President’s Roundup
By Shirley Block

TriMet is on the union’s bad again. They are training G4S private security workers to flag trains. This is our work, full stop! Who in their right mind would want to continue to scrutinize their current workforce? Believe me, we’ll be working to get them to do the right thing, one way or the other. This situation is just like contracting out the Powell Shuttle: that is work that they’ve been planning for years. They knew the Powell Shuttle was moving forward. Why weren’t they hiring the needed operators for this project? When we met with them we offered how to get the needed operators, it’s like it fell on deaf ears. Management just didn’t care.

We’re going to fight to keep our work. And we’re going to fight them when they try and contract out weekend service on the Line 81. This whole contracting-out thing has got to stop.

Safety is still a huge problem. With the heat came more assaults. We need more eyes and ears in a larger group back patrolling TriMet buses and trains. Being out on the system from first pullout to last pull-in. And we need more in-house Fare Inspectors who are working at every hour that there’s service. It bugs the hell out of me the the powers-that-be at TriMet can find money to expand and develop the service, but not maintain the needed workforce. Rail operators, if something happens on your train and you don’t feel safe, be sure to tell the Controller. Bus operators, call Dispatch. Don’t put yourself in harm’s way. This statement goes to ALL: wait for the police to arrive.

We are working on Janus language for an MOU at Valley Transit in Walla Walla, and that’s soon to be signed. Salem MV contract is open, and we are set to go back to the table Monday September 10th. We will follow up on Wednesday September 12th with MV Canby for their Labor/Management Meeting to try and hammer out their grievances and some in-house manager items. Got a good report from some of the Salem Cherriots operators. They seem to be happy with the Labor/Management Meetings between Salem and ATU. I’ve heard nothing but good things about them. We are in mediation in Bend. Randy Grove at that company lives so high on the hog that he doesn’t understand what a living wage is. They cry broke, but they manage to give themselves a huge raise after the signing of the contract. Good luck with that, Grove — we know your company’s CEO makes over $300,000 a year.

Finally, I want to welcome our latest members in Astoria at Sunset Empire Transportation District. Good job to them.

Fighting Assaults on Transit Workers

By Jared Franz
Public Policy Coordinator

Assaults on transit workers is an issue that ATU 757 and our International take very seriously. These violent attacks are a longstanding danger in the transit industry that has only grown worse in recent years. Despite the setbacks we have faced in addressing this problem, Local 757 staff and leadership are committed to finding solutions that will result in positive change. Here are some of the many things that we are currently doing to make transit workers safer:

As ATU 757’s Public Policy Coordinator, I have been talking with Aaron Dees, TriMet’s top lobbyist, about reintroducing the Transit Worker Assault bill that we wrote two years ago. This bill would have expanded current law to make all assaults on transit workers (not just drivers who are behind the wheel operating a vehicle) a felony offense with substantial consequences. Senator Michael Dembrow, Representative Chris Gorsek, and TriMet worked closely with ATU 757 staff and leadership to pass this bill in the 2017 session, and we successfully got it passed by the House Judiciary Committee. However, it got stuck in the Ways & Means Committee because expanding felony charges has a big financial impact on the state (it costs a ton to prosecute and jail people), and at least one member of the House Transportation Committee with a personal vendetta against ATU (because we wouldn’t support the Transportation Package without substantial changes). All that ultimately stalled our bill. In some ways we were just the victims of terrible timing and petty personalities.

That said, some legislators also expressed concerns about transit worker safety legislation needing to be more than just a lock ‘em-up strategy. But this complicated issue hasn’t been forgotten in the Capitol. Representatives Chris Gorsek and Jennifer Williamson have both reached back out to ATU and TriMet respectively to get something done about operator assaults in the 2019 session.

To make this legislation more comprehensive, I am currently working with ATU leaders on new legislation that creates more formal prevention, mitigation, and reporting requirements for transit worker assaults. This is based on a law about assaults on health care workers (House Bill 2022), which was passed during the 2007 legislative session. And perhaps most importantly, we have new members of the ATU 757 Executive Board who are working closely with staff and leadership moving forward to make sure we create the best legislation possible. As a result, we are confident that this time we will get a better result in Salem.

In addition to formal legislative advocacy, we
Greetings fellow First Transit workers.

As of this publication we are just under three weeks away from our next likely formal mediation session with the company on September 25th, 26th and 27th. Following this session, please look for postings for a scheduled vote date on whatever contract offer is proposed to us. In all likelihood, you will be voting to accept the company’s offer or to authorize a strike. We are approaching the home stretch and one way or another, this contract dispute will be resolved.

With this in mind, now is the time to make final preparations for a potential work stoppage. If you need to work extra to sock away some extra money, volunteer as much as you need to do. In August, your union leadership began distributing red ATU757 bracelets. If you haven’t received one, please see me. Please wear these every day you are at work. We need to show our solidarity against the company. United we bargain, divided we beg for better pay and working conditions. The bracelets are not a violation of company dress code.

According to First Group’s Annual Report and Accounts, last year, First Transit para-transit services netted more than $25.5 million, which is enough to know if they wish to continue to keep the managers away is a simple call for help. FMLA and Reed Group sucks. They are complex and confusing, I happen to know a lot about how to navigate this issue. Merlo operators, please contact me for assistance before you get angry letters from the manager.

Take your breaks.

Never be pushed to operate tired, angry, or scared.

Keep proving what safe really means to this Tri-county area!

Hello, members, let me introduce myself. My name is Darin Hagay. I am honored to have been elected as your Executive Board Member for the Center Garage. I have been with TriMet for the last 4 years. I primarily work the extra hours each week. I am eager to serve you all and meet your union needs. If you have concerns or questions in regards to your rights and/or protection as it applies to your contractual rights, please feel free to email or phone me.

I am happy to step in to support you and determine next steps in regards to contractual issues. My phone number is 971-288-6925, email is dhagay70@gmail.com. If I am not available, you can contact the extra board liaison Rob Woodward at 503-780-5112. Or you can contact one of the shop stewards, Kyle Newell at 510-846-1000, Elizabeth Buckwalter at 503-998-1043, and Eric Fitzpatrick at 971-506-9670.

If you are interested in becoming a shop steward, send me an email.

Hello, brothers and sisters. I hope you had a chance to stop by the ATU booth at the Labor Day Picnic at Oaks Park. I was back as the person doing it along with Terry Howard. We had Voodoo Donuts, some free ATU757 swag, a raffle, and a 50/50 raffle to raise some money for local organizations to help those in need.

August has been a busy month with SOP violation hunts, and the bottom line is that when a SIP comes in, they pull video to find a violation of SOP and then issue discipline off of their findings. When filling out an incident reports, if you have any questions make sure you see a garage trainer or a union rep to help you. So that the Review Board can read and understand it. We want to make sure they judge it properly.

Construction has started at Powell and Maintenance is now only allowed to park at the church with a mirror permit. Otherwise, you will be towed. TriMet is leasing what parking space they have left from the church at the time I’m writing this.

The driver shuttle from Mall 205 Park and Ride to Powell Garage is a thorny issue. TriMet is ignoring the Union’s demand to bargain over the shuttle, and the company is hiring an outside source to provide the service, which gets us to work and back to our cars. They don’t want to pay us extra for showing up early—they say we should take transit to work.

If you need to get in touch with me for any reason, there are many ways: Trimet6213@gmail.com, 503-890-4870 (call or text), or find me on Facebook. I’m here to help!

Finally, I would like to report the latest activity in regards to the extended bid process that has been trialed over the last year or so. The extended bid hasn’t quite met expectations and we are jointly looking to create something that will work better. I am looking for volunteers from the Operator ranks to work on a solution, please contact any Union officer if you are interested in this. Hopefully we can develop a solution that maintains aspects that we like, while minimizing negative aspects of the bid (relief-to-bid with no pay for example).

Springfield Station’s break room remodel was discussed, including getting keycard access to the door, instead of a key. This may take a while cost-wise, so please be patient. Vending machines for Springfield are also being evaluated. It looks like Greyhound will move to Springfield in September, so please report any security issues that you see. If we don’t have a paper trail to work off of, it will be difficult to advocate for additional security.

The recent surge in retirements is
...Officer Reports

From Page 2

pushing our ability to cover the needs of the community, the District has responding by scheduling a class of Operators to start in October. This response time is an improvement for the force-cancel fiasco we encountered just a couple years back, so relief is on the way. The bus fleet has seen better days and Maintenance is working hard to maintain service, but it seems new bus procurements are not happening fast enough to get us out of the hole, so Maintenance is undertaking powertrain rebuilds on the 6100’s, 7100’s, 9100’s and 1000’s. This work will hopefully make these fleets reliable again. Please remember we are all on the same team, look out for your fellow members and don’t hesitate to get in contact with me for any issues.

First Student Portland
As reported by ANNA TOMPTE

Union brothers and sisters, I hope everyone has had a great summer. It’s been a real hot one this year. We are now starting a new school year with another new Manager and I hope all goes well. We have had some meetings with management, some good and some not so good, but hopefully it will all work out. We still have not received any money for the Driver Relief Fund but we hope to receive it soon.

On a personal note, I would like to apologize to everyone and anyone that has in any way felt that I have in any way been rude or gotten in your face and yelled at you. I am sorry and I will try to be more relaxed.

Portland Public Schools
As reported by JIMMY APPELHANZ

Well, it’s been a long hard fought 13 months of negotiating but we finally got to vote on a contract. 71 yes to 9 no to accept the District’s last proposal. As I write this, we are now patiently waiting for the school board to ratify it at their August 28th board meeting. Please check atu757.org to see how that vote went.

I want to thank everyone for staying engaged through such a long and drawn-out process. The only reason it took as long as it did was that the District was hoping we would eventually get tired and back down. Thank you everyone who wore their yellow shirts on Fridays. Thanks to everyone who showed up to school board meetings. Thanks to everyone who talked to each other about our shared issues. Mostly, thanks to everyone who stepped up, putting our differences aside to stand together and say that we are worth more than this!

Mulligan’s Stew
As reported by TIM MULLIGAN

Salud! Tis a bit warm these days, but I get more HEATED about the JANUS court ruling. This court decision allows union members to opt out of paying union dues. Nothing is free except advice. I have been a DUES-paying UNION member for 36 years plus another 4 plus as a retiree. Dues are what helps keep the union operating plus leadership from our officers. When I first began in 1982 it was brought to my attention that 8 members refused to pay dues for various reasons. Yet they were FULLY backed by the UNION. I wonder how many more opted out of DUES? A small bit of dough for a whole lot of representation! DUE the right thing! Just saying......Be one in UNION SOLIDARIY STRENTH! B.S. walks! Money talks!

Just an aside to give a shout out for my retiree bus pass. Got a stellar lift by Kris Alexander on the 15 a few weeks ago. “Twas a fine chat, of course only when he was safely stopped. TriMet needs more operators like Kris. Smooth and good customer skills. Drives one MEAN aka fantastic bus!

Just as an ending remark and remedy for TriMet’s difficulties in finding operators: offer better retirement pensions and benefits! I totally enjoyed my career at TriMet. I use to do job fairs and felt good encouraging folks to hook up with TriMet. Not anymore. Now all the hoopla applicants jump through just to get burdened with on-time performance pressure, etc., when they commence driving. Chill out management! You try driving bus in this traffic and stressed out passengers and road rage drivers. Hope your Labor Day was splendid. Brought to you by Unions! To life!

MOVING RECENTLY?
If you’ve changed your home address, please make sure you keep that information up to date with the union office. Call 503-232-9144 to update your information.

... Fighting Assaults

From Page 1

have also been talking to TriMet about installing video monitors on buses/trains so that passengers can actually see that they are being recorded (rather than just put up a sign that nobody reads). There is good evidence that this has at least some effect at stopping assaults, and it was a very popular suggestion from ATU members when we conducted our last legislative priorities survey at the beginning of this year. TriMet has expressed interest in this, and we’ve talked about the need to combine all these efforts (plus the already approved installation of bus barriers) into a huge public education campaign jointly supported by ATU 757, TriMet, and other transit agencies in the state.

We are also doing everything we can to better engage local district attorneys and the police on these matters. It’s been hard to get some policymakers to take us seriously, which is why ATU 757 will be substantially increasing our efforts to get stories of transit worker assaults in the media. We are hopeful that increased press attention will finally get the personal attention of local leaders who are failing transit workers on these issues.

And finally, we are working closely with our community partners at OPAL Environmental Justice Oregon to reintroduce the Rider Advocate program that used to exist at TriMet. That was a hugely successful and award-winning program that was ended for dubious reasons and lots of people want to see it return. OPAL has already recruited a number of volunteers that they are training and preparing to reboot the program, and it is being officially considered by the Safety & Security subcommittee of TriMet’s influential Transportation Equity Advisory Committee (TEAC).

If you would like to be more closely involved in finding real solutions to this serious problem, please reach out to a union officer or staff. The more members we have doing the hard work required to solve this problem, the sooner we will begin to see real change.

ATU 757 SEPTEMBER MEETINGS

| CHARTER       | Charter members meet at 6 p.m. Monday, September 17, at the Salvation Army, Rose Center for Seniors, 211 NE 18th Ave, Portland. The Charter day meeting is 10 a.m. Tuesday, September 18, at Schoppert Hall, 1801 NE Couch St., Portland. |
| COIC/Bend     | Central Oregon members meet 6:30 p.m. Saturday, September 22, at Black Bear Diner, 1465 NE 3rd St., Bend. |
| TILLAMOOK/TCTD | Tillamook members meet 1 p.m. Sunday, September 23, at Ren dezvous Bar and Grill, 212 Pacific Ave, Tillamook. |
| VALLEY TRANSIT | Walla Walla members meet 7 p.m. Tuesday, September 18, at WSDOT Maintenance Building, 1210 G Street, Walla Walla. NOTE NEW DATE AND TIME. |
| C-TRAN/C-VAN  | Vancouver-area members meet 6 p.m. Sunday, September 23, at the SW Washington Labor Center, 2212 NE Andresen, Vancouver. |
| RETIRED MEMBER CHAPTER | Retired members meet at 9:30 a.m. Wednesday, October 3, at Woodlawn-Union Manor, 4604 SE 23rd Ave, Portland |

PLEASE NOTE: All ATU members are invited to attend any of the above-listed meetings.

MoviNG RECENTLY?
If you’ve changed your home address, please make sure you keep that information up to date with the union office. Call 503-232-9144 to update your information.
Bus drivers and mechanics at Sunset Empire Transportation District in Astoria join ATU 757

Please join us in welcoming the newest members of ATU Local 757: bus drivers and mechanics for the Sunset Empire Transportation District (SETD) in Astoria, who recently were certified as union members by the Oregon Employment Relations Board.

The 20 drivers and mechanics at SETD were facing a familiar situation: low wages, poor working conditions, and out-of-touch company management. Professional drivers with Commercial Drivers Licenses make between $14-$16 an hour for the most part, while the company’s Executive Director Jeff Hazen makes $90,000+ per year and $800 a month in retirement benefits. Almost every driver qualifies for food stamps, several live in tents because they can’t afford the cost of housing, and some walk long distances to work because they can’t afford a car.

Operators had to drive buses with burned-out headlamps, and mechanics were forced to work with a broken eyewash station until OSHA stepped in. Drivers regularly work up to 6 hours without a single break or chance to stretch their legs. And drivers get their schedules a week in advance without the chance to bid on their routes. You might go from night shift one week to day shift the next, without the same days off, which takes its toll on your entire family.

One thing was clear: these drivers and mechanics needed a union, and they needed it badly. Besides, Astoria has always been known as Union Town!

So, in May, SETD driver Jessie Martin reached out to ATU after yet another frustrating attempt to get management to take safety seriously. He became our lead organizer in partnership with staff organizer Jared Franz, and quickly assembled a team of workers dedicated to improving their workplace. As Jessie says, “if anyone has ever needed a union, it’s us.”

How did management respond? Well, they told workers that “hell will freeze over before there’s a union” at Sunset Empire. The devil must be wearing a sweater today.

Now we’re moving on to the next, most important step: sitting down with SETD to negotiate the first-ever union contract for our newest members. We’re going to fight for fair pay and safe working conditions for drivers and mechanics. We’re going to give these workers a meaningful say in how their workplace is run. And we know that all 5,000+ members of ATU 757 have these folks’ backs, because we are #UnionStrong!

Retirees’ Corner


Names in bold print above are our 50-year retirees – thank you for your service, sisters & brothers!

IN MEMORIAM: Alvin F. Roder, In S. Chang

The next meeting of the Retired Member Chapter will take place Wednesday, October 3rd, at Westmoreland Union Manor, 6404 SE 23rd Ave, Portland.