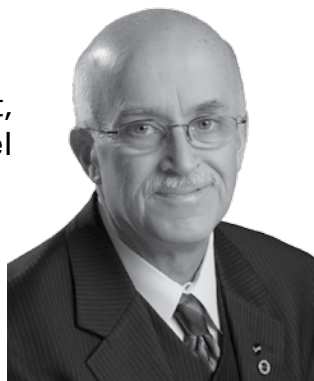


The President's Report

by President,
Paul J. Bachtel



Benefits Negotiation

The Memorandum of Agreement (MOA) governing benefits for Local 587 members employed at King County Metro (KCM) will expire December 31, 2012. Negotiations to renew the MOA will begin in September of this year through King County's 'Joint Labor Management Insurance Committee' (JLMIC). JLMIC is comprised of union representatives from the various unions representing King County employees. In the past, these 'negotiations' have been more like presentations wherein the County presented the JLMIC with the choice between apples (Option A) and bananas (Option B) without any real negotiations. This time will be different. This time we will be negotiating and the membership will be voting to accept or reject any agreement.

In preparation for the coming negotiations, I have appointed a benefits bargaining committee comprised of 2nd Vice President Don

Mac Adam (chairing), President Paul Bachtel, Recording Secretary Judy Young, and rank and file members Ron Anderson Sr., Paul Tefft, and Barbara Pastores. Thus far, the committee has sought membership input through surveys, interviewed and chosen a benefits consultant, and begun gathering benefits data from our list of historical comparable sized properties to be used in bargaining and/or interest arbitration.

This is the first time Local 587 has

sought out the services of a benefits consultant. In our research in preparation for the coming negotiation, we discovered many labor unions participating in coalition bargaining hire a benefits consultant to advise the union bargaining committee as to whether it might be better to seek benefits outside the coalition. If it is better for us to remain in the coalition, a benefits consultant would advise us on the relative merits of

continued on page 11

...we suffered the first year of WebMD and its sorry excuse for a website that even many who are computer literate couldn't navigate.



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The Month at a Glance

Business of the Membership

At the June 2011 cycle of meetings, the following business was conducted:

Motion that all out of town trips expenses be reported by the Financial Secretary to the Recording Secretary to post in the *News Review*.

Motion to extend the afternoon (Wednesday) meeting for another six months.

June Pot Draw Winners are Bill Wallace at the Charter meeting, Warren Yee at the morning meeting, Paul Hausman at the JTA meeting, Duane Jackson at the afternoon meeting and Danny Smith won the both the Pot draw and the rolling pot at the CTS meeting. The next CTS rolling pot will be \$25.00.

Executive Board Report

June 28, 2011

The following officers were present: President Bachtel, VP Sepolen, VP MacAdam, Financial Secretary Paul Neil, Recording Secretary Judy Young, Ray Campbell, Clint DeVoss, Bob Eash, Kermit Gipson, Ninus Hopkins, Andrew Jeromsky, Ray Mason, Chuck Miller, Lisa Nault, Hal Poor, Michael Shea, Patrick Stevens, Dan Thorne, Michael Moore, Eric Butler and Neal Safrin. Linda Anderson and Dee Wakenight were absent due to illness.

MOTION by: Kermit Gipson to authorize up to \$10,000 to archive historic records in P2 storage area at the Labor Archives of Washington State (LAWS) in the Library's special collections.

MOTION by: Ray Campbell to recommend to the membership to pursue Marcella Nelson's grievance to arbitration.

MOTION by: Ninus Hopkins to recommend to the membership to pursue Pat Jackson's grievance to arbitration.

MOTION by: Neal Safrin to recommend to the membership to pursue Roger Higbee's grievance to arbitration.

MOTION by: Paul Neil to adopt the COPE Committee recommendations for endorsements of the Primary Elections for 2011 as published in the *News Review*.

Membership Meetings:

Tentative Agenda

CHARTER MEETING
Thursday, July 7, 2011
8:00 p.m.
The Labor Temple, Hall #8
2800 1st Ave., Seattle, WA

JEFFERSON TRANSIT
Monday, July 11, 2011
7:00 p.m.
Port Townsend Rec Center
Port Townsend, WA

MORNING MEETING
Friday, July 8, 2011
10:30 a.m.
The Labor Temple, Hall #6
2800 1st Ave., Seattle, WA

CLALLAM TRANSIT
Tuesday, July 12, 2011
7:00 p.m.
Vern Burton Memorial Building
Port Angeles, WA

WEDNESDAY MEETING
Wednesday, July 13, 2011
3:30 p.m.
The Labor Temple, Hall #6
2800 1st Ave., Seattle, WA

Among Topics to be Discussed:
Grievance and Arbitration Update

Unfinished Business:
MOTION BY: Richard Taitamo to recommend that Dan Thorne step down as Executive Board Officer due to his lack of representation and handling of contract issues with Facilities Maintenance.
MOTION BY: Richard Taitamo directing the Officers to attempt to negotiate additional vacation days (Facilities Maintenance.)
MOTION BY: Bruce Tiebout to allocate up to \$20,000.00 as an initial budget to encourage passage of the \$20 vehicle license fee in King County to fund transit. Funds to come from part of the budget previously allocated to the potential Sound Transit ULP.

In Loving Memory...

The day, which we fear as our last, is but the birthday of eternity.

— Lucius Annaeus Seneca

Ron Briggs, KCM Transit Operator, passed away on June 15, 2011 from a heart attack; he suffered at the East Base. Brother Briggs joined Local 587 in August 1979. Brother Briggs was 61 years old.

Darlene Collyer, member of Local 587, retired in September 1984. She joined the Local in 1961. Sister Collyer passed away on June 19, 2011. Sister Collyer resided in Utah. She was 92 years old.

Lorraine Reagan, SPT Driver, joined Local 587 in June 1998. Sister Reagan passed away on May 25, 2011. Sister Reagan was 79 years old.

Ray Roberts, a retired KCM Transit Operator, retired in Octo-

ber 2007. Brother Roberts joined Local 587 in November 1966. He was 71 years old.

Neddy Sataraka, KCM Transit Operator, passed away on June 5, 2011. Brother Sataraka was an active member working at Central Base. He joined Local 587 in April 1999. Brother Sataraka was 45 years old.



James Stevenson, a retired KCM Transit Operator, retired in November 2008. Brother Stevenson joined Local 587 in June 1997. Brother Stevenson was 70 years old.

Please notify the union office of any member's passing so that this information may be shared with the rest of our union family.

ATU Local 587 News Review

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Affiliations: Washington State Labor Council, King County Labor Council, Northwest Joint Conference Board, ATU Legislative Council, Olympic Labor Council.

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- | | | | |
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| | | Rail Representative | ROBERT EASH |
| | | | CHUCK MILLER |

Web site: <http://www.atu587.com>

WEINGARTEN RIGHTS STATEMENT

I request to have a union representative present on my behalf during this meeting because I believe it may lead to disciplinary action taken against me. If I am denied my right to have a union representative present, I will refuse to answer accusational questions and any I believe may lead to discipline.

Letters to the editor

Letters/contributions must include printed names, signatures, work ID numbers, addresses and phone numbers that can be verified during working hours. Letters that cannot be validated will not be published. All articles/letters are subject to editing and should be limited to 1000 words or less. Not all letters can be published due to space limitations. Cut off is the 15th of each month. Any submission from a member of Local 587 to the *News Review* deemed unprintable by the Recording Secretary shall be forwarded to the Executive Board for final decision to publish.

Send letters to:
Judy Young
c/o ATU Local 587
News Review
2815 Second Avenue, Suite 230
Seattle, WA 98121

July Labor History Calendar

Compiled by Bill Clifford

July 1942 — The National War Labor Board (established in January 1942, shortly after the Japanese sneak attack on Pearl Harbor) adopts the "Little Steel formula" for resolving wage disputes during WWII. To maintain labor peace and keep production high, the NWLB established compulsory arbitration, limited wage increases to 15% of the January 1941 levels and required a "no-strike" pledge from unions. The NWLB did not cover all industries. Although municipal transit was exempt, there was pressure on both labor and management to follow NWLB guidelines.

1 July 1918 — International Federation of Professional and Technical Employees (including Metro Base Chiefs since the merger with King Co) forms.

1 July 1996 — Municipality of Metropolitan Seattle brown uniforms replaced by KC Metro blue as the county rebrands. Old brown uniforms soon clothed street people and hipsters.

2 July 1910 — birth date of Seattle composer Earl Robinson. Robinson is best known for "I Dreamed I Saw Joe Hill Last Night" (performed by singers from Paul Robeson to Joan Baez), "Black and White" (recorded by Three Dog Night) and "The House I Live In" (performed at the 1940 conventions of both the Republican Party and the Communist Party and also a hit for Frank Sinatra).

2 July 1917 — Race riots in East St Louis kill over 100 Blacks and displace 6000.

3 July 1835 — Child workers in Paterson, NJ, lead strike for 11-hour day and 6-day week.

4 July 1900 — An overloaded, poorly maintained trolley operated by an untrained driver plunges into a ravine in Tacoma, killing 43 people.

6 July 1892 — Steelworkers riot/massacre, Homestead, PA.

9 July 1957 — Washington State Labor Council forms.

12 July 1917 — Mine owners "deport" miners organized by

the Industrial Workers of the World (IWW) in Bisbee, AZ. Mining companies led by Phelps Dodge Co, had successfully crushed earlier organizing efforts in the copper country of southern Arizona. As copper prices tripled during WWI, working conditions remained unchanged. Mexican and southern European immigrants were held to lower wages and the worst jobs. The IWW and their close allies the International Union of Mine, Mill, and Smelter (formerly the Western Federation of Miners) successfully organized eighteen hundred miners during 1916 and presented a list of demands to the copper companies on 24 June 1917. Their demands were turned down. Within three days, half the miners in the Bisbee area were on strike. Without authorization from the state or the federal government, the mining companies deputized 2000 vigilantes, who descended on Bisbee at 5AM to round up the striking miners. The vigilantes loaded 1186 men who refused to denounce the strike into filthy cattle cars and railroaded into New Mexico where they were abandoned. The federal government decided it had no jurisdiction over this kidnapping and interstate transportation but determined that the copper companies were liable. The feds referred the case back to the state of Arizona, which took no action.

12 July 1917 — ATU Local 758 founded in Tacoma after Tacoma Rail and Power Company fired seven employees for union activity. Local 587 walked out shortly after for recognition and reinstatement of two Seattle trolley operators that had also been fired for union activity. The two locals worked closely together and enjoyed considerable legal and public support. Stone & Webster, which owned both trolley companies, requested a peace conference on August 1. All union demands were addressed in the agreement that followed on August 2.

13 July 1989 — 1199NW strikes Group Health.

14 July 1789 — French Revolution begins with the storming of the Bastille. Among the causes were

the bankruptcy of the government from the pursuit of unpopular imperial wars and heavy taxation of the common people to pay off that debt with no taxes on the wealthy nobility. Just saying . . .

14 July 1921 — Sacco & Vanzetti convicted of murder in Dedham, MA. These Italian immigrants were possibly framed for a robbery and murder in Braintree, MA, and their conviction became an international cause. Their association with Italian anarchist and revolutionary violence advocate Luigi Galleani motivated their prosecution. Followers of Galleani committed dozens of bombings between 1914 and 1933. These bombings inspired both the post WWI red scare and the classic image of the anarchist in a black cape with a smoking bomb in hand.

15 July 1917 — 50,000 lumberjacks strike for 8-hour day.

16 July 1929 — A streetcar in Milwaukee strikes Victor Berger, the first socialist elected to Congress. The accident fractured his skull, and he died of his injuries on August 7, 1929. Berger was elected several times between 1912 and 1928. Because of his pacifism, Congress had refused to seat Berger in 1918 but Milwaukee reelected him anyway in a special election. An ally of Eugene Debs, Berger's socialism was more practical than theoretical. Dubbed "sewer socialists" Milwaukee's left focused more on parks and paving than on revolution. In Congress Berger introduced bills supporting old age pensions, public housing and unemployment insurance

19 July 1848 — First Women's Rights convention, Seneca Falls, NY.

22 July 1876 — Workingmen's Party convenes in Philadelphia, PA. Originally influenced by the Knights of Labor, European Social Democratic parties, Karl Marx and

the 8-hour day movement, it evolved into the Socialist Labor Party and reached its height under Daniel DeLeon. The oldest socialist party in the US and second oldest in the world, it ceased to function in 2008.

28 July 1901 — Harry Bridges, future president of International Longshore and Warehouse Union, born in Australia.

28 July 1932 — Federal Troops violently disperse the Bonus Army. WWI veterans left unemployed by the Great Depression organized the Bonus Expeditionary Force. In 1924, WWI veterans had been promised a bonus on their army wages that was to mature in 1945. Hoping to get the bonus paid earlier, the Bonus Army came to Washington, DC, to urge the Senate to pass a bill already passed by the House. On president Hoover's order, Gen MacArthur cleared the Bonus Army's camp with fixed bayonets and six tanks. In 1936, Congress overrode President Roosevelt's veto of a similar bill and the bonus was paid.

29 July 1970 — United Farm Workers signs first grape contract with Delano, California growers. The UFW has been both hampered and aided by the exclusion of farm labor from most labor legislation. Farm owners cannot be compelled to negotiate but the union is legally able to pursue tactics such as boycotts that are illegal for other labor unions.

30 July 1975 — Teamsters President Jimmy Hoffa disappears. Hoffa's two-fisted leadership of the International Brotherhood of Teamsters, ties to organized crime and legal entanglements with the Kennedy and Nixon administrations continue to encourage speculation on the motives for his presumed murder.

Arbitration Update

- 1. Paul Kriskov:** Grieved suspension for alleged use of Personal Electronic Device while operating a Metro coach. Unfair Labor Practice filed with PERC over policy, PERC commissioner ruled in Metro's favor. Union has filed an appeal of PERC commissioner's ruling. Arbitration decision is pending.
- 2. Jimmie Dean:** Grieved suspension for alleged Gross Negligence in the performance of his job duties. Arbitration scheduled for August 1 & 2, 2011.
- 3. Ray Beltran:** Grieved forced upgrade. Arbitration approved at the April cycle of membership meetings. Schedule pending.

Atlantic Drivers, are your Preventable Accidents actually preventable?

By Latonya Plummer, Atlantic Base Chief Shop Steward

Enough is Enough! Accident percentages have hit the roof in part because Safety has decided that every accident that happens at Atlantic Base is a preventable.

Just recently, an alleged slip and fall occurred on a coach I was driving. I was charged with a preventable. After clearly stating the facts and requesting a copy of the video (camera coach) to be provided for a scheduled Re-Read meeting, the accident was overturned. The county may have paid for an alleged accident that never happened.

Since this Safety Officer judged the accident as preventable without actually reviewing the evidence, I recommend that the Union ask for all accidents to be Re-Reviewed at Atlantic Base. Some members are afraid to request a Re-read or make waves because this particular Safety Officer has his own way of doing business with no regard to the National Safety Council's definition of a Preventable Accidents. Something has to be done, the frustration is mounting; we are not being judged fairly and judged on assumption only.

\$20 Car Tab Fee

By Andrew Jeromsky, Executive Board Officer

“Faced with the potential loss of hundreds of thousands of hours of vital transit service, it is the intent of the legislature to provide King county with this temporary local option funding mechanism.” Our State Legislature recently passed the Congestion Reduction Charge, ESSB 5457. The House vote on April 21st was 50 yes, 47 no, and the next day the Senate

vote was 25 yes, 21 no. Governor Gregoire then signed the bill into law on May 16th.

As a result, the King County Council has the option of enacting this county-wide fee via a supermajority vote (at least 6 out of 9 council members must vote yes) or of sending the vote to the public via a simple majority vote of 5 yes to 4 no. There is a rumor that the Council

is considering voting as a block in July to send it to the public to vote on in November. In either event, it is imperative that our members contact the council and urge them to support this necessary fee. Please see COPE Chair Sara Franklin’s article on how to do that in this month’s *News Review*.

According to Councilman Bob Ferguson, Metro faces a 2-year

budget shortfall of \$120 million and there is only \$50 million in cash reserves. If this tab fee is enacted, it will generate another \$50 million, leaving a final funding gap of \$20 million. I’ve heard that Metro believes that it can weather that \$20 million gap without any lay-offs by relying on natural attrition such as retirements. *Without the fee, lay-offs may be unavoidable.*

Some have suggested that if this measure passes, the public will be led to believe that Metro won’t need any other funding solutions. I say that we need to do all we can to pass this measure to avoid layoffs, and *then* turn our attention to a more permanent solution. Everything else is speculation and a bird in the hand is worth two in the bush.

The biggest obstacle in the public’s mind, besides paying an extra \$20 for car tabs for 2 years, is the misconception that this tab fee will ultimately be made permanent by the legislature. It cannot. Only a second public vote could do that. The language of the bill clearly states: “The authority to impose a congestion reduction charge authorized in subsection (1)(a) of this section *expires with vehicle registrations that expire two years after the imposition of the charge or no later than June 30, 2014, whichever comes first.* A congestion reduction charge authorized under subsection (1)(a) of this section may only be imposed after June 30, 2014, *if approved by a majority of the voters within a county* that has assumed the rights, powers, functions, and obligations of a metropolitan municipal corporation under chapter 36.56 RCW and is operating a public transportation system.”

Spread the word and help get this fee enacted.

WEAR YOUR BUTTONS! Show your solidarity with each other. Every yellow button I see tells me I’m looking at a member who is *united* in saying to the powers that be: ENOUGH IS ENOUGH! We are putting the safety of the public and safety of our drivers first! Your personal health is at stake when you skip breaks. Get out of the drivers’ seat after EVERY TRIP! When you are 70, are you going to be glad that you practically killed yourself over an unworkable schedule, or do you want a body that still works long into a retirement that lasts? Relief drivers, if you start your relief run late, DON’T SKIP YOUR BREAKS! You didn’t make the schedules, the recession did. The blame rests with Wall Street bankers, not your fellow drivers. If customers complain, remind them that accidents are up 200% in some categories, and that we are putting everyone’s safety first, not transit audit recommendations that ignored Safety, Service and Schedule to save a buck.

In Solidarity,
Executive Board Officer
Andrew Jeromsky

MERAA & ATU Local 587

(METRO EMPLOYEES RECREATIONAL ACTIVITIES ASSOCIATION & AMALGAMATED TRANSIT UNION LOCAL 587)

2011 SUMMER COOKOUT

SUNDAY, AUGUST 28, 2011

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Assumptions We Make

By Bruce Tiebout

When I was taking classes at the UW in the fields of Economics, Geography, and Business, unlike my statistics classes, assumptions were always being made: consumers have unlimited wants, consumers have full knowledge of the various product choices, consumers have freedom of choice, movement is easy, people will act in their best interests, etc. I realized back then that there was one assumption which was always being made, but never spoken about – the assumption of continuity. For example, we assume we can always go to the grocery store to get food. Thus, most of us don't have a year's supply of food in storage. We assume a devastating earthquake can't happen here anytime soon. While people can prepare for the eventuality of an earthquake (3days3ways.org), prevention is impossible. However, economic assumptions which can affect our futures often can be disastrous if those economic assumptions are incorrect.

Not that many years ago, management assumed that since sales tax revenues had been rising steadily, revenues would continue to rise and planned expansion accordingly. Whoops, didn't see that recession coming. Members of Local 587 continue to assume the continuity of their paychecks even while massive transit layoffs are happening nationally and locally in Snohomish, Pierce, and Kitsap counties. Some members voted against the last contract with King County/Metro because it didn't include what we've had for a while – guaranteed raises. When you're facing a recession with falling revenues, assuming an

increase in management spending for your pay is ludicrous.

Now, we have members who are upset with some of the provisions in the latest contract which save King County/Metro some money. Allowing two changes to the Operator work assignment process and cost saving MOAs in Vehicle Maintenance saved King County/Metro from having to make service cuts which would have ended careers of many Local 587 members. While a few decry the apparent loss of some overtime, there still is the provision to guarantee overtime for FTOs at 10.5% of full-time work. The complainers make the false assumption that if the rules were changed back, all the work going to the ATL would go to them. Metro wanted the change so that work would go to people at a lower wage rate. If the rules weren't changed, they would hire new people at the bottom of the wage scale to do the work, or simply cut service. The shift in some pay to those making less per hour saved jobs for our members.

Some of the overtime the Extra Board Operators used to get came as a result of the attrition of other FTOs. However, that rate has dropped to around 1%. People aren't leaving for other jobs or retirement at the rate people assumed FTOs would

continue to leave. It's hard to retire when you're still paying a mortgage on a house which is worth less than the mortgage.

President Paul Bachtel and Transit General Manager Kevin Desmond have repeatedly stated that if more funding isn't approved by the voters this November, the next two to four years could see Metro service cuts of up to 600,000 hours (~20% of service). The total number of hours available at pick for PTOs is less than 20% of the total hours for all FTO and PTO assignments at pick. A 20% cut in service could mean half the PTOs being laid off and 250 FTOs having their eight-hour guarantee cut to five hours.

Many of those with the seniority to feel safe that they won't be laid off or have their guarantee reduced are making the false assumption that they won't be effected. What chance do you think the extra board has for getting overtime when there are 250 FTOs who could be up to three hours of work beyond their guarantee every day at straight time? If half of the PTOs are laid off, the pick room will have drastically different work available. The number of vacation slots would be cut by half. If you thought it was hard to get a summer vacation or hoped to pick vacation

at Christmas, dream on. If buses are being driven less, the amount of maintenance required will drop as will the need for members to work on those buses.

This is not the time to say, "The Union should do something." Union leaders and management are not sitting idle. However, this is a time for collective individual actions. Have you written or spoken to County Council members urging them/him/her to vote for transit funding to reduce congestion and help our local economy? If it comes down to a public vote, are you willing to commit to saving your career by spending a few hours a week campaigning?

Some people assume the easy solution to funding/spending problems can be solved by voting to increase taxes on wealthy individuals and corporations. That assumes the continuity of the location of those people/companies, i.e., that they will not move away and "vote with their feet". [Google that!] We have to be aware of our basic assumptions.

In this fight for our careers, we must be willing to give up the basic assumption that "I" don't have to do anything, the Union/the politicians/the public will save "my" job. While the Union has full-time Officers, the COPE Committee, and the PR Committee, who are working hard on behalf of all of our members, it will take the determined effort of the rank and file members to persuade the politicians and the public that the funding transit is a good thing even for people who don't ride our buses, trains, or streetcars. In this effort, don't assume continuity. The job you save could be your own.

You Can't Fix STUPID!

By Clint DeVoss, VM Executive Board Officer

Over the last year or so the Vehicle Maintenance management players have changed and there have been some good changes made to the way that they do business. There have also been changes made that are less than good and from all outside appearances not very well thought through. To one degree or another, this is the result of failing to understand the rules and political landscape in VM. In other words the same mistakes, blunders, or gaffes are being made over and over again.

The biggest problem preventing management from understanding what the rules are in any given situation is the failure of the manager or managers involved to *competently* do even the smallest amount of research into what they can or cannot do within the rules that are applicable to the situation. Even when some amount of research is done, it often only entails finding justifications for doing what they

want to do rather than looking at the whole picture. This is then compounded by the usual show of arrogance when the Union or an employee tries to tell them that they are wrong and that another course of action needs to be or should be followed. The end result of these kinds of mistakes is damage to relationship between Metro and the Union, the rank and file members are upset, and it usually takes many man-hours by both sides to fix the problem that a little planning and research would have prevented in the first place. This happens again and again. This is STUPID!

The political landscape in VM is really very simple to understand. CHANGE IS BAD!!! Most of us in VM understand that this statement is not true, but when a change is announced by management without any details or guarantees it looks like a ticking time bomb on the table, and most of us question when and how it is going to go BOOM! Hav-

ing this happen again and again is STUPID!

Another major contributing factor that also adds fuel to the fire of employee discontent is the perception of some in management that if you call "dung, a rose" enough times and add some sugar-coating everyone will be onboard with the idea. A statement commonly attributed to Abraham Lincoln says it all: "You can fool all the people some of the time, and some of the people all the time, but you cannot fool all the people all the time." Once something is recognized for the dung that it is that policy, contract provision, or MOA is never going to be accepted without changing it from dung to something that does not stink so much. Putting "dung" in front of us again and again is STUPID!

For example: the recent firestorm over the MOA's involving 4-10's and Time Standards. This is a classic case of management not getting it and

in my opinion still not getting it. It seems that management just does not understand that when they want something to happen that the devil is in the details, that a simmering issue should be dealt with expeditiously, and that in order to do so effectively you have to walk into the room with facts to justify why the change is needed, not just a clever rewording of the same old thing.

Additionally, it is unfortunate that the VM world is a "*quid pro quo*" kind of world, if you want something you have to give something back of equal value, management only seems to want the moon and does not want to give something of equal value in return. This is STUPID too!

STUPID can be fixed.

Fixing STUPID starts when management starts working with the Union as an equal partner rather than expecting us to rubber stamp what they have already decided to do!

Wouldn't that be refreshing!

Letters to the Editor...

Hidden Speedometer and Request To Stop Light

June 16, 2011
Letter to the Editor

If your speedometer and request to stop light hidden by a steering wheel spoke when your bus is going straight forward? Please make a short notification to the coordinator, get a "time stamp" and please be sure to BO the Coach at the end of your shift or the next day if you were road-relieved.

If you hit somebody, who steps in front of your bus or hit a car that cuts you off while you're bending over at the waist looking for your hidden speedometer the notification to the coordinator might be a point in your favor if you're charged with a preventable accident.

For the sake of the operator to whom the defective coach might be next assigned, please BO it. Neither the coordinator nor the mechanics will do a coach change in the yard for a misaligned steering wheel.

The correct spoke location for 23 type buses is 12, 4, 8; KC Metro Memo # S-10-#17 is wrong. The correct spoke location for 32 type buses is 2 10, and 6.

Esther Altaef

Save Our Schools Resolution to Endorse the Save Our Schools Days of Action in Washington, DC

Whereas: A well-educated society is essential to the future of the United States, students must have access to a fully funded, world-class public education system to thrive, and it is in the interest of organized labor to hold our government ac-

countable for providing the means to achieve a quality education for all working class people; and

Whereas: A coalition of teachers, parents, and academic activists have launched the Save Our Schools (SOS) March and National Call to Action (July 28-31, 2011) calling for teachers and parents to organize and reclaim control of our schools; and

Whereas: The SOS march and rally calls for equitable funding for all public school communities; for ending high stakes testing used for the purpose of student, teacher, and school evaluation; for teacher, family and community leadership in forming public education policies; for curriculum developed for and by local school communities;

Whereas: Both the Seattle Education Association and the Washington Education Association have endorsed the Save Our Schools Days of Action;

Therefore be it resolved that the Amalgamated Transit Union 587 endorses the Save Our Schools Days of Action in July 2011; and

Respectfully submitted,
Linda Averill,
Atlantic Operator, 8816

Time In a Bottle?

June 17, 2011

As I write this letter for the July *News Review*, I'm thinking of the lyrics from the old Jim Croce song, "Time in a Bottle."

In early June, I was doing my piece of work out of North Base. I do an afternoon Storage Tripper, where I pick up my coach at Central Base. While I was doing my pre-trip of the 60' low floor, imagine my surprise when I found in the storage box in the right front corner of the coach next to the wheel chocks a double bagged and tied bag of liquid which appeared, at least to me, to be urine.

It looked like a homemade water balloon, probably about 16 oz worth. It didn't appear to be wet on the outside or leaking in the storage box. There was no apparent smell. I also realized later that this coach is equipped with a camera.

What would you do? What should you do? What does the leadership of ATU 587 want us to do? What does Metro want us to do? I don't have those answers for you.

I'll tell you what I did. I carried it off the coach, showed it to three other Storage Tripper PTO's and then I threw it in the trash receptacle by the exit gate. I then spent the next three hours wondering, "How do I deal with this?" It was during this time of reflection that I realized this coach had cameras, and at the very least, there was footage of me holding this bag in the air and looking at it.

When I got back to North Base, I called the Chief Shop Steward around 07:30 p.m. while still at North Base. We talked, and we together concluded that the coach needed to be B/O because of the possible biohazard contamination and the safety of all other Operators and VM people who would be in contact with this coach. The coach was already parked as if nothing was wrong. I needed to B/O coach, so I talked to the person in charge at the window. That person said to talk to the Coordinator, who then said to fill out an accident report and B/O coach. I did, and I described the bag of liquid as "appears to be urine."

We are currently in the beginnings of a "Work to Rule/Safety First/By the Book" campaign, which is being funded by \$25,000 through the Safety and Scheduling Committee. Most of us read the June issue of the *News Review* about how we need to make sure we get all of our time needed to get out of the seat of the coach and stretch, drink some fluids and take the time for a bite to eat, and most of all, use the restroom. If you are running late due to cuts in recovery time, you need to make the time for yourself, even if that means running a little later. It's our health and safety that are being compromised. You must not succumb to the pressures of staying on schedule at all costs.

Those Operators who feel the need to pee in a bag, cup or bottle are putting their careers at Metro in jeopardy, and your fellow workers in harms way when you leave your bodily fluids behind for us to find. When you try to stay on a schedule that has unattainable standards, you get into the mindset that this is somehow a competition, and the need to win at all costs. The costs are too high; our physical and mental health depends on everyone taking the time to take care of ourselves first so we can take care of the Metro passengers. If you have a piece of work that the only way you can stay on schedule is to relieve yourself

in a bag, bottle or cup, you have to know that this is a competition that only benefits Metro. Stand up for your dignity and rights to use the restroom. Proud to be union.

Doug Frechin

I DIDN'T SAY IT

In last month's *Newsreview*, a misprint appeared in my article titled 'A Word on Scheduling'. The article I submitted included the sentence: "My purpose was to gain a FULLER understanding of how the scheduling process works." For some reason the published version read, "...to gain a FULL understanding." This change to my original sentence may appear minor, but it made it appear that I was claiming that during the course of a brief interview with Scheduling, I could gain a FULL understanding of a process that takes months of experience to master. My apologies go out to the Scheduling department over this error.

Andrew Jeromsky

Speak Honestly, Thoughtfully and Respectfully

We are all only too painfully aware that sometimes bad things happen to good people. We don't need to look for them...they seem to find us in their own way and time.

What is not always obvious is that, if we take the effort to look for it, there is much good to be found as well.

Some recent events happened that served to remind me that there is much good in the world. Communication between families, friends, and professional associates can be difficult and is sometimes quite emotional.

Words that are spoken hastily, with anger, serve to divide people. Words that are expressed honestly, thoughtfully, and respectfully are usually answered in the same manner, even when spoken emotionally.

While honest discussion does not always provide for a consensus, it often leads to some compromise that is able to at least partially satisfy both parties. Instead of dividing people, honest discussion usually leads to a stronger, better relationships.

Sometimes it can be necessary to postpone conversation until the time the individuals are able to speak honestly, thoughtfully, and respectfully. That is OK too.

Despite the popularity of reality TV shows that promote "Talking smack" as the best way to deal

continued on page 7

NOTICE TO ALL READERS

Views and opinions expressed in News Review articles are those of the authors and not necessarily the official position of Local 587

SEND IN YOUR OPINIONS

Letters/contributions must include printed names, signatures, work ID numbers, addresses and phone numbers that can be verified during working hours. Letters that cannot be validated will not be published. All articles/letters are subject to editing and should be limited to 1000 words or less. Not all letters can be published due to space limitations. Cut off is the 15th of each month. Any submission from a member of Local 587 to the *News Review* deemed unprintable by the Recording Secretary shall be forwarded to the Executive Board for final decision to publish. Send letters to:

Judy Young
News Review Editor
c/o ATU Local 587
2815 Second Avenue, Suite 230
Seattle, WA 98121

Editor's note:

Article XV, Section 1 of our bylaws states, A proposal to amend these Bylaws shall first be submitted in writing to the Recording Secretary on or before the News Review deadline. The Recording Secretary shall then submit the proposed amendment to the Local's Executive Board at their next regularly scheduled meeting. It shall be read into the record at that Executive Board meeting, and at the subsequent cycle of membership meetings, then laid upon the table until the following regular meeting cycle to be voted on. A two-thirds majority of the votes cast shall be required to adopt the amendment.

To: All Members of Local 587
From: Recording Secretary Judy Young

Proposal To Change Bylaws Article X, Sections 1 & 5

Submitted by Bruce Tiebout

In accordance with the Article XV, pertaining to bylaw proposals, the following proposals will be published in the News Review, read into the records at Executive Board Meeting and subsequent cycle of membership meetings and will be voted upon through the August cycle of Union meetings.

ARTICLE X MEETINGS - Section 1. Charter Meeting Start Time

Current Language:

The regular charter meeting of the Local shall be held on the first Thursday of each month to convene at 8:00 p.m.

Proposed Change:

The regular charter meeting of the Local shall be held on the first Thursday of each month to convene at 7:30 p.m.

ARTICLE X MEETINGS - Section 5. All Meetings Adjournment Time

Current Language:

The regular charter meeting's adjournment shall be declared at 10:30 p.m. and the morning meeting's adjournment shall be declared at 1:00 p.m. It shall require a two-thirds majority vote of the members voting to extend the time.

Proposed Change:

The adjournment of each meeting shall be declared 90 minutes after its scheduled starting time. It shall require a two-thirds majority vote of the members voting to extend the time.

Letters to the Editor, continued

with situations, I hope that we will choose words in a manner that unite us for a common goal by allowing us to resolve our differences of opinion rather than dividing us for the sake of ego.

I can't finish this without mentioning the recent passing of driver Ron Briggs while scrounging overtime at East Base. I have known Ron for 30 years, not closely, but enough to talk cars, work, and life in general a bit. I asked Ron recently when

he was going to retire. He told me that he wasn't...he loved his job. Who could ask for anything more for a friend?

If you're working a lot of overtime, I hope it is because you love what you do as much as Ron did. Thanks for taking time to read and consider my thoughts, and bless each and every one of you to your fullest potential in life!

Vance McLane #2296

To: All Members of Local 587
From: Recording Secretary Judy Young

Proposal To Change Bylaws Article III, Section 2; Article X, Section III; & Article XII, Section 1, 2, 19

Submitted by Paul Tefft

In accordance with the Article XV, pertaining to bylaw proposals, the following proposals will be published in the News Review, read into the records at Executive Board Meeting and subsequent cycle of membership meetings and will be voted upon through the August cycle of Union meetings.

ARTICLE III OFFICERS Section 2. Executive Board

(b) Employees in the Transit Operations Department shall consist of the following: Full-Time Transit Operator, Part-Time Transit Operator, Waterfront Streetcar Conductor, the Operations Security Liaison, and Revenue Coordinator working for King County/Metro.

(g) Employees in the Special Classifications Department shall consist of all job classifications listed under Customer Rider Information Specialists, Pass Sales Office Employees and Special Classifications (with the exception of the Operations Security Liaison), Customer Service Office Employees, and employees listed in Special Classifications with the exception of the Operations Security Liaison, in the current labor agreement with King County/Metro.

(i) If a vacancy occurs for any reason in any of the following elected positions: President/Business Representative, Vice President/Assistant Business Representative, 2nd Vice President/Assistant Business Representative-Maintenance, Financial Secretary/Treasurer or Recording Secretary, a special election will be held to fill the unexpired term. The special election will be held in compliance with Article XII of these Bylaws and Section 14 of the Constitution and General Laws of the Amalgamated Transit Union.

If a vacancy occurs within 18 months 90 days of the normal expiration of the term of office in the position of President/Business Representative, the Vice President/Assistant Business Representative shall preside and perform all duties pertaining to the office of the President until the regular general election is held.

If a vacancy occurs within 18 months 90 days of the normal expiration of the term of office in the position of Vice President/Assistant Business Representative, Financial Secretary/Treasurer or Recording Secretary, the Executive Board shall meet prior to the next regular union meeting and select a member of the Executive Board to fill the unexpired term. The appointment must be approved by a majority vote of the

members in attendance at the next regular meeting of the Local.

If a vacancy occurs within 18 months 90 days of the normal expiration of the term of office in the position of 2nd Vice President/Assistant Business Representative-Maintenance, the Executive Board shall meet prior to the next regular union meeting and select a member from the Vehicle Maintenance/Facilities Maintenance Executive Board Officers to fill the unexpired term. The appointment must be approved by a majority of the members in attendance at the next regular meeting of the Local.

ARTICLE X MEETINGS Section 3.

The Wednesday Afternoon meeting shall be held on the Wednesday after the first Thursday of each month to convene at 3:30 p.m.

ARTICLE XII GENERAL ELECTION - ELECTION OF OFFICERS

Section 1.

The election of officers for the Local shall be held in the month of June and three years thereafter on or before the 25th day of the month. The regular three-year election of officers for the Local shall be by the primary system. Nominations shall be held at the meetings of the Local in the month of March. The primary election shall be held on the third second Tuesday in the month of April and the final election on the first Tuesday of the month in June. If a runoff is required, it shall be held on a weekday on or preceding the 25th of June.

Section 2.

The record dates of the primary and final elections shall be determined by the Election Committee. the first Tuesday in the month of March.

Section 19.

Special elections will be conducted pursuant to Article 3, Section 2(i) of these bylaws and Section 14 of the Constitution and General Laws. The resignation requirement "at or before the opening session of the monthly meeting", as defined in Section 14.10 of the Constitution and General Laws, shall mean the opening session of the Charter meeting. Nominations and special elections dates shall be determined by the Special Election Committee.

COPE Commitee News

Attention ATU local 587 members

Congestion Reduction Charge/ESSB 5457

From Sara Franklin, Cope Chair

May 20, 2011

On Monday, May 16th Governor Gregoire signed ESSB 5457 (Congestion Reduction Fee) into law. The imposition of this \$20 fee which will be assessed to certain vehicles and expires after two years will allow King County/Metro Transit to maintain the current level of service. We have already witnessed and experienced cuts in service over the last year and the negative impact it has had not only on drivers, but on our riders as well.

Please take a moment to contact King County Council members urging them to vote YES on the "Congestion Reduction Fee"

The list of council members can be found at:
www.kingcounty.gov/council

*****MARK YOUR CALENDAR*****



'Meet the Candidates'

July 7, 2011

Labor Temple

6:00 p.m. - 7:30 p.m.

Light refreshments will be served

(prior to the Monthly Charter Meeting)

You are invited to meet our COPE endorsed candidates:

- Lloyd Hara - King County Assessor
- Gael Tarleton - Port of Seattle Commissioner
- Pam Linder - Mayor City of Tukwila
- Tom Rasmussen - Seattle City Council
- Bruce Harrell - Seattle City Council

with more candidates to be announced

Hosted by the 587 COPE Committee

COPE

Submitted by the COPE Committee

The goal of ATU 587 COPE Committee is to keep all our members informed and engaged with your elected officials who sponsor and support good legislation for working men and women in transit.

Please visit the COPE web page regularly at www.atu587.com for events, announcements and legislative updates.

COPE

Recommendations for Primary Election Year 2011

- Aaron Reardon — Snohomish County Executive
- Lloyd Hara — King County Assessor
- Larry Phillips — King County Council Pos. #4
- Joe McDermott — King County Council Pos. #8
- Richard Mitchell — King County Council Pos. #6
- Tom Rasmussen — Seattle City Council Pos. #5
- Tim Burgess — Seattle City Council Pos. #7
- Jean Godden — Seattle City Council Pos. #1
- Bruce Harrell — Seattle City Council Pos. #3
- Sally Clark — Seattle City Council Pos. #9
- Ed Prince — Renton City Council Pos. #5
- Janet Way — Shoreline County Council Pos. #4
- Pam Linder — Tukwila Mayor
- Marty MacLaren — Seattle School District #6
- Gael Tarleton — Port of Seattle Commissioner

**TRANSIT WORKERS
ENDORSE
LEGISLATORS WHO
VOTE PRO TRANSIT**

Vice President MacAdam's Report

By Don MacAdam



Damage Control

By now you may be aware of the bus wrap M.O.A. being cancelled. We negotiated and offered a cost saving plan; however, they do not trust us and we do not trust them and as they did not want a flush clause Metro cancelled it. For me, it was like being back in negotiations with angry managers in the 1980s and 1990s.

Now, I will address the 4/10 M.O.A. negotiations which are ongoing. This is my take on what happened and I will try to simplify it. While we wanted to make corrections in the M.O.A., Metro was concerned that the cancellation was only a tactic to ask for more. We addressed your concerns about "enforcement" of time standards that really do not exist yet and gave them a viable option, but they turned it down. Then, like the old days, after Metro was done talking, I asked, "Are you threatening us?" and he said "No." But you know what they say, "If it looks like a duck and walks like a duck..." They told us how they are mandated to use time standards and they will use them with discipline if they feel it necessary. As we pointed out several times, Metro time standards are pretty much useless as there is nothing standardized in maintenance with the exception of inspections. Even that is not absolute with the addition of special projects & maintenance to be done. The 90 day period will officially end on July 26, 2011. I have tried to keep the lines of communication open with management. Unfortunately, it appears that communications have been seriously affected by recent events.

Next, we had lead pick spot reductions. Metro is starting to slim things down and while they must honor the contract, so must we. At the suggestion of the membership, I stopped the lead pick. Metro refused to add the deleted pick spots and complied with another pick meeting and reposting the sheets; and, after discussion with our attorney (and hearing from leads), we continued with the pick.

Next...computer installations for each Mechanic at N.M. I have demanded to bargain this change in working conditions for mechanics and leads. Also, I was forced to remind members that if you are sending e-mails to a K.C. address you are not guaranteed privacy. Yes, they know what you have said and could use it against you at a later time. Additionally, anytime you use your Metro pass at the garage or to go through an electronic door, Metro

As I have been in transit for over 36 years, I have a lot of past history and stories to draw on. And, your Union Officers try to keep a close eye on what is happening with other Locals across the country and there is great cause for concern.

knows who and when. At some facilities, managers are reviewing surveillance recordings. And if that was not enough, work orders have been checked as to when the work order was opened and when it was closed. So, if you put down six hours of work but the work order was only open for three hours, you may have some explaining to do!

As I have been very busy as late with M.O.A. negotiations and the surge of grievances, plus being chairman of the benefits committee, my time to respond to some members (who appear to only want a one way conversation) are limited. Some of you may also not be aware that our Union offices are almost done with renovation which added another strain to our schedules.

What's Going On?

As we appear to be done being warm and fuzzy with Metro managers, the worst base of the Month is North Maintenance as they have the most active grievances beating out E.M. And, coming up this summer you will have the chance to vote for the best and worst chiefs!

Over 700 Grievances have been filed since the last installation of new officers! That's right over 700 (that is between operations & maintenance)! Before the last election, after a lot of hard work, several of my grievances were not pursued (and in many cases no representation) by the Union. Because of these bad experiences, I tend to be overly sensitive and will continue with as many grievances as possible. I spent several hours going through all the pending grievances which has been very difficult as some are very complicated and address issues that have been in dispute for years. Lately, I have been spending a lot of time with our attorneys so we do not miss an opportunity to enforce or strengthen the contract.

Union Bulletin Boards: Some are in bad shape! I am looking for volunteers to help keep them up to date on

a daily basis so that you will be able to access information if you do not have access to a computer. We will work out the perks for helping later!

Good bye, Bob! And, Congratulations to Steve Blackwell, the V.M. Employee of the year. Because of the "gentle" ribbing this is an "Honor" some are glad to say they HAD.

How about our V.M. team taking first place in the International Bus Rodeo! Congratulations to Larry Fitzpatrick, Ryan Stringfellow, Arvin Vulliet!

And "Thank you Veterans" for your sacrifice & service as we do have some members who have given the last measure of sacrifice. "All gave some! Some gave all!"

The Proper Perspective

What then shall we do? It appears that every generation struggles with war, the economy, or both. So how shall we proceed? The bad housing market has exceeded the depression years for value loss and it's not bottomed out yet! What should be our focus? The interest on the national debt would take 389 years to pay off at a 100 million a day. Do you have a plan? These are the questions to be answered.

As I have been in transit for over 36 years, I have a lot of past history and stories to draw on. And, your Union Officers try to keep a close eye on what is happening with other Locals across the country and there is great cause for concern. So, the question before us is: Will we be able to work with Metro to serve the public in a way that preserves our jobs and benefits? Or, do we take a hardnosed stance and fight any proposed changes which may in the end cause us to be replaced? As the president recently pointed out to Metro, one of our two favorite things our Union likes to do is fight! And Maintenance, above all others, enjoys a good "donnybrook" every so often. We have already determined to keep our current pay and benefits & seniority even if some

of our union members are laid off.

So we have hard core extremists, moderates, and the I don't want to get involved I'm just glad to be working group. It is time to focus on the goals that benefit us all and get everyone working together. But, which path do we follow? The answer is a little of both. Your Union officers have been aware of the upcoming storm for the past several months and have adjusted our decisions to meet the problems that will be coming so that when difficulties arrive we will have already made the difficult decisions and not have to make decisions in an emotional and/or panic charged atmosphere. With political based rumors running rampant, you need to be aware that plans for the real situations have already been laid and we are ready to deal with them in a calm and intelligent manner. If a provocative action is to be made by your Union, you will receive notice well in advance. Many of the other unions are running around in a panic right now because they were unable to plan ahead...**but we will be all right.**

A short time back I had a close call at the Union office. V.P. #1 Rick came into our office and found me unable to breathe. He asked me if he should call 911, but I could only motion no! He asked, "Are you O.K.?" I motioned yes! After a bit I was able to start breathing again...Rick asked me, "What happened?" I told him that I had been receiving calls of support from some Union members who expressed their opinions of what I have had to put up with recently. The way that some people can express themselves using simple terms (plus other things I cannot print), made me laugh so hard I could not breathe! So, my sincere thanks to all of you who offered your condolences and other advice such as I should arm myself! Even when things are going well this job is not easy. So thanks again, it was much appreciated!

The Financial Secretary's Report

By Paul Neil



What's the Arbitration Assessment about?

Every month in the ATU News Review there is a section titled "Arbitration Update" which lists various members names, has a synopsis of their grievance and when their hearing is scheduled. What is an arbitration and why are they listed every month in the News Review? An arbitration is a grievance alleging a contract violation that has been denied by the employer at all steps and after a vote by the membership at the monthly meetings has been taken to a neutral 3rd party called an Arbitrator.

Arbitrators are usually attorneys who specialize in arbitration

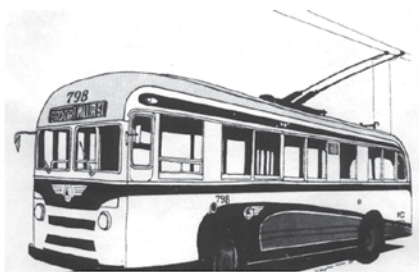
which essentially means they are acting as a private judge to settle disputes between 2 parties which in these cases means the Union and the company. Both the Union and the company have attorneys make presentations, question witnesses, etc. just like a court case. Arbitrator's rulings are binding and legally enforceable. If this sounds expensive that is because it is; which brings us to why these are voted on by the membership and is published in the News Review.

When a member files a grievance, all costs to the Union before going to arbitration are paid out of regular

Union dues. These costs many times include legal review by an attorney, staff & officer time to file and track the grievance, and payroll costs for detailing Union representatives to appear at grievance hearings. (Please note: A Shop Steward that goes to a 1st. step hearing with you is almost never being paid. They are giving their time to you, so please thank them for their time.) Once a grievance goes to arbitration all costs are paid for by the membership through the annual Grievance Arbitration assessment.

In December of each year the Financial Secretary adds up all costs

to the Union for the grievances that went to arbitration for that year. This total is then divided by the number of active members and that is how much each member pays. Last year the amount per member spent was \$40.04. At most of the properties where there are local 587 members, the Grievance Arbitration Assessment is taken out in 2 equal payments which would be \$20.02 this year. So, if a fellow Union member takes a grievance to arbitration realize that you will share the cost the following year.



Take a Trip Back in Time!

2011 EXCURSION SCHEDULE

For the twenty-seventh year the Metro Employees Historic Vehicle Association-MEHVA is sponsoring excursions and special trips using our fleet of historic trolley and motor buses.

All trips will depart from 2nd Ave. S. and S. Main St., across from the Seattle Fire Department Headquarters. Fares are \$5 for everyone, children 5 and under are free. ORCA, Metro transfers, tickets, or passes are not accepted. Please, no food or beverages onboard the historic buses.

MEHVA Hotline: (206) 684-1816

MEHVA is a volunteer group of present and retired King County Metro Transit employees, and others, who are dedicated to the preservation, restoration, and operation of historic transit vehicles, which have operated in the Seattle/King County area. MEHVA is a tax-exempt, non-profit corporation in the State of Washington.

Trackless Trolley Excursions

Sunday, June 12:

SEATTLE TROLLEY TOUR

Enjoy an unhurried 4-hour tour of city's unique trolley bus system. Our restored trackless trolley buses will take you from Seattle's hectic downtown to several fine old neighborhoods throughout the city. Tour stops for photos and lunch. Trackless trolleys depart at 11 a.m.

Saturday, September 24:

NIGHT TROLLEY TOUR

A 3-hour tour of Seattle's distinctive and varied nightlife neighborhoods; Pioneer Square, Broadway, lower Queen Anne and the University District. Tour stops for photos and coffee. Trackless trolleys depart at 7 p.m.

Motor Bus Excursions

Sunday, July 24:

SNOHOMISH KLA HA YA TOUR

A special 4-hour scenic trip to the historic town of Snohomish to celebrate Kla Ha Ya Days where you can visit the Rod, Custom & Classic Cars Show, have lunch at the Taste of Snohomish or browse the town's many antique shops. Buses depart at 11 a.m.

Sunday, August 21:

SNOQUALMIE TOUR

A leisurely 4-hour scenic trip to Snoqualmie to celebrate Railroad Days honoring the town's railroading and logging origins where you can ride the train from the restored depot built in 1890, visit the scenic spectacular Snoqualmie Falls or have a picnic lunch. Buses depart at 11 a.m.

Sunday, October 16:

FALL FOLIAGE TOUR

A scenic 4-hour trip through the Cascade foothills along the quiet back roads of east King County as the autumn leaves are turning color. Tour stops for photos and lunch. Buses depart at 11 a.m.

Saturday, December 10:

SANTA'S LIGHTS TOUR

Santa Claus takes time out from his busy schedule at the North Pole for a 3-hour tour of Seattle's best Christmas lights. Buses depart at 7 p.m.

MEHVA memberships are available to anyone interested in the continued preservation, restoration and operation of historic transit vehicles in the Seattle/King County area.

Metro Employees Historic Vehicle Association
c/o King County Metro Transit
201 S. Jackson St. Mail Stop CAB-TR-0350
Seattle, WA 98104

www.mehva.org

June 2011 Membership Meeting Report

(as reported at the May cycle of membership meetings)

In the month of May 2011, we reported 9 new members to the ATU International. 3 are at First Transit and 6 at KC Metro. This brings are total active membership to 4125. This is a decrease of 39 members compared this time last year when we had 4164 active members

Bills:

All financial figures are subject to the review of the Executive Board. In May total income was \$210,667.88 which is a decrease of \$5,935.77 or 2.7% compared to last May.

Per Capita payments totaled \$57,206.70 for the month which is an increase of \$1,197.80 or 2.1% over the same period last year.

Other bills for payroll, legal, etc totaled \$200,744.36 which is an increase of \$32,267.70 or 19.2% over last May. This amounts to a deficit of \$47,283.18 for the month compared to a deficit of \$7,881.91 for May 2010.

My activities for the month:

Effective July 1, the ATU International has increased the international minimum dues by \$1.00 per month to \$48.90. This means that the monthly dues paid by members employed in paratransit will increase to that amount.

The office remodel is going well and should be completed by the June 15th.
Went on 3 worksite visits.

Tidbits

From the Desk of the Recording Secretary

By Judy Young



The 2011 Northwest conference kicked off on Wednesday, June 08, at the Ramada "Mall of America" Hotel. The official meeting convened at 9am, Thursday, June 9th and continued through Saturday the 11th. This year began with introductions from our host Local ATU 1005 representatives: President Michelle Sommers, Executive Board Member Mark Lawson, Financial Secretary/Treasurer Tommy L. Bellfield, and many more.

Thursday centered on educating our affiliate officers as well as delegate members. This began with a presentation on public relations entitled "Communicate with the Media/Framing Issues" by Barbara Kucera. Barb's presentation was based on her experience as both a reporter and editor on her many years of service for the Labor movement.

Prior to joining Labor Education Services (LES) she edited "The Union Advocate" for the AFL-CIO, and is now editor of "Workday Minnesota" a website that covers worker issues. Her main topic for the day emphasized the importance of Labor sending a unified message; one that educates members on the intensity

of assaults on them and working class people. The goal is to motivate members and the general public to take action to defend themselves and all middle class families.

We need to teach ourselves and members how communicate our message in a persuasive manner. It should be simplified and framed to the point for all Unions; push back on the oppositions' attacks. Take the target off the workers and put it back on the corporate executives and politicians. They're the ones who got us into this economic mess in the first place. Primarily, Labor should present itself as the solution to the problem, pointing out consequences of not having unions.

John See, another LES staff member, instructed us on media and web presence. His emphasis was on creating an online strategy using social net tools. He talked about these networks as being the wave of communicating to the masses. Statistics show that three out of four Americans use this technology and one of three Americans posts to these networks at least once a week.

Some of the benefits of tapping into social media networks are:

It provides an additional platform to spread your message.

Opportunity to reach a new audience.

Raise awareness about an issue and spreads the word.

It allows the opportunity for instant feedback from your constituents.

It provides organizing opportunities.

The day ended with the afternoon session focusing on healthcare. Peter Benner served as Executive Director of Minnesota Council 6 (now part of AFSCME Council 5). He joined

the International union's staff in 1974 and was elected council director in 1982 and International Vice President in 1992. He has served on many public and private boards and commissions seeking ways to improve health care and public service delivery.

The U.S. is number 1 in health care spending. In 2009, the average spent was \$8,086 per capita, about 17.6% of the GDP. The estimates for 2010 were \$8,383 per capita or 17.5% of GDP. Canada is number 3

continued on page 12

President's Report continued

various management proposals. The value of the benefits we will be negotiating is about \$49 million dollars per year, so the cost of the benefits consultant should be money well spent.

Should negotiations through JLMIC fail to bring back a tentative agreement, or should our membership fail to ratify such an agreement, negotiations between Local 587 and King County (independent of JLMIC) are scheduled to begin at the first of the year. Should negotiations independent of JLMIC fail to bring back a tentative agreement, or should our membership fail to ratify such an agreement, our benefits levels will be settled through interest arbitration. We hope to have this negotiation and/or interest arbitration settled in time for the next benefits period scheduled to begin January 1, 2013. If for any reason we fail to meet that deadline, state law requires our current benefit levels to be maintained until settlement is reached or an arbitrator issues a decision.

WebMD Fiasco

From the beginning, those participating in King County's healthy incentives have suffered through extremely poorly managed programs compounded by dishonest and unethical management decisions to deny appeals. First, we suffered through Harris Health Trends answering pointless questions in

telephone interviews or by playing pointless computer games all in the hopes of lowering our healthcare costs by improving our overall health. Next, we suffered the first year of WebMD and its sorry excuse for a website that even many who are computer literate couldn't navigate. To add insult to injury, King County denied appeals from those who failed to reach "Gold" because of the failings of the website.

Throughout this series of fiascos, I've been asked the same question repeatedly, "Is there any evidence that healthy incentives programs actually improve health and/or save money?" The simple answer is, "No!" Experts in the field will tell you they can obtain a three to one return on investment from voluntary healthy incentives programs. What we have is not a voluntary healthy incentives program designed to help those who wish to improve their health. What we have is a mandatory program designed to lower costs by inflicting higher deductibles, copays, and maximum out of pocket expenses on those least able to use a computer or willing to jump through hoops. It is not a program to improve any employee's health.

This year is proving to be no different than past years in the level of incompetence we're experiencing. E-mails and postal mailings sent to participants have included false and conflicting information only to be followed by additional false and

conflicting information. Over 3,000 participants received notices they had achieved Gold status when in fact they had yet to complete their respective programs. Both paper and computer users were affected. King County responded by asserting the computer users would be given Gold status while the paper users would be given follow-up notices informing them of the WebMD mistake and that they would still have to complete their paper program within the original July 1, 2011, deadline. Could this be because many Local 587 members protested the years of incompetence by requesting the more expensive paper alternative? Rest assured, I threatened King County with grievance/arbitration

for every member denied Gold after having received (and maintained) a "you have reached Gold notice" from WebMD. Anyone denied Gold status in this year's healthy incentives program after having received a notice of reaching Gold status from WebMD should immediately (within 15 days of receipt of denial) file a grievance.

As negotiations progress, I will keep you informed of the status through contract bargaining updates much the same as I did through our recent contract bargaining and you will be provided the opportunity to vote on any proposed settlement.

In solidarity,
Paul J. Bachtel

WORK SITE VISITS

Paul Bachtel, President, will be visiting various work sites during the month of July. Below is a list of times, dates and locations.

| | | |
|-----------------------|---|--|
| July 14th Thursday | South Facilities | 5:30 am – 6:30 am |
| July 15th Friday | Component Supply Center South Vehicle Maintenance South Operations | 1:00 pm – 2:00 pm 2:00 pm – 2:30 pm 2:30 pm – 4:00 pm |
| July 22nd Friday | Seattle Personal Transit Link Light Rail South Lake Union Streetcar | 5:00 am – 7:00 am 11:00 am – 1:00 pm 2:00 pm – 4:00 pm |

Retirees' Corner

The View from the Buses

By Bob Morgan, Retired First-Line Supervisor

This month I have chosen to VENT on the recent legislative session in Olympia.

As a member of the Retired Public Employee's Council I was shocked, but not to dismayed, when the Governor of this state chose to drop C.O.L.A.s from all Pers 1 and Trs 1 retirees. Somehow, it figured to me as most in public office, those who work for the state are on Pers 2, and Pers 3 and THEY still get a C.O.L.A. while I sit and wait for mine. Does not matter that I would have to wait almost 4 1/2 years to get my first C.O.L.A., it was still in my plans as I reached 66 years of age. The Pers 1 C.O.L.A. starts the 1st month after your 66th birthday for all of you who don't know.

As some of you may remember when Gary Locke was elected Executive of the King County Council he took over for Tim Hill. Hill was a Republican who volunteered to assist Locke, a Democrat, with the transition. But after taking office it was reported that in letting Hill stay and assist in that he made a sizeable gain in his Pers 1 retirement (some report said up to \$10-20,000 a year). Locke was livid and when he became the Governor, he tried to eliminate Pers 1. That didn't happen but the damage was done and the current resident in Olympia took up the cause and drove a dagger into the plan.

To be fair, the legislature also made cuts to state employees, the elderly, the disabled, and of course, to the schools.

Your Governor stated last December that she was after "pension reform." A history lesson for all of you — pension reform started in November of 1977 when Pers 2 was formed. Plans 2 require the employer contribution to be equal to the employee contribution ensuring that pension funding not resembles a fiscal shell game.

The legislature starting in 1974 decided that Pers 1 was in good shape and stopped funding the trust, period. That accounts for almost \$4

Billion dollars not put into the trust. Oh, and please don't forget the almost \$4 Billion that the state borrowed for social programs, I won't get into that as it makes my blood pressure rise.

Bottom line is that any retirement plan needs to fund to 130% to insure that it remains solvent and this isn't the case with Pers 1. As of this writing Pers 1 will run out of monies sometime after 2019, if not sooner. The State will fund pensions on a "pay as you go" system. Also note that there was also discussion to start a Pers Plan 4! So many of us in plan 1 just waste away while the state finds ways to make another system instead of fixing the one that should be dealt with.

I remember in the early 2000s an operator approaching former 587 President Dan Linville and asking, "what do think of the new Pers 3?" Dan's response was right on "I'm on plan 1, so why did they start a plan 2, and now a plan 3? Just another way to stretch out your money."

I guess the real reason I'm sharing this with you is that most of the negative votes came from the Democratic side of the isle. Frank Chop (D) Seattle and Speaker was the force that swayed many in his party to vote against any C.O.L.A. assistance for Plan 1 retirees. I find this very upsetting as many of you know that political party receives Millions of dollars annually from labor unions across the country as well here locally. Shame on them.

As of this writing R.P.E.C. is contemplating a lawsuit. According to a legal opinion from a pension expert we (Pers/Trs 1) have a legal argument that should be pursued to the next level. R.P.E.C. is currently evaluating their options.

I also write this as a warning to all of you in other Pers plans. If they can do it to us, they will do it to you eventually, it is just the nature of most in public office. As someone once said, "open the door one time and it gets easier after that."

If you are retired or getting ready to retire may I suggest joining R.P.E.C. It is only \$5 a month, and will be automatically withdrawn from your pension check. RPEC Reps also attend the exit classes that King County provides to retiree's and you can sign up there. For more info go to www.rpecwa.org.

Even if you don't go to any meetings, there is still strength in numbers.

Now for the real reason for this column. Saw Gary Pilcher at the north end breakfast on June 4th and he said that, while he found two nice places in the Vegas area to buy, that he was putting those plans on hold. I explained to him that I was hoping he would buy a place and then I could provide the address/phone number to all who read this column, just in case they needed a place to stay. Not sure if Gary thought that was good idea. Also Gary mentioned the good turnout for the "Carl Owens" golf tourney in Winthrop in May. This is a continuation of the old Seattle/B.C. Transit contest from years back. Harold Mann flew in from Monterey, Ca. Also in town Leroy Lally, who won this year's get together.

Also at the breakfast was Frank Falsini, who was #1 operator for many years. He had a surgical procedure for a hernia and, while uncomfortable, said he was doing better.

Lou Torres sent out an e-mail that Arlene Tupper was going to be in town for most of June and possibly July. As some of you may remember, Arlene was the first female 1st Line

after Metro took over. She currently lives in Mazatlan, Mexico. Hopefully I'll get a chance to see her. Arlene is a special friend.

Dan Sheppard is up in the area now for the summer. He and Jenie will move about to various RV Parks in their motor home and then head south around Labor Day.

Heard that Doug Beatty is doing well after knee replacement surgery.

Lance Norton also showed up at the June north end breakfast, he looked good and was great to see him.

At the South end lunch at Foster Golf course on June 8th was happy to see Ken Teague, Vic Kaufman, Ron Moore, Lou Torres, Lonnie Sewell, Dan Maher, Chuck Zigler, and Bob Sokol. I hadn't seen Bob since the memorial service for Roger Helgeron. Bob recently lost his wife due to illness. It was good to see him and he seemed in good health. Bob was the first Base Supervisor for the "new" North Base when it opened in 1991.

Also received word that the Roger Cady's are once again at their summer residence in B.C.

Heard from Dale Bartz, he is doing just fine "doing nothing at all." Tough life in the Philippines

Also by the time you read this there will have been a small meeting with Ken Haven and Carol Neff who were up for a short visit in mid June.

There is a discussion to move the location for the north end breakfast/lunch get together due to Barlee's possibly closing. Will let you know of any changes.

Can't think of anything more for this month. See you soon...

From the Buses.

Recording Secretary, continued

or 4 with estimates in 2010 about 11.7% of GDP. Coverage for primary, specialty and hospital care and prescription drugs for employee and family member (children up to 26 yrs.) is what Unions have to bargain over.

According to information shared in Benner's presentation, a comparative international perspective makes clear that health care in the United States is so much more costly than it is elsewhere, not because Americans use so much more health care, but because our prices are higher and because our decentralized, pluralistic system generates extraordinary cost... —Bruce Vladek, *Health Affairs*, October 7, 2004 —

Friday's session opened with a welcome to the attendees by Chair

Isaac O. Tate, as well as acknowledgement of the Host Local and introduction of Michelle Sommers, President-Business Agent, Local 1005. Acknowledgements also were given to a number International VP's and Representatives in attendance.

Friday and Saturday afternoon sessions ended with ATU Officers from each Local reporting on challenges and successes of the past year.

This Local had five delegates to attend on its behalf Financial Secretary Paul Neil, Executive Board Officers; Ray Mason, Neal Safrin, Chuck Miller, and me, Judy Young Recording Secretary. I wish to thank ATU Local 1005 for a spectacular Conference.



Chuck Zigler, President Bachtel, and Bill Ziegler. Chuck and Bill are members of The Retired Public Employees Council of Washington (RPEC).