



NORTHWEST

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City of Portland reaches tentative deal with unions

A week after the City of Portland surprised the District Council of Trade Unions (DCTU) by declaring impasse in bargaining, union leaders agreed to submit a modified City proposal for a new four-year contract to a vote of members.

The two sides had been negotiating a new union contract for 1,600 City workers since February 2013, but had not met formally since a Nov. 26 session with a mediator. In December, DCTU Chief Negotiator Rob Wheaton and DCTU President Cherry Harris approached City HR Director Anna Kanwit informally to see if they could break the logjam and work out a deal.

But DCTU — a seven-union coalition of unions that bargain jointly with the City — balked at the City's insistence on removing obstacles to outsourcing members' work.

DCTU represents 1,600 City workers in water, roads, sewer, parks, and other bureaus. They are members of Meri- can Federation of State, County and Municipal Employees (AFSCME) Local 189, Laborers Local 483, International Brotherhood of Electrical Workers (IBEW) Local 48, Ma-

chinists District W24, Operating Engineers Local 701, Plumbers and Fitters Local 290, and Painters and Allied Trades District Council 5. Their previous contract expired June 30, 2013.

That contract has for decades had a clause known as Article 6, which says "work which is performed by bargaining unit employees shall not be contracted out until the City indicates that the contracting out will result in reduced costs." And those money savings can't come from slashing worker wages and benefits. The City was twice caught violating that requirement in recent years, and initially sought to eliminate it.

The City declared impasse on Jan. 6, and five days later, revised its proposal on contracting out. The new City proposal, part of the contract offer members will vote on, says "the City reserves the right to have the work performed by third parties where there is a cost savings; increased efficiencies; an emergency; a statutory requirement; extreme risk; a lack of proper equipment, materials, or skills; Capital Im-

provement Projects; work that is covered by a warrantee; work that is proprietary; urgent work; limited work; and work that occurs during a peak load." Each of those terms is defined.

Wheaton said the City proposal on contracting out would be easier for City managers to comply with than the current contract language.

The proposed contract also contains across-the-board raises: 0.9 percent retroactive to Aug. 29, 2013, followed by three annual raises equal to the increase in the Consumer Price Index each July 1, with a minimum of 1 percent and a maximum of 5 percent.

The DCTU will hold a forum at Benson High School Jan. 23 from 4:30 to 6:30 p.m. for members to discuss the contract offer and next steps. Each union will conduct a ratification vote in the coming weeks. If a majority of DCTU members approve the contract, it will go to City Council for ratification.

M777X-tortion?

SEATTLE, Wash. — After a high-pressure campaign from pension-holding politicians, Boeing executives, and international union leaders, more than 32,000 rank-and-file union Machinists who work for Boeing in the Puget Sound area, in Gresham, Oregon, and in Wichita, Kansas, narrowly approved an eight-year contract extension that will eliminate their defined benefit pension plan starting in September 2016 — when the current contract expires.

The contract vote held Jan. 3 passed by roughly 600 votes — 51 percent to 49 percent.

It was the second contract Boeing presented to workers in less than two months — both under threat of moving production of its new 777X airliner out of Washington if not ratified. In exchange for keeping the jobs in-state, Boeing demanded that workers give up their traditional pension plan, pay more out-of-pocket for health insurance, and limit future wage growth.

As the Los Angeles Times reported, the contract was negotiated not with a struggling manufacturer, "but with a company that delivered a record 648 planes last year and whose shares traded at all-time highs on the New York Stock Exchange."

Machinists rejected the first proposal by a 2-to-1 ratio. That vote was held Nov. 13 with a record turnout reported.

The second vote on Jan. 3 drew several thousand fewer voters and passed by the narrowest of margins.

Members of Gladstone-based Machinists Lodge 63 rejected the second proposal by roughly



the same 2-to-1 margin they did in November, though approximately 200 fewer votes were cast. Lodge 63 represents 1,194 members at the Boeing parts plant in Gresham.

Connie Kelliher, communications director for District Lodge 751 in Everett, Washington, said Boeing was in its annual end-of-the-year holiday shutdown and many workers were on vacation when the announcement was made that a second vote would take place.

"There was about seven to eight thousand members that didn't vote on it and it was such a slim margin — 300 votes either way would have changed it," Kelliher told Workers Independent News. "That means that about 37.5 percent of the members actually got to decide the fate for the next 10 years, which erases 78 years of collective bargaining history."

According to documents obtained by the Labor Press, on Dec. 9, Boeing requested to meet

with the union to talk about the Nov. 13 election. The sides met on Dec. 10 and again on Dec. 12, which resulted in a new contract proposal with amended terms. On top of a previously offered \$10,000 ratification bonus, Boeing added a \$5,000 bonus payable in 2020. The company tacked on additional dental benefits of \$500 per person starting in 2020, and another \$500 per person starting in 2024. Boeing also withdrew its demand to slow the wage progression for new hires. The offer reverted to the status quo, which is that new hires can reach the top of the pay scale in six years.

"Every other item was *exactly the same* as the offer you rejected Nov. 13," Tom Wroblewski, president and directing business representative of District Lodge 751, posted on the union's website.

Wroblewski and Lodge 751's leadership team refused to present the offer to members, insisting there weren't enough substantial changes to warrant another vote.

Several Washington politicians, including Gov. Jay Inslee and U.S. Rep. Rick Larsen, criticized Wroblewski for not voting the contract proposal.

On Dec. 20, International Association of Machinists and Aerospace President Thomas Buffenbarger stepped in. He ordered a new vote on the revised proposal and set the election for Jan. 3.

In a Dec. 26 letter to Boeing workers, Buffenbarger said he took the action based on the large number of members who contacted him requesting a vote on the revised offer. Buffenbarger wrote

(Turn to Page 7)

Port of Portland drops plan to develop West Hayden Island

In a move that strikes an economic blow to the Portland metro area, the Port of Portland on Jan. 8 withdrew its request for Portland to annex West Hayden Island.

The Port had planned to develop 300 of the site's 814 acres into a deep water marine terminal, creating thousands of family-wage jobs. The remaining acreage was to be set aside for habitat restoration and recreational amenities.

The island, which the Port obtained in 1994 from PGE, is located on the Columbia River just west of the Interstate 5 bridge in unincorporated Multnomah County. The island was brought into the Metro urban growth boundary in 1983 with the intention of building a large cargo facility.

Annexation and development was supported by the Columbia Pacific Building Trades Council, the Oregon AFL-CIO, the Northwest Oregon Labor Council, and the International Longshore and Warehouse Union.

Environmental groups such as the Audubon Society oppose development. They successfully blocked annexation for industrial development in 1999.

"Where the f@#% are they going to come up with 300 to 400 acres of ready industrial land?" asked John Mohlis, executive secretary of the Oregon Building and Construction Trades Council. "And you can print that."

Port of Portland Executive Director Bill Wyatt said the project lacked support at Portland City Hall.

"The terms under which annexation



has been proposed by the city would simply render a future development on the property impossible," Wyatt said in a press release. "We understand from the mayor that Portland City Council is unwilling to take action to modify these proposals at this time, so we cannot justify the investment of more time and money into the process."

Tom Chamberlain, president of the Oregon AFL-CIO and a governor-appointed Port commissioner, blamed the city for the breakdown.

In a guest column for the Oregonian newspaper, Chamberlain wrote:

"I, along with others watching this process, began to wonder if the city's goal was not development but the ability to maintain land in industrial reserves that they knew would never be

developed," he wrote.

"Now, our city leaders must face up to the consequences of preventing the creation of good jobs on West Hayden Island. They must explain to out-of-work Portlanders how we are going to create the good jobs we need to provide a strong base for a growing region.

"Mayor Charlie Hales talks a lot about livability. A good job is the first step to creating a livable community."

In the column Chamberlain pointed out that the Metro region has only seven sites available for industrial development that are over 100 acres. Most of the sites include significant challenges before they would be ready for industrial development, including expensive brownfield cleanup, lack of access to roads and utilities, and the ag-

gregation of parcels under multiple ownerships.

"West Hayden Island would have been one of the most usable parcels of its size in our region once annexed by the city of Portland. It was uniquely valuable as the only option available to expand Oregon's grain exports and give Oregon businesses another option to grow their exports. Without this land we don't have another place to expand our Portland port facilities," he wrote.

Chamberlain said that without growth in its industrial base, Oregon will continue to fall harder, and recover more slowly, with each recession.

"Portland's economy continues to depend on service-sector jobs, which don't attract the outside capital or pay the high wages that we need to create a strong base for our local economy," he wrote.

The City of Portland has been conducting a public process to explore annexation and creation of a long-range land-use plan for West Hayden Island since 2009.

In July 2013, the Portland Planning and Sustainability Commission voted 7-3 in favor of annexing West Hayden Island into the City. Their recommendation reportedly would have added \$30 million to \$40 million in costs to mitigate environmental damage.

Hyatt said that while the Port was agreeable to mitigation exceeding state and federal requirements, the City's proposed annexation terms simply made the 300 acres unviable in the mar-

ketplace.

"This is a disappointing and unfortunate outcome on several levels, including lost economic opportunity for our region, implications for current and future land use planning, and lost social and environmental benefits," Wyatt said in the press release. "Despite this action, I believe that West Hayden Island remains viable for the future as an ideal place to grow the city's tax base and family jobs while providing space for public recreation and wildlife habitat."

Mayor Hales' office told Willamette Week the mayor doesn't want to see West Hayden Island annexation revisited any time soon.

"He does not," Dana Haynes, the mayor's spokesperson, told WW. "The proposal meant hundreds of jobs, many years in the future ... West Hayden Island was a spot, but not the spot, for job growth in the city."

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IBEW launches organizing drive at Camas' Wafertech

By **DON McINTOSH**
Associate Editor

On Feb. 7, 2013, a worker at Wafertech in Camas, Washington, reached out to a union. Portland-headquartered International Brotherhood of Electrical Workers (IBEW) Local 48 took the phone call, and assigned staff organizers to talk to workers.

Wafertech — a subsidiary of Taiwan Semiconductor Manufacturing Company (TSMC) — employs roughly 500 production workers at a Camas semiconductor foundry. They work in a clean room environment making silicon wafers.

Union organizers hoped to get a chance to gauge whether workers were interested without the employer launching an anti-union campaign. But Wafertech managers got wind of workers talking to the union. The union campaign went public, launching a campaign web site Nov. 8 — *wafertechworkers.org* — to provide a forum for workers to learn about and discuss the merits of unionizing. A Facebook page launched Nov. 19 — Wafertech-Workers-United — also provides updates about the campaign.

In mid-November, the company

held hour-long anti-union meetings on each shift. Managers showed a video that outlines the supposed dangers of signing a union authorization card. On Dec. 6, company president KC Hsu wrote to workers, saying Wafertech will best serve customers and employees without a union.

“WaferTech has empowered grass-roots ‘Employee Engagement teams’ to develop improvement plans,” Hsu wrote, “and these teams will be reporting their recommendations in the weeks ahead.”

The union stepped up its effort to talk to workers. In mid-December, staff from Locals 659, 76, 46 and IBEW’s Ninth District for a four-day marathon of door-knocking.

IBEW organizer Ray Lister says Wafertech isn’t a bad employer in some respects: It provides decent employer-provided health insurance, a workplace gym, and paid time off. But employees have complaints, and some would like a union to negotiate improvements. Work is 24-7, and shifts are 12 hours long, starting at 6 a.m. or 6 p.m. Workers say they’re directed by managers fresh out of business school who know nothing about



ORGANIZER RAY LISTER

the industry. And managers change work rules without any say-so from the affected production workers. Turnover is high, Lister said, likely because wages are low. Until this month, some production workers made \$10.50 an hour, barely above Washington’s minimum wage. But on Jan. 16, the company announced a sizable raise: as much as \$1.50 an hour for newer and lower-paid workers, and 50 cents an hour for more senior workers. The raises brought workers up to a new wage floor of \$12 an hour.

Lister thinks the raises were a reason to talk of unionizing.

“We’re still in the early informative stages of a union campaign,” Lister said. “These hourly workers don’t have degrees and are made to believe they don’t have value. But it takes four weeks to train and two years to get up to optimal. They achieve a level of mastery. We’re trying to get message out that their work has value.”

Jensen re-elected business mgr. of Iron Workers #29

Kevin Jensen was sworn in Jan. 2 to a fourth term as financial secretary-treasurer and business manager of Portland-based Iron Workers Local 29. He ran unopposed.

Joe Bowers was re-elected to a second term as president and Robert Camarillo was re-elected vice president of the 1,050-member local, which has jurisdiction in Oregon and Southwest Washington. Additionally, the local is training 175 apprentices.

Both Bowers and Camarillo also were re-elected as business agents and as delegates to the Iron Workers District Council.

Others re-elected were Kevin Soto, recording secretary, and Michael Newton, sergeant-at-arms/Executive Com-



KEVIN JENSEN

mittee/Examining Committee.

Joining Newton on the Executive Committee are Shane Nehls, Kevin Crocker, Rion Barrett and Joseph Fields.

Joining Newton on the Examining Committee are Camarillo and Jade Worthington.

Trustees elected were Steve Mahoney and William Sanders.

Soto, Fields and Joseph Cochran also were elected to the Joint Apprenticeship Training Committee.

All terms are for three years.


Oregon Building Trades Council endorses Kitahaber for re-election

The Oregon State Building and Construction Trades Council (OBTC) has endorsed John Kitahaber for re-election as Oregon’s governor.


The council, which represents more than 25,000 union construction workers throughout the state, cited Kitahaber’s economic development plan, his focus on attracting industrial sector jobs to the region, his effort to raise the median income of Oregonians, and his commitment to bring vocational training back into the classroom, as their reasons for endorsing him.

“Gov. Kitahaber shares our core belief that the key to economic growth and prosperity is the creation of family wage jobs,” said OBTC Executive Secretary John Mohlis.

Kitahaber, a Democrat, served as the 35th governor of Oregon from 1995 to 2003. He was the first person to be elected to the office three times when he was elected to a non-consecutive third term as the state’s 37th governor in 2010. Prior to becoming a politician, he was an emergency room physician in Roseburg, Oregon.




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Official Notices

BAKERY, CONFECTIONERY, TOBACCO WORKERS AND GRAIN MILLERS 114

Executive Board meets 9 a.m. Tuesday, Jan. 28, in the meeting room, at 7931 NE Halsey, Suite 205, Portland. **PLEASE NOTE:** An Executive Board position will be filled at this meeting. If interested, please contact Local 114.

BRICKLAYERS AND ALLIED CRAFTWORKERS 1

Members meet 7 p.m. Tuesday, Jan. 21, at 12812 NE Marx St., Portland.

CEMENT MASONS 555

Members meet 7 p.m. Thursday, Feb. 20, at 12812 NE Marx St., Portland.

CENTRAL OREGON LABOR COUNCIL

Delegates meet 5:30 p.m. Monday, Jan. 27, at the Social Justice Center, 155 NE Irving Ave., Bend.

COLUMBIA-PACIFIC BUILDING TRADES

Delegates meet 10 a.m. Monday, Jan. 20 and Feb. 3, in Kirkland Union Manor II, 3535 SE 86th, Portland. Delegates meet 10 a.m. Monday, Jan. 27, at the Vancouver Labor Center, 2212 NE Andresen Rd., Vanc., Wash.

ELECTRICAL WORKERS 48

Bylaws Committee meets 5:30 p.m. Monday, Jan. 20, in the Executive Boardroom. General Membership Meeting meets 6:30 p.m. Wednesday, Jan. 22, in the Meeting Hall. Doors open at 5:00 p.m. Marine Unit meets 5 p.m. Monday, Jan. 27, in the Meeting Hall. Business Manager's Open House Saturday, Feb. 1 from 8 a.m. to 12 p.m. in the Meeting Hall, contact Nancy Reames 503-256-4848 ext 240 for an appointment. Executive Board meets 6:30 p.m. Wednesdays, Feb. 5 and 19, in the Executive Boardroom. Coast Unit meets 7 p.m. Thursday, Feb. 6 at Astoria Labor Temple, 926 Duane St., Astoria. Meetings are at 15937 NE Airport Way, Portland, unless otherwise noted. **DEATH ASSESSMENTS:** No. 2372, David A. Lehto; No. 2373, Wayne A. Garrison; and No. 2374, Larry L. Wagner. The Jan. 2014 assessment is \$1.50.

ELECTRICAL WORKERS 280

Executive Board meets 4:30 p.m. Wednesday, Feb. 5, at 32969 Hwy. 99E, Tangent, OR. Bend Unit meets 5:30 p.m. Thursday, Feb. 13, at the IBEW/UA Training Center, 2161 SW First St., Redmond. Joint Unit meets 5:30 p.m. Thursday, Feb. 20, at 33309 Hwy. 99E, Tangent.

ELEVATOR CONSTRUCTORS 23

Members meet 6 p.m. Thursday, Feb. 13, preceded by a 5:30 p.m. Executive Board meeting, at 12779 NE Whitaker Way, Portland.

FIRE FIGHTERS 452

Members meet 6 p.m. Wednesday, Feb. 5, at 2807 NW Fruit Valley Rd., Vancouver, Wash.

FIRE FIGHTERS 1660

Members meet 8 a.m. Thursday, Feb. 13, at 4411 SW Sunset Dr., Lake Oswego.

GLASS WORKERS 740

Executive Board members meet 6 p.m. Thursday, Feb. 6, at 11105 NE Sandy Blvd., Portland. Portland area members meet 6 p.m. Thursday, Feb. 6, at 11145 NE Sandy Blvd., Portland. Eugene area members meet 5 p.m. Monday, Feb. 10, at Best Western Grand Manor Inn, 971 Kruse Way, Springfield. Salem area members meet 5 p.m. Tuesday, Feb. 11, at Candalaria Terrace, Suite 204, 2659 Commercial St. SE, Salem.

INSULATORS 36

Executive Board meets 6 p.m. Wednesday, Feb. 12. Members meet 7 p.m. Thursday, Feb. 13. Meetings are at 11145 NE Sandy Blvd., Portland.

IRON WORKERS 29

Members meet 7 p.m. Thursday, Feb. 6, preceded by a 5:30 p.m. Executive Board meeting, at 11620 NE Ainsworth Circle #200, Portland.

IRON WORKERS SHOPMEN 516

Executive Board meets 6 p.m. Thursday, Feb. 13, at 11620 NE Ainsworth Circle, #300, Portland.

LABORERS 483 MUNICIPAL EMPLOYEES

Members meet 5:30 p.m. Tuesday, Jan. 21, at the Musicians Hall, 325 NE 20th Ave., Portland.

LABORERS/VANCOUVER 335

Members meet 7 p.m. Monday, Feb. 3, preceded by a 6:15 p.m. Executive Board meeting, at the Vancouver Labor Center, 2212 NE Andresen Rd., Vanc., Wash.

LABORERS 320

Members meet 7 p.m. Thursday, Feb. 13, at Joe Edgar Hall, Teamsters' Complex, 1850 NE 162nd Ave., Portland.

LANE COUNTY LABOR COUNCIL

Delegates meet 7:30 p.m. Wednesday, Jan. 22, at 1116 South A St., Springfield.

LANE, COOS, CURRY & DOUGLAS BCTC

Delegates meet at noon Wednesday, Jan. 22, at the Springfield Training Center, 2861 Pierce Parkway, Springfield.

LINN-BENTON-LINCOLN LABOR COUNCIL

Delegates meet 7 p.m. Wednesday, Feb. 26, preceded by a 6:30 p.m. Executive Board meeting, at 1400 Salem Ave., Albany.

LINOLEUM LAYERS 1236

Portland area members meet 6 p.m. Thursday, Jan. 23, at 11105 NE Sandy Blvd., Portland. Executive Board meets 5 p.m. Monday, Feb. 3, at 11105 NE Sandy Blvd., Portland. Portland area members meet 6 p.m. Thursday, Feb. 27, at 11105 NE Sandy Blvd., Portland.

MARION-POLK-YAMHILL LABOR COUNCIL

Delegates meet 7 p.m. Tuesday, Feb. 11, preceded by a 6:30 Executive Board meeting, at 2110 State St., Salem.

METAL TRADES COUNCIL

Delegates meet 5 p.m. Tuesday, Jan. 28. Executive Board meets 8 a.m. Monday, Feb. 10. Meetings are at IBEW 48 Hall, 15937 NE Airport Way, Portland.

MOLDERS 139B

Members meet 6:30 p.m. Thursday, Feb. 20, preceded by a 6 p.m. Executive Board meeting at the Carpenters Hall, 2205 N. Lombard, Portland.

MULTNOMAH COUNTY EMPLOYEES 88

Executive Board meets 6 p.m. Wednesday, Feb. 5. General membership meets 7 p.m. Wednesday, Feb. 19, preceded by a 6 p.m. stewards' meeting. Meetings are at 6025 E. Burnside, Portland.

NORTHWEST OREGON LABOR COUNCIL

Delegates meet 7 p.m. Monday, Jan. 27, at IBEW Local 48 Hall, 15937 NE Airport Way, Portland.

OFFICE AND PROFESSIONAL EMPLOYEES 11

Members meet 7 p.m. Tuesday, March 11, at 3815 Columbia St., Vancouver. **PLEASE NOTE:** Nominations will be accepted for the following positions: Executive Secretary-Treasurer (3 year term); Utilities (2 year term); Public Employees (2 year term); Labor Organizations (2 year term); At-Large (2 year term); Trustee (3 year term); and Trustee (2 year term). Nominees must be present to accept, or have written acceptance of nomination submitted at this meeting. Nominations will be held in accordance with Article VII, Sections 1-4 of the Constitution of the Office & Professional Employees International Union, Local No. 11 which states the following: **NOMINATIONS AND ELECTIONS**

Section 1. Nomination of officers shall take place on the second Tuesday in March at the General Membership meeting of each year. No person may be nominated, appointed or elected, or in any way represent the members of this Union unless he or she has been a member of this Union in continuous good standing for at least twelve (12) months preceding the election.

Section 2. No member shall be a candidate for more than one (1) office.

Section 3. Members need not be present to be nominated for any union office. Those members, who by virtue of geography are unable to either attend or have other members from their area attend to place their name in nomination, may notify the Union office of their desire to be nominated. The Executive Secretary Treasurer shall nominate or cause to be nominated those same members. The members, who are not present at the nomination meeting to accept the nomination, must have their acceptance of the nomination in writing, available at the nomination meeting. Only those candidates who accept the nomination shall be considered valid candidates.

Section 4. Except as provided for in Section 3 above, write-in nominations or nominations by proxy shall not be allowed.

**only members that reside outside of Multnomah,

Clackamas and Washington Counties in Oregon, and Clark County in Washington may utilize the geographical exception in Section 3.

OPERATING ENGINEERS 701

District 4 members meet 7:30 p.m. Tuesday, Feb. 4, at Cousin's Restaurant, 2114 W. 6th St., The Dalles. District 4 members meet 7:30 p.m., Wednesday, Feb. 5, at the Pheasant Cafe, 149 E. Main St., Hermiston. District 1 & 5 members meet 7:30 p.m. Friday, Feb. 7, at 555 E. First St., Gladstone. District 3 members meet 7:30 p.m. Tuesday, Feb. 11, at North Bend/Coos Bay Labor Center, 3427 Ash St., North Bend. District 3 members meet 7:30 p.m. Wednesday, Feb. 12, at Holiday Inn Express, 285 Peninger Rd., Central Point. District 2 members meet 7:30 p.m. Thursday, Feb. 13, at the Comfort Suites, 969 Kruse Way, Springfield.

PAINTERS & DRYWALL FINISHERS 10

Members meet 6 p.m. Wednesday, Feb. 19, at 11145 NE Sandy Blvd., Portland. Website: www.iupatlocal10.org

PLASTERERS 82

Members meet 5 p.m. Wednesday, Feb. 5, at 12812 NE Marx St., Portland.

PORTLAND CITY & METROPOLITAN EMPLOYEES 189

General membership meets 6:15 p.m. Tuesday, Jan. 28. Executive Board meets 6:15 p.m. Tuesday, Feb. 11. Meetings are at 6025 E. Burnside, Portland.

ROOFERS & WATERPROOFERS 49

Executive Board meets 7 p.m. Thursday, Feb. 6. Members meet 7 p.m. Thursday, Feb. 13. Meetings are at 5032 SE 26th Ave., Portland. (Phone: 503 232-4807)

SALEM BUILDING TRADES

Delegates meet 10 a.m. Thursday, Feb. 6, at the IBEW 280 Training Center, 33309 Hwy. 99E, Tangent.

SHEET METAL WORKERS 16

PLEASE NOTE: Special Election Local 16 Business Representative Position #1 will at the following DATES, TIMES AND LOCATIONS FOR 2014.

Monday, Jan. 27 - Wild River Pizza, 4 to 4:30 PM, 2684 N. Pacific Hwy, Medford.

Tuesday, Jan. 28 - SW Oregon Training Center, 4 to 5 p.m., 1887 Laura St., Springfield.

Wednesday, Jan. 29 - Abby's Pizza, 4 to 4:30 p.m., 997 First St. Coos Bay.

Wednesday, Jan. 29 - UA Training Center, 4 to 4:30 p.m., 1810 Freeway Ct., NE #110, Salem.

Wednesday, Jan. 29 - Abby's Pizza, 4 to 4:30 p.m.,

Retiree Meeting Notices

ALLIANCE FOR RETIRED AMERICANS OREGON CHAPTER

Executive Board meets 10 a.m. Thursday, Feb. 13, followed by an 11 a.m. General membership meeting at 3645 SE 32nd, Portland.

ELECTRICAL WORKERS 48

Retirees, wives and friends meet for lunch 11:30 a.m. Tuesday, Feb. 11, at Tebo's Restaurant, 19120 SE McLoughlin, Gladstone. For reservations and more information, please contact Glenn Hodgkinson at 503-656-0028.

ELECTRICAL WORKERS 280

Retirees meet between 11:45 a.m. and noon Monday, Feb. 10, at The Old Country Buffet on Lancaster in Salem, which is next to Michael's Craft store.

If you have any questions, please give Don Ball a call at 541-327-3388.

ELEVATOR CONSTRUCTORS 23

Retirees meet 11:30 a.m. Wednesday, Feb. 12, at HomeTown Buffet, 10542 SE Washington St., Portland.

GLASS WORKERS 740

Retirees meet 11:30 a.m. Thursday, Feb. 20, at Izzy's Pizza & Buffet, 1307 NE 102nd Ave. & Halsey, Portland.

INSULATORS 36

Retiree breakfast 9 a.m. Thursday, Feb. 6, at the Dockside Restaurant, 2047 NW Front Ave., Portland.

MACHINISTS

Retired Machinists meet 10 a.m. Wednesday, Feb. 5, at 25 Cornell, Gladstone.

NORTHWEST OREGON LABOR RETIREES COUNCIL

Business meeting from 10 a.m. to 11 a.m. Monday, Feb. 10, Oregon State AFL-CIO, Lower Level Confer-

ence Room, (elevator available), 3645 SE 32nd, Portland.

OREGON AFSCME

Retirees meet 10 a.m. Tuesday, Jan. 21, at the AFSCME office, 6025 E Burnside, Portland. Call Michael Arken for information 1-800-521-5954 ext. 226.

TRANSIT 757

Retirees meet 9:30 a.m. Wednesday, Feb. 5, at Westmoreland Union Manor, 6404 SE 23rd, Portland.

UNITED ASSOCIATION 290

Retirees meet 10 a.m. Thursday, Feb. 20, at 20210 SW Teton Ave., Tualatin.

1938 S Highway 97, Redmond.

Thursday, Jan. 30 - Abby's Pizza, 4 to 4:30 p.m., 1661 NE Stephens, Roseburg.

Thursday, Jan. 30 - Sheet Metal Training Center, 1 to 7 p.m., 2379 NE 178th Ave., Portland.

The position of the Business Representative is also an elected position as a Local 16 Delegate for Representation to AFL/CIO, SMWIA functions and any functions where Local 16 Delegates are required.

To receive a ballot a member must be in good standing. Dues will need to be paid through November 2013 for this election.

Portland area VOC members meet 6 p.m. Wednesday, Feb. 5, at the Sheet Metal Training Center, 2379 NE 178th Ave., Portland.

Portland area members meet 6 p.m. Tuesday, Feb. 11, at the Sheet Metal Training Center, 2379 NE 178th Ave., Portland

Medford area members meet 4 p.m. Wednesday, Feb. 12, at Wild River Pizza, 2684 N Pacific Hwy., Medford. Eugene area members meet 6 p.m. Thursday, Feb. 13, at the Local 16 Hall, 1887 Laura St., Springfield.

Coos Bay area members meet 4 p.m. Thursday, Feb. 20, at Abby's Pizza, 997 First St., Coos Bay.

Women of Sheet Metal Workers Local 16 (WOSM) meet 4:30 p.m. Friday, Feb. 21, at Beaulahland, 118 NE 28th Ave., Portland. Children are welcome.

SIGN PAINTERS & PAINT MAKERS 1094

Members meet 3:30 p.m. Monday, Jan. 20, in the District Office, at 11105 NE Sandy Blvd., Portland.

SOUTHEASTERN OREGON LABOR COUNCIL

Delegates meet 6:30 p.m. Thursday, Feb. 13, at the Woodworkers Hall, 3836 Altamont Drive, Klamath Falls.

SOUTHERN OREGON CENTRAL LABOR COUNCIL

Delegates meet 6 p.m. Tuesday, Feb. 11, at the Labor Temple, 4480 Rogue Valley Hwy.#3, Central Point.

SOUTHWESTERN OREGON CENTRAL LABOR COUNCIL

Delegates meet 6 p.m. Monday, Feb. 10, at the Bay Area Labor Center, 3427 Ash, North Bend.

SOUTHWEST WASHINGTON CENTRAL LABOR COUNCIL

Delegates meet 6 p.m. Thursday, Jan. 23, preceded by an Executive Board meeting, at a location to be determined.

UNITED ASSOCIATION 290

Portland area members meet 7:30 p.m. Friday, Jan. 17, at 20210 SW Teton Ave., Tualatin. The following locations will be able to participate remotely in the Regular Business Meeting at 7:30 on the 3rd Friday of every month: Bend, Eugene/Springfield, Eureka, Medford, and Salem.

Astoria area members meet 6 p.m. Thursday, Jan. 23, at the Astoria Labor Temple, 926 Duane, Astoria.

Brookings area members meet 5:30 p.m. Tuesday, Jan. 21. Please contact Craig Spjut at 707-496-1767 for location information.

Coos Bay area members meet 6 p.m. Tuesday, Jan. 21, at the Coos Bay Training Center, 2nd & Kruse, Coos Bay.

Klamath Falls area members meet 5 p.m. Tuesday, Jan. 21, at 4816 S 6th St., Klamath Falls.

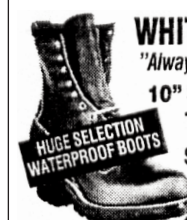
The Dalles area members meet 6 p.m. Tuesday, Jan. 21, at the United Steelworkers Local 9170 Union Hall, The Dalles.

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LERC's Marcus Widenor retires; Raahi Reddy hired as instructor

University of Oregon's Labor Education and Research Center (LERC) has a new instructor — Raahi Reddy — who has a 20-year record as a labor educator and union organizer. LERC hired Reddy in September 2013 to fill a vacancy created when associate professor Marcus Widenor retired Oct. 1, 2012.

LERC is a kind of university extension service, offering training to workers and unions, and applied research on work, employment, and labor relations.

Reddy, 41, was born in India and grew up in Jersey City, New Jersey, the daughter of a single mom and hospital nurse. She was an activist from an early age, volunteering at 16 for Jesse Jackson's 1988 presidential campaign.

She joined a student labor action group at Rutgers University, and after earning a political science degree, went to work for Service Employees International Union (SEIU). She then spent five years as an SEIU organizer in New York and New Jersey, seven years as lead organizer and organizing director at 20,000-member SEIU Local 715 in San Jose, and three years as deputy director and chief of staff at 85,000-member Local 721 in Los Angeles. She also earned a master's degree in urban planning from UCLA, spent several years as a labor educator, and in 2005 helped found an annual training for union organizers at the UC Berkeley Labor Center. While at UCLA, she authored a report that helped win passage of a project labor agreement in which local development agency committed to employ union labor — and open up high-paying union jobs in construction to low-income people and minorities. She's been active in the Asian Pacific American Labor Alliance since 1992, and was president of

the Los Angeles chapter.

In 2012, Reddy moved to Oregon with her husband Hays Witt and their infant daughter. Witt went to work for the Partnership for Working Families, and Reddy went to work as organizing director for Basic Rights Oregon, working on the same-sex marriage initiative aimed at the November 2014 ballot. Now, at LERC, she's back to educating union leaders.

Widenor, 61, will continue to teach one class a year at UO, most recently an undergraduate sociology class called American Unions and Workers Movements. He joined LERC in 1984 after working as a labor educator at the University of Minnesota and as an organizer in South-

ern textile mills for the International Ladies Garment Workers Union. At LERC, he became an expert on the wood products industry, Oregon's labor and working-class history, and public sector labor law. Looking back, Widenor says his 28 years at LERC coincided with the collapse of private sector unions in Oregon — and the ascendancy of very sophisticated unions in the public sector. But the labor movement can't continue without a strong private-sector component, Widenor said. On the other hand, Widenor said, Oregon's labor movement has more women in leadership now than it did in the 1980s, and more young and committed union organizers.

For the future, Widenor said he's most excited about the development of alternative worker movements — "experiments in the cracks at the edges of collective bargaining," like recent strikes by fast food workers in a number of cities. "The collective bargaining system, as we know it, is broken," he said.



MARCUS WIDENOR



RAAHI REDDY



James Coon



Raymond Thomas



Cynthia Newton



Chris Frost



Cheryl Coon



Charley Gee



Melissa Haggerty



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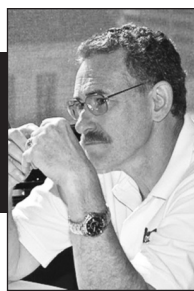
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Who's On Our Side?

By Tom Chamberlain



Livability has been a buzz word of the last two decades. The ability to encourage and accommodate various forms of transportation defines a city: buses, light rail, cars and bikes. Maintaining green space, while encouraging development that increases population density, has put Portland on the map as a premier city. Magazines rank cities by activities, museums, public art, and great schools. Locally, Portlandia, Grimm and various movies and television programs have increased our national profile and increased the city's reputation as a great place to live, raise your family and retire.

People are moving to Portland. A recent report found that in 2013 more people moved to Oregon than any other state. Those new Oregonians' final destination more often than not is the Portland Metro area. By 2060, the Portland Metro area population is projected to double. In just 46 years the population in the Portland area will be equivalent to Oregon's current population of 3.9 million.

With two rail lines, one on each side of the Columbia, a deep-water port, and two freeways, Portland is often the gateway to Oregon, and, more importantly, Oregon's economy.

Often times that the City of Portland is so focused on improving Portland's national reputation that it forgets its responsibility to plan and grow our region, state and north-

west economy. We claim rightfully deserved victories as small high tech firms move to the Pearl District. But those small wins are not enough to grow a middle class economy. Portland's ability to create and maintain a thriving middle class is tied to its history as a manufacturing city. Portland makes things — from streetcars to trucks, medical equipment to microchips, solar panels, and aviation parts. Most folks would be surprised to find that Portland is Ford's only West Coast export facility to Asian markets.

Meeting the challenges of a region that will see its population double in the next half-century will require long term planning and leadership:

- Leadership that understands that the gentrification of Portland's intercity neighborhoods has forced communities of color and the working poor into the only affordable housing that is left — east of 82nd Avenue, far from services and jobs;

- Leadership that understands that a middle class job is the answer to the low-income housing shortage and the path to a quality education system;

- Leadership that knows a job decreases the crime rate, and increases revenue for the state and city.

We cannot answer Portland's, Oregon's or this country's problems until we increase employment, and grow high-wage jobs.

Portland's lack of leadership was never as apparent as in its recent inability to find reasonable solutions to the development of West Hayden Island after years of work. For decades this area has been identified as industrial land earmarked for Port expansion. It is the only site that the Port of Portland can develop as a new deep-water facility. The construction of the facility would employ hundreds, perhaps thousands, of workers, while the facility would employ 400 longshoremen and others, not to mention jobs created for truckers, railroad workers, and service sector workers.

The expansion of the Port would not only add jobs but give farmers and manufacturers access to a port that keeps up with their expanding needs.

A good job is the real key to livability. Portland lacks the leadership to continue our race to be the most livable city in the country.

Yes, we have great parks, locally-made streetcars, and a wonderful view of mountains and rivers and of the city itself. But without long-term planning for the creation of middle-class jobs, we are creating a city where working people have poverty with a view.

That just doesn't work for our side.

Tom Chamberlain is president of the Oregon AFL-CIO.

Randy Carmony elected to top post at Elevator Constructors Local 23 in run-off

Randy Carmony has been elected business representative of Portland-based Elevator Constructors Local 23. He defeated Dave Tremain in a run-off election. Ballots were counted Jan. 9.

Carmony, who previously served as president of Local 23, succeeds Mike Bendorfer, who retired. (See NW Labor Press 'Runoff for top officer at Elevator Constructors,' Dec. 20, 2013.) Tremain left his post as vice president of the local to run for business manager.

Elevator construction is a specialized trade building and maintaining elevators, escalators, moving walkways, and dumbwaiters. Local 23 members work under a nationwide labor agreement with the National Elevator Industry, Inc. employer group. The master



RANDY CARMONY

agreement runs through July 8, 2017.

Local 23 represents 215 members with jurisdiction in all of Oregon plus six southwest Washington counties.

Carmony 49, got his start in the trade in 1982 as an apprentice in Seattle Local 19. A native of Sandy, Oregon, he returned to the state and joined Elevator Constructors Local 23 in 1986.

He has served Local 23 as a trustee, on the Executive Board, and as president.

"I'm one of those people who doesn't like to sit back and complain. I'm willing to step in and try to be a part of the solution," Carmony said.

Outside of the union Carmony serves as chair of the Oregon Trail School Board. He has been on the school board for seven years.

"Four generations of my family have gone through Sandy. The school district, like my union, have done so much for me and my family. It's time to return the favor and give something back."

Carmony said the local is in good shape and the work is strong.

"I look forward to a productive year," he said.

Carmony was installed into office on Jan. 9, along with other officers.

Business representative, a full-time paid position, was the only contested race in the officer elections held Dec. 9.

Also sworn in on Jan 9 were: president, Dan Coyle; vice president, Scott Augst; treasurer, Bob Pyne; recording secretary, Dan Garrett; warden, Gene Stratton; correspondent, Dan Coyle; Executive Board members Lance Martin and Lonnie Mathews; and trustee, Les Johns.

Washington State Labor Council lays out agenda for Legislature

OLYMPIA, Wash. — The Washington State Labor Council is calling on lawmakers to step up to the plate and pass pro-worker legislation in the 2014 session of the Washington Legislature.

There's no significant budget crunch this year, so fewer defensive fights are anticipated during the short, 90-day session that opened Jan. 13. Instead, the state labor federation is promoting what it's calling a "Shared Prosperity Agenda to Rebuild the Middle Class," a proactive list of policies to advance the interests of working people in the Evergreen State.

Some of the many proposals WSLC has on the list:

- Passing a uniform statewide paid sick leave standard, taking as a starting

point the sick leave ordinance Seattle passed in 2012.

- Raising the minimum wage to a "living wage" of \$15 an hour within three years.

- Allow courts to triple damages for wage theft.

- Passing a comprehensive transportation funding package to reduce traffic congestion and create jobs;

- Giving state employees a long-overdue cost-of-living increase.

Though the Senate is still in Republican hands thanks to the 2012 defection of two Democrats, the House is led by Democrats, and WSLC wants to see on-the-record votes so that union members can see who's with and who's against working people.

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Boeing controversy fuels challenge to top Machinist posts

The recent contract concessions at Boeing Co. have motivated a Portland-area Machinists Union member to run for office in upcoming international union elections. Pat Maloney — a 15-year employee at Boeing's Gresham aircraft parts plant — is seeking nominations for general vice president of the International Association of Machinists and Aerospace Workers (IAM), and is part of a slate that's challenging the incumbent national leadership.



Pat Maloney of IAM Lodge 63 is running for general VP.

IAM held elections in January 2013 for its top officers. But after complaints about election practices, the union is re-doing the election this year under the supervision of the U.S. Department of Labor (DOL). A DOL investigation found that the election rules outlined in the IAM constitution violate a federal law governing union elections. Specifically, the DOL found that IAM didn't notify members about nominations, and members didn't have a reasonable opportunity to nominate candidates because some were working during nomination meetings.

The elections complaint was filed by one of the 2013 candidates for general vice president, longtime United Airlines worker Karen Asuncion. In the do-over election, Asuncion is running as part of a slate headed by one time railroad worker and longtime IAM staffer Jay Cronk. Cronk worked for the international as coordinator of IAM's Transportation Division. He is chal-

lenging incumbent international president R. Thomas Buffenbarger in the re-run election. Maloney, the Gresham Boeing plant worker, joined Cronk's slate Jan. 12.

Maloney has been a union activist since 1995, when he supported a union campaign at Precision Castparts. The company fired him in 1997 on trumped-up accusations, and later paid \$100,000 to settle his National Labor Relations Board case. Maloney went to work at Boeing in 1998 as a flight control component tester, became active in the Machinists union, and has served a number of offices in Local Lodge 63.

Cronk's slate includes another member from Boeing — Jason Redrup, a union business representative in Puget Sound's District 751.

Cronk and his slate outline their campaign platform at iamreform.org.

The campaign platform doesn't specifically mention the Boeing contract, but Cronk says it was "very badly mishandled."

"They got themselves involved absent any input from the local leadership, and made commitments to Boeing they couldn't deliver," Cronk said. "I wouldn't have brought that offer to members."

In November, members voted by a 2-to-1 margin to reject a Boeing proposal for an eight-year extension of their current contract, which expires 2016. But Buffenbarger insisted, over local union objections, that a slightly

improved Boeing offer get a vote. The revised deal was approved Jan. 3 by 51 percent of Boeing workers, voting at the end of a holiday break. Under its terms, Boeing commits to build a next-generation aircraft in the Puget Sound in return for workers accepting raises of just 1 percent every other year, increased out-of-pocket medical costs, and an end to their pension in 2016, to be replaced with a 401(k) retirement savings account that would receive much less generous funding. The contract runs through 2024.

Maloney said he was already concerned about leadership decisions, but the Boeing contract in particular made him decide to run.

"Commercial air manufacturing and use is in a boom time right now," Maloney said. "We should never accept concessionary agreements when the

economy is good."

Maloney said the new Boeing contract "radically severs the whole solidarity process," and destroys trust between members and the leadership.

HOW THE VOTE WILL TAKE PLACE

Even under DOL supervision, IAM's system for electing international officers is quite complex. It starts Saturday, Jan. 25, when each "local lodge" will hold special meetings for members to nominate candidates for endorsement by that local lodge. Meetings will be at 6-8 a.m. and 6-8 p.m. so members working every shift can attend. Nominations will be taken for all of the top international offices: international president, general secretary-treasurer and the eight U.S. general vice presidents. [IAM's Canadian members elect their

own general vice president, and eight U.S. general vice presidents are elected at large — and then are assigned to territories or divisions by the international president. In cases where offices receive the same number of nominations as seats available, those nominees are considered to be endorsed by the local lodge. But where more candidates are nominated than positions available, the local lodge then holds "runoff" election meetings Feb. 8 to determine which nominees get the endorsement. All candidates for international office who receive the endorsement of more than 25 local lodges then qualify for the national ballot. The final vote will take places at the first regularly scheduled meeting of each local lodge in April.

IAM has over 800 local lodges. At larger lodges, DOL agents will be present to observe the process.

...Machinists narrowly ratify Boeing pact

(From Page 1)

"... the membership deserves the final say ... I have requested the voting process be conducted in a manner that enables the fullest participation of the membership."

Buffenbarger didn't take a position one way or the other on how to vote, though his letter emphasized that several states had tendered "serious offers and incentive packages to the company" and "the timeline for the Puget Sound area is expiring."

Wroblewski and the Lodge 751 staff

unanimously recommended that members reject Boeing's offer.

Many union members and local union leaders questioned the timing of the second vote.

"Our international president forced this vote under the guise of he wanted the members to have the final say on it," Kelliher told Workers Independent News. "Well, if you want the members to have the final say, don't pick a day where you know 25 to 30 percent of them are not available."

Kelliher said since Jan. 3 "there's been a huge outcry" from members calling for a third vote so that a true majority of Machinists members have a chance to cast ballots. She said several members have filed complaints with the National Labor Relations Board (NLRB), and petitions calling for a re-vote have been circulated to collect signatures to send to the international union. Rank-and-file workers held a "Re-Vote Rally" Jan. 9 at the Everett Union Hall.

"We're in uncharted ground," Kelliher said.

The vote to surrender a defined pension plan also spurred some media pundits to predict the end-times for all of organized labor.

Kelliher disagreed, telling Bloomberg News that workers felt powerless because they were in the middle of a contract and, therefore, didn't have their biggest weapon — the threat of a strike — to slow Boeing from its demands for concessions.

[Boeing Machinists are working under the terms of a contract that expires in September 2016. That contract was "extended" mid-term in 2011, also under threat of relocating jobs to another state if it wasn't ratified. The last true collective bargaining took place in 2008. If allowed to stand, the newly extended contract won't expire until 2024.]

Just days before the Jan. 3 contract vote Boeing unleashed a full-scale media campaign to support the deal. Press

conferences by politicians pushed Machinists to accept the deal or else bring financial ruin to Puget Sound.

"We faced tremendous pressure from every source imaginable in deciding how to vote," Wroblewski wrote to members in a post-election letter. "Politicians, the media and others who had no right to get into our business, were aligned against us and did their best to influence your vote."

Kelliher called Boeing's actions "corporate extortion that squeezed both the workers and \$8.7 billion in tax concessions from Washington state."

In a three-day special session in November, Washington lawmakers granted Boeing the largest private corporation tax subsidy in the history of the United States.

And despite the portayal of workers giving up their pensions in return for guaranteed jobs, Kelliher said there is no real iron-clad jobs guarantee in the contract.

"For a two-paragraph language giving us the airplane, the first sentence says we get the work and the next two paragraphs give them loopholes to move it," she told Workers Independent News.

Wroblewski said the union's goal in coming years will be to fight to ensure Boeing lives up to its commitment to its workforce and keeps jobs in Washington state.

"Our members have spoken and this is the course we'll take," he said.

(Editor's Note: Boeing employs about 82,000 workers in Washington. Last spring its engineers and technical employees — represented by the Society of Professional Engineering Employees in Aerospace (SPEEA) — ratified contracts that ended defined benefit pension plans for new hires. In exchange they will have 401(k) style savings plans. Bargaining of those contracts was contentious, with proposals rejected, threats of a strike, and nearly a dozen unfair labor practice complaints filed by the union.)



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A changing of the guard at National Association of Letter Carriers

Kevin Card and Jim Cook — two longtime local leaders in the National Association of Letter Carriers (NALC) — have left office.

Card started in mid-November as a special assistant to the union's national president, working on workers' compensation. Card was secretary-treasurer of Portland-based NALC Branch 82, as well as president of NALC's state association. He will remain in the area part-time, however: Card's new schedule consists of two weeks at NALC's regional office in Vancouver, followed by three weeks at the union's Washington, D.C., headquarters. In his

new job, Card helps members appeal denied workers' comp claims. The U.S. Postal Service has one of the highest injury rates in federal government, so workers' comp is a big issue for NALC's 260,000 members.

Ricky Horton of NALC Branch 916 in Eugene takes Card's place at the NALC state association, which coordinates the union's legislative and political work.

And Matt Pierce, a steward and letter carrier at Multnomah station, succeeds Card as Branch 82 secretary-treasurer.

Cook, meanwhile, opted not to run

for re-election after coming out of retirement to serve four years as Branch 82 president. Branch 82, with 1,200 members, is NALC's largest local in Oregon. It was Cook's third stretch as Branch 82 president, having served in that role from 1988 to 1993, and from 1996 to 2001.

Cook is known locally as an active member of the Pacific Northwest La-

bor History Association and the Labor History Committee of the Northwest Oregon Labor Council, and as a member of the labor ballad troupe General Strike, which performs on picket lines and at rallies. He retired from the U.S. Postal Service in 2007. Cook said he plans to continue as a delegate to the Labor Council. He will also serve as Branch 82's legislative liaison.

Longtime chief steward Jim Falvey, just-retired as a letter carrier at Rose City station, succeeds Cook as Branch 82 president. Falvey started at the U.S. Post Office as a mail handler, and was vice president of the mail handlers local. He became a letter carrier in 1988, and has served on the Executive Board of Branch 82 and the state association.



JIM COOK RETIRES



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Terms and conditions apply. Offer is valid only at Wilsonville Branch.
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Opening Doors - Impacting Lives...

This is what a Labor of Love looks like:



This is who made it all possible:

Compassionate support and generous donations from the Greater Portland Organized Labor family made the **2013 PRESENTS FROM PARTNERS HOLIDAY TOY DRIVE AND PARTY** for children of out-of-work families the biggest, brightest, and best ever!



The men and women of Organized Labor

Because of local labor organizations, leaders, and members, along with community partners and labor-supportive businesses, more than 250 kids and their grateful parents enjoyed a joyous celebration of holiday generosity, union style.

and this is our heartfelt **Thanks to YOU!**

In Solidarity, Labor's Community Service Agency, Inc., & the Northwest Oregon Labor Council, AFL-CIO