



And so you asked...

ATU 757 cleared of alleged wrongdoing

By Al Zullo
President-Business Representative



Several months ago, a petition was circulated soliciting members to sign. It claimed that Union officers were mismanaging Union funds — the same old rhetoric, different day. Many of you who signed the petition later learned that what you were told and what the petition was being used for was misleading. In any event, the petition was sent to the

ATU International Union, and an International officer

was directed to conduct an investigatory review of Local 757's finances.

The International officer conducted a thorough investigation and forwarded a comprehensive report to the office of the International secretary-treasurer. The International secretary-treasurer's findings appear in the letter reproduced below. While it is unlikely these findings will stop the false accusations and lies from being spread, we now know that there was no wrongdoing. There were no improprieties, and there was no illegal conduct. So, when these folks confront you in the future with this garbage, tell them to quit wasting your Union dues money and your Union officers' time. The only thing this nonsense does is take up valuable time and dues money that could be better spent representing members.

Member, ATU Local 757

Dear _____,

In late October of last year, you forwarded to this office a petition executed by approximately 10% of the Local 757 membership seeking an independent audit of the union's books and records. As you are aware, in immediate response to such we directed that International Vice President Donald Hansen conduct an investigatory review of Local 757's finances.

Brother Hansen recently filed an extensive report with this office together with supporting documentation that included independent audit reports for the years ended on June 30, 2004, and June 30, 2005, prepared by Herman L. Lindsey, Jr., C.P.A. It is our understanding, moreover, that Brother Hansen appeared before the membership at its January meeting to similarly advise as to the results of his examinations and otherwise fully responded to any and all questions posed by those in attendance.

The completed audits disclosed no shortages, discrepancies or irregularities in the Local 757 books and records. The additional investigation undertaken at the behest of this office similarly failed to reveal any discrepancies, shortages, or that the financial records of the local union have been improperly handled or kept.

In consideration of the foregoing, and otherwise recognizing that the financial information which you sought from the Local 757 leadership has since been made available to you, I have concluded that at this juncture no additional action on the part of this office pursuant to Section 36.7 ("Powers of I.S.T.") of our Constitution and General Laws is called for here.

With appreciation for your active and thoughtful involvement in our Union family, I remain,

Fraternally,


Oscar Owens
International Secretary-Treasurer

Officer Reports

AMR Northwest
As reported by
JAMIE WILLIAMS



The decertification action that has been taken place between AMR employees and the ATU was final. The decertification vote was successful. The group elected an EMS association based in California without any AFL-CIO affiliation. The democratic process has spoken, however, and the vote was clear. The group has overwhelmingly turned their back on the ATU, even after a longtime commitment, a never-heard-of 30-percent-plus wage increase, and no takeaways in the last ATU agreement.

It is truly the feeling of all of us at the ATU that we wish the EMS people well. ATU wishes you the best result from your choices, and I wish the new association the best of luck.

As I have been registering everything that has just happened, it is clear

to me that the ATU lost the fight not for what the ATU did or didn't do for our EMS people but rather for whom the ATU represents. I will always be 100 percent dedicated to the ATU. I will be proud to see that C-TRAN bus, TriMet bus, Cherriots bus, Lane Transit bus, Portland Public Schools and Laidlaw Educational Services schoolbuses, and especially that AMR vehicle and employee that may cross my path.

I personally and genuinely want to extend a huge "thank you" to everyone at the ATU — from the general membership to the Executive Board to the AMR liaisons who volunteered endlessly to assist EMS personnel with multiple issues. I have worked with the best support staff in the world. The ATU staff is the greatest asset of the ATU. I want to point out the first-class service that President Al Zullo, Financial Secretary Tom Wallace and Vice President Jon Hunt have rendered by supporting and understanding the uniqueness of the EMS group. I especially want to point to and acknowledge the ATU counsel team led by Su-

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Election Notice

What: Nominations for the 2006 ATU Elections Committee

Who: ATU Members in good standing who will not be candidates

When: You must submit your nomination request and acceptance in writing to the ATU secretary-treasurer before the start of the April 17, 2006 charter meeting or else appear at the April 17, 2006 charter meeting. Nominations will not be accepted at any other time or place.

Time Commitment: The ATU Election Committee meets frequently during the months of May and June, and all of its members must commit to attending all of the meetings.

Bylaws Requirements: The Election Committee consists of a chairperson and four committee members who are in good standing. One must be from a property in the State of Washington, one from a property in Salem or south thereof and three from properties in the Portland Metro area.

Nominations for candidates will take place at the May charter meeting.



**What
IS
this?**

The four outside pages, plus Page 8, are news from and about your Union. The inside pages are produced by the Northwest Labor Press, and cover the labor movement as a whole.

Amalgamated Transit Union Division 757

Representing working men and women in Oregon and Washington at:

TriMet • Lane Transit District • Rogue Valley Transportation District • Portland Public Schools • Lamar Advertising Company (formerly Obie Media) • Valley Transit Association • Laidlaw Transit Services, Inc. (TriMet Lift, Portland) • American Medical Response Northwest (Josephine County) • Laidlaw Education Services (Portland Public Schools, Corvallis School District, Corvallis City Transit) • MV Transportation, Inc. • C-TRAN/C-VAN • Salem Area Transit • WHEELS • Northeast Coalition of Neighborhoods, Inc. • Tillamook County Transportation District • ATU Retired Member Chapter

ATU Local 757 Officer Reports

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san Stoner; her genuine caring and charge to get the issues fixed that EMS people face was relentless.

I also want to thank my family for all those Mondays that I took away from you and in the recent year all my Fridays, too.

It has been a pleasure. Good-bye.

TriMet Center Transportation

As reported by ALAN EISENBERG



To the point: If you are not getting your breaks or only part of them and your schedule is unattainable, we need that information from you. We need

the line, train and times in your schedule that are the problems. We need this information to fight for you.

Well, top management is further plunging TriMet into a deeper morass. When I walk to my bus and survey the yard, I see it as it was 10 years ago: a few new buses and a lot of old junk. Have you noticed the a.m. work line? Pretty big, huh? The fault is with management. Ask our brethren at maintenance. They go to get parts, and they're not there. Why? To save money! So, they have to be ordered, and the bus and most of our customers are kept waiting.

Be aware that there is a private citizen out there who is reporting operators with unsubstantiated ADA violations such as not calling out points of interest, not pulling up as the second bus on a mall stop Be careful.

To all, we are professionals, and we all do a darn good job!

Please, get rest, take your break, eat well and try to keep your stress down no matter what the top three in management try to do!

TriMet Merlo Maintenance

As reported by KEVIN KINOSHITA



Most of us in bus maintenance don't often deal with the public. As most of you have heard or read, an article recently appeared in the morning paper

about customer complaints regarding the operators. The article unfairly ripped on the operators, because the operators are doing numerous job functions. Since working as the west-side truck mechanic for part of this

sign-up, I've seen the operators go out of their way to help out the public. The operators know their regular customers; also, a lot of times the regulars will help out the operators. Unfortunately, when passengers are late for the bus/train for whatever reason, they really take it out on the next operator they see. When the operators become a bull's eye target for TriMet, I am really annoyed. The operators have tight schedules and often irate customers, as well as getting assaulted, cars cutting them off in traffic, following reroutes, maneuvering through road construction — all this on a daily basis. My hat goes off to the operators for going way above and beyond their call of duty each and every day.

We recently had meetings with upper management to discuss the spring sign-up, the new boot policy and the apprentice situation. During the boot policy meeting, we had a conference call with Oregon OSHA; the conversation was quite lengthy. Management didn't like some of Oregon OSHA's responses. So, at this time the boot policy is once again in the hands of management for review, and the apprentice situation is headed toward the journeyman apprenticeship training committee (JATC). The spring sign-up on the helper side had many uncertainties. Is the fight over? Nope, it's just begun.

Since I've signed at Powell Garage on the spring sign-up, what is happening with Merlo's executive board position? Currently, I am still the e-board officer, and Jeff Hunt and Jan Wheeler are still your shop stewards. You still can reach me at 503-522-4009 or by e-mail, or call me at Powell Garage. I will still file grievances, represent you at your grievance step hearings and continue to fight the fight. I will resign at the March e-board meeting.

Since I'm at Powell, Jeff and Jan are taking care of the day-to-day business. I am in contact with Jeff every day. I am confident that they will continue to do an outstanding job representing members and answering questions. They have done a tremendous job since I've been in office; without their assistance this would be a very difficult job. I know that they will continue to do an exceptional job while I'm at Powell.

We have two sets of bylaws: an International set, which is in the small gold book, and our Local 757 bylaws set, which was voted on by the membership. Our Local bylaws can be viewed on our Web site at www.atu757.org; go to the documents section.

There will be a posting on the Union board for an open Merlo maintenance e-board position. According to the Local's bylaws the executive board will appoint a member for the position who works on the property, subject to the approval of the membership. Sections 11-12 of the Local's bylaws explain how vacant positions are

filled. If you have any questions, please feel free to contact me.

Recently, body shop employees flew down to Reno for a two-day paint class that was put on by Sherwin-Williams. This was a huge outing for the body shop, because PPG has had the paint contract for the last 15 years. After meeting with Mike Leach, I'm delighted to report that the body shop people finally got paid the correct amount for their time away from the body shop to attend these classes.

An update on the dormant Gilligs at Merlo: It looks like a certified company will come in and clean the buses that have mold in them. These buses were condemned because of the nasty mold problem. Please don't enter these buses for any reason!

Lastly, huge kudos go to Sharon Snow, Rebecca Wolfe and Curt Gagnier. Recently, they helped out a stranger who was new to Portland, a first time rider on MAX, who was lost, cold and asking for help. This was the night it started to snow. The rider was very grateful that people were willing to help out a lost and cold stranger. I got a call from this individual at 3 o'clock in the morning describing this scenario. He came to Merlo later that day to express his gratitude toward these individuals. I told him that this is what union employees do — they go out of their way to help people, and, hopefully, the next time he would have a better experience riding MAX.

Laidlaw Corvallis

As reported by CHRIS GROOMS/BOB MCGUIRE

No report given.

TriMet Powell

As reported by SAM SCHWARZ



Many operators complained to the Union at the beginning of the new sign-up about bad schedules. The scheduling department has not sent the schedules to the Union as promised. This has resulted in the Union officers having to go on the properties to get first-hand information directly from the operators. Bad schedules and no breaks will not be ignored by the Union!

Thanks to the operators who have copied the Union on the yellow cards they filled out and sent to scheduling. We are following up on all of the complaints — everything from no breaks to security issues.

As the schedules are made tighter and the weather gets warmer, tempers will get shorter, which will result in more CSIs and more accidents. The

operators will always be to blame because no one in management is willing to admit fault.

As everyone is aware, the District is not replacing our mechanics, and this creates problems, especially if you are asked by dispatch to try to fix a mirror or windshield wiper, or "just do the best you can." Remember, a safety issue is just that; do not compromise your safety or the safety of your passengers.

Congratulations to Helen Nickum on her retirement after 19 years with the Union office staff.

TriMet Powell Maintenance

As reported by DAVE KAY



ATU 757 lost a work group this month. The EMS workers voted overwhelmingly to leave our Local in favor of NEMSA, a union-like group who conducted a raid on our membership. We wish them well in the future.

We also lost one of the most solid Union officers on the e-board, Mr. Jamie Williams. This brother has worked tirelessly for years for the good of all of our members. He will be sorely missed. Thank you, Jamie, for your efforts!

We have had no new grievances this month. The shoe policy grievance has been moved to Step 3. We have settled a grievance dealing with overtime call-out. Work continues on the other outstanding issues. Discussion is taking place with the District concerning sick leave payout and night differential.

Salem Area Transit

As reported by GARY SPORE



This has been a busy month — lots of meetings in which we have reached a settlement as to how straight-through pay is paid to the Extra Board and others working extra time. The final agreement: Straight-through pay will be interpreted in accordance with the past practice that prevailed between the implementation of the extra board rules and Nov. 23, 2003. Transit operators working extra board assignments from Nov. 23, 2003 to the signature date of the agreement will be reimbursed for some of the unpaid break time associated with extra board assignments.

In our next contract, Article 22 will

have amended language that states how some breaks are paid. This will aid transit operators and Union representatives and give knowledge and understanding as to how straight-through pay is determined. I thank you all for your patience in this long dispute.

Yes for Cherriots! The campaign committee is working on voter pamphlet arguments and asking organizations to sign statement endorsements for these. Board members and senior staff are continuing their speaking engagements to various Salem associations moving into the final 45 days of the campaign. We still need volunteers, as well as volunteers to help place yard signs at various spots along high-traffic areas around town. Please help on Saturday, April 15 and/or 22 to take these signs around. Let Gary Spore or Bob Lehman know you would like to volunteer. Also, if you live in a high-traffic area in West Salem, Salem or Keizer, please let us put a "Yes for Cherriots" sign in your yard!

I have worked on four new grievances this last month, with one settled, one pending settlement and two moving toward possible arbitration.

The next Union meeting in Salem will be held on Tuesday, April 18, 2006, at 7:30 p.m. at the Red Lion on Market Street.

Lane Transit District

As reported by CAROL ALLRED



The vacation sign up went very nearly without a hitch.

Many of you may have noticed that weeks during November and December had

fewer vacations scheduled than is normal. This shortage is due to the upcoming EMX training that is slated to last about six weeks. These weeks were moved to other times of the year, which actually benefitted some operators.

Everyone seemed to understand and be prepared for the working and wage agreement change dealing with no longer having their birthday off, and the fact that it is now a floating holiday.

Only 30 operators out of 198 chose to take their birthday off as opposed to just letting it be a third floating holiday.

Meal breaks seem to be occurring on a regular basis, and I have only had one operator tell me they are not always getting their meal break. If you are not getting your meal break, please let me know.

We finally were able to appear before an arbitrator in a grievance that was over a year old. The arbitrator has indicated he will issue a ruling by May 24.

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ATU Local 757 Officer Reports

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We are working toward getting another arbitration scheduled. Hopefully, this will happen sometime the first week in June.

TriMet Light Rail Transportation

As reported by
MICHAEL T. OLIVER



As I write these notes, it is St. Patrick's Day, and the best of the best to all. Despite all the four-leafed clovers I see on T-shirts, tattoos, etc., a shamrock has

only three leaves. Strong, well-proportioned and handsome, they remind me of someone I used to know, but I cannot quite remember his name.

While crossing the Steel Bridge, one has plenty of time to study the superstructure. "Built in 1827," the concrete counterweights look like they have had enough, and when you have an Amtrak train underneath and MAX trains and buses above, it is time to pucker up and make sure your windows are open. The point is, of course, the bridge is old, holds an enormous amount of weight, and we need to be very conscious of that fact. The speed limit on the bridge is 10 mph — that's it, not 11 or 12 mph or anything else. The 10 mph limit is for everyone's safety and must be followed east and west. The approaches to the bridge allow a little more speed — 15 mph, to be exact, although we must keep to 8 mph when going over the switches. These restrictions are reasonable, and we must live with them. And by the way, let the buses go first from the Rose Quarter; their restrictions are not as severe as ours.

The new sign-in procedure gets some getting used to. It's slow and has numerous parts, but gives us a bunch of information. The problem is that some of that information is incorrect. If "you're up" and keeping an eye on the board, you better check the paddle also. Some of the times for sign-in on the computer are actual departure times from the yard, and everyone should know what that means: oversleep. It is an item that the programmers are aware of and will fix. Now, we all know, because everyone reads the ATU 757 Bulletin in the Northwest Labor Press.

We welcome Debra Goodling, who will be the assistant manager at the Ruby facility, albeit just part time. She will be here two or three days a week and will take care of FMLA, BOLI and other administrative duties. Her office is in the training office; stop by and say "hello." Transportation's loss is Operations' gain.

Four light rail operators have been transferred to begin controller training under the watchful eyes of Marla Sheetz. Jay Jackson, Susan Brown, Annie Larsen Duncan and Anthony Forrester qualified for the training in a hard-fought battle. Congratulations to them and good luck. To those folks who did not make it, good try and you will do better next time.

The charter meeting on April 17 is all-important. It is then that we vote for the election committee, who will supposedly run our 2006 elections. We need everyone to participate at 7.30 p.m. Monday night, and — for those who are working — come Tuesday morning at the Union office at 10 a.m. Enjoy, be happy, good night and good luck. Contact me at mtgbo2002@msn.com.

Portland Public Schools

As reported by
SMOKEY STOVER



All the drivers did really well on the two snow days. PPS had one bus stuck in the snow, and it took about four hours to get it out.

We have had three grievances since January. In April, we are asking for arbitration for one person who is on PERS.

The May in-service meeting will hear someone talk about PERS retirement.

TriMet Salaried Employees

As reported by
SHIRLEY BLOCK



I know that this workplace for some of you feels like you're trapped in a seemingly unresolvable conflict. Some of our managers don't recognize how personality

and attitude affect the outcome of a disagreement. They don't know how to deal with issues in ways that everybody wins. They don't have the trust in their employees. If one person makes a mistake, they want to put the blame on everyone. We know we are not always perfect, but they are supposed to be the leaders to set the example for us to follow. We need managers who can be creative enough to improve relationships and inspire positive changes by getting us involved — not by shoving their ideas down our

throats. I know there has to be some out there with these skills, but none so far has walked through the doors at TriMet.

An example is in our fare inspector department. For years they have been treated like stepchildren. Their shifts have not been filled when one marks off ill, vacation or floating holiday. They have been passed around from one manager to another. They were told to go out there on the front line and check fares by themselves. Then, management told them that two would work as a team. But when a new manager came in, it was back to working alone up to 4 p.m. Now, the last time I checked, there was no law that states you can cause harm to a person only after 4 p.m. Where in cartoon land are these people living? People get killed 24/7, and management is putting a timeline on our fare inspectors' safety.

I know for a fact that one morning a passenger threatened one of our inspectors. The inspector asked the person to deboard the bus because he didn't have a fare, and the young man got very angry and threatened to cut the inspector with a knife. The inspector turned in a full report, and as usual, nothing was done. When the inspector talked to his manager, the manager asked if he was refusing to work. The inspector kept insisting that he was not refusing to work — he just didn't feel safe working alone. I can remember a morning at the 162nd platform when a young lady was so intoxicated she grabbed my hair and tried to pull me to the ground. We all know she didn't do that again.

Managers: All I am trying to do here is to reduce day-to-day hassles by establishing positive relationships with your inspector team. It's time to bring them on board. Dig deep in your pockets and hire more inspectors so you can fill the shifts of those who are off. The Green Line is almost upon us. We can be training them and be ready to go.

Speaking of training, when was the last time an inspector got some training? Fred, if you didn't hear me, I will repeat myself. When was the last time an inspector got some training?

TriMet Lift

As reported by
LES GREEN



After last week, it is time to state what is happening at Laidlaw Lift. We had our first drivers' meeting Saturday, March 11, and it was well attended for an off-year meeting. Many things were discussed about what was right and wrong with the lift system as it has

evolved over the past three years, and what improvements could be made to make the system work better. In the coming months, I will bring out the many things discussed. Attendance was also helped by having Jon Hunt, ATU vice president, and Todd Watson and Dennis Tong, both of MV, included in the discussions.

Now, one more important issue that does not get enough discussion is, "When or why should I grieve an issue that I have been written up for?" Always grieve anything that you are called on the carpet for that is beyond your control. "Running late" is one CSI issue that in most cases is beyond your control. Another is, "The driver was rude" or "He/she did not carry all of my bags into the bus." These issues have nothing to do with safely getting all passengers to their appointed rounds and should not even be a CSI in the first place. So, in the future if you receive a CSI for these, give me a copy of the CSI as well as your reply so I can see just what is going on. Thanks, and I will write more next month.

Laidlaw Portland Public Schools

As reported by
KATHY MITCHELL



There is a serious problem of trying to get out of the yard every morning. Laidlaw is not doing their part to assist the buses to get out of the yard, so drivers are running late. The traffic on Columbia Boulevard is very heavy in the morning. The first driveway has an advantage over the center driveway because drivers have a straight shot to Columbia, whereas drivers using the center driveway have to make a slight turn. First driveway drivers: Please be courteous enough to let through a couple of buses from the center driveway.

I filed an ATU grievance on the two-hour-late opening. All westside drivers lost an hour because of this.

Drivers, if you are having a problem with a co-worker, please try to resolve your differences before going to management. You are professionals, so please act accordingly. Also, it is your responsibility to keep your credentials current and carried with you at all times. Be prepared for the unexpected.

Please don't block the dispatch window; have enough courtesy to move aside because others are trying to sign in.

Thank you for your support for the food box; it was greatly appreciated.

WHEELS

As reported by
JOHN HARVEY

Wow, here it is March already. The months are flying by, and we are com-

ing closer to the end of the current contract.

If you would like to participate with ideas for our new contract, all you have to do is come and participate in our monthly meetings.

The position of liaison officer will be up for nomination soon. I will be posting it before long. If you are interested, you need to be nominated at the charter meeting in Portland.

As always, if you have any problems or concerns, please call or let me know.

TriMet Merlo Transportation

As reported by
GREG MCGREW



From late February into early March, the negative articles in the morning paper about TriMet operators have gotten the management team to reinvigorate its efforts to punish people. Recently, three Merlo operators were suspended from two to 30 days for their involvement in bumping pedestrians or bicycle riders with their buses. Management can now proudly announce to the world that it is "getting tough" with its employees. Of course, trivial issues like progressive discipline and past practice are ignored while the light of publicity shines brightly upon us. Once the light has dimmed and the grievances that have been filed in each case go through their contractual process, those issues will see their rightful revival. The pay and benefits that have been stripped from these operators should be restored. Two of the three operators have exemplary records of performance. After this press attack, however, their faith and confidence in reasonable justice from their employer will be undeniably shaken for years to come.

On another front, you have seen that there are to be changes to the accident review and accident appeals committees. These changes were initiated over a year ago to bring both boards into alignment with National Safety Council guidelines. This is a good thing! The Union was involved in one input meeting, and then the project vanished into some agency black hole — only to emerge as a "done deal" in the March 8 Operators Report with an overly ambitious start date of April 1. Well, the good news here is that another bus operator gets to be involved in this very important process. The change benefits all operators, improves safety awareness for everyone in the agency, and will be in place by sometime in May.

The bad news is in the way the process was handled. Instead of working with the Union as partners in a process that benefits everyone, management ignored the Union. A simple phone call to say that the agency would

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April Meetings

Charter

Charter members meet 7:30 p.m. Monday, Apr. 17, in the Machinists Building, 645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, Apr. 18, at Schoppert Hall, 1801 NE Couch, Portland.

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, Apr. 18, at the Red Lion Hotel, 3301 Market St. NE, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, Apr. 19, and Eugene day members meet 10 a.m. Thursday, Apr. 20, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, Apr. 20, at the McKenzie Conference Center, Salbasgeon Suites, 1730 NW Ninth St., Corvallis.

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, Apr. 20, at the Hampton Inn, 1122 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland school bus members meet 6 p.m. Thursday, Apr. 20, at Rigler School, 5401 NE Prescott, Portland.

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, Apr. 23, at the Laborers Hall, 2212 NE Andresen, Vancouver, Wash.

Tillamook County Transportation District

Tillamook members meet 1:00 p.m. Sunday, Apr. 23, at the Odd Fellows Hall, next door to the Bay City Fire Hall in Bay City.

AMR Northwest Josephine County, and Valley Transit

See your liaison officers.

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

Vice President's report

By Jon Hunt
Vice President /
Asst. Business Representative



TriMet: We are heading for a hearing on an unfair labor practice charge regarding restroom breaks, among other things. Management is up to the same old tricks. I think TriMet management dodged the snow bullet this winter — good thing, since we are unable to come to an agreement on the snow and ice procedures for rail, bus and maintenance.

Our drivers, once again, are faced with slander in the papers. One would have to ask TriMet, if they are so worried about customer service and customer complaints, why don't they provide the tools for our drivers to provide great customer service such as schedules that they can adhere to without sacrificing their own health and safety. Who would have thought writing schedules in real time is so impossible? And whose idea was it to combine three runs into one? Yeah, that's customer service for you. I know you hear it from us all the time: Slow down; take time for yourself. The job takes as long as it takes to do it safely, and when you gotta go, go!

Out at TriMet Merlo maintenance, we will miss Kevin Kinoshita. The members out at Powell will be getting an extra hand. Contrary to the rumor mill, Kevin went to Powell to be close to his family with whom he shares a home on that side of town. David Kay, executive board officer for Powell, welcomes Kevin to the team, as do we. Kevin has agreed to represent Merlo members until his position is filled,

which will take place after the posting has been in place for 30 days. After eligible members have submitted their letters of interest, the executive board will appoint a candidate, and the membership will approve or disapprove.

Lane Transit District: We are awaiting a response from the arbitrator on the Syd Jacobsen arbitration. The District has a new general manager, Mark Pangborn, who did not attend the joint labor management meeting I attended in Eugene last month. I think this is a bad omen, and one would have to wonder why he didn't feel that it was important to sit on a committee that decides where we go in the future. Mr. Pangborn, I wonder when we will meet.

Rogue Valley Transportation: Last month, negotiations were over before they started. It seems management didn't have a health insurance quote for the next year. The only subject of discussion was that they don't have any money. Well, we have heard that one before. What they need to hear is not only are we not taking less, we will be asking for a raise we didn't get last year.

Salem Transit District: The District and the Union have been meeting to discuss the extra board grievance on its way to arbitration. It appears we are close to solving the problem. We'll wait and see.

The employer wants to open the contract negotiations early, and for what? To see if we will take less in the future if the initiative doesn't pass? The answer is quite simple. The answer is no, although we will meet to hear what the proposals are. We're even willing to help out, but we are not going to proceed in reverse. Plain and simple.

WHEELS: A reminder to all of our members: You are the eyes and ears of

the Union. If you see a contract violation, get the who, what, when and why to John Harvey as soon as possible, or contact the Union office.

Laidlaw Lift: I would like to thank Les Green for arranging a recent Saturday meeting. The meeting went well, and some good discussion was had by all. By the time this article goes to press, we should have an apology from management for a recent incident with Laidlaw management and myself concerning the safety meeting and attendance by Union officers. I would like to announce that Steve and I have come to an understanding. We look forward to seeing you guys in the future.

Remember, you have only seven days to file a grievance. Please get your information to Les or the Union office when you first find out you've been wronged. Remember to read the Union board, although most of you got the info that I handed out at the safety meeting concerning restroom breaks, FMLA and OFLA. If you did not, please see Les, or call me at the Union office should you have any further questions.

Les and I and members of your work group teamed up to brainstorm on how future mapping will be done and what compensation you will be getting. As always, we would like to present it to you for final approval. Remember, this is your Union.

MV Transportation: We've had a number of complaints about schedules. I look forward to attending your next meetings to discuss these issues. Liaison officer Todd Watson was recently terminated for four written warnings. We should have the arbitration vote by the time this article goes to press. I will be assisting on day-to-day issues until Todd gets back. Remember to contact the Union office

or Todd if you get a warning that you feel is out of line. Remember: You are entitled to two 10-minute breaks and a 30-minute unpaid lunch. Call dispatch if it is not on your manifest.

Laidlaw Portland: I'm glad to hear that Lynne Metz is doing well and is recovering from the accident that took place in the bus yard. Please call her and wish her well.

Portland Public Schools: A Step 3 panel met on a PERS grievance and split their decision. We will be taking the recommendation to go to arbitration to the membership. You should have received your contract suggestion form now. Please fill it out and get it in to Smokey or mail it to the Union office. We are seeking volunteers to be part of an action committee. You should be receiving a letter from me in the mail soon concerning this matter. The action committee will help communicate to other members important issues that are happening at the bargaining table. For those interested, please contact me at the Union office.

Valley Transit: Suggestion forms are in the mail. Please remember to fill them out and either give them to Nick, or mail them to the Union office as soon as possible. The first negotiation session will be in early May. We look forward to hearing from you.

C-TRAN: Washington state has come up with a new law banning smoking within 25 feet of a bus or building. Roy is meeting with supervisors and assessing areas where drivers will be able to smoke. Roy has met with members recently concerning contract negotiations. We will be meeting with you in April to go over those ideas.

(Turn to Page 8)

Secretary-treasurer's report

Tom Wallace
Secretary-Treasurer



Spring started out a beautiful day, but then everything went downhill from there. We constantly have to act on some ridiculous action of an employer that should never have occurred if the Union had been involved. These have included TriMet's facilities department taking over the helpers at rail, facilities cutting jobs in the journeyman and landscaper classifications, and maintenance management implementing a boot policy when there was no need to change.

Now, everyone who enters a maintenance facility — where you might be subject to injury from falling, rolling or puncture — must wear protective footwear. Facilities moved the wayside cleaners and pressure washers to 9th Street. There are now three locations for this group. What was the reason for the change? Because they can, even if it disrupts everyone's lives and causes a loss in morale and productivity. This seems to be the way this management has taken the District.

The transportation districts have cut run time and forced our drivers to push the bus to the extreme with no time for breaks, lunch or recovery. Our operators are not going to inconvenience their passengers, because they are professionals.

I want everyone to remember their health is paramount. Restricting fluids is bad for you. Delaying using the rest-

room is bad for you. Not getting out of the seat and stretching is bad for you. All of our employers have said that we can use the facilities as needed. Please use them for your own health. No one will care as much as you should.

Inadequate break times also raise a safety concern that we should take to the public. How safe is an operator who is concentrating on getting to a restroom or wondering when they are going to get a drink to quench their thirst? I have driven long-haul truck and I know that when these situations arose it was very difficult to concentrate on driving. I can only imagine what it would be like with the ADA call-outs, the double stopping on the mall, interlining, congested traffic and unruly passengers in your face. To all the operators we represent, congratulations on a job well done.

The report has come back from the

International clearing the Union of any wrongdoing in handling the Union funds. Should you have questions, please give me a call or e-mail me at fstreasurer@atu757.org.

I attended the ATU legislative conference in Washington, D.C., March 4 through 8. This was a great opportunity for me to meet our congressional delegation and discuss what our Local has been involved with. I took to our representatives our fight with employers to get adequate break and meal periods and how their absence affects the health of our members. The International is also getting involved with this at federal level.

We have come to election time once again. We need everyone to make sure that the Union has your correct address since we will be doing a mail-out ballot as called for by our bylaws.

ATU Officer Reports

(From Page 15)

like to get this process underway by a certain date would have been helpful. But, no! Ambush management is the order of the day.

Recently, Fred Hansen wrote at length about a multifaceted process he has launched to "improve the relationship between employees and supervisors, bring out the best in employees, establish management accountability, set clear expectations for employees and make effective use of agency resources." These are high-sounding ideals that are not reconciling with the reality we face each day.

TriMet Center Maintenance

As reported by
CHAD MATHER

Do you remember when you first came to work at TriMet? I had to think back a little bit; then, it came to me. When we joined the Union, we took an oath.

I am not going to bore you with the whole spiel, but I want to touch on a few of the parts that I think people have forgotten. "I will not engage in activity evidencing gross disloyalty nor in conduct otherwise unbecoming a member, and will not willingly wrong a member or see one wronged if in my power to prevent it."

The second point that needs to be brought out is, "I will be considerate of others in word and action and will never discriminate against a fellow worker on account of race, religion, creed, sex, sexual orientation, age, disability, citizenship, or national origin. I also promise to promote the cause of trade union principles and defend freedom of thought, whether expressed by tongue or pen, with all the power at my command."

The last point that needs to be made is, "This obligation I take upon my honor, and solemnly promise to keep the same, as

long as I remain a member of this union." We all took this oath when we became members. Think about it, brothers and sisters..

Now, off the soap box and down to business. We have many issues with the helper sign-up. The Union did not approve the sign-up. We will be calling for a new sign-up as soon as possible. The whole 9th Street thing is screwed up. The District has not even tried to discuss these issues with the Union.

C-TRAN/C-VAN

As reported by
ROY JENNINGS

I know that this is now old news, but it still needs to be reported. On January 23, C-TRAN and the Union met to discuss not only C-TRAN's drug and alcohol policy but also the Connector and non-driver-trainers training fixed route and/or paratransit operators. As of the submission of this article, these discussions are still ongoing. In addition, the Union was just given a letter from C-TRAN stating that they want to change the missout/absent without leave (AWOL) policy. I'll let everyone know as soon as I know something.

I'm happy to let everyone here at C-TRAN know that on March 23, 2006 ATU 757 joined the Central Labor Council here in Washington.

The other day management brought in a member and questioned her concerning an incident that happened on her bus. She was later suspended with pay and then disciplined. During my followup investigation, I asked her why she had not requested a Union officer to be present. She stated that she did not know that she could have a Union officer with her in this meeting. As I've stated before, every member has the right to Union representation. C-TRAN does not have to tell you this. If you are brought in and questioned and you believe that you could be disciplined for what you say, make sure you

invoke your Weingarten rights.

On Sunday, April 23, the fixed route and paratransit operators' new contract proposal will be presented to the operators at the Union hall. Your contract committee members have been doing a wonderful job putting together your wishes. Please set April 23 aside and make sure you attend this very important meeting.

I also want to inform everyone that the Union now has an agreement with C-TRAN concerning the DVR system on the buses and how the DVRs will be used to discipline an operator. It's my hope that by the Union meeting in March we will have had the DVR agreement in writing. As soon as this happens, I will post it on the Union boards.

I know that management reads the ATU Bulletin in the Northwest Labor Press because I've seen copies on their desks, and in the past they have sent out notices or letters to everyone refuting what I had stated in my articles. Because of this, I would like to thank C-TRAN and especially our director of operations for looking beyond the way C-TRAN has done things in the past. He has started working with the Union instead of trying to work around us. Thanks, Lynn.

By the date of publication we should know if Lynne G has elected to accept the open position of CEO of Pierce Transit. This departure may be an opportunity for management and the Union to work closer together for the betterment of our membership. If Lynne leaves, we can only hope that this could happen.

TriMet Light Rail Maintenance

As reported by
MICHAEL CONNER

"Business conditions dictate a change." When a manager uses this excuse, it means they have screwed up the budget and you, the employee, will take the brunt of their incompetence. Management's lack of concern about you

and your family in regard to sign-up gives the Union officers the shivers. Aside from the maintenance-of-way and fare sign-ups, all have required some form of Union intervention to help protect your jobs from uncaring managers. Light rail vehicle (LRV) mechanics, helpers and facilities employees had managers who were thinking out of the box. So far, they seem to have forgotten that we have a collective bargaining agreement, and in this they are required to negotiate sign-up changes with the Union. "Negotiating" can mean anything from a meeting, as in the case of the LRV sign-up to iron out differences, to the more drastic attention given to the facilities and helpers sign-ups that are now administered at rail by the capital projects facilities management managers. These managers are so far off the scale in working and wage agreement intelligence it's hard to believe they can feed themselves without help!

A person would think when the District is making a change and needs the employees to go the extra mile that they would not show such callous disregard for the needs of their employees. Judy Munro and Pat Oxley have no respect for the Union or you, the people who make up the Union and whom it is our job to represent. Judy has sent e-mails to your Union officers' managers to prevent them from being paid for going to meetings we have always been allowed to attend. She is trying to secretly undermine your collective bargaining rights. Pat Oxley says that they need pay no attention to the working and wage agreement because as managers they are much more important than you, the person who is doing the work that has to get done so she can keep her job.

Next time the District asks you for a little extra help outside of your normal job, keep in mind these people's attitudes about you and your family. Disrespect for the Union is disrespect to you because you are the Union.

Rogue Valley Transportation District

As reported by
TOM HENNEY

Negotiations got off to a screeching halt after two meetings. We are waiting for management to get further information gathered before we can resume.

We will have more information coming in the near future on the annual Union get-together.

Please keep attending our monthly meetings, as your participation in discussion is important. More information will be given to you as we get it.

MV Transportation

As reported by
TODD WATSON

Our first operator forum of the new year was completed on Feb. 19, 2006. We had a good showing and discussed many topics of importance. I plan on having a few more before the elections in May of this year. My colleague Les Green at Laidlaw is scheduled to have one soon, so we can compare notes and see if any similarities exist with our properties. At our forum, we discussed the upcoming elections, video cameras to be installed on the lift buses soon, CSI issues, on-time performance postings, safety procedures, attendance points, and time off requests submitted by operators for vacation, medical emergencies, and family emergencies.

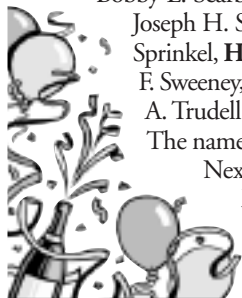
Speaking of FMLA, if you do have a family emergency and need to be off, your employer should not issue you any points upon return to work. It is not a progressive discipline issue and will be grieved if looked at this way. Also, our general manager at MV seems to be in a combative mood when receiving time off requests. He flat-out told me one day that 90 percent of all requests will be denied. This is totally unacceptable to all of us involved. Management's failure to hire more operators so some of us can take time off for personal issues is not our problem — it's theirs. There is a simple solution: Hire more operators.

Retirees' Corner

The following retirees will celebrate birthdays in April: Gale D. Anderson, Joseph P. Bachmeier, **Charles H. Beaver**, Myrtle L. Brown, Harold J. Bussineau, Donald M. Criss, Robert M. Cummings, **David L. Evans**, Glenn J. Fuller, Gladys R. Givens, John D. Green, Richard T. Gross, Jose A. Guerra Jr., **Delmer Guimont**, Dorothy G. Guymon, Mildred E. Haffey, Emery J. Hofmann, William T. Holm, Paul E. Johnson, Michael A. Jones, Carl D. Klingner, John D. Kuehn, John R. Leslie, Roger J. Lihs Sr., Floyd R. Linn Jr., Edward C. Linnum, Carl D. Marino, John W. Miller, Samuel J. Miller, Alvin R. Mills III, Kerry L. Montgomery, **Sam A. Piro**, **Carrol E. Porter**, Maryann W. Pratt, **Joe J. Reese**, James A. Roberts, David L. Rowe, Bobby L. Scarborough, Richard B. Schopmann, Julius F. Schulz, Joseph H. Senn, Ava L. Singleton, Terry L. Spencer, Clella N. Sprinkel, **Herman M. Stewart**, Michael S. Stockwell, Thomas F. Sweeney, Jerry D. Thatcher, Clinton F. Townsend III, Emily A. Trudell and Michael M. Vernon.

The names of the 50-year members are shown in bold type.

Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, May 3, 2006, at 9:30 a.m. at Westmoreland's Union Manor, 6404 SE 23rd Ave. Coffee and doughnuts will be served at 9 a.m.



Vice President's report

(From Page 16)

Laidlaw Corvallis: Chris Grooms and I met with management in February on the improvements that are needed at Dixie Street. Although there have been some minor improvements, we have a long way to go. We've had a couple of major accidents there. Please remember that we get paid by the hour, not by the job. Take your time. Safety first.

AMR: I would like to thank Jamie Williams for nearly nine years of representation. For those of you who haven't heard, on March 16, 2006, the majority of the membership chose to reorganize with a non-AFL-affiliated, for-profit union calling themselves NEMSA. I am sad to see our paramedics, EMTs and dispatchers fall prey to this union-raiding group that is more worried about buying Hummers and hot dogs. I hope to see the

member-against-member battle go away. I'd like to thank all of our liaison officers, Lannie Hazzard, Brian Hendrichs, Jason Kravitz, Derek Kynaston, Chris Lucas, Larry Risley, Jessica Lown and Doug Wenrick and to everyone else who stood by Jamie. I wish all of you the best of luck! You're going to need it.

Lamar Advertising: Negotiations went well, and on March 20, the majority of the membership voted to accept the contract. All members will see significant wage increases, two floating holidays, an increased 401(k) retirement contribution to \$0.60, and necessary weather-appropriate outer clothing coats at no cost to the employees. If an employee is temporarily transferred to another position for the period of at least eight consecutive hours, he/she will receive the regular rate or 80 percent of the

salary of the lowest paid person at the top rate of the temporary classification. The employer will reimburse for meals and lodging expenses for any employee who works at a job site over 100 miles from the base in Portland. An employee working an average of 40 hours per week for 26 weeks will be considered full time. Welcome aboard!

On behalf of the officers, staff and membership of Amalgamated Transit Union Local 757, I would like to thank **Helen Nickum**, executive secretary, for nearly 19 years of long and faithful service. Helen's presence and skills will be missed. We wish her a long and happy retirement. **Currié Reese** has assumed the position of executive secretary and has been doing an excellent job. Along with the rest of our staff, thank you all for your hard work.

ATU '75' official notice of nominations and elections

Attention, Active and Retired Members of ATU Local 757: This is official notification of the upcoming election of Union officers for the ensuing term beginning July 1, 2006 and expiring June 30, 2009.

Nominations for Election Committee members will be held on April 17, 2006 at the charter meeting. Voting will continue to all continuation meetings.

Nominations for officers will be held on May 15, 2003. See the Union bulletin boards in your area for further information or call the Union office.

BYLAWS

Section 3, Officers of the Division; Section 13, Nominations; Section 14, Election; Section 15, Election Committee; Section 16, Eligibility and Qualifications of Members.

Section 3 - Officers of the Division

The officers of this Division shall be a President-Business Representative, Vice President-Assistant Business Representative, Financial Secretary-Treasurer/Recording Secretary, and one Executive Board Officer from each of the following: TriMet Transportation (Center Street, Powell, Merlo and Light Rail); TriMet Maintenance (Center Street, Powell, Merlo and Light Rail); and TriMet Appointive (Monthly) Positions.

There shall also be one Executive Board Officer from Lane Transit District; one from Portland Public Schools; one from Laidlaw Education Services; one from Salem Area Mass Transit District; one from C-TRAN; and one from the Ambulance Industry.

There shall be one Liaison Officer from each of the following properties: TriMet Extra Board (Center Street, Powell and Merlo); TriMet Ruby Junction Maintenance; TriMet Elmonica Maintenance; Rogue Valley Transportation District; Lane Transit District (Chairman, Secretary, Extra Board, Maintenance); Valley Transit Association; American Medical Response Josephine County; Salem Area Mass Transit District Maintenance; Laidlaw Education Services (Portland Public Schools); C-TRAN; C-VAN; MV Transportation, Inc.; Laidlaw Transit Services, Inc. (TriMet Lift);

WHEELS; Laidlaw Education Services (Corvallis Schools, Corvallis City Transit); Northeast Coalition of Neighborhoods, Inc.; and Tillamook County Transportation District. All will be elected in the manner provided in the Constitution and these Bylaws, as amended.

Section 13 - Nominations

Nominations shall be held at the first regular Union meeting in May every three years. They shall be held at the 7:30 p.m. meeting as set forth by the Financial Secretary-Treasurer.

Names of nominated members shall be recorded at the time of nomination by the Financial Secretary-Treasurer/Recording Secretary and shall be placed on the ballot in alphabetical order.

The President-Business Representative, Vice President-Assistant Business Representative, and Financial Secretary-Treasurer/Recording Secretary shall be nominated at large.

Line Officers shall be nominated by their respective departments. There shall be one Executive Board Officer from TriMet Transportation (Center Street, Powell, Merlo and Light Rail); TriMet Maintenance (Center Street, Powell, Merlo and Light Rail); TriMet Appointive (Monthly) Positions; Lane Transit District; Portland Public Schools; Laidlaw Education Services; Salem Area Mass Transit District; one from C-TRAN; and one from the Ambulance Industry.

Liaison Officers shall be nominated by their respective departments. There shall be one Liaison Officer from each of the following properties: TriMet Extra Board (Center Street, Powell, and Merlo); TriMet Ruby Junction Maintenance; TriMet Elmonica Maintenance; Rogue Valley Transportation District; Lane Transit District (Chairman, Secretary, Extra Board, Maintenance); Valley Transit Association; American Medical Response Josephine County; Salem Area Mass Transit District Maintenance; Laidlaw Education Services (Portland Public Schools); C-TRAN; C-VAN; MV Transportation, Inc.; Laidlaw Transit Services, Inc. (TriMet Lift); WHEELS; Laidlaw Educa-

tion Services (Corvallis Schools, Corvallis City Transit); and Northeast Coalition of Neighborhoods, Inc.; and Tillamook County Transportation District. All will be elected in the manner provided in the Constitution and these Bylaws, as amended.

In order to qualify and run for Executive Board Officer as a Line Officer or as a Liaison Officer of a particular department, a nominee must be working in that department at the time of nomination.

To serve as a Line Officer or as a Liaison Officer at any of the departments or properties, a nominee must be working at that respective division or property throughout the term of office.

The eligibility and qualifications of officers and delegates shall be in compliance with the Constitution and General Laws. The person must be on the payroll and drawing wages from a job covered by a Local Division collective bargaining agreement, or employed by the Division, sickness excepted.

No member is eligible to hold office in the Division who has not been a member in good standing for at least two years as of the date of the month in which the nomination meeting is held.

If only one candidate is nominated for any office, the Financial Secretary-Treasurer/Recording Secretary shall be instructed to cast a unanimous ballot for the candidate. The President-Business Representative shall then declare him duly and legally elected, and the name shall also appear upon the ballot. No member's name shall be placed on the ballot unless the member was in attendance at the meeting in person when the member was nominated or has signified in writing willingness to accept the nomination for the position for which nominated.

It shall be the duty of the Financial Secretary-Treasurer/Recording Secretary to mail to each member in good standing at the member's last known address notice of nominations and election not less than 15 days before nominations. The *Northwest Labor Press* may be the method of notification.

Section 14 - Elections

Election ballots are to be counted no sooner than 15 days nor later than 20 days

from the meeting at which nominations were made.

Voting shall be by mail. The three-envelope system shall be used. Ballots shall be sent by U.S. mail to each member's home address, and a post office box shall be rented in Portland, Oregon, for the return of the ballots. To be valid, ballots must be received by 9 a.m. at the post office box on the day specified for the counting of ballots. Only those ballots returned by U.S. mail will be valid.

All votes that are accepted must be clear and in compliance with the Bylaws of the Division. Any blank or mutilated ballots shall be challenged. Any vote cast for any member who was not nominated as these laws herein provide shall not be counted. The ballots shall be preserved according to the International Constitution and General Laws, as amended.

When two or more members are nominated for an office, the member receiving the most votes shall be declared elected. When two or more offices are to be filled, such as members of the Executive Board, each office shall be contested separately.

Any candidate may witness the counting of ballots in person or by a representative.

Section 15 - Election Committee

The Election Committee shall consist of a chairperson and four committee members to be elected during the charter and continuation meetings in the month prior to the month in which nominations for Union officer positions are submitted. Any member in good standing may serve on the Election Committee. Members interested in being nominated for the Election Committee but who are not present must submit their nomination request and acceptance to the Financial Secretary in writing prior to the start of the charter meeting. Nominations for the Election Committee can be made only at the charter meeting.

The Election Committee positions shall be filled with at least one position from members working in Oregon from properties in Salem and south thereof; three positions shall be filled by members working at properties in the greater Portland Metropol-

itan area, and one position shall be filled from a property in Washington State.

Wages for the Election Committee shall be governed by the prevailing rate of the department in which the chairperson and four committee members work. When possible, one person from the previous election, if none are elected to the current committee, should be appointed for technical support. Appointed committee members' wages shall be governed by the Financial Secretary.

The election chairman shall have full supervision of the election. The Election Committee shall be provided with all necessary equipment and shall receive all votes of the election.

The Election Committee shall check all samples of ballots for omissions or errors before printing of ballots.

All ballots shall be printed or mimeographed on uniform color paper.

A separate ballot shall be printed for each department.

The Election Committee shall work until all ballots are counted and elected candidates are known. After the ballots are counted, they shall be placed in a ballot box that is locked and sealed in the presence of the committee chairman and the President-Business Representative and delivered to the Division office safe for secure keeping, subject to the Constitution and General Laws, as amended.

The Election Committee shall make a complete written report of the election, and it shall be presented to the first regular Union meeting following the election. Members who are duly elected will be installed at the first regular meeting following final election. Members will assume their duties effective with the first day of the Local Division's fiscal year, July 1-June 30.

Section 16 - Eligibility and Qualifications of Members

The eligibility and qualifications of members shall be in compliance with the Constitution and General Laws. New members applying for membership in the Division after the ballots have initially been mailed shall be issued challenged ballots.

Upcoming Union officer elections

Nominations for Union officer positions will be accepted at the Charter Union meeting in Portland on Monday, May 15, 2006. The meeting begins at 7:30 p.m. Members nominated for

Union office must be present to accept their nomination or submit a letter to the Union office prior to the nomination meeting indicating acceptance of the nomination. The meeting will be in the

Machinists Building, 3645 SE 32nd Ave., Portland.

The upcoming election for Union officers will be for three-year terms commencing July 1, 2006, and ending June

30, 2009. To be eligible to run for Union office, members must be in good standing with the Union and have paid dues for two years. Shop Steward positions are appointed and are not subject to the elec-

tion process.

The following positions will be open for nomination:

Officers At-Large

President-Business Representative
Vice President-Assistant Business Representative
Financial Secretary-Treasurer/Recording Secretary

TriMet

Center Transportation Executive Board Officer
Center Extra Board Liaison Officer
Center Maintenance Executive Board Officer
Merlo Transportation Executive Board Officer
Merlo Extra Board Liaison Officer
Merlo Maintenance Executive Board Officer
Powell Transportation Executive Board Officer
Powell Extra Board Liaison Officer
Powell Maintenance Executive Board Officer
Light Rail Transportation Executive Board Officer
Light Rail Maintenance Executive Board Officer
Light Rail Ruby Junction Maintenance Liaison Officer
Light Rail Elmonica Maintenance Liaison Officer
Monthly Rated Employees Executive Board Officer

Lane Transit District

Executive Board Officer
Chairman
Vice Chairman
Secretary
Maintenance Liaison Officer
Extra Board Liaison Officer

Portland Public Schools

Executive Board Officer

Laidlaw Education Services (PPS)

Executive Board Officer
Liaison Officer

Rogue Valley Transportation District

Liaison Officer

Valley Transit Association

Liaison Officer

American Medical Response Josephine County

Liaison Officer

Salem Area Mass Transit

Executive Board Officer
Maintenance Liaison Officer

C-TRAN/C-VAN

Executive Board Officer
C-TRAN Liaison Officer
C-VAN Liaison Officer

Laidlaw Transit Services, Inc. (TriMet Lift)

Liaison Officer

MV Transportation Services

Liaison Officer

WHEELS

Liaison Officer

Laidlaw Education Services

Corvallis Schools Liaison Officer
Corvallis City Transit Liaison Officer

Northeast Coalition of Neighborhoods

Liaison Officer

Tillamook County Transportation District

Liaison Officer