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Grocery workers ratifying new contracts

Grocery workers at major supermarkets in Oregon and Southwest Washington are voting on new collective bargaining agreements this month, bringing an end to nearly two years of negotiations that was steering toward a strike.

At press time, new contracts had been ratified at Fred Meyer (Kroger), Safeway, Albertsons, and QFC stores in Portland, Vancouver, Eugene, The Dalles, Hood River, Newberg, Bend, Newport, and Burns. Voting will take place in other parts of the state through Feb. 20.

United Food and Commercial Workers (UFCW) Local 555 represents approximately 14,000 grocery clerks, meat cutters, and central checkout clerks at the stores. A 45-member Unity Bargaining Committee has been in negotiations for more than 22 months with Allied Employers Inc., a Kirkland, Washington-based firm representing grocers. It is the first time in the union's history that contracts from each geographic region within its jurisdiction — from Klamath Falls, Oregon, to Longview, Washington — were bargained simultaneously.

Up until late January, employers had budged very little on their demands to increase the minimum waiting time to receive full health care coverage (from



Portland area grocery workers and meat cutters listen to details of a labor agreement reached last week between UFCW Local 555 and Safeway, Fred Meyer, Albertsons and QFC stores.

43 months to a minimum of 78 months), and to double the out-of-pocket annual maximum for family coverage to \$12,000. Employers also wanted the ability to schedule workers seven days a week without any days off or having to pay overtime, effectively eliminating the five-day work week.

Having seen enough, the union scheduled a series of statewide strike vote/contract update meetings for members throughout the month of February. That action prompted the employer group to engage in a four-day, 68-hour marathon bargaining session starting Jan. 29. Those talks resulted in

an offer the union was willing to take to its membership for a vote.

"This was some of the toughest bargaining in bad times that I've ever seen," said Secretary-Treasurer Jeff Anderson, a 36-year member of the union.

Anderson said employers agreed to merge the Portland area medical plan with the Joint Labor Management Retail Trust. JLMRT covers employees from Salem to the California border, in Central Oregon, in far Eastern Oregon, and in Southwest Washington.

Employers will increase funding for medical insurance by 14.87 percent; JLMRT members will see their Level 3



benefits improve, with deductibles reduced from \$500 to \$300 and annual out-of-pocket costs reduced from \$5,000 to \$3,000. After annual deductibles are met, the plan will pay 85 percent of the bill, a 10 percent increase

from the previous contract.

Contract expiration dates also were altered so that Portland will lead off in the next round of bargaining starting in June 2015. The union wanted its largest group to be first out of the blocks because it provides more power at the bargaining table. In the past, the Portland unit bargained toward the end, after smaller contracts downstate had already been completed. Additionally, the time span between when the first and last contracts expire was narrowed from 30 months to 16 months.

Anderson acknowledged that the contracts also contained "some awful stuff," but he said it was probably the best the bargaining committee was going to get, short of a strike. Workers will get a raise of 25 cents an hour over three years; it will take new hires more hours to reach journey-level status; and they won't be paid time-and-a-half when working holidays.

The new contracts for the Portland area expire in June 2015; Vancouver expire in December 2015; The Dalles/Hood River expire in June 2016; Eugene expire in February 2016; Newberg expire in September 2015; McMinnville expire in August 2016; Bend expire in July 2015; Burns expire in December 2015; Lincoln City/Newport expire in August 2016.

Daimler Trucks to lay off 250 union workers at Swan Island plant

Daimler Trucks North America will lay off 250 union production workers at its Swan Island truck plant March 1, part of a 1,300-worker downsizing throughout North America "due to the present softening of economic conditions."

The layoffs do not impact managers, supervisors, engineers, and support staff, or nearly 2,000 nonunion white-collar workers at Daimler's Portland headquarters, said Joe Kear, business representative of Machinists Lodge 1005.

The Portland manufacturer of heavy-duty Western Star trucks currently has a unionized workforce of 930.

Hardest hit by the layoffs is Machinists Lodge 1005, which will lose 180 members. Teamsters Local 305 will lose 44 members; Sign Painters and Paint Makers Local 1094 will lose 25 members; and Service Employees Local 49 will lose four members. For the Machinists Union, that means all employees hired on or after June 1, 2011, will be laid off. For Painters Local 1094, all

employees hired on or after Sept. 6, 1994, will be laid off. All Teamsters Local 305 employees hired on or after Nov. 14, 2011 will be laid off. And all Service Employees Local 49 members hired on or after Feb. 23, 1998, will be laid off. Workers will have four years of call-back rights.

Labor's Community Service Agency and Worksystems Inc. are meeting with impacted workers to assist with career counseling and other support services. Kear told the Labor Press that Daimler Trucks North America also will file a petition for federal Trade Adjustment Assistance.

In October 2011, Freightliner announced with great fanfare that it would hire 350 shop workers in 2012. At the time, it had a unionized workforce of approximately 700.

"Orders were up, they had a backlog, and they anticipated orders would keep going up. But those orders never materialized," Kear said.

The expanded workforce eventually caught up with the backlog, and because new orders were

slow coming in, Daimler in 2012 imposed temporary shutdowns, furloughing workers for one, two, and three days at a time. The last three-day shutdown was in late January.

After the March 1 layoffs, the plant will go from two shifts producing 34 trucks a day, to one shift producing 26 trucks a day. Half-a-dozen shop floor managers and supervisors from swing shift will be reassigned to day shift.

The union workers are in the final months of a three-year contract that expires June 28. Bargaining for a new contract will begin in a few months.

Daimler (formerly Freightliner) actually was preparing to close the Swan Island manufacturing plant in October 2008. But after learning that it would incur substantial "legacy" costs to its union workers if it closed, the German-owned company rescinded the planned closure with the proviso that the unions agree to wage and benefit concessions, which they did.

Wages at the truck plant have been frozen for

four years, Kear said.

Daimler notified North Carolina state officials that, effective April 1, it plans to lay off 715 employees at its truck plant in Cleveland, 405 workers at its plant in Mount Holly, and 80 people at its Components and Logistics business in Gastonia. The company is in the process of building a 311,000-square-foot warehouse to support the parts plant in Gastonia. The \$25 million facility is slated for completion in August.

Production workers in North Carolina are members of the United Auto Workers.

Daimler also operates a huge nonunion manufacturing plant in Saltillo, Mexico. There was no announcement of any layoffs there.

Daimler said in a statement that it resorted to the layoffs "due to the present softening of economic conditions that has adversely impacted the entire North American commercial vehicle industry." The cuts, it said, will "synchronize current production rates to incoming orders."

Postal unions condemn plan to end Saturday delivery

WASHINGTON, D.C. — Postmaster General Patrick Donahoe's plan to end Saturday mail delivery beginning Aug. 5 was met with calls for his resignation by leaders of several postal workers unions. Donahoe says the U.S. Postal Service (USPS) can save \$2 billion a year by taking the action.

"Slowing mail service and degrading our unmatched last-mile delivery network are not the answers to the Postal Service's financial problems," responded National Association of Letter Carriers (NALC) President Fredric Rolando. "It is a disastrous idea," that

will hurt "millions of customers" — particularly businesses, rural communities, the elderly, the disabled and others who depend on Saturday delivery.

"USPS executives cannot save the Postal Service by tearing it apart," added American Postal Workers Union (APWU) President Cliff Guffey. "These across-the-board cutbacks will weaken the nation's mail system and put it on a path to privatization."

The root cause of the agency's fiscal problems, union officials say, is the unique congressional requirement — the Postal Accountability and Enhancement Act — that USPS prefund retirement benefits for decades into the future. Guffey called for repeal of that requirement in order to restore financial stability to the USPS.

"No other entity — public or private — bears this burden. Since the Postal Accountability and Enhancement Act took effect in 2007, the Postal Service has been required to pre-pay some \$5.5 billion per year. Yet the same law prohibits the Postal Service from raising postage rates to cover the cost," Guffey said.

The U.S. Postal Service is, by law, an "independent establishment" of the executive branch of the federal government. It gets no tax dollars for its day-to-day operations, but it must follow budget mandates passed by Congress.

The union leaders noted that USPS already has begun slashing mail service by closing 13,000 post offices or



A protester sits outside the Vancouver Hilton Hotel in August, where Postmaster General Patrick Donahoe was speaking about cuts to USPS.

drastically reducing hours of operation, shutting hundreds of mail processing facilities, and downgrading standards for mail delivery to homes and businesses.

Jim Cook, president of Portland-based NALC Branch 82, believes corporate interests, working through their friends in Congress, created a phony financial crisis to soften the agency up for union busting and privatization. USPS is a \$67 billion a year business with over \$100 billion surplus in its pension and retiree health benefit funds, 200,000 vehicles, and over

30,000 post offices, many of which are located on prime downtown real estate.

"The postmaster general has been selling off assets and dismantling the postal service right before our very eyes," Cook said.

Union officials insist USPS can't eliminate Saturday mail without congressional approval. Donahoe disagrees, saying the agency has the autonomy to make the change.

Rolando said Donahoe's action "flouts the will of Congress, as expressed annually over the past 30 years in legislation that mandates six-day de-

livery." Rolando said as recently as the last Congress, which ended in January, a bi-partisan majority of representatives co-sponsored legislation backing the continuation of Saturday delivery.

The two sides also disagree on the impact on jobs if the cutbacks are implemented. Union officials predict a loss of some 80,000 jobs nationally (150 to 200 in the Portland metro area). Donahoe says 22,500 jobs would be eliminated.

Rolando said if Donahoe "is unwilling or unable to develop a smart growth strategy that serves the nearly 50 percent of business mailers that want to keep six-day service, and if he arrogantly thinks he is above the law or has the right to decide policy matters that should be left to Congress, it is time for him to step down," he said.

Arbitrators set three of four postal contracts

Three of four postal unions have been forced to binding arbitration after the Postal Service refused to come to terms on new collective bargaining agreements.

The most recent was last month, when a federal interest arbitration board set the terms of a new national labor agreement between the National Association of Letter Carriers (NALC) and the U.S. Postal Service (USPS). The contract is retroactive to Nov. 21, 2011, and runs through May 20, 2016.

The National Rural Letter Carriers Association received an interest arbitration award last year, while the National Postal Mail Handler Union is still waiting for a decision (possibly in March).

Members of the American Postal Workers Union ratified a contract in 2011.

For the most part, the arbitrators rejected the Postal Service's proposals to freeze pay, eliminate cost-of-living adjustments (COLAs), contract out work, and impose a two-tier wage schedule.

NALC's new contract provides three general wage increases between now and the end of the contract: 1 percent in November 2013, 1.5 percent in

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Oregon Building Trades backs bill to build new bridge

The Oregon State Building and Construction Trades Council is supporting a bill in the Oregon Legislature to pay the state's share of the \$3.5 billion Interstate 5 bridge replacement and freeway safety project, also known as the Columbia River Crossing (CRC).

House Bill 2800 would allow the state to borrow up to \$450 million — its portion of the cost of the project. The bill has a "Buy America" provision for steel, iron, coatings for steel and iron, and other manufactured products; it contains apprenticeship training language that is better than existing requirements by the Oregon Department of Transportation; and it references goals "to maximize economic development opportunities for small businesses."

But HB 2800 does place several conditions on the money. It would allow Oregon to pay only if:

- Washington state lawmakers come up with their \$450 million share of the project's finance plan;
 - The federal government comes through with at least \$800 million for light rail;
 - Toll revenue pencils out through the investment grade analysis now under way;
 - The U.S. Coast Guard approves plans for a 116-foot-high bridge. The CRC filed its bridge permit application on Jan. 30.
- John Mohlis, executive secretary of the Oregon State Building and Construction Trades Council, said construction unions support the bill, and he is confident lawmakers will, too.

"It won't be easy, but I believe it will get done, by mid-March," he said.

Oregon Senate President Peter Courtney (D-Salem) and House Speaker Tina Kotek (D-Portland) appointed a special joint committee to work on the bill. The committee is comprised of the membership of the Senate Business and Transportation and House Transportation and Economic Development committees. It is co-chaired by Sen. Bruce Starr (R-Hillsboro), Sen. Lee Beyer (D-Springfield), Rep. Cliff Bentz (R-Ontario), and Rep. Tobias Read (D-Beaverton).

Both Courtney and Kotek support replacing the bridge.

The first meeting and public hearing of the Joint Committee was held Feb. 11. Union business managers, agents, organizers, and members of construction unions were there in force, reminding lawmakers that the bridge replacement is a regional economic stimulus project; that it will create 1,900 construction jobs for seven to nine years; and that it will secure over \$1 billion of federal money for the local economy.

Gov. John Kitzhaber also testified in favor of the bridge replacement.

The Columbian newspaper reported that on Feb. 1, **Washington** state Sen. Tracey Eide (D-Federal Way), sent a letter to Gov. Jay Inslee expressing her support for the CRC. Eide, co-chair of the Senate's Transportation Committee, argued that the project has come too far and is too important to turn away from current plans.

"Starting over will leave the states of

Washington and Oregon with a vulnerable bridge that is nearly 100 years old that does not adequately meet basic economic and safety needs in its most important commercial corridor," Eide wrote.

Eide's letter follows an earlier letter from the Transportation Committee's other co-chair, Sen. Curtis King (R-Yakima). King, who has been critical of the CRC, called for a "new direction" on the project and laid out a five-point plan to rethink the CRC. That includes dropping light rail, currently planned as part of the project.

In other CRC news, Oregon's **Clackamas County Board of Commissioners** failed to pass a resolution Feb. 7 opposing the bridge replacement project. The resolution, submitted at the last minute by newly-elected chair John Ludlow, would have declared that the county "strongly objects to the efforts to commit any funding to the Columbia River Crossing as currently planned."

The Oregonian newspaper reported that Ludlow proposed the resolution without any notice to the board, which caused two commissioners to admonish him.

Ludlow and newly-elected Commissioner Tootie Smith voted for the resolution. Commissioner Martha Schrader, also newly-elected, voted against it. Commissioner Paul Savas abstained, and Commissioner Jim Bernard was not present.

The commission is non-partisan, but Ludlow and Smith are Tea Party Republicans. Savas is a Republican and

Schrader and Bernard are Democrats.

And as this issue of the Labor Press was going to press, the **Board of Clark County Commissioners** in Washington was going to consider an anti-CRC resolution almost identical to the one that failed in Clackamas County. Like Clackamas County, the resolution was submitted through the back door.

The Columbian newspaper reported that newly-elected Commissioner David Madore, a Republican, asked for the agenda item via an e-mail to County Administrator Bill Barron a day after the Board of Commissioners had met in a public session. Fellow Commissioner Tom Mielke, a Republican, agreed to add the item to the agenda after being contacted by Barron.

In a Feb. 7 e-mail, Commissioner Steve Stuart, a Democrat, confirmed it. "I was informed by the county administrator that the county commissioners will consider a resolution opposing the Columbia River Crossing Project next Tuesday (Feb. 12) morning."

Stuart said the resolution, "was not discussed in open public session yesterday, but instead delivered in an e-mail from Commissioner Madore this morning followed up by a second vote given by Commissioner Mielke over the phone with our administrator, who agreed to add it (to the agenda).

"Regardless of your feelings about the CRC project, please know that I believe the public should be duly notified of, and invited to participate in, public business such as this," Stuart wrote. "Trying to sneak things by doesn't help establish public trust."

In January, the Board of Commissioners, led by Madore, voted 2-to-1 to withdraw more than \$100,000 in fund-

ing to the Columbia River Economic Development Council because of its support for the Columbia River Crossing project.

Neither of the county resolutions has any effect on the CRC project, as it doesn't fall under their governing authority. "The county commission has no legal authority over this interstate project. Period," Stuart told the Columbian newspaper.

...Postal contracts

(From Page 2)

November 2014, and 1 percent in November 2015. It also provides for the payment of seven COLAs between now and 2016, though the two COLAs calculated in 2013 will be deferred and paid in 2014. These wage and COLA provisions follow the wage pattern established by the negotiated APWU contract and the arbitrated Rural Letter Carriers' contract.

The arbitration board increased employee health insurance premiums, banned contracting out, and maintained no layoff protections.

For Letter Carriers, transitional employee positions were eliminated and new city carrier assistants (CCAs) positions were created. CCAs will receive lower hourly pay to start, but will have a path to career employment and the top step wage rate after 12.4 years (\$27.74 per hour). CCAs also will be eligible for health care insurance and a 401(k) retirement plan after one year on the job.

The arbitration decision also calls for the conversion of all part-time flexible carriers to full-time regular status.



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Local Motion

January 2013

A list of Oregon and Southwest Washington workplaces deciding whether to be union-represented – as reported by the National Labor Relations Board and the Oregon Employment Relations Board.

Voting in union elections

No unionization elections were held in January 2013 for Oregon or SW Washington.

Requesting a union election

Workplace (Location) Union	Number of workers in unit
Dotty's Deli (Beaverton) Bakers Local 114	4
Options for Southern Oregon (Grants Pass) SEIU Local 503 DECERT	22
Wilhelm Trucking mechanics (Portland) Machinists District Lodge W24 DECERT	2

LEGEND

DECERT: A decertification election occurs when some union-represented workers declare that the union no longer has majority support. A 'yes' vote is a vote for the union.

Sick leave ordinance gets first hearing at Portland City Council

In four hours of public comment, sentiment runs 3 to 1 in favor of a sick leave ordinance

By **DON McINTOSH**
Associate Editor

Portland City Council is on the verge of passing an ordinance giving workers the right to sick leave — a far-reaching advance that would improve working conditions for more than a quarter million workers.

The proposed ordinance had its first official hearing Jan. 31. Facing packed chambers, City Council heard close to four hours of public comment that ran more than three to one in favor of the ordinance. Those in favor included Multnomah County Commissioner Deborah Kafoury and state representatives Michael Dembrow, Alisa Keny-Guyer, and Jessica Vega Pederson, as well as leaders of at least half a dozen labor organizations, and officials responsible for public health in the Portland area. Speaking against it were a

handful of business owners and industry lobbyists, though some other business owners spoke in favor.

The proposed ordinance would require employers to provide one hour of sick leave for every 30 hours of work — up to 40 hours a year. It would be paid sick leave for employers with more than five employees, and unpaid for employers with five or fewer employees. Employees could use the sick leave when they or a close family member or domestic partner are sick, injured, or in need of preventive medical care.

The ordinance — introduced by Commissioner Amanda Fritz, is the first significant issue tackled by the newly installed Council in which Mayor Charlie Hales and Commissioner Steve Novick are new members.

Several city commissioners said they would support changes to make the ordinance clearer or more workable, but none appeared to be swayed by arguments that they should wait for the state Legislature to take action. Dembrow — a state representative from Northeast Portland and a longtime leader of American Federation of Teachers — read a letter signed by Oregon Senate Majority Leader Diane Rosenbaum declaring that City Council passage of a sick leave ordinance would only strengthen efforts to pass statewide legislation.

The Legislature would have plenty of time to act; Portland's ordinance, as proposed, would take effect Jan. 1, 2014. That's incidentally also when the most significant parts of the federal



At a Jan. 31 hearing at Portland City Council, Fred Meyer employee and United Food and Commercial Workers Local 555 member Kimberly Johnson speaks in favor of a sick leave ordinance, alongside Local 555 Secretary-Treasurer Jeff Anderson.

legislation known as Obamacare takes effect, so Portland workers would not only get the right to take time off when they were sick, but also would have access to affordable medical care.

Several business people — including the owners of Huber's and the Daily Cafe — said providing paid sick leave would be burdensome. But at the end of the hearing, Fritz said she was

more concerned about the hardship workers face when they work sick or lose wages. As for the cost to employers, if every worker used the maximum five sick days a year and had to be replaced during their absence, it would add 1.9 percent to payroll costs. In San Francisco, which has such an ordinance, workers use about three days a year on average. Meanwhile, at restaur-

rants, sick employees would likely seek to swap shifts, which the proposed Portland ordinance allows, rather than lose tips.

For union grocery workers, a significant feature of the ordinance is that it allows workers to use sick leave on the first day of an illness. Current grocery contracts with United Food and Commercial Workers Local 555 provide paid sick leave, but the leave starts on the third day. Teresa McGrath — one of a contingent of Local 555 members at the hearing — told City Council how she lost her grocery checker job in November 2012 because she made a cash handling error while working dizzy and nauseated on the second day of a bout with the flu.

A 14-member task force chaired by Fritz and fellow Commissioner Dan Saltzman is meeting three times to discuss modifications to the proposal. One issue they'll consider is whether the ordinance should cover employees who are based elsewhere but work part of the time in Portland, including trucks that pass through.

The task force is about evenly split between advocates and critics of the ordinance, but Fritz said its task is to propose modifications to make the ordinance more workable, not to determine whether to proceed with the ordinance. The one labor representative on the task force is Local 555 Secretary-Treasurer Jeff Anderson.

City Council will hold a second hearing Feb. 27 on the ordinance, and a vote on it is tentatively scheduled for March 6.

U.S. Bank joins as title sponsor of BULL Session

U.S. Bank has joined the National Electrical Contractors Association/International Brotherhood of Electrical Workers (NECA/IBEW) as co-title sponsor of the Business, Union, Labor, Leaders (BULL) Session.

The organization's fundraising event in Oregon takes place in September and includes a dinner/auction and one-day golf tournament.

Since its inception in 1991, the BULL Session has donated more than \$4.6 million to children's charities, including Children's Developmental Health Institute (formerly The Artz Center for Developmental Health and Audiology), Doernbecher Children's Hospital, Gales Creek Camp, March of Dimes, Providence Child Center, Randall Children's Hospital at Legacy Emanuel, Shriners Hospitals for Children Portland, Special Olympics Oregon, and Wheel to Walk Foundation.

U.S. Bank serves more than 300 labor-management groups with combined assets of \$37.3 billion.

"The Oregon-Columbia Chapter of NECA is proud to partner with U.S. Bank," said Tim Gauthier, executive manager of NECA and president of the BULL Session.

"U.S. Bank is proud to support such a worthy cause," said Jeff Kerr, president of U.S. Bank Institutional Trust and Custody. "This is a natural partnership for our organization and reinforces our dedication to labor management plans."

Columbia Pacific BTC heading to the 'Couve

Delegates to the Columbia Pacific Building and Construction Trades Council will hold their fourth meeting each month in Vancouver, Wash.


Delegates currently meet every Tuesday at Kirkland Union Manor in Southeast Portland.

Beginning Tuesday, Feb. 26, delegates will meet at 1:30 p.m. at Laborers Local 335 hall, 2212 NE Andresen Road, Vancouver.



"The new location and time will allow a greater participation to a few important local governmental meetings," said Executive Secretary Jodi Guetzloe Parker.

The Port of Vancouver begins its bi weekly meetings on the second and fourth Tuesday at 9:30 a.m. at the Port offices located at 3103 NW Lower River Road. And Clark County Commissioners meet on most Tuesdays at 10 a.m. at the Public Service Center, 1300 Franklin St.

"Both meetings are equally important, and deserve our attention. With the move, we can have a viable presence in these rooms, create relationships, and report potential jobs that can impact our affiliates, just to name a few of the opportunities," Guetzloe Parker said.



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Single-payer health care rally draws crowd

SALEM — Advocates for single-payer health care in Oregon made their voices heard in Salem Feb. 4 — the opening day of the 77th legislative session. Among the nearly 1,000 people gathered at the noontime rally on the front steps of the State Capitol was State Rep. Michael Dembrow (D-Portland). A member of the American Federation of Teachers, Dembrow is co-chief sponsor of the Health Care for All Oregon Act. The draft legislation currently has 19 co-sponsors, including rookie state Rep. Jennifer Williamson (D-Portland), who is co-chief sponsor.

Portland Sen. Chip Shields is co-chief sponsor on the Senate side.

A second bill in draft form carried by Dembrow would authorize a formal study of the health care financing system. “Every Oregonian has a fundamental right to health care. The Affordable Care Act and public exchanges are not the answer,” Dembrow said.

Williamson told rallygoers that each

year 540 Oregonians die from treatable diseases because they could not access affordable health care. In addition, 34,000 Oregonians and 12,000 families were forced into personal bankruptcies last year, caused by a medical crisis. “And most had insurance when their medical condition began. That is outrageous,” she said.

Dembrow said that due to language in the federal Affordable Care Act, a single-payer system cannot be established before 2017. He vowed to spend the next three years building a movement to support a “health care for all” system in Oregon.

“It won’t be solved by lawmakers or by the governor,” Dembrow said. “It’s going to be solved by a million people in the state of Oregon demanding change, organizing for change, and voting for change.”

Dembrow said his goal is to have a ballot measure ready for the 2016 election.



State Rep. Michael Dembrow addresses a crowd of nearly 1,000 people gathered at the State Capitol Feb. 4 for a rally for a single-payer health care system in Oregon. Ten buses delivered people from as far away as La Grande and Bandon, Ashland and Prineville for the noon rally organized by Health Care for All Oregon.

IN MEMORIAM

TOMMY ‘TEAMSTER’ MALLOY, a retired business agent and lobbyist for Teamsters Joint Council No. 37, died Jan. 27 of age-related causes at his home in Southwest Portland. He was 88.



THOMAS JAMES MALLOY was born into a Teamsters family in Milwaukie, Oregon, on July 24, 1924. His father, grandfather, and five uncles were all members of the Teamsters. Malloy, himself, was a 54-year member, joining Teamsters Local 206 after taking a job as a warehouseman after graduating from high school.

He enlisted in the Coast Guard in 1942 and served in World War II. After leaving the military in 1946, Malloy was hired as an organizer for Teamsters Cannery Local 681. He worked as a “salt” at Libby’s cannery in Portland, signing up new union members. He was fired from Libby’s when the employer found out what he was doing.

Malloy was hired by the union as a business representative and was working for Local 681 when Dave Beck, director of the Western Conference of Teamsters, assigned him to the Puget Sound area as an organizer.

Beck sent Malloy back to Portland in 1949 to take over Teamsters Automotive Local 255, which had been placed in trusteeship. He left Local 255 in 1960 to take the reins of Teamsters and Chauffeurs Local 281. A short time later he was appointed secretary-treasurer of the Chauffeurs Division of the

Western Conference of Teamsters.

Malloy was elected as a trustee on the Executive Board of Joint Council No. 37 in 1980. He left that post three years later to accept an appointment as a Joint Council representative assigned to serve the union as its political coordinator and legislative lobbyist. When he retired from the dual post in 1987, Malloy ranked as the longest-serving Teamster representative in the Western Conference, with 41 years.

After his “retirement,” Council 37 asked him to continue as its political and legislative representative on a contract basis, which he did until 2005.

Malloy’s civic endeavors included serving as a trustee of the Oregon Museum of Science and Industry (OMSI), and on the board of the Housing Authority of Portland. The latter came via appointments by Mayors Terry Schrunk and Neil Goldschmidt.

On Feb. 1, 2013, Teamsters Joint Council No. 37 announced that it was adding Malloy’s name to the Teamsters Clyde C. Crosby/Joseph M. Edgar Memorial Scholarship Fund. The program offers scholarships to children of active, retired, disabled, or deceased members of a local union affiliated with the Joint Council.

Malloy is survived by his wife of 52 years, Eleanor “Frankie”; daughters Shelli Niyama and Tricia Anderson; son Steven; five grandchildren, and four great-grandchildren. He was preceded in death by son Michael “Mickey.”

Services were arranged by Riverview Abbey, a Teamster-represented funeral home located in Southwest Portland.

Austerity plans and ‘Bowles-Simpson’ are bad policies for the economy and workers

By **JACKIE TORTORA**

Working families aren’t fooled. There’s nothing “fair and balanced” about the Bowles-Simpson budget plan that would ultimately increase unemployment, cut Social Security benefits, tax workers’ health benefits, and scapegoat federal employees while giving more tax breaks for sending jobs overseas and lowering tax rates for Wall Street and the wealthiest 2 percent.

On Feb. 7, U.S. Rep. Kurt Schrader (D-Ore.) introduced an amendment that would direct President Obama to follow the budget recommendations of

OSU research assistants to vote on unionization

CORVALLIS, Ore. (PAI) — The Oregon Employee Relations Board (ERB) ruled on Jan. 4 that 680 research assistants (RAs) at Oregon State University in Corvallis can belong to a union. The board said RAs, like their fellow teaching assistants, are public employees and have the right to organize and bargain collectively.

The RAs petitioned the board last June for recognition with the Coalition of Graduate Employees Local 6069, an affiliate of the American Federation of Teachers (AFT)-Oregon. Local 6069 already represents some 900 teaching assistants at the university.

OSU objected, arguing that the RAs were not employees.

ERB will mail ballots Feb. 21. The ballot will have two options: “Local 6069” or “No representation.” Ballots must be received (not postmarked) by March 7.

Erskine Bowles and Alan Simpson, known as the Bowles-Simpson plan.

Last year, 350 economists wrote a letter explaining that austerity measures, like the Bowles-Simpson plan, are the exact opposite actions needed to take in order to get people back to work. Not to mention that all these austerity plans being floated target Social Security, Medicare, and Medicaid beneficiaries for benefit cuts while hypocritically showering the wealthy and corporations with more tax breaks they don’t need.

Republicans in Congress are threatening to shut down the government in March so they can get their way and

enact the same economic agenda voters overwhelmingly rejected in the last election. The Republican ransom demands are the same as always: cuts to Social Security, Medicare and Medicaid benefits; tax cuts for the wealthy and Wall Street; and budget austerity for the rest of Americans, which is already causing the economy to sputter.

The AFL-CIO is asking union members to call their lawmakers in Congress at 888-659-9401 and urge them to reject austerity plans like Schrader’s amendment.

(Editor’s Note: Jackie Tortora writes for the AFL-CIO NOW blog.)

Labor, women’s groups celebrate 20th anniversary of Family Medical Leave Act

WASHINGTON, D.C. (PAI) — Unionists and women’s leaders celebrated the 20th anniversary of the Family and Medical Leave Act (FMLA) in early February. FMLA gives workers in firms with at least 50 employees six weeks of unpaid leave yearly to care for ill family members, newborns or themselves with the guarantee they can return to their old jobs.

President Bill Clinton signed the Act on Feb. 5, 1993.

The Labor Department marked the milestone by issuing a final rule that extends the same job protections to families of military service members and to airline personnel and flight crews.

The Association of Flight Attendants, an affiliate of Communications

Workers of America, which lobbied for the change for years, cheered. “It’s an exciting day” that gives flight attendants “peace of mind,” union President Veda Shook said.

Carol Rosenblatt, director of the Coalition of Labor Union Women (CLUW), said even though passage of FMLA was a landmark victory, it should be expanded to be paid leave and cover more workers, including part-time employees.

“It is time these holes be fixed,” she said.

An effort to expand the Act in the last Congress was stopped by a Republican filibuster in the Senate.

For more information about FMLA, go on line to <http://www.dol.gov/whd/fmla/2013rule>.

Official Notices

AUTO MECHANICS 1005

Members meet 10 a.m. Saturday, Feb. 16, preceded by a 9 a.m. shop stewards' training session. ALL MEMBERS are invited to shop stewards' training. Stewards must attend steward meeting to be compensated. Executive Board meets 4:30 p.m. Wednesday, March 13.

All meetings are at 25 Cornell, Gladstone. **PLEASE NOTE:** Rochelle Conrad will be available from 8 a.m. to noon during the Regular Lodge meeting to answer any questions you may have about Health and Welfare and Pension plans.

BAKERY, CONFECTIONERY, TOBACCO WORKERS AND GRAIN MILLERS 114

Executive Board meets 9 a.m. Tuesday, Feb. 26, followed by a 9:30 a.m. General Membership meeting in the meeting room, at 7931 NE Halsey, Suite 205, Portland. **PLEASE NOTE:** Two vacancies on the Executive Board will be filled at this next meeting. If interested in serving, contact the local union office.

BOILERMAKERS 500

Members meet 10 a.m. Saturday, March 9, at 2515 NE Columbia Blvd., Portland.

BRICKLAYERS AND ALLIED CRAFTWORKERS 1

Members meet 7 p.m. Tuesday, Feb. 19, at 12812 NE Marx St., Portland.

CEMENT MASONS 555

Members meet 7 p.m. Thursday, Feb. 21, at 12812 NE Marx St., Portland.

CENTRAL OREGON LABOR COUNCIL

Delegates meet 5:30 p.m. Monday, Feb. 25, at the Social Justice Center, 155 NE Irving, Bend.

COLUMBIA-PACIFIC BUILDING TRADES

Delegates meet 10 a.m. Tuesdays, Feb. 19 and March 3, in Kirkland Union Manor II, 3535 SE 86th, Portland. Delegates meet 10 a.m. Tuesday, Feb. 26 at the Vancouver Labor Center, 2212 NE Andresen Rd., Vanc., Wash. **(PLEASE NOTE NEW LOCATION FOR THIS MEETING ONLY.)**

ELECTRICAL WORKERS 48

Women of 48 meets 5 p.m. Friday, Feb. 15, Cornelius Pass Roadhouse, 4045 NW Cornelius Pass Road, Hillsboro, Oregon.

Bylaws Committee meets 5:30 p.m. Monday, Feb. 18, in the Executive Boardroom.

Executive Board meets 6:30 p.m. Wednesdays, Feb. 20, in the Executive Boardroom.

Volunteer Organizing Committee meets 5:30 p.m. Thursday, Feb. 21, in the Executive Boardroom.

General Membership Meeting meets 6:30 p.m. Wednesday, Feb. 27, in the Meeting Hall. Doors open at 5 p.m.

Marine Unit meets 5 p.m. Monday, Feb. 25, in the Meeting Hall.

Your Business Manager Meeting, Saturday, March 2, in the Meeting Hall. Call Nancy Reames at 503-251-9681 for an appointment.

Meetings are at 15937 NE Airport Way, Portland, unless otherwise noted.

DEATH ASSESSMENTS: The following death assessments have been declared for Feb. No. 2338, Jack H. White; No. 2339, John A. Zesiger; No. 2340, Leo Lager, Jr.; No. 2341, Robert W. Haglund; No. 2342, William T. Bryson; and No. 2343, Norman W. Cole. The February assessment is \$1.50.

ELECTRICAL WORKERS 280

Joint Unit meets 5:30 p.m. Thursday, Feb. 21, at the Central Electric Training Center, Tangent.

Executive Board meets 4:30 p.m. Wednesday, March 6, at 32969 Hwy. 99E, Tangent.

Bend Unit meets 5:30 p.m. Thursday, March 14, at the IBEW/UA Training Center, 2161 SW First St., Redmond.

Eugene Unit meets 5:30 p.m. Wednesday, March 20, at the LU 290 Training Center, 2861 Pierce Parkway, Springfield.

Salem Unit meets 5:30 p.m. Thursday, March 21, at Salem Heights Community Center, 3505 Liberty Rd. S., Salem.

ELEVATOR CONSTRUCTORS 23

Members meet 6 p.m. Thursday, March 14, preceded by a 5:30 p.m. Executive Board meeting, at 12779 NE Whitaker Way, Portland.

FIRE FIGHTERS 452

Members meet 7 p.m. Wednesday, March 6, at 2807 NW Fruit Valley Rd., Vancouver, Wash.

FIRE FIGHTERS 1660

Members meet 8 a.m. Thursday, March 14, at 4411 SW Sunset Dr., Lake Oswego.

GLASS WORKERS 740

Executive Board members meet 5 p.m. Thursday, March 7, at 11105 NE Sandy Blvd., Portland.

Portland area members meet 6 p.m. Thursday, March 7, at 11145 NE Sandy Blvd., Portland. **PLEASE NOTE SPECIAL CALL VOTE.**

Eugene area members meet 5 p.m. Monday, March 4, at Best Western Grand Manor Inn, 971 Kruse Way, Springfield. **PLEASE NOTE SPECIAL CALL VOTE.**

Salem area members meet 5 p.m. Tuesday, March 5, at Candalaria Terrace, 2659 Commercial St. SE, Salem. **PLEASE NOTE SPECIAL CALL VOTE.**

INSULATORS 36

Executive Board meets 6 p.m. Wednesday, March 13. Members meet 7 p.m. Friday, March 15. Meetings are at 11145 NE Sandy Blvd., Portland.

IRON WORKERS 29

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

IRON WORKERS SHOPMEN 516

Members meet 6 p.m. Thursday, Feb. 28. Executive Board meets 6 p.m. Thursday, March 14. Meetings are at 11620 NE Ainsworth Cir., #300, Portland.

LABORERS 483

MUNICIPAL EMPLOYEES

Members meet 5:30 p.m. Tuesday, Feb. 19, at the Musicians Hall, 325 NE 20th Ave., Portland.

LABORERS 320

Members meet 7 p.m. Thursday, March 14, at Joe Edgar Hall, Teamsters' Complex, 1850 NE 162nd Ave., Portland.

LABORERS/VANCOUVER 335

Members meet 7 p.m. Monday, March 4, preceded by a 6:15 p.m. Executive Board meeting, at the Vancouver Labor Center, 2212 NE Andresen Rd., Vanc., Wash.

LANE COUNTY LABOR COUNCIL

Delegates meet 7:30 p.m. Wednesday, Feb. 27, at 1116 South A St., Springfield.

LANE, COOS, CURRY & DOUGLAS BCTC

Delegates meet at noon Wednesday, Feb. 27, at the Springfield Training Center, 2861 Pierce Parkway, Springfield.

LINN-BENTON-LINCOLN LABOR COUNCIL

Delegates meet 7 p.m. Wednesday, March 6, 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, Feb. 28.

Executive Board meets 5 p.m. Monday, March 4, at 11105 NE Sandy Blvd., Portland.

Portland area members meet 6 p.m. Thursday, March 28, at 11105 NE Sandy Blvd., Portland.

MACHINISTS 63

Executive Board meets 4 p.m. Wednesday, March 6. Members meet 10 a.m. Saturday, March 9, preceded by a 9 a.m. stewards' meeting. Meetings are at 25 Cornell, Gladstone.

MACHINISTS 1432

Swing and graveyard shift members meet at 4 p.m. Monday, March 11.

Regular membership meets 6:30 p.m. Wednesday, March 13.

Shop stewards' training session 9 a.m. Saturday, Feb. 16.

Meetings are at 25 Cornell, Gladstone.

MARION-POLK-YAMHILL LABOR COUNCIL

Executive Board meets 6:30 p.m. Tuesday, March 12, followed by a 7 p.m. general meeting at 2110 State St. Salem.

METAL TRADES COUNCIL

Delegates meet 5 p.m. Tuesday, Feb. 26. Executive Board meets 10 a.m. Thursday, March 14. Meetings are at the IBEW Local 48 Hall, 15937 NE Airport Way, Portland.

MOLDERS 139B

Members meet 6:30 p.m. Thursday, Feb. 21, 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, March 6, at the AFSCME union office. **PLEASE NOTE TIME CHANGE.**

General membership meets 7 p.m. Wednesday, March 20, preceded by 6 p.m. stewards meeting. Meetings are held at 6025 E. Burnside St.

NORTHWEST OREGON LABOR COUNCIL

Delegates meet 7 p.m. Monday, Feb. 25, at IBEW #48 Hall, 15937 NE Airport Way, Portland.

OFFICE & PROFESSIONAL EMPLOYEES LOCAL 11

Members meet 7 p.m. Tuesday, March 12, at 3815 Columbia St., Vancouver. **PLEASE NOTE:** Nominations for open offices will be held at this meeting.

PAINTERS & DRYWALL FINISHERS 10

Members meet 6 p.m. Wednesday, Feb. 20, at the Asbestos Hall, 11145 NE Sandy Blvd., Portland. Website: www.iupatlocal10.org

PLASTERERS 82

Members meet 5 p.m. Wednesday, March 6, at 12812 NE Marx St., Portland.

PORTLAND CITY & METROPOLITAN EMPLOYEES 189

General membership meets 6:15 p.m. Tuesday, Feb. 26.

Executive Board meets 6:15 p.m. Tuesday, March 12. Meetings are at 6025 E. Burnside, Portland.

ROOFERS & WATERPROOFERS 49

Executive Board meets 7 p.m. Thursday, March 7. Members meet 7 p.m. Thursday, March 14. Meetings are at 5032 SE 26th Ave., Portland. (Phone: 503 232-4807)

SALEM BUILDING TRADES

Delegates meet 10 a.m. Thursday, March 7, at the IBEW 280 Training Center, 33309 Hwy. 99E, Tangent.

SHEET METAL WORKERS 16

Coos Bay area members meet 4 p.m. Thursday, Feb. 21, at Abby's Pizza, 997 First St., Coos Bay.

Women of Sheet Metal Workers Local 16 (WOSM) meet 4:30 p.m. Friday, Feb. 15, at Beaulahland, 118 NE 28th Ave., Portland. Children are welcome.

Portland area VOC meets 6 p.m. Wednesday, March 6, at the Sheet Metal Training Center, 2379 NE 178th

Ave., Portland.

Portland members meet 6 p.m. Tuesday, March 12, at the Sheet Metal Training Center, 2379 NE 178th Ave., Portland.

Medford area members meet 4 p.m. Wednesday, March 13, at Wild River Pizza, 2684 N. Pacific Hwy., Medford.

Eugene area members meet 6 p.m. Thursday, March 14, at the Local 16 Hall, 1887 Laura St., Springfield.

SIGN PAINTERS & PAINT MAKERS 1094

Members meet 3:30 p.m. Monday, Feb. 18, in the District Office, at 11105 NE Sandy Blvd., Portland.

SOUTHERN OREGON CENTRAL LABOR COUNCIL

Delegates meet 6 p.m. Tuesday, March 12, at the Labor Temple, 4480 Rogue Valley Hwy. #3, Central Point.

SOUTHWESTERN OREGON CENTRAL LABOR COUNCIL

Delegates meet 6 p.m. Monday, March 4, at the Bay Area Labor Center, 3427 Ash, North Bend.

SOUTHWEST WASHINGTON LABOR COUNCIL

Delegates meet 6 p.m. Thursday, Feb. 28, preceded by an Executive Board meeting, at the ILWU Local 4 Hall, 1205 Ingalls St., Vancouver, Wash.

UNITED ASSOCIATION 290

Portland area members meet 7:30 p.m. Friday, March 15, at 20210 SW Teton Ave., Tualatin.

Astoria area members meet 6 p.m. Thursday, March 21, at the Astoria Labor Temple, 926 Duane St., Astoria.

Bend area members meet 6:30 p.m. Tuesday, March 19, at the Local 290 Training Center, 2161 SW First, Redmond.

Brookings area members meet 5:30 p.m. Tuesday, March 19, at Curry County Search and Rescue, 517 Railroad St., Brookings.

Coos Bay area members meet 6 p.m. Tuesday, March 19, at the Coos Bay Training Center, 2nd & Kruse, Coos Bay.

Eugene area members meet 6:30 p.m. Monday, March 18, at the Springfield Training Center, 2861 Pierce Parkway, Springfield.

Klamath Falls area members meet 5 p.m. Tuesday, March 19, at 4816 S. 6th St., Klamath Falls.

Medford area members meet 6 p.m. Thursday, March 21, at 950 Industrial Circle, White City.

Salem area members meet 6 p.m. Monday, March 18, at 1810 Hawthorne Ave. NE, Salem.

The Dalles area members meet 6 p.m. Tuesday, March 19, at the United Steelworkers Local 9170 Union Hall, The Dalles.

Humboldt-Dei Norte Co. area members meet 6 p.m. Tuesday, March 19, at the Eureka Training Center, 634 California St., Eureka, CA.

United Steelworkers 1097

Members meet 4 p.m. Wednesday, Feb. 20, preceded by a 3 p.m. Executive Board meeting, in the union office building, Westport.

Retiree Meeting Notices

ALLIANCE FOR RETIRED

AMERICANS OREGON CHAPTER

Annual State Convention, 10 a.m.-2:30 p.m. Saturday, March 9, at Madison's Grill Banquet Room. All retirees are welcome to attend.

BAKERS 114

Retirees meet 11:30 a.m. Thursday, Feb. 28, at Izzy's Pizza, 1307 NE 102nd Ave, Portland.

ELECTRICAL WORKERS 48

Retirees, wives and friends meet 11:30 a.m. Tuesday, March 12, at Tebo's Restaurant, 19120 SE McLoughlin Blvd., Gladstone. For more info, please call Glenn Hodgkinson at 503 656-0028.

ELECTRICAL WORKERS 280

Retirees meet between 11:45 a.m. and noon Monday, March 11, at Hometown Buffet on Lancaster in

Salem. 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, March 6, at Denny's Restaurant, 12101 SE 82nd, Happy Valley.

GLASS WORKERS 740

Retirees meet 11 a.m. Thursday, Feb. 21, at Izzy's Pizza & Buffet, 1307 NE 102nd Ave. & Halsey, Portland.

INSULATORS 36

Retiree breakfast 9 a.m. Thursday, March 7, at the Dockside Restaurant, 2047 NW Front Ave., Portland.

IRON WORKERS 29

Retirees meet 12 noon Wednesday, March 13, at the Union Hall meeting room, 11620 NE Ainsworth Circle #200, Portland for a catered lunch.

NORTHWEST OREGON LABOR RETIREES COUNCIL

Business meeting from 10 a.m. to 11 a.m. Monday, March 11, in the Labors Community Service room, 1125 SE Madison #103B, Portland.

OREGON AFSCME

Retirees meet 10 a.m. Tuesday, Feb. 19, at the AFSCME office, at the AFSCME office, 6025 E Burnside, Portland. Call Michael Arken for information at 1-800-521-5954 ext. 226.

TRANSIT 757

Retirees meet 9:30 a.m. Wednesday, March 6, at Westmoreland Union Manor, 6404 SE 23rd, Portland.

UNITED ASSOCIATION 290

Retirees meet 10 a.m. Thursday, Feb. 21, at 20210 SW Teton Ave., Tualatin.

Unionists to bowl for Muscular Dystrophy Association on April 28

Mark your calendars and form a team for Sunday, April 28, and the 24th Annual Labor Bowl Challenge to benefit the local Muscular Dystrophy Association (MDA).

It's easy to get to the Sunset Lanes, 12770 SW Walker Road, Beaverton.

Registration starts at 11 a.m., with bowling under way at noon.

Money for MDA is raised by individual fundraising and a silent auction. The goal is to pre-register 30 or more four-member bowling teams representing about 20 local unions.

In addition to a fun day bowling with fellow union members, families and friends, there is a silent auction, along with terrific door prizes, pizza and soft drinks for participants. Prizes will be awarded to the top individual fundraiser, the man and woman with

top average score (three games), and lowest average bowler. Also, there are prizes for incremental levels of fundraising.

All proceeds will benefit the local MDA, which provides much needed support to over 1,200 local individuals

and families living with neuromuscular diseases. Money goes to buy wheel chairs and braces for children, as well as medical services, research and summer camps.

Since its inception in 1989, the Labor Bowl — coordinated by the National Association of Letter Carriers (NALC) Branch 82, the Northwest Oregon Labor Council, and other participating Oregon labor unions — has raised \$339,721 for MDA.

For more information, or to sign up and receive fundraising packets and instructions, call Jim Cook, president of Letter Carriers Branch 82, at 503-493-5903. To donate silent auction items, call NALC's MDA Coordinator Debby Burbank at 971-404-5384.

Harley tickets now on sale; Unions for Kids Poker Run is June 8

Mark your calendars for Saturday, June 8, for the 11th annual Unions for Kids Motorcycle Poker Run & Chili Cook-Off, a benefit for Doernbecher Children's Hospital.

In 10 years, the event has donated \$326,000 to the kids of Doernbecher.

In addition to the motorcycle run, there is a raffle to win a Harley Davidson motorcycle autographed by the Zac Brown Band. This year's bike is a 2013 candy orange/beer bottle Heritage Softail Classic valued at over \$21,000.

Raffle tickets are currently on sale for \$10 each, with only 5,000 sold.

A silent auction the day of the event will feature a guitar autographed by rapper Snoop Dog aka, Snoop Lion.

For more information, call Lee Duncan at 503-260-5905.

Poker tournament for Doernbecher slated March 16

The second annual Texas Hold'em tournament for Doernbecher Children's Hospital is slated for Saturday, March 16, at the Sheet Metal Workers Local 16 hall in Northeast Portland.

The event is sponsored by Unions for Kids, which also holds the annual motorcycle poker run.

Buy-in to the card game is \$50. Top winners will receive Visa gift cards. The amount of each card will be determined by the number of card players, but minimums have been set at \$1,000 for first place, \$500 for second place, and \$250 for third place.

Drawings for a flat screen television and other items also will take place at the poker tournament.

For more information or to register, contact Emmy Keever at 503-254-0123 or e-mail her at ekeever@sheet-metal-16.org.

2013 UAW Union-Built Vehicles List

UAW Cars

Buick LaCrosse
 Buick Verano
 Cadillac ATS
 Cadillac CTS
 Chevrolet Corvette
 Chevrolet Cruze
 Chevrolet Malibu
 Chevrolet Sonic
 Chevrolet Volt
 Chrysler 200
 Chrysler 200 Convertible
 Dodge Avenger
 Dodge Dart
 Ford Focus
 Ford Focus (Electric)
 Ford Fusion*
 Ford C-Max (Full Hybrid/Electric)
 Ford Mustang
 Ford Taurus
 Lincoln MKS
 SRT Viper

UAW SUVs/CUVs

Buick Enclave
 Cadillac Escalade ESV
 Cadillac Escalade/Hybrid
 Chevrolet Suburban
 Chevrolet Tahoe/Hybrid
 Chevrolet Traverse
 Dodge Durango
 Ford Escape
 Ford Expedition
 Ford Explorer
 GMC Acadia
 GMC Yukon/Hybrid
 GMC Yukon XL
 Jeep Compass
 Jeep Grand Cherokee
 Jeep Patriot
 Jeep Wrangler
 Lincoln Navigator
 Mitsubishi Outlander Sport

UAW Trucks

Chevrolet Silverado/Hybrid**
 Ford F Series
 GMC Sierra/Hybrid**
 Ram 1500*

UAW Vans

Chevrolet Express
 Ford E Series
 GMC Savana

CAW Cars

Buick Regal
 Cadillac XTS
 Chevrolet Camaro
 Chevrolet Impala
 Chrysler 300
 Dodge Challenger
 Dodge Charger

CAW SUVs/CUVs

Chevrolet Equinox
 Ford Edge
 Ford Flex
 GMC Terrain
 Lincoln MKT
 Lincoln MKX

CWA Vans

Chrysler Town & Country
 Dodge Grand Caravan
 Volkswagen Routan



Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.

DO BUY

These vehicles are made in the United States or Canada by members of the UAW and Canadian Auto Workers (CAW). Because of the integration of the United States and Canadian vehicle production, all the vehicles listed that are made in Canada include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk (*) are produced in the United States and another country. The light-duty (LD) crew cab versions of the vehicles marked with a double asterisk (**) are manufactured only in Mexico; other models are made in the United States.

When purchasing one of these models, check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Editors note: as with all Do Buy lists this list does not include all available union-made products and services. We welcome your suggested additions and invite you to add your products to our online database at www.unionlabel.org

2 LABEL LETTER NOVEMBER-DECEMBER 2012

Nearly 2,000 Oregon jobs lost to trade in 2012

The U.S. Department of Labor determined that 1,911 Oregon workers lost their jobs to offshoring or foreign competition last year, according to data compiled by the Oregon Fair Trade Coalition (OFTC), a union-backed group that is critical of NAFTA-style trade agreements.

The number represents permanently laid off workers who were certified for participation in a federal government program of benefits for displaced workers where trade is determined to be a factor. OFTC has been tallying the Trade Adjustment Assistance (TAA) certifications each year, and says 55,085 laid off Oregon workers have been certified for the benefits since NAFTA (North American Free Trade Agreement) took effect in 1994.

“We can talk about American productivity all we want, but it’s extremely difficult for Oregon employers to compete with what is by comparison almost free labor,” said OFTC Director Elizabeth Swager in a conference call announcing the job loss tally. “That labor isn’t free because of the free market; labor costs are low because workers are brutally exploited and their basic rights denied to them by repressive governments. Trade can’t be free when human beings aren’t free.”

Swager said the true number of workers who lost jobs to trade could be double that 1,911 figure, or more. The Labor Department’s TAA program applies only to workers in manufacturing,

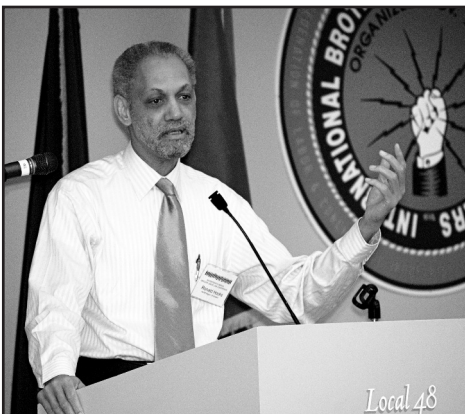
and doesn’t include their suppliers, or workers in service sector jobs like call centers or computer programming. Under the 2009 stimulus act, the TAA program was temporarily expanded to cover service sector workers, and during that time, Swager said, 42 percent of the workers certified for TAA benefits nationwide (and 51 percent in Oregon) were service sector workers whose job loss was brought about by trade.

For those who get it, TAA pays for job training, job search and relocation allowances, income support, and assistance with health care premium costs.

The Oregon workplaces certified as having trade-related layoffs in 2012 included ATI (Albany), Aosom (Lake Oswego), Agro Group (Portland), Boise (St Helens), CenturyLink (Medford), Cognizant Technology Solutions (Beaverton), Consolidated Pine (Prineville), Cooper Bussman/Sure Power Industries (Tualatin), FT Material Solutions (Fairview), Fashion Tech (Portland), Hewlett-Packard (Corvallis), IdaTech (Bend), Jeld-Wen (Bend), Kelly Services (Albany), Lattice Semiconductor (Hillsboro), Lumber Products (Tualatin), Maxim Integrated Products (Hillsboro), Peak Sun Silicon (Albany), SIC Processing USA (Portland), Siltronic (Portland), Simple Way (McMinnville), Solaicx (Portland), T-Mobile (Redmond), TE Connectivity (Wilsonville) and Yahoo (Hillsboro).



CAPACITY CROWD ATTENDS LABOR LAW CONFERENCE



Another capacity crowd attended the 17th annual Labor Law Conference Feb. 1 at the International Brotherhood of Electrical Workers Local 48 hall in Northeast Portland. The goal of the daylong conference is to help union officers and staff serve their members better, be better equipped to organize, and get training on how to avoid legal liability. Among the many speakers at this year’s gathering were Ronald Hooks, regional director of the National Labor Relations Board (left), Oregon Labor Commissioner Brad Avakian, and management attorney Richard Liebman. Among union members in attendance were officers of Bakery, Confectionery, Tobacco Workers and Grain Millers Local 114 (photo above). From left to right are Financial Secretary-Treasurer Terry Lansing, Business Representative Shad Clark, and local President Georgene Barragan. The Labor Law Conference was founded in 1996 by Norm Malbin, general counsel for Local 48. It is co-sponsored by the Oregon AFL-CIO, Center for Worker Rights, Northwest Oregon Labor Council, Labor Education and Research Center (LERC) at the University of Oregon, and the Columbia Pacific and Oregon State Building & Construction Trades councils.

‘Do as we say,’ Congress says, then does what it wants

Congress exempts itself from a number of laws that apply to the private sector and the Executive Branch

By THEODORIC MEYER

When CBS News reported in 2011 that members of Congress weren’t prohibited from insider trading, Congress moved swiftly. President Obama signed a law banning it within six months of the broadcast.

But Congress is still exempt from portions of a number of federal laws, including provisions that protect workers in the private sector but don’t apply to the legislative branch’s approximately 30,000 employees.

Here’s a rundown of measures Congress exempts itself from:

• **Whistleblower Protections:** Congress passed the Whistleblower Protection Act in 1989, which protects workers in the executive branch from retaliation for reporting waste, mismanagement or lawbreaking. The Sarbanes-Oxley Act gives similar protections to private-sector workers. But legislative-branch workers — a cate-

gory that includes Congressional staffers as well as employees of the Library of Congress, the Architect of the Capitol and other offices — don’t get the same protections.

• **Subpoenas for Health and Safety Probes:** The Occupational Health and Safety Act empowers the U.S. Department of Labor to investigate health and safety violations in private-sector workplaces. If an employer doesn’t cooperate, the agency can subpoena the records it needs. The Office of Compliance, the independent agency that investigates such violations in the legislative branch, doesn’t have the power to issue those subpoenas.

• **Keeping Workplace Records:** A number of workplace-rights laws — the Age Discrimination in Employment Act, the Americans with Disabilities Act and others — require employers to retain personnel records for a certain period of time. But as a recent report on the Congressional workplace notes, “Congress has exempted itself from all of these requirements.” Congress is also exempt from keeping records of injuries and illness the way private-sector employers are.

• **Prosecution for Retaliating Against Employees:** If a private-sector

employer retaliates against a worker for reporting health or safety hazards, the Department of Labor can investigate and, if necessary, sue the employer. Congress’ Office of Compliance doesn’t have that power — legislative-branch employees must file suit personally and pay their own legal fees.

• **Posting Notices of Workers’ Rights:** Workplace-rights laws require employers to post notices of those rights, which often appear in office lunchrooms. Congress is exempt from this requirement, though this has little real-world impact. The Office of Compliance sends legislative employees the same information each year, formatted “in a manner suitable for posting.”

• **Anti-Discrimination and Anti-Retaliation Training:** The No Fear Act requires agencies in the executive branch to provide such training to employees, but the legislative branch is exempt.

• **The Freedom of Information Act:** The public can request information from federal agencies, but Congress, the federal courts and some parts of the Executive Office of the President are exempt.

In addition to sparing itself from complying with measures it has made

mandatory for others, Congress is violating some of the laws that do apply to it, according to a recent report from the Office of Compliance. (The pint-sized agency, created by Congress in 1995, is responsible for enforcing a number of workplace-rights laws in the legislative branch.) The sidewalks surrounding the three House office buildings, the report noted, don’t comply with the Americans with Disabilities Act. Neither do the restrooms in the House and Senate office buildings and the Library of Congress’ James Madison Building.

The Office of Compliance cites certain Congressional exemptions as particularly problematic. The agency’s inability to subpoena information regarding some legislative workers’ complaints about health and safety often means the office must negotiate with Congressional offices to gather the facts it needs.

“It can tie our hands sometimes,” said Barbara J. Sapin, the office’s executive director.

The Office of Compliance has urged Congress to apply the laws listed above to itself — except the Freedom of Information Act — with little result. Eleanor Holmes Norton, the non-vot-

ing delegate who represents the District of Columbia, introduced a bill in 2011 to do this, but it died in committee.

The number of complaints of discrimination and harassment filed by legislative-branch workers with the Office of Compliance has nearly doubled in the last two years, from 102 in the 2009 fiscal year to 196 in the 2011 fiscal year. Workers’ complaints about retaliation or intimidation have risen even more sharply, from 36 in fiscal year 2009 to 108 in fiscal year 2011.

Even so, Debra Katz, a Washington lawyer who specializes in workplace-rights law, said some Capitol Hill employees might be holding back from filing complaints. House and Senate staffers, she said, are often reluctant to speak up about harassment or discrimination for fear of jeopardizing their careers.

“People are very loath to burn bridges by filing a complaint or going to the Office of Compliance,” she said. “They don’t want to go forward with bringing a claim, even when it’s covered under the law.”

(Editor’s Note: Theodorick Meyer is a reporter for ProPublica, <http://www.propublica.org>.)

Billionaire casino owner Sheldon Adelson out to bust unions

By DANA SPITZER

LAS VEGAS (PAI) — Sheldon Adelson, the billionaire owner of The Venetian and Palazzo casinos in Las Vegas — who spent more than \$150 million on Mitt Romney and other Republican candidates in the 2012 election (\$91.8 million to Super PACs), says his new target for political contributions is going to be a union-busting campaign to get state governments to abolish collective bargaining rights.

In an interview with the Wall Street Journal published in December, Adelson said he intends to join the state-by-state effort by Republicans to weaken unions by getting rid of collective bargaining.

Adelson's casinos are the only non-union casinos and hotels on the Las Vegas Strip.

In December, 500 union nurses and labor allies picketed Adelson outside The Venetian, chanting, "Our democracy is not for sale to the highest bidder!"

National Nurses United (NNU), joined by local union activists, picketed The Venetian to protest billionaire Adelson's ongoing efforts to corrupt U.S. democracy through massive spending on elections.

NNU was meeting in convention in Las Vegas. Leaders and members of the Hotel Employees and Restaurant Employees (UNITE HERE) and construction and building trades members joined NNU's picketing.

Adelson spent some \$150 million on the elections, mostly to elect extremely conservative candidates.

"He represents the worst face of American politics today, the efforts of billionaires, millionaires, and Wall Street interests to buy our elections and democracy at the expense of everyone else," said NNU Co-President Deborah Burger, a registered nurse.

"Our action will be a message to Adelson and the rest of the 1%, that we will not allow our democracy to be put on the auction block. This country is not for sale," Burger said.

The union-busting effort in the states has been financed for years by a small group of billionaires, including the infamous Koch brothers (David and Charles), the National Right-to-Work Committee, and a small army of wealthy anti-union employers in nearly every state.

Their most recent victory was in getting a right-to-work (for less) law passed in Michigan. Earlier, they got a right-to-work law passed in Indiana.

Adelson, who acknowledged in the interview that he probably spent more in this year's campaign than the \$150 million made public so far, said he intended to "double down" on his political contributions in the next year or two, with a focus on the states.

Right-to-work laws strip unions of the ability to receive dues from workers whom their contracts cover. That produces thousands of "free riders" —

workers who get union services in bargaining and on-the-job protection, but don't have to pay for them.

Enacting so-called right-to-work laws has been a key business cause for more than 50 years. But right-to-work gained momentum with the GOP sweep of governorships and legislatures in the 2010 off-year election.

Right-wing zealots, led by Tea Partyite Republicans in the Indiana Legislature, lame-duck Republicans in the Michigan Legislature — who rammed right-to-work through in December, after the 2012 election — and conservatives in New Hampshire, enacted the bills. New Hampshire's Democratic Gov. John Lynch vetoed right-to-work in the Granite State, noting businesses told him it would actually hurt the state's economy.

Adelson spent about \$50 million on Romney's campaign, \$15 million on Newt Gingrich in the GOP primaries, and millions more in congressional races. While most of his candidates lost, he is credited with helping Republicans retain control of the U.S. House.

His money helped Sen. Dean Heller, (R-Nev.), win election to finish an unexpired term.

An effort in Missouri last year to adopt a right-to-work law failed. But Republican Tim Jones, the new state House Speaker, has said he will push for a Missouri law in the next session of the Legislature.

Because Democratic Gov. Jay Nixon vows to veto any right-to-work bill that reaches his desk, a new proposal is likely to be a ballot issue that would require approval by Missouri voters and would not go to the governor if it passes the Legislature.

Don't be surprised to see Adelson's millions behind the right-to-work effort.

Illinois Democrats have healthy majorities in both chambers of the state Legislature. Gov. Pat Quinn is a De-

mocrat. Legislative leaders see little chance of a right-to-work law passing in Illinois in the foreseeable future, but business interests are contemplating introducing the measure, anyway. Quinn, however, has demanded a state Senate vote in January on legislation eliminating collective bargaining rights for public workers, the Illinois AFL-CIO says.

(Editor's Note: Dana Spitzer is managing editor of the St. Louis Labor Tribune.)

A select group of individual millionaires and billionaires have used Super PACs to exert massive influence over federal elections. For example, 99 people contributed at least \$1 million, accounting for nearly 60% of all the individual contributions to Super PACs (see Figure 11).

FIGURE 11: THE CLOUT OF THE VERY WEALTHY: THE MILLIONAIRES' CLUB



Source: Dēmos and U.S. PIRG Education Fund analysis of FEC and Sunlight Foundation data.

Sheldon Adelson, the billionaire casino magnate, and his wife Miriam were the two largest donors to Super PACs in the 2012 cycle, giving a combined \$91.8 million. That's a lot of money — but, as Mother Jones magazine has pointed out, not to them. The Adelson family has an estimated net worth of \$24.9 billion, which means that \$91.8 million is just 0.37% of their total wealth. That's the equivalent of the average middle class family (with a net worth of \$77,300) spending \$285 on this election. It would take 322,000 average-earning American families giving \$285 to match the Adelson family's giving (see Figure 12).

FIGURE 12: ADELSONS' INFLUENCE



Source: Dēmos and U.S. PIRG Education Fund analysis of FEC and Sunlight Foundation data.

Apply now for Oregon Labor Candidate School

The deadline to apply for the next Oregon Labor Candidate School (OLCS) is Thursday, Feb. 28. OLCS was created by a coalition of Oregon unions to meet the growing need for la-

bor champions in elected office.

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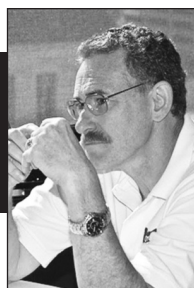
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Who's On Our Side?

By Tom Chamberlain



We had a sweet victory in November's election, with candidates winning the presidency, the U.S. Senate, and state and local elections. But our victories haven't slowed the advance of right-to-work for less.

Last year, Indiana and Michigan adopted the act. Now, proposed legislation in Maine and Pennsylvania could pass, leaving half of the United States with right-to-work for less laws. And, if just weakening unions wasn't enough, Kansas has introduced legislation to limit unions' political programs.

Those who acquire wealth and power by relying on the efforts of working people are silencing and weakening those same people whose work they rely on. To do that requires weakening our movement; it requires the elimination of the union movement as we know it. Why? Because we fight for the workers' share of profits. We believe that every American has a right to health care, and that the sick, disabled, poor and aged have a right to respect. We believe that as a nation we are responsible to care for all those who inhabit our nation, and that everyone should be treated with dignity and have a pathway to a better life.

Your share of the profits, your benefits, and your dignity, leave less for the people who get filthy rich off of your work.

The attacks have taken a toll and it was of little surprise a couple weeks ago when the Department of Labor reported that the U.S. had lost 400,000 union members in 2012. Wisconsin alone amounted to 65,000, or 16 percent of the losses.

My favorite coach often stated: "never change a winning game, but always change a losing one."

For the last two decades the union movement has played a losing game. To change our game we must realize that the union structure isolates us into sector silos: Manufacturing, Building Trades, Public Sector, and so on. It is a structure that limits our ability to jointly strategize, to maximize our resources, and to implement a united union strategy. It is not conducive to increasing our strength by building relationships with other progressive groups.

Unionists are task driven, whether it is a grievance or bargaining or winning elections. We complete our task and move on to the next one. It is a structure that is ill-equipped to change rapidly enough to meet today's challenges. But with shrinking membership comes shrinking budgets. And though fewer funds makes it more difficult, we can, we must, and we are changing the union's game.

The establishment of the Oregon Strong Voice tables brings communities, social activists, and unions

together to develop relationships that advance an agenda for the poor, communities of color, and the middle class. Today, Oregon Strong Voice is in Bend and Medford — and is coming this spring to Salem and Astoria. Service Employees International Union's "Workers Centers" in North and Northeast Portland are a creative approach to reach and advocate for nonunion workers. The AFL-CIO Organizing Pilot is a new collaborative way to organize that increases coordination and resource management between the national AFL-CIO and our affiliates. The innovation that is occurring in Oregon is an example for the national movement. The more unions coordinate and cooperate, the more our movement will grow in members, strength, and in allies.

We have the power to change this nation if we have the courage to understand that just as one worker cannot stand alone against the boss, it takes workers collectively standing together speaking in one voice to change the plight of the middle class as a movement.

We will only prevail — the future will only be on our side — when we begin to work together on a new vision to change this country.

Tom Chamberlain is president of the Oregon AFL-CIO.

AFL-CIO plans national campaign for immigration reform

The national AFL-CIO is launching a nationwide campaign to support comprehensive immigration reform, including rallies, radio ads, and work-site educational efforts.

AFL-CIO President Richard Trumka and L.A. County Federation of Labor Executive Secretary-Treasurer Maria Elena Durazo announced the campaign Feb. 7, two days after labor leaders met with President Barack Obama in the Oval Office to discuss his proposals for immigration reform.

At that session, Obama outlined his immigration plan, which explicitly calls for worker rights for the undocumented.

Trumka said citizenship would benefit not just those workers — by ending their exploitation — but all workers, as companies often threaten to hire the undocumented to drive down wages and working conditions for everyone.

"Often, the first reason (those) workers band together" against employers "is not for better wages, but for getting them to pay wages at all," Trumka said.

At a Jan. 29 speech in Las Vegas, Obama declared that passing immigra-

tion reform legislation will be a priority of his Administration.

Obama proposes to strengthen border control and stiffen penalties for employers who knowingly hire unauthorized immigrants, while also streamlining the legal immigration system and giving law-abiding undocumented workers who are already in the United States a chance to legalize their status.

"We have to make sure that every business and every worker in America is playing by the same set of rules," Obama said in Las Vegas. "We have to bring this shadow economy into the light so that everybody is held accountable — businesses for who they hire, and immigrants for getting on the right side of the law."

The president's proposals are pretty close to the principles the AFL-CIO and the Change To Win union federation outlined in a 2009 "unity framework" for comprehensive immigration reform. Obama proposes to set up a process to legalize unauthorized immigrants: If they pay back taxes and fines and demonstrate a crime-free record and proof of having worked in the United States, they could apply for and

receive legal residency, and eventually, citizenship.

Other features of the president's proposal:

- Protection against retaliation for undocumented workers who exercise their labor rights.

- A "labor law enforcement fund" to help ensure that industries that employ significant numbers of immigrant workers comply with labor laws.

- A five-year phase-in of mandatory electronic employment verification, with exemptions for certain small businesses.

- Issuance of a fraud-resistant, tamper-resistant Social Security card and a requirement that workers use fraud-and-tamper-resistant documents to prove authorization to work in the United States.

The AFL-CIO also is working with the U.S. Chamber of Commerce on the one area of immigration where the two groups have strongly disagreed in the past: Guest workers.

Trumka said the AFL-CIO has opposed past guest worker programs that brought in millions of workers, mostly in farms, with no protections and a lot

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It was the best of times; it was the worst of times

By WILLIAM SPRIGGS

The 400,000 drop in labor union membership announced by the U.S. Bureau of Labor Statistics last month is discouraging. The bigger story is that at the center of the drop is the decline in employment for public-sector workers, most notably local government workers. This has been the weakest sector of the economy. And that largely reflects the decline in teachers. So, this is not so much about unions losing, but the continued lack of focus of American economic policy on maintaining investments for America's future in the face of the ongoing weak economy. The myopic debates on the fiscal deficit and cutting budgets to meet the educational needs of America's children (in order to preserve tax cuts for the currently wealthy) is not a plan to make America succeed in the long run.

Another portion of the drop came from construction, where employment and union membership fell about the same. This means that the type of heavy construction leading to infrastructure and investment is not taking place. A recovery that will last and provide the foundation for a stronger

economy has to include real investment. Delaying building infrastructure does not save our children any money in the future, it only passes on a different kind of deficit (inadequate school buildings and poor roads) they will have to pay to close.

But, the drop is also a tale of the uneven nature of the recovery. Four states accounted for half the drop in union membership: Illinois, New York, Indiana, and Missouri lead the way in union membership loss. In the cases of Illinois, Indiana and Missouri, the bulk was in the private sector. But, in New York, virtually all the losses were in the public sector.

Yet, in the two states with the biggest payroll gains — California and Texas — union membership went up. In many "red" states with "right to work" for less laws and where public-sector collective bargaining is prohibited, union membership showed gains:

Louisiana, Georgia, Tennessee, North Carolina, and Oklahoma. A key "red" state that is not "right to work," Kentucky, showed gains in union membership and union density.

In many 'red' states with 'right to work' for less laws and where public-sector collective bargaining is prohibited, union membership showed gains.

Among demographic groups that are growing and forming a voting bloc in national elections, union membership continued to grow. The Latino community has helped boost union membership and union density over the decade; stemming the loss of membership elsewhere. African Americans continue to have the highest union density and again saw membership increase; and Asian Americans had an increase in union members.

The drop of union density in manufacturing needs to be a concern for America's workers hoping this recovery will be healthy — leading to wages increasing with productivity. The report shows that union members in manufacturing still enjoy nearly \$90 a week pay advantage over non-covered workers. Declines in union member-

ship and union density in manufacturing mean a path of low — not high wages. What put us in this mess was a 30-year period of stagnating wages and growing productivity. When workers are more productive, employment is threatened (the old notion of technology destroying jobs) unless incomes rise to buy up all the increased goods made. But instead of rising wages to reward workers for their bigger efforts, the gap between increased productivity and the income to buy it was all masked over by a debt and credit binge to keep employment levels high. Obviously taking on more debt without more income is not sustainable, and in 2008 it ended. The path out is not lower wages, but higher wages.

With the courts overturning President Obama's recess appointments to the National Labor Relations Board (NLRB), these numbers will hopefully spark a real national debate on how America's union numbers got to this point. The NLRB is the arbiter of America's labor laws. As the judges upholding American rights to fair voice in the workplace, erasing them and the ability to adjudicate labor violations is a low tactic in suppressing America's rights and wages. The Republican Party at the state House level and now the U.S. Senate, clearly align themselves against the rights of America's workers. But holding the referees

OPEN FORUM

hostage to help the business community in its fight against Americans' right to collectively bargain should be seen as out-of-bounds.

The American union movement will have to take the highlights of this data and its lowlights into consideration in responding to the challenges facing its membership. But America's workers should not be on the sidelines on this one. Losing teachers, failing to invest in our needed infrastructure, falling manufacturing wages and denying the rights of working families is not a formula for a successful economy or a democratic society.

(Editor's Note: William Spriggs serves as chief economist to the AFL-CIO, and is a professor in, and former chair of, the Department of Economics at Howard University. Spriggs was appointed by President Barack Obama, and confirmed by the U.S. Senate, in 2009 to serve as Assistant Secretary for the Office of Policy at the United States Department of Labor, taking a leave of absence from Howard University to do so. He left the Executive Branch of the U.S. Government in August 2012.)



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32 counties in Oregon at more than 140 tax sites.

Ron Justus of CASH Oregon said in 2012, they saw 55,323 tax returns filed statewide.

"There were tax returns filed electronically, amended returns, prior tax

year returns done, tens of thousands of state returns filed and good old paper returns completed for working Oregonians. We also saw another 6,476 people with questions and answers directed to the appropriate help," he said.

Many people who earn very little may be eligible for a refund. Tax credits that many could qualify for are the Federal and Oregon Earned Income Tax Credit, the Federal Child Tax Credit, and the Oregon Working Family Child Care Credit.

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Unions wary as Portland bargaining begins amid plans for cuts

By **DON McINTOSH**
Associate Editor

Job security will be the top concern of workers in contract bargaining this year between the City of Portland and the coalition of unions known as the District Council of Trade Unions (DCTU). In one of his first acts after taking office, Mayor Charlie Hales asked each city bureau to prepare scenarios for a 10 percent budget cut. That has union members worried for their jobs.

Hales has said he wants to get back to basics, focusing on core services and cutting out extras. If he follows through, union members who provide the frontline services may have little to fear. But it's bureau managers who will create the budgets, and already, union members are learning of proposed cuts.

Bargaining team member Brooke Brown, for example, learned that her job fingerprinting arrestees as an identification technician in the Portland Police Bureau's forensic evidence division is on the chopping block. Brown is an officer of American Federation of State County and Municipal Employees (AFSCME) Local 189, the largest of the seven

unions in the DCTU. The others are Laborers Local 483, International Brotherhood of Electrical Workers

(IBEW) Local 48, Machinists Lodge 1005, Operating Engineers Local 701, Painters District Council 5, and

Plumbers and Fitters Local 290. Altogether, the DCTU represents about 1,600 City workers, down 200 from

six years ago. DCTU workers maintain much of the city's infrastructure, including parks, streets, and water and sewer systems. [Other unions — representing fire fighters, police officers, and professional and technical employees — bargain separately.]

"Our priority," said DCTU bargaining team member Michael Darfler, "is to preserve staffing levels, to protect the services citizens have come to expect." Darfler, an electronic technician at Portland's 911 call center, is a member of IBEW Local 48.

Protecting services was the theme of the DCTU's contract kickoff event Feb. 5, dubbed the "Save Our Services" rally. Members and leaders of DCTU unions gathered at noon in a park near City Hall in a show of unity.

"Our message is you need to cut managers, and stop contracting out, before you come to us asking for cuts," said Oregon AFSCME executive director Ken Allen.

The union rally was scheduled for the first day of bargaining, but the City cancelled the first two sessions. Bargaining is now set to begin Feb. 19. The DCTU's current three-year contract expires June 30.



Claire Houston, a wastewater treatment plant operator and member of Laborers Municipal Employees Local 483, takes part in the District Council of Trade Union's "Save Our Services" rally Feb. 5.

Open Letter to Our TriMet Passengers and Community

Over the past several years, TriMet's top management has repeatedly used budget woes as their excuse for raising fares and reducing transit service to this community. Then, they point the finger at the union workforce, blaming the costs of health benefits for workers and retirees. We believe that claim to be false; but, it is difficult to counter an agency spending over \$500,000 each year on PR to spread its version of the truth. **Now, it's time you heard the truth from TriMet's workers.**

We are the people who keep the system running. We watch how this bureaucratic agency works from the inside, we know where its skeletons are buried, and we are saddened by how dysfunctional it has become. Here are the serious consequences of that dysfunction.

TRIMET'S DYSFUNCTION PUTS SAFETY AT RISK. It's not just fatigued drivers, it's also buying new buses with enormous blind spots while forcing train operators to frequently drive without any side vision at all. It's a bus dispatch system programmed to cut off calls after two minutes, even when it's a driver reporting an angry man with a gun. It's buses and rail cars so filthy that they're making operators and passengers sick. And those are just a few of the many serious safety issues we deal with daily.

TRIMET'S DYSFUNCTION PUTS SERVICE QUALITY AT RISK. It's not just the reduced runs, it's also forcing us to issue fare evasion citations when we know fare machines are down. It's making schedules so tight it's impossible to guarantee our passengers will make their connections. It's reducing the number of bus shelters in neighborhoods where we serve the highest number of elderly and disabled passengers.

TRIMET'S DYSFUNCTION PUTS PUBLIC FUNDS AT RISK. It's not just spending millions on new furniture, it's also signing what the *Portland Business Journal* calls "the biggest office lease of the year." It's spending nearly \$2 million dollars giving new buses a "nose job" so they'll look like trains. It's having 161 managers being paid a base wage of over \$75,000 a year, 55 of whom get over \$100,000. This is to supervise a schedule-driven transit system service that can essentially run itself.

TRIMET'S DYSFUNCTION PUTS WORKERS' HEALTH AT RISK. People think our jobs are easy, but the National Institutes of Health and the Department of Labor indicate transit operators become disabled earlier, die younger and get assaulted more than people working in other professions. Studies have called it the most stressful job, resulting in absenteeism, chronic illnesses and high medical costs well into retirement. We have a small pension plan (not PERS), and only a small minority of workers that have retired early with full health coverage.

We are public servants. We are not perfect. Some of us are far from perfect. But we are two thousand people whose work lives are dedicated to providing you with the best service we can. Meanwhile, TriMet's PR department is using your tax money to mislead us all, issue after issue. What we ask is that you consider our viewpoint in the months ahead and evaluate the facts for yourselves.

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