

## History of ATU 757:

### 1994 ...

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 required under state law.

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

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 (PALS) spent more than \$350,000 in an attempt to pass the measure. The ATU spent less than \$50,000 to defeat the measure and save nearly 200 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 reelected 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 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 those provided to the lowest-paid bona fide full-time employees of the districts.

The annual Retired Member Chapter picnic held on July 6<sup>th</sup> 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 757 annual picnic at Blue Lake Park on July 31<sup>st</sup>.

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 bus operators, mechanics and customer service representatives 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 that 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 23<sup>rd</sup>. 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 10 years. TriMet also agreed to continue paying 100 percent of health and welfare premiums and changed seniority at light rail transportation by creating a protected group.

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. It was ratified by an 89-percent approval rate of the membership.

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