

History of ATU 757

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Negotiations for a new contract with Buck Medical Services opened in January. Sale of the ambulance company to American Medical Response was expected to be finalized in the near future.

A factfinder's recommendation concerning the contract dispute between the Local and Rogue Valley Transportation District was rejected by the Union on the basis that it failed to address the discriminatory treatment in respect to wage increases given to non-union employees over union workers.

In the Oregon Legislature several pieces of legislation were pursued by the Local Union, including a bill that would require the Lane Transit District and the TriMet boards of directors to be elected.

Union sign installers employed by Transit Ads Incorporated and who worked under contract with TriMet ratified a new one-year agreement that took the top hourly wage rate to \$14.54.

After ten months of negotiations, impasse, mediation and factfinding, a new three-year agreement was reached at Rogue Valley Transportation District. The total increase over the three-year deal covering bonuses and across-the-board increases reached 15 percent. A new pension and 100-percent employer-paid insurance premiums were also agreed upon.

The National Labor Relations Board (NLRB) ruled that School Bus Services, Inc. (SBS), later known as Larson Transportation Services, Inc., violated the law by its refusal to bargain collectively with the Local Union. The decision came two years after the complaint had been filed. School Bus Services appealed the NLRB ruling.

Custodians and casual bus operators voted to join the bargaining unit at Valley Transit Association in Walla Walla, Washington. They joined bus operators and mechanics who had been represented by the Local since 19__.

The Local exercised its option to purchase a headquarters building located at 1801 NE Couch Street in Portland.

A setback occurred for emergency medical technicians represented by the Local Union when Multnomah County Commissioners passed Ordinance 772 that adopted a two-tier EMS system in the county, making fire service personnel first responders. The Local Union vowed to fight the action and launched a referendum drive to repeal the ordinance. The Union needed to collect 9,620 signatures in 30 days or less to put the issue before voters.

The NLRB upheld an administrative law judge's decision that found that SBS was in violation of the law for engaging in unfair labor practices. The NLRB ordered SBS to recognize and bargain with the Union. SBS refused to abide by the ruling, and the NLRB sought enforcement action through the Ninth Circuit Court of Appeals.

An arbitrator ordered TriMet to stop using subcontractors to operate shuttles and mini-buses on several routes because the work violated its contract with the ATU. The back pay award totaled more than \$100,000.

Employees of AA Ambulance voted for representation by ATU 757 by a vote of 15 to 7. There were 34 employees in the bargaining unit.

The Union qualified Ordinance 772, the two-tier ambulance system approved by Multnomah County commissioners for the March 1994 ballot by obtaining more than 11,000 signatures of registered voters in 28 days. The Multnomah County Elections Division certified the measure for the ballot.

A new two-year contract was reached between the ATU and Valley Transit Association that included 22 members in the bargaining unit, which now included part-time coach operators, utility custodians, maintenance clerks and equipment service workers.

The ATU 757 Retired Member Chapter Christmas dinner drew more than 155 retired members, spouses and guests. The banquet was held at the Milwaukie Elks Club.

Santa Claus made his first annual visit to the Union office on December 11th. More than 300 children had a chance to meet and get their pictures taken with Santa.

Rogue Valley Transportation bus operator Dave Collins was reinstated by an arbitrator. Collins was fired more than 15 months earlier and received a back pay award totaling more than \$25,000.

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Members at Lane Transit District voted to reject the employer's contract offer by a vote of 141 to 9. Attempts to resolve the dispute through mediation failed, and the Union initiated factfinding, which was the next step required under state law.

Measure 26-2 (Ordinance 772) was slated for the March 22, 1994 election, which would provide voters in Multnomah County the opportunity to approve or reject the two-tier ambulance system approved by the Multnomah County Commissioners in July 1993.

Negotiations between the Local Union and the Salem Area Mass Transit District reached impasse, and mediation was requested.

The Union endorsed John Kitzhaber in his race for governor of Oregon.

Buck Medical Services purchased Medic Ambulance in Longview, Washington serving Cowlitz County, and 30 employees in that service became members of the Buck ATU 757 bargaining unit.

The contract dispute at Lane Transit District moved to factfinding, and a hearing before Arbitrator William Lang was scheduled for March 30-31.

On the national level the ATU fought an attempt by Republicans to rescind Section 13(c) of the Federal Transit Act. The International embarked on an extensive letter-writing campaign to Congress, urging members to vote against rescinding the labor protections for transit employees.

Salem Area Mass Transit District negotiations reached impasse under mediation and moved to factfinding., the next step required under Oregon law. Arbitrator William

Dorsey was selected to preside over the factfinding.

A victory for the ATU: Voters in Multnomah County rejected Measure 26-2, also known as Ordinance 772, which was approved by the Multnomah County Commission in 1993 to create a two-tier EMS system. The measure was defeated by a vote of 53 percent (67,645) no to 47 percent (60,180) yes. The Portland Firefighters Association PAC spent more than \$350,000 to pass the measure. The ATU spent less than \$50,000 to defeat the measure and save members' jobs.

Newly elected Retired Member Chapter officers were sworn in by ATU International First Vice President Mel Schoppert. Hugh Roberts was sworn in as president, Howard Wilson as vice president and Ed Becker as secretary-treasurer. Jim Smith, Lee Brown and Ray Twilleager were elected executive board officers. Their terms ran from July 1994 through June 1997.

A new two-year contract was ratified between the Local Union and Portland Public Schools covering school bus operators. The top operator rate rose to \$10.87 an hour under the new agreement.

By a vote of 129 to 1 members employed by Lane Transit District voted to accept the factfinding recommendation made by Arbitrator William Lane. Lane Transit District rejected the recommendation.

For the term July 1994 through June 1997 Ron Heintzman was re-elected as president, Rufus Fuller as vice president and Wally Feist as financial secretary-treasurer/recording secretary. All three full-time officers were elected on a white ballot (no challenges).

Members of AA Ambulance, by an overwhelming majority, voted to accept a new, first-time contract between their employer and the Union. The contract covered some 50 members.

The Local Union filed initiative petitions in both the Salem Area Mass Transit District and in Lane Transit District that would limit the salaries of the general managers and provide that the general managers receive no greater percentage wage and benefit increases than that provided to the lowest-paid bona fide full-time employees of the districts.

The annual Retired Member Chapter picnic held on July 6th was a great success. The picnic was held at Oaks Park and drew more than 130 retirees and their guests.

Approximately 210 drivers, mechanics, customer service and other employees of the Lane Transit District voted 161 to 8 to strike if a new agreement was not reached soon. Meanwhile, the Union filed an unfair labor practice complaint against the District.

More than 3,000 members and guests attended the ATU annual picnic at Blue Lake Park on July 31st.

An unfair labor practice complaint was filed against the Salem Area Mass Transit District. The Union alleged that the District violated its duty to bargain in good faith when it introduced new proposals at factfinding that had not been bargained by the

parties and that the totality of the District's conduct made a mockery of the factfinding process, prejudicing the Union's ability to present its case to the factfinder.

Lane Transit District bargaining unit members voted 135 to 27 to ratify a new four-year contract, thus ending bitter 16-month negotiations that were on the brink of resulting in a first-ever transit strike at Lane Transit District.

Paramedics and emergency medical technicians employed by Care Ambulance in Portland voted to accept a new two-year contract than ran from October 1, 1994 through September 30, 1996.

On October 21, members at Salem Area Mass Transit District voted unanimously to accept the factfinder's recommendation for settlement of the contract dispute in its entirety. The District rejected the recommendation, and a 30-day cooling off period began as required by law.

The Local Union office headquarters building located at 1801 NE Couch Street in Portland was named Schoppert Hall at a dedication ceremony held on October 23rd. More than 100 persons attended the building dedication ceremony, during which time Mel was praised for his more than three decades of service to the ATU.

A new four-year agreement was reached between the Local and TriMet. The new agreement guaranteed a minimum 12.5-percent increase with a potential 18.5-percent increase over the term of the new agreement depending on the Portland CPI-W index. The contract also reduced the age to qualify for full retirement from 62 to 58 over a 10-year period. TriMet also agreed to continue paying 100 percent of health and welfare premiums and other contract gains.

After more than a year of intense negotiations, mediation and factfinding, a tentative three-year contract was reached between Salem Area Mass Transit District and the Local Union.

The annual ATU 757 Retired Member Chapter Christmas party was held at the Milwaukie Elks Club on December 9th. More than 150 retired members and their guests attended.