to
the City" Beyond the City:
The Role of Agrarian So-
cial Movements. Angela
Serrano Zapata, Universi-
ty of Wisconsin-Madison
●Consuming Abu Dhabi.
Harvey L. Molotch, New
York University

●Eco-Professionals, Gen-
trification, and the Con-
tradictions of the Climate
Friendly City. Jennifer
Rice, University of Geor-
gia; Daniel Aldana Co-
hen, University of Penn-
sylvania; Joshua Long,
Southwestern University;
Jason Jurevich, Portland
State University

●Manhattan's Koreatown
as a Transclave: The
Emergence of the New
Ethnic Enclave in a Glob-
al City. Jinwon Kim,
Oberlin College Discus-
sant: Leonard Nevarez,
Vassar College

REFEREED **ROUNDTABLES**

-Monday, August 14
Palais des congrès de
Montréal, 517B, 10:30-
11:30am

Co-Organizers

-Jacob Lederman
University of Michigan,
Flint
-Victoria Reyes
National Center for
Institutional Diversity,
University of Michigan,
Ann Arbor

●TABLE 1: Art and The **Creative City**

-How do Cultural Organi-
zations in Semi-
Peripheral Positions Pur-
sue Legitimacy? Alexan-
der Hoppe, University of
Pennsylvania
-Making Jerusalem
'Cooler': Creative Script,

Youth Flight, Diversity.
Noga Keidar, University
of Toronto
-Neighborhood Diversity
and the Rise of Artist
Hotspots: From Creative
Class to Neighborhood
Change. Corina Graif,
The Pennsylvania State
University
-Where is the Creative
City? Metro- and Neighbor-
hoodlevel Characteris-
tics Associated with Arts

Growth, 2001-2011. Matt
Patterson, University of
Calgary; Daniel Silver,
University of Toronto
-Has Neo-Bohemia
Changed: Neo-Bohemia
and NeoBohemians in
Philadelphia. Geoffrey
Moss, Temple University;
Rachel Wildfeuer, Tem-
ple University

•**TABLE 2: Culture and
Identities in the City**

President: Melis Su Kural,
State University of New
YorkBuffalo
- Beyond the Labor Mar-
ket: Meaning Making,
Lifestyle Choice and Mid-
dle Class Economic Se-
curity. Alexis Mann,
Brandeis University
-The Interplay between
Inconspicuous Consump-
tion and the Built Environ-
ment: Lessons from a
New Delhi Neighborhood.

Meenoo Kohli, University
of California, Santa Cruz
-The Price of China
Dream: Language En-
dangerment, Upward Mo-
bility, and Social Exclu-
sion in Shanghai. Fang
Xu, University of Califor-
nia, Berkeley
-Urban Marginalization
'from below' in Youngs-
town, Ohio. James
Rhodes, University of
ASA, page ?

2017 CUSS AWARDS

Congratulations to the 2017 CUSS
awards recipients. The awards will be
presented at the CUSS Business
Meeting on Monday, August 14,
11:30am-12:10pm.

•**Robert and Helen Lynd Lifetime
Achievement Award**

The Robert and Helen Lynd Lifetime
Achievement Award recognizes dis-
tinguished career achievement in
community and urban sociology.

Recipient

-Robert Sampson
Harvard University

Committee

-Bruce Haynes, Chair
University of California Davis
-Eric Klinenberg
New York University
-Leland Saito
University of Southern California,
Dornsife
-Karyn Lacy
University of Michigan

•**The Robert E. Park Award**

The Park Award (formerly the Park
Book Award) goes to the author(s) of
the best book published in the past
two years (2015 and 2016).

Recipient

-Forrest Stuart
University of Chicago

*Down, Out and Under Arrest: Policing
and Everyday Life in Skid
Row.* University of Chicago Press,
2016.

Committee

-Leonard Nevarez, Chair
Vassar College
-Richard Lloyd,
Vanderbilt University
-Prentiss Dantzer
Colorado College

•**The Jane Addams Award**

The Jane Addams Award (formerly
the Park Article Award) goes to au-
thors of the best scholarly article in
community and urban sociology pub-
lished in the past two years (2015 or
2016).

Recipients

-Grigoryeva, Angelina
Princeton University
-Martin Ruef
Duke University; "The historical de-
mography of racial segregation."
American Sociological Review 80.4
(2015): 814-842.

Committee

-Japonica Brown-Saracino, co-chair
Boston University
-Jim Elliot, co-chair
Rice University
-Marcus Hunter

University of California, Los Angeles
-Debbie Becher, Barnard

•**CUSS Student Paper Award**

The CUSS Student Paper Award
goes to the student author of the pa-
per the award committee regards as
the best graduate student paper in
community and urban sociology.

Recipient

-Brian Levy
University of North Carolina,
Chapel Hill
"Wealth, Race, and Place: How
Neighborhood Disadvantage from
Adolescence to Middle Adulthood Af-
fects Wealth Inequality and the Racial
Wealth Gap at Age 50."

Honorable mention

-Elizabeth Korver-Glenn
Rice University
"Racial Discrimination in the Everyday
Operation of Urban Housing Markets."

Committee

-Jeremy Levine, Chair
University of Michigan
-Jennifer Darrah
University of Hawaii
-Kendra Bischoff
Cornell University

ASA, CONTINUED FROM PAGE 7

Manchester

●TABLE 3: Diversity and Urbanism

-Presider: Lauren Hughes Hannscoff, Pennsylvania State University
 -Diversity without Integration: A Case Study of ProDiversity Neighbors in a Racially Diverse Neighborhood. Gina Spitz, Loyola University Chicago
 -Does Diversity in a Neighborhood Lead to a Diverse Social Life? Alan V. Grigsby, University of Cincinnati
 -Precursors to Neighborhood Revitalization? Immigrant Growth and Neighborhood Change in New and Traditional Immigrant Settlement Areas. Rebecca Tesfai, Temple University; Matt Ruther, University of Colorado; Janice Madden, University of Pennsylvania
 -Trading Affluence for Diversity? A Discrete Choice Analysis of the Neighborhood Destination Choices of Mixed-Race Couples. Amy L. Spring, Georgia State University

●TABLE 4: Environment and Health in the City

-Presider: William Michelson, University of Toronto
 -Accessible Rations: A Study of Food Environment and Race in Forsyth County, North Carolina. Tangela G. Towns, Winston-Salem State University; Richard Greg Moye, Winston Salem State University
 -Hazard Experience, Vulnerability, and Flood Risk Perceptions in a Post-Disaster City. Kevin Fox Gotham, Tulane University;

Bradford Powers, Tulane University; Katie R. Lauve-Moon, Tulane University
 -Providing HIV Treatment in Rural Areas: A Qualitative Analysis of Provider Perspectives. Heather Rodriguez, Central Connecticut State University
 -Shared Environmental Vulnerabilities of Global Urbanism: Waste Management and the Treadmill of Production. Albert S. Fu, Kutztown University
 -State Governments and/or Advantaged Neighbors: Changes in Neighborhood-Level Toxic Concentration at Multiple Geographic Scales, 2001-2010. Juyoung Lee, Brown University

●TABLE 5: Fringes and Suburbs

-Presider: Brian James McCabe, Georgetown University
 -Choice Under Duress: Life in the Suburban Fringe of a Financialized San Francisco Bay Area. Mary Shi, UC Berkeley
 -On the Challenges to (Studying) Suburbanization in the Global South: Zambia's Urban Peripheries. Derek Roberts, The Copperbelt University
 -The Legacy Effect: How Neighborhood Trajectories Matter to Organizational Deprivation in the Suburbs. Jennifer Bouek, Brown University; Benjamin Howard Bellman, Brown University
 -Variations in Attitudes Toward Government Spending Across Urban and Rural Communities. Emily Sandusky, Cornell University

●TABLE 6: Gentrification

-Presider: Jason Patch, Roger Williams University
 -Gentrification, Segregation or Deprivation? A Spatial Analysis of Residential Evictions in Brooklyn New York. Max Arthur Herman, New Jersey City University; Franklyn Arroyo, New Jersey City University; William Montgomery, New Jersey City University
 -If You Build It, They Will Come: Retailers and Racial Gentrification. Mahesh Somashekhar, University of Washington
 -The Role of Morality in Contemporary Urban Development. Vinay Kumar, State University of New York at Buffalo; Christopher Mele
 -We've Been Doing Fine: Reframing Narratives of Disinvestment in Gentrifying Neighborhoods. Taylor Cain, Boston University

●TABLE 7: Global Urban Politics

-Presider: William G. Holt, Birmingham-Southern College
 -Economy, Culture and the Role of Meaning in Public/Private Social Housing in Canadian Cities. Zachary Hyde, University of British Columbia
 -Mobilizing Discourses in Urban Social Movements in Macau. Esther Hio-Tong Castillo, Moravian College
 -The Party and the Peddlers: Enacting Social Exclusion through Policy Dialogue in Brazil. Jacin-

to Cuvi, University of Texas at Austin

-The Power Behind the Powerful: Public Good, Eminent Domain and Land Control in American Urban Centers. William G. Holt, Birmingham-Southern College

●TABLE 8: History, Belonging, and Collective Memory of Places

-Presider: Richard D. Lloyd, Vanderbilt University
 -Feeling at Home in the City: Materials of Local Belonging in Helsinki and Madrid. Kaisa M. Kuurne, University of Eastern Finland; Victoria Gomez,
 -Professor Ghosts, Doppelgängers, and Bêtes Noires: The Presence of Absent Neighborhoods in Urban Research. Jeffrey Nathaniel Parker, The University of Chicago
 -Intersectional Consequences of Heritage Commodification in Cultural Enclave Neighborhoods. Jason Orne, Drexel University
 -Neighborhood Legacies: Exploring the Importance of the History of Place and Its Influence on Today. Matthew James Martinez, Brown University; Johnelle Sparks, University of Texas at San Antonio

TABLE 9: Housing 1

-Presider: Nathanael T. Lauster, University of British Columbia
 -Analyzing Accessory Dwelling Units on Long Island. Katrin B. Anacker, George Mason University; Christopher Niedt, Hofstra University
 -Housing Wealth, Inter Vivos Transfers, and Col-

lege Enrollment in the United States. Thomas Laidley, New York University
 -Housing, Health and BMI in Australia. Bruce Keith Tranter, University of Tasmania; Jed Donoghue, University of Tasmania
 -Social Support and Residential Stability in Privately Owned Assisted Housing. Kevin R. Beck, University of California-San Diego
 -Speculators and Specters: Second Homeownership in Boston, Massachusetts. Meaghan Stiman, Boston University

TABLE 10: Housing 2

-Presider: Jennifer Rene Darrah-Okike, University of Hawaii
 -How Race and Poverty Have Driven Changes in Housing Voucher Distributions Since the Great Recession. Rahim Kurwa, UCLA
 -The Organization of Neglect: Limited Liability and Housing Disinvestment. Adam Silver Travis, Harvard University
 -Variations in Responses among Faith-Based Affordable Housing to a Competitive Funding Environment. Patricia E. Tweet, St. John Fisher College; Christopher Mele

TABLE 11: Images and the City

-Presider: Gordon Gauchat, University of Wisconsin-Milwaukee
 Capitalizing on Culture: The Case of Detroit. Mikell Alexandra Hyman, University of Michigan
 -Inform and connect: Place Ambassadors and

Social Capital-based Economic Development. Joshua M. Hurwitz, Columbia University; Tara Vinodrai, University of Waterloo
 -Race and Representation in France and the United States. Gregory Smithsimon, Brooklyn College CUNY; Yohann Le Moigne, Université d'Angers; Alex Schafran, University of Leeds
 -The Reinvention of Urban Space through Culture: The Case of Rio de Janeiro. Bruno Couto

TABLE 12: Informal Labor and Urbanism

-Presider: Dana Kornberg, University of Michigan
 Governing the Informal: Informal Settlements and Exclusion in China, India, and Brazil. Xuefei Ren, Michigan State University
 -Making it Work: Learning to Succeed in a Public Marketplace. Laura A. Orrico, Penn State University
 -Abington Redefining Urban Amenities: Why and How to Include Non-to-moderate-Profit Cultural Spaces. Sampo Ruoppi, University of Turku
 -Researching the 'Backstage' of the Creative Industries: The Socioeconomic Polarization within the Performance Arts of Brussels. Eva Swyngedouw, University of Brussels (VUB/ULB)
 -Transitional Realities of Gentrification: Invoking Food Trucks in the Construction of the "Wynwood Vibe." Renata Bozzetto, Florida International University; Jack Vertovec, Florida International University; Vasfiye

Betul Toprak, Florida International University

TABLE 13: Land and Property

-Presider: Bernadette Ludwig, Wagner College
 -Social Housing in Mexico and in China: Political Economy of Urbanization and Local Context. Yu Chen, The University of Texas at Austin
 -Temporality, Strategy, and Competing Ideologies in the Implementation of Community Land Trusts. Allison Reed, University of Chicago
 -To Protect the Core Property: Public Housing Policy, Race, and Urban Redevelopment in Baltimore. Peter Rosenblatt, Loyola University Chicago
 -What Explains the Housing Vacancy in Today's China? Extra Property, Land Finance, and Work Unit. Zequn Tang, State University of New York-Albany

TABLE 14: Politics and the City

-Creative City Development as a Displacement Process: A Skills-based Analysis using Agent-Based Modeling. Megan Robinson, Vanderbilt University
 -Planning for Just Sustainability: Justice-Speak and Black Political Power. Alesia Montgomery, Stanford University
 -Political Fields and the Production of Political Places. Christian Rosen, Goethe University
 -Urban Politics and the Contradictions of Globalization: A Seattle Case Study. Jerome Hodos, Franklin & Marshall College

-Why Can't I Stand in Front of My House? Street-Identified Blacks' Negative Encounters with Police. Brooklynn K. Hitchens, Rutgers University, New Brunswick; Yasser A. Payne, University of Delaware; Darryl Chambers, University of Delaware

TABLE 15: Race and Urban Development -

Presider: Watooi Rabii, State University of New York, Buffalo
 -Immigration, Race, and Neighborhood Change on Buffalo's West Side. Robert M. Adelman, State University of New York-Buffalo; Aysegul Balta Ozgen, State University of New York-Buffalo; Watooi Rabii, State University of New York-Buffalo
 -Model Cities? Racial Segregation in Progressive Cities. Stephen Appold, University of North Carolina
 -Saving Black Portland: Organizational Roles in Preserving a Disintegrating Community. Angela Addae, University of Arizona
 -Straight Gods, White Devils: Exploring Paths to NonReligion in the Lives of Black LGBTQ People. Simone Alexandra Kolysh, The CUNY Graduate Center
 -The Social Production of Racialized Space. Steven Tuttle, Loyola University Chicago

TABLE 16: Race/ Ethnicity and Segregation

-Presider: Felipe Antonio Dias, University of California at Berkeley

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-Changing Racial Segregation in the New South Africa. Michael J. White, Brown University; Richard Ballard, Gauteng City-Region Observatory; Christian Hamann, Gauteng City-Region Observatory; Anna Nicole Kreisberg, Brown University

-The Ties that Bind Us: A Process-Based Approach to Understanding Attachment to Place. Lindsey D. Cameron, University of Michigan

-U.S. Immigration, Residential Queuing, and Neighborhood Mobility among Native-Born Families, 1968-2011. Jeremy Pais, University of Connecticut

TABLE 17: Segregation

-Presider: Melody L. Boyd, SUNY-Brockport

-A Blurry Telescope? Moving Out as a Method to Assess Ethnic Preferences. Lincoln G. Quillian, Northwestern University; Antonio Nanni, Northwestern University

-Preferences for Integration vs Behavior: Can Preferences Really Explain Segregation? Richard Greg Moya, Winston Salem State University

-Standard versus Observed Residential Segregation, 1980 and 2010. Wenquan (Charles) Zhang; John R. Logan, Brown University

-The Role of Barriers in Shaping Segregation Profiles: The Importance of Visualizing Local Effects. Rory Kramer, Villanova University

-Urban Transformations and the Changing Structure of Segregation in the 21st Century. Jackelyn

Hwang, Princeton University; Elizabeth Roberto, Princeton University; Jacob S. Rugh, Brigham Young University

TABLE 18: Social Capital and Urbanism

-Presider: Mark Hutter, Rowan University

-Fitting in: Churches, Community Context, and Social Capital. Christopher Michael Graziul, Brown University

-Participation and Community: A Study of Four Chicago Neighborhoods Revisited. Pat Donahue, George Mason University

-The Role of Trust in Examining Relationships in Neighborhoods in Transition. Christina R. Jackson, Stockton University

-Trust in the City: The Social Determinants of Trust in Chicago Neighborhoods. Michael Evangelist, University of Michigan

TABLE 19: Sustainability and the City

-The City and the Conflict over Bike Lanes: Logos, Ethos and Pathos. Saeed Hydaralli, Roger Williams University

-The Successive Nature of City Parks: Making and Remaking Unequal Access over Time. James R. Elliott, Rice University; Elizabeth Korver-Glenn, University of New Mexico; Daniel Bolger, Rice University

-Urban Agriculture in New Orleans. Yuki Kato, Georgetown University

-Are There Any Left? Production of Istanbul's Green Spaces. Basak Durgun, George Mason University

-“Lifers” and “Bike Peo-

ple.” How Competing Neighborhood Narrative Frames Reproduce Neighborhood Inequality. Sarah S. Hosman, Boston University

TABLE 20: The Networked City

-City, Class, and the Location of Ties: A Spatial Analysis of Social Networks in Tehran. Jaleh Jalili, Brandeis University

-Contextualizing Collective Efficacy: Examining Sources of Neighborhood Attachment. Joy Kadowaki, Purdue University

-Global Cities and World Urban Networks and Hierarchies: Three Decades of Research. David A. Smith, University of California-Irvine; Michael Timberlake, University of Utah

-Global and Regional Hierarchy in City and World-Systems. Hiroko Inoue, University of California, Riverside

-Networked Vouchers. Monica C. Bell, Harvard University

TABLE 21: The Role of Neighborhoods

-Presider: Tamara G.J. Leech, IU Fairbanks School of Public Health

-Higher-Order Spatial Structures and the Reproduction of Neighborhood Inequality: Exploring The Metropolitan Area's Role. Jared Nathan Schachner, Harvard University

-Measuring Neighborhood Collective Efficacy with “Big Data” from 311 Systems. Tina Law, Yale University

-Neighborhood Differences in Temporal Pat-

terns. Linsey Nicole Edwards, Princeton University

-Neighborhood Mechanisms and the Intergenerational Transmission of Status. Jared Nathan Schachner, Harvard University

TABLE 22: Urban Planning

-Presider: Ferzana Hameed, University of Baltimore

-Anticipating the Global City: Elite Planning in the 1960s Redevelopment of Lower Manhattan. Michelle Esther O'Brien, New York University

-Business Impact on Communities' Economic Development and Austerity Policies: An Extension of the GrowthMachine Framework. Lazarus Adua, University of Northern Iowa; Linda Lobao, Ohio State University

-Invisible Industries: The Politics and Struggles of Port Development Coalitions in Southern California. Emily Helen Yen, UCLA

-Seeing for a City: How Civic Organizations Interpret Social Problems for City Administrations. Bryant Crubaugh, Pepperdine University

-Urban (Under)development and Class Politics at Semiperipheries: The Case of Łódź, Poland. Magdalena Rek-Wozniak, University of Lodz

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