



And so you asked

By Jon Hunt • ATU Local 757 President

On January 7, 2008, AMR paramedics and EMTs who provide emergency medical services to the Josephine County community voted to give a 10-day unfair labor practice strike notice to their employer, American Medical Response. The company was refusing to provide financial documents to support its claim that it was losing money in Josephine County. The employer made the claim in order to justify the deep financial cuts it was demanding from its employees at the bargaining table. More than a week after receiving the notice, AMR changed its position on the documents, and we have received some of them. We have sent those documents to our CPA for analysis. These documents were the key reason for our strike. Now that AMR is providing the documents, we believe the need for the strike is over. The imminence of the unfair labor practice strike had another

positive outcome. The federal mediator called the parties back into negotiations Jan. 17 that lasted for 12 hours. The parties are scheduled to meet again with the mediator on Feb. 11. As a result of the parties' discussions, the employee bargaining team is cautiously optimistic that the EMTs and paramedics will not have to engage in an economic strike to win a fair contract.

At TriMet we have sent out letters to bargain over Wackenhut doing fare inspector and supervisor work. Meetings have been scheduled with management to begin discussing these changes.

The consultant who is advising us on operational efficiency has submitted a preliminary report. Some of the details include streamlining the grievance and arbitration processes and finding better ways to commu-

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Officer Reports



TriMet Powell Maintenance

As reported by
DAVID KAY

We have filed two new requests for pre-filing meetings. One issue arose from the contracting out of Facilities' work along the I-205 MAX construction site. The other stemmed from a notification of refusal to pay members for attending a required meeting. At this time neither meeting has taken place.

An issue with the District concerning utility workers and a relief position in the storeroom was settled, with the District agreeing to make the changes needed to bring them into compliance with the WWA.

It seems the District is going out of its way to orchestrate issues in the workforce. We all need to remember that the Company is not our friend, and it can and will use every opportunity to hammer wedges between our union member groups and the members themselves. This manipulation is taking many forms: sometimes by making arbitrary decisions on important issues, other times by changing the "mutual understanding" of settled contract issues. Even more common is the foot dragging and refusal to recognize the black and white of the WWA. Whatever the form, the objective is still the same — to bring chaos into the membership of the Local, thereby damaging the solidarity of the members. Remember, all of us together make up the union. We are the union. We must stand together through this continuing barrage of baloney.

Our WWA will expire next year. Do we really believe this is not a planned effort by the District? Think about it,

Brothers and Sisters, and see this for what it really is — an effort to divide and conquer.



TriMet Powell

As reported by
ROSE JORDAN-FAIRLEY

Powell Garage will be showing some improvements sometime soon. I've had the opportunity to speak with Cornelius Booker on some issues that he immediately took care of, rather than delaying them and adding to an already difficult process. I encourage you all to not put the cart before the horse or prejudge an individual.

I would add that I've experienced some difficulties trying to understand request slips regarding sign-up. It's not clear what you wish on your requests. Please take the time to complete these correctly.

I know sometimes I'm unavailable to talk during a time in which you call me, but I do wish that you will leave a message on my cell phone regarding your call. I'm under the same pressures that each and every one of you face daily. Please be patient. I encourage you to notify your representative if you want to file a grievance, to see if it might be settled at a lower level.

I'm interested in trying to form a large group of members for a caucus this year. I've spoken to many of you, and this has been cleared with the ATU president, so keep your eyes open for future postings.

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VP's Report

By Sam Schwarz • ATU Local 757 Vice President

After a year of negotiating, we finally have a tentative agreement with Wheels in Canby, our newest property. Jason Patterson, Daryl Meisch, Jon Hunt, Ron Heintzman and myself were directly involved in the negotiations. Thanks to the hard bargaining, we were successful.

Portland Public Schools is still without a contract, and we are hopeful that there will be new dates set for negotiations in the next few weeks. Our brothers and sisters at PPS have held the line and stuck together through thick and thin.

A lot is going on at TriMet, and we are monitoring everything from Wackenhut to

the signups.

We have several issues, including TriMet not replacing members who retire from the smaller groups, like supervisor and fare inspector. If there are no replacements for these union jobs, how can they justify hiring more Wackenhut? This does not sit well with the union or the membership. Any of our members who see Wackenhut performing any union function, such as checking fares, or any supervisory job, please let us know.

OSHA paid a visit to TriMet to check out a complaint by operators on seats on the 1700 buses. Bruce Hansen is heading up this issue and is doing a bang-up job.

Congratulations to all the new retirees.

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 Transit, Inc. (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



What IS this?

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

February Meetings

Charter

Charter members meet 7:30 p.m. Monday, February 18, in the Machinists Building, 3645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, February 19, at Schoppert Hall, 1801 NE Couch, Portland.

Portland and Laidlaw School Bus Drivers

Portland School Bus members meet 6 p.m. Thursday February 21, at Rigler School, 5401 NE Prescott, Portland

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, February 24, at the Laborers Hall, 2232 NE Andresen, Vancouver, WA.

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, February 19, at the West Salem Branch Public Library 395 Glen Creek Road, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, February 20, and Eugene day members meet 10 a.m. Thursday, February 21, at the Woodworkers Local Lodge, 1124 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:45 p.m. Thursday February 21, at Woodstock Pizza, 1045 NW Kings Blvd, Corvallis

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, February 21, at the Hampton Inn, 1122 Morrow Rd., Medford.

Tillamook County Transportation District

Tillamook members meet 1:00 p.m. Sunday, February 24, at the Odd Fellows Hall, next door to the Bay City Fire Hall in Bay City.

AMR Northwest Josephine County, LAMAR Advertising and Valley Transit-

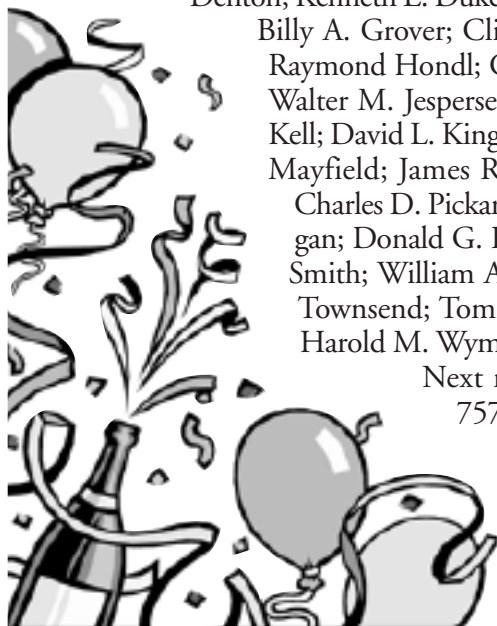
See your liaison officers.

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

Retirees' Corner

The following retirees will celebrate birthdays in February: William M. Albrecht; Suzann I. Barnes; Brian V. Bilyeu; Clyde E. Brittle; Gary E. Bundy; Clifford C. Clark; Edward E. Crumble; David O. Davis; Arnold Denton; Kenneth E. Dukes; Ted O. Fischer; Melvyn D. Goon; Billy A. Grover; Clifford R. Hall; Arden D. Hatfield; Raymond Hondl; Clyde E. Hoof; Marilyn L. Jackson; Walter M. Jespersen; Richard L. Johnson; Rickard E. Kell; David L. King; Lynn A. Lundstrom; Raymond A. Mayfield; James R. McKenna; Henry L. Perryman; Charles D. Pickard; Richard C. Prather; Gary R. Reagan; Donald G. Rowley; Fred J. Schultz; William E. Smith; William A. Taylor; Terry D. Thaden; Jack V. Townsend; Tommy J. Vick; William A. Wardy Jr.; Harold M. Wymore; Rodger C. Zwetzig.

Next month's regularly scheduled ATU 757 Retired Member Chapter meeting is Wednesday, Feb. 6, 2008, at 9:30 a.m. at Westmoreland's Union Manor, 6404 SE 23rd Ave. Coffee and doughnuts will be served at 9 a.m.



ATU Local 757 Officers

President-Business Representative.....JONATHAN HUNT
 Vice President-Assistant Business RepresentativeSAM SCHWARZ
 Financial Secretary-Treasurer/Recording Secretary.....EVETTE FARRA

Executive Board Officers

TriMet Center Maintenance.....CHAD MATHER
 TriMet Center Transportation.....OPEN POSITION
 TriMet Powell MaintenanceDAVID KAY
 TriMet Powell TransportationROSE JORDAN
 TriMet Merlo Maintenance.....JEFF HUNT
 TriMet Merlo TransportationBRUCE HANSEN
 TriMet LRT MaintenanceMIKE CONNER
 TriMet LRT Transportation.....MICHAEL T. OLIVER
 TriMet Monthly Rated Employees.....JIM FOWLER
 Lane Transit District (LTD).....WALT BOYNTON
 Portland Public SchoolsRANDY SHAW
 Laidlaw Education ServicesANNA TOMPTE
 C-TRAN.....ROY JENNINGS
 Salem Area Mass Transit District.....KEN RICHINS

Liaison Officers

TriMet Merlo Extra BoardSTEVE ECKLES
 TriMet Center Extra BoardOPEN POSITION
 TriMet Powell Extra Board.....KHRIS ALEXANDER
 TriMet Ruby JunctionDOUG "SPUD" HENDERSON
 TriMet Ruby Junction MaintenanceJOE RUFFIN III
 TriMet ElmonicaJASON CHOI
 TriMet Elmonica Maintenance.....VACANT
 SAT Maintenance.....DON ELZNIC
 LTD Chairman.....DEB BITTERLICH
 LTD SecretaryTOM SHACKELFORD
 LTD Maintenance.....LEE LASSE
 LTD Extra BoardCARL FADDIS
 Rogue Valley Transportation DistrictTHOMAS HENNEY
 Valley Transit.....NICK NOTARAS
 AMR Southern Oregon-Josephine CountyOPEN POSITION
 Laidlaw Educ. Services (Portland School Bus)OPEN POSITION
 Laidlaw Transit Services, Inc. (TriMet Lift)LES GREEN
 Laidlaw (Corvallis City Transit)BOB MCGUIRE
 Laidlaw Education Services (Corvallis Schools).....CHRIS GROOMS
 MV Transportation, Inc.....DENNIS TONG
 C-TRAN.....SCOTT MILLER
 C-VAN.....JIM COLLELL
 WHEELSJOHN HARVEY
 Tillamook Cnty. Trans. Dist.PATRICIA OSTRANDER-NICE

Hunt

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nicate with our members, such as the web site, workplace visits and surveys. Other highlights include budgeting and office staff and updating our systems to maximize organizational effectiveness.

The Executive Board recently participated in training on internal union organizing. We anticipate that this training will be ongoing. Please check your union boards for updates.

On Jan. 10, Mr. Wallace pleaded "not guilty" to embezzlement charges. We are not surprised by this. The U.S. attorney has stated that they anticipated this plea, and that it is a common one at this point in the process. Trial is set for March 11, and will last approximately two days. The U.S. attorney's office believes that Mr. Wallace will enter into plea bargaining prior to the trial beginning. As a reminder, the plea bargain has nothing to do with the Union. I will keep you informed as I learn more.

ATU Local 757 Officer Reports

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TriMet Laidlaw Lift

As reported by
LES GREEN

By the time you read this, it will be February and I hope contract talks will be under full steam and I can report to you that all is going well. I wish to again welcome all the new drivers. With our new additional routes, we need all the help we can get. Remember that the first six months are the hardest. After that, you will get into the swing of things, and the routes will get easier with time, so hang on and you will make it. At one time we all were where you are now.

Mapping time is on hold and will be worked out with our new contract, at least in theory. We are in the process of setting up a committee to select my replacement, and as soon as it is set up you will be informed. All suggestions are very important, so we can develop our relations with First Transit and continue to protect our rights under our current and new contracts.

Of course, it is important that as drivers you stay informed, so do not hesitate to ask me, Ken or Steve if you need answers, and we will inform you as well as we can. Remember to take your lunch and all breaks since it will make you a more alert and better driver.



Portland Public Schools

As reported by
RANDY SHAW

We are heading to negotiations and will report back to you. We filed an unfair labor practice charge against the District for implementing the new medical while we were in negotiations, and will update you as soon as we can.

One of our members was recently terminated. The District did not contact our driver's witness when the driver attempted to refute the charge of a preventable accident. The driver herself contacted the witness and got a statement clearing her of all fault. The District wanted to sweep it under the carpet so they could fire her. Our Safety Department changed the charge from a preventable accident to preventability, meaning the driver could have prevented the accident (I do not agree) and terminated her anyway. Management circled their wagons and backed the Safety Officer. I know some people do not like to admit when they are wrong. I filed a grievance and we will be taking this to arbitration.

I talked to our Driver Supervisor about

the complaints I have been getting about the shop falling behind on repairing our buses. Even our spare buses have write-ups on them. I told John it is not going to do any good to have enough drivers if we do not have buses to drive them; he said he would talk to Mel.

We are starting a new year, and so we need more donated hours in our drivers' sick bank. See me and I will get you a form. I am not too proud to tell you when I have made a mistake: I lost the volunteer sign-up sheet for our driver sick bank committee, so if you are interested in serving on it, please put a signed letter in my box.

MV Transportation

As reported by
DENNIS TONG

After hearing mostly praise from the Company regarding our accident frequency rate during 2007, MV managers dropped the hammer on the operators at this year's first monthly safety meeting, stating that MV will pay out approximately \$1 million to cover workers' compensation and accident liability claims for the past year. It was made clear to us that future labor contract negotiations would see those insurance losses subtracted from the whole compensation pie to be bargained over. Despite the immediate blow to our morale, what we all must do is affirm to ourselves and to one another the real value our labor provides to our passengers, their families, and the whole community.

Are there things we can do to prevent on-the-job injury? Do what is necessary to be as physically fit as possible. Our work requires physical strength and the use of body mechanics that utilize our strengths while protecting our weaknesses. Having just returned to full-time duty after some physical setbacks, I'm trying to relearn certain ways of doing things that will prevent injury. Always write up mechanical defects of the bus. One of our operators was seriously injured when a lift malfunctioned — a type of defect that could have been corrected with some adjustment to the lift mechanism.

Do whatever it takes to reduce the stress of tightly scheduled manifests and the challenge of mapping out the huge service area that we cover. Take relaxing breaks every two to three hours and take a full (30-minute) lunch. Ask Dispatch for help to get those breaks and send Text Mssg. #15 "Need Directions" when you are stumped by an address. Get plenty of rest.

I'm pleased to announce that two of our fellow operators volunteered to become Shop Stewards: Cassie Senoa and Kathleen Brown. Both of these operators have many years of LIFT experience and are eager to serve our members.



TriMet Salaried Employees

As reported by
JIM FOWLER

There hasn't been much progress in the discussions regarding Wackenhut checking fares and writing cites. So far the plan has not been implemented. Jon has had talks with Steve Banta and Fred Hansen, but so far no plan has evolved. There is talk about having Road and Rail Supervisors on trains and buses, but management needs to remember that they now have our numbers so low and we are so spread out that if we should be on a train or bus when something goes down, our response time will be quite lengthy. Management needs to make a plan where we increase the number of inspectors and supervisors so that we can provide a sustainable safe environment for our passengers. Obviously throwing money at the local police agencies and private contractors is not working.

In talking with station agents lately, I get the feeling that many of you are not sure who your boss is anymore. Sure we know the formula, the station manager at the garage you work out of is your immediate supervisor and Mr. Booker is kind of the overall boss of Station Agents, but since many of these people really don't know your job, where do you turn for answers to some of those tough policy questions?

Sam and I are meeting with inspector managers on Jan. 17 to attempt to tie up some loose ends with the implementation of inspector leads. I will keep the inspectors posted on what we come up with.

In the Road Department, we have settled a grievance involving filling shifts for special events and parades. We will go back to assigning your work location at roll call on the day of the event. The work will then be selected strictly by seniority, whether it's your regular work day or your RDO.

We've had quite a few cases in our various departments lately where one of our members has filed a complaint against another to management or Human Resources, and whenever that happens, I'll bet they didn't get a satisfactory result. I would ask that you all try to work out issues among yourselves or go to your union officer for help. Let's all try to take care of each other and put an end to all this backbiting.

Our numbers at our monthly union meetings are not what they should be. Please resolve to attend at least one meeting this year.



C-TRAN/C-VAN

As reported by
ROY JENNINGS

I hope everyone had a wonderful Martin Luther King Jr. Day. A few days ago I was asked by a member if I thought that it was better here at C-Tran since Jeff Ham arrived. This is how I answered that member: We have not filed a grievance in over four months. (We're currently working on one or two). C-Tran is now coming to us before they make some decisions. Now I'm not saying that everything here at C-Tran is all roses and we're holding hands and skipping through the tulips, because we're not! But the relationship here between C-Tran and the Union is healthier than at any other time that I can remember.

I learned a long time ago that if you want to keep employees happy, you don't mess with their pay. Apparently some at management did not learn that lesson. Over the course of the last four months, as you know, twice payroll was done sloppy or shoddy. When it was brought to their attention, I found their "it's not my fault, I don't care" attitude offensive. You know that if you had messed up as bad as they did, you'd be out of a job. But not management. When management makes a mistake, they try to sweep it under the carpet. Thank God we have a Union. I can't wait to find out what's going to happen with their latest foohaw.

I hope everyone has a lovely Valentines Day. Make sure you take that special someone out for a wonderful time.



Laidlaw PPS

As reported by
ANNA TOMPTE

To all our Brothers and Sisters of First Student at the Columbia Yard, as we move through the winter months, please continue to keep safety at the top of your list. Make it your #1 priority now and at all times. Remember that it is very dark in the mornings when a large number of us leave, so please be aware of other people around you and please wear your vests.

We would like to thank each and every one of you again for your donations to the Christmas company-union dinner and food boxes, which, by the way, helped feed about 14 people. For those of you who visited Santa at the union office, we had a lot of fun.

Please talk to your shop stewards for information. We are here to help and provide support when needed. If you don't know

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ATU Local 757 Officer Reports

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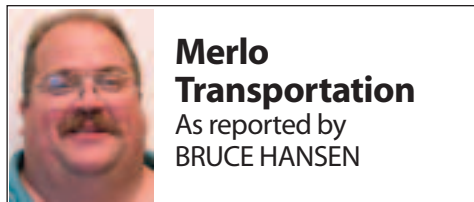
who your shop steward is, please look on the union board.

Also, show some appreciation for our mechanics-fuelers. They are members too, so give them a wave and thank them as often as you can.

We are hoping to have the new contract soon, and as soon as we get them, we will hand them out. You will need to read them. If you don't understand something, a steward or your rep can explain it.

We could also use volunteers for programs and events that are going on in our community. Get involved. We can make a difference.

If you know or hear something that isn't right, or you were passed over for a trip for some reason, let your stewards know or put it in the union box and we will get it. That also means suggestions, issues and complaints. But not grievances. They go to Daniel Otto or myself.



Merlo Transportation
As reported by
BRUCE HANSEN

By the time you read this article, OSHA will have completed their investigation into the seat issue of the 1700, 1800 and 1900 series buses with the finding of one violation being cited and a recommendation for Tri-Met. After discussion with Tony Bryant from Tri-Met and Sharon Day from OSHA, the results will be posted at all three properties — Powell, Center and Merlo. At this point we are not sure of the exact location. It will either be in the safety committee or worker's comp bulletin boards. So with that being said, I am waiting to see the complete findings along with everyone else.

Once again, I remind all union employee to not represent themselves in any disciplinary or nondisciplinary meetings that may lead to discipline.

We continue to be bogged down with time loss issues. When you are having time loss issues, help yourself by pulling your attendance history every 15-30 days and monitoring your own time-loss. FMLA is only able to be changed within a 30 day window. Once outside that window, it is very difficult to change. But, if you monitor this, then it is easier to decipher if needed.

Operators continuing to have issues with schedules: Please place a copy of the yellow card in your union officer's box.

Accident and appeals committees will be going through accident reconstruction training in mid-February. We are continuing to make the process more equitable for all involved.

At this time I would also like to congrat-

ulate Sandy Guengerich as the new Center Street Executive Board officer. I would hope you continue to show your support to her as well as you have to me. Thank you for your continuing support in a fight that we know is all uphill.

Remember: safety before schedule. Remember to take your breaks.



TriMet Merlo Maintenance
As reported by
JEFF HUNT

This month my shop steward Elaine Robbins wanted to describe one of the most positive and rewarding aspects of working for the Union — when we are able to use our training and experience to help someone out. I think it's a helpful reminder to ask for assistance when you need it, even when you're not sure that something can be done for you. You never know what kind of light an alternative perspective will shine on something.

Recently I had an employee come to me because a family member they are caring for was ill. They needed to take some time off to care for them, but were worried about taking time off and about their job.

I helped them with FMLA. Later I got a call from them thanking me for helping them and explaining that they had a test they had to take, and because I helped them they were able to concentrate on the test and they passed.

They said they couldn't have done it without my help. I thought it was very nice that they took the time to call me and thank me. What a good feeling.

—Elaine Robbins

Congratulations to Julia Friesen and Steve Davis on your retirement!



Lane Transit District
As reported by
WALT BOYNTON

Welcome to our newest drivers: Kim Seiders-Baxter, David Chamberlain, Jeff Hadden, Matt Russell and Edna Chitwood [Hey, wait a minute, she's not new; welcome back Edna. We love ya!] And welcome to our new mechanic Kerry Cooper. Hope you all have a long and successful career here.

We are now into the new bid. Hope you are all happy with your selections. Please let a union officer know if you are not getting

your breaks. Please drive safely and do not push it to maintain a schedule. With increased ridership and traffic, it remains a real challenge to run your routes on time.

We are hoping to get the new contract books out to you by the middle to the end of February. The language has to be proof-read to make certain it is what we agreed to, and that takes some time.

Your union officers would like to encourage you to read the union bulletin boards located at the downtown lounge, at the hallway before you enter ops, maintenance and customer service. We keep them updated with information like seniority lists, next union meeting dates and other pertinent information we feel you should know. And please come to union meetings. They are not for the union officers; they are for you! We were elected to serve you, so come to the meetings to get the latest news that can affect you. Find out how your union works. We welcome you to get involved.

We are losing two of my favorite people to the old retirement bug this month — Teresa and Fred Hunt. Boy, do I envy you two! Good luck, and enjoy not having to live by the alarm clock! You will be missed!

In solidarity!



TriMet Light Rail Transportation
As reported by
MICHAEL T. OLIVER

Change is gonna come, and it is here with the Spring sign-up. The best news is that Rose Quarter reliefs have gone the way of the hula hoop — no more, and good riddance. We shall have a "fall-back" at Cleveland — not every run, but many. This is to ensure that we can have a sufficient break (24 minutes) to comply with the law. I shall need to know what is working and what's not, so keep me informed. Further, a number of a.m. and p.m. (rush hour) Red Lines will go from PDX to Gov. Center. This allows us to put another train in the line-up, and should make the runs easier. We are 18 months away from the opening of the Green Line, and so changes will be made with that in mind. I checked out the activity off 205 last week, and they are laying rail. It looks to be an interesting run visually.

Expect Bob Headrick to sign a Yellow Line for the Spring and Summer and then go to Retiree Land. Bob went to PSC at the beginning, so most folks will not know him. He is Number 2 in seniority, and a great guy, so give him a big hello. Ken Weis will also come back to Rail from PSC, and we welcome him back.

Big changes at Elmo: Doug Stanley is retiring after 30+ years with TriMet. For the last four years, he has been assistant manager at Elmo, and we shall be sorry to see him go. Say hello to the new assistant manager at PSC: Doug Stanley. The one and only is back with us in an obvious evolutionary move. He will work the 1 to 9 p.m. shift, and we wish him all the luck.

Until we get a permanent hire at Elmo, Dan Stokes, Jim Strickland and Doc Chambers will be sharing the duties. Let me know of any problems at mtgbo2002@msn.com



TriMet Light Rail Maintenance
As reported by
MICHAEL CONNER

Our cost of living raise received on Dec. 1 was 1.99 percent. The good part of this is of course a bigger check. The bad part is that the index we use only samples a very small and select portion of the economy. Since we use government figures to base the cost of living raise on, a call to your congressman to encourage them to supply a more accurate reflection of the cost of eggs, bread and gasoline will be the only way to help offset these costs. For more information on the data used, you can find the data samples on the Department of Commerce web site. Be warned though, the formula is complex, and without a masters in economics, not for the faint of heart.

Speaking of the economy, you can read Fred's "it's getting close to contract time and we need to tighten our belts" budget forecast comments on Trinet. The propaganda must fly about tough times ahead to lay the District's foundation to ask us for pay concessions at negotiation time. Of course you can count on the union to not fall for these press releases from Fred. We can build expensive multimillion dollar new lines, but, as in the department I work in, make a simple request like new ladders to comply with OSHA regulations and we are told that there is no money. How much does the District think a fall off a defective ladder will cost? Probably much more than a few new ladders! Gotta love that TriMet management.

Work safe, and don't spend that cost-of-living raise all in one place.