The President's Report
by Lance F. Norton

The Budget Shortfall

We all knew the County was suffering through a significant budget shortfall. However, the headlines of our local newspapers on Wednesday, February 18th reporting a $30 million shortfall in the Metro bus budget which could result in service cuts of up to 20% or $800,000 to $1 million each year beginning in 2010, sure got our attention.

Since sales tax is down significantly, which is Metro’s major source of income for operating costs and realistically through these difficult economic times not to improve in the near future, the budget office is predicting a revenue shortfall of about $100 million in 2010! There’s hope that somehow relief can be obtained in Olympia for a bailout of Metro’s budget problems. Perhaps the Stimulus Bill which should provide $150 million for statewide transit may help. Metro is hoping to get around 50%. How much of that, if any, will go towards offsetting the budget is unknown.

I had a call from a friend who’s a regular Metro rider to and from work each day who was telling me he now stands each way on a bus that is virtually overcrowded. He used to have a seat—no more. He said, “You know Lance when I spoke to you and you urged me as a community activist to get out the voters and support for Transit Now and Prop I, I did. Now why do I feel betrayed? I understand today’s economy and the difficult times so many are going through but I don’t understand how such a vital service such as public transportation when so many are so dependent on it would even think of cutting back on service.” He may not be the only one that feels that way.

Many of our members are concerned about the possibility of layoffs if these dire forecasts happen. What’s the worst case scenario? When I ask this question to any of the top Managers I never get a direct answer. Instead I hear, “Geez, I really don’t know at this time.” Alright, I understand no one wants to be pinned down. In all likelihood if there are to be some layoffs no one at this time knows how many and to what extent various classifications will be affected.

I would doubt there will be any layoffs at all in 2009. If there really is to be a reduction in service it will probably affect Operators more than others in any classifications. Here is the language pertaining to layoffs of Transit Operators:

METRO will not reduce the number of Full Time Transit Operators below 1,223. In the event of a layoff, all Part-Time Transit Operators shall be laid off prior to the layoff of any Full-Time Transit Operator, provided that for every two Part-Time Transit Operators laid off due to a substantial reduction of funds or ridership, METRO may, at its discretion, reduce the daily guarantee of one Full-Time Transit Operator position to five hours. Full-Time Operators will pick...
Executive Board Report
February 24, 2009

All officers were present except Rick Sepelen and Michael Shea.

The following business was conducted:

Motion by Michael to accept the budget as corrected.

Motion by Joe Mangiameli to reconsider approval of the proposed bylaw change to Article 3, Section 2 of the bylaws of Local 587.

Motion by Lisa Thompson to contribute $1,500.00 to United HERE Local 8 affected by fire in SeaTac, Washington.

Motion by Linda Anderson to donate $150.00 to Pacific Northwest History Association.

Motion by Lisa Thompson to merge the MERA Cookout with the Local 587 barbecue to avoid expenses.

At the February 2009 cycle of membership meetings the following business was addressed:

The membership voted to pursue the grievance of Antonio Hernandez to arbitration.

The membership voted to pursue the grievance of Ehsanollah Zarghami to arbitration.

The membership voted to not approve a motion by Linda Averill “to overturn Executive Board vote to not donate $500.00 to Oak Harbor (Teamsters) Locals 763 and 174 Strike fund.”

The membership voted to not approve a motion by Linda Averill “to post a bulletin on ATU union boards for members to support the strike of Teamsters’ Local 763 and 174 Oak Harbor.

The following members were February pot draw winners: Cassandra Barfield at the Charter meeting, Chuck Lare at the Morning meeting, Troy McKelvey at the JTA meeting, Robert Eash at the CTS Meeting, CTS rolling pot draw of $25.00 was lost by Joe Sutton. Next month’s rolling pot will be $50.00.

Arbitration Update

1. Derek Harris: Grieved cross classification work in King County Metro Vehicle Maintenance. Union withdrew grievance.

2. Bill Wallace: Grieved Metro’s failure to observe the long-standing past practice of having a Local 587 member present when a vendor works on a Metro coach. Scheduled April 2009.


6. Michael Murphy: Grieved overtime not assigned pursuant to clear contract language. Schedule pending.


8. Carol Leak: Grieved termination for alleged misassignment of overtime. Schedule pending.


PROS VOTE PRO TRANSIT

Published monthly in Seattle.

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WEBGARTEN RIGHTS STATEMENT

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

Letters to the editor must include printed names, signatures, work ID numbers, addresses and telephone numbers that can be verified during working hours. Letters that cannot be validated will not be published. All letters are subject to editing and should be limited to 1000 words or less. Not all letters can be published due to space limitations. All letters will be reviewed prior to publication. All submissions are subject to limited printing. Any submission a member of Local 587 in the News Review deemed unprintable by the Recording Secretary shall be forwarded to the Executive Board for final decision to publish.

Letters to:
Paul J. Bachtel, Editor
c/o ATU Local 587
2815 Second Avenue, Suite 230
Seattle, WA 98121

atalocal587.org
Seattle General Strike Remembered

By Bill Clifford

“Governor Gregoire has declared 2009 a Labor Heritage Year”

On February 7, several ATU members participated in the 90th anniversary commemoration of the Seattle General Strike at the Seattle Labor Temple. The event was sponsored by the University of Washington’s Harry Bridges Center for Labor Studies, the Pacific Northwest Labor History Association, the Martin Luther King County Labor Council and ATU 587.

Professor James Gregory, Chair of the Bridges Center, optimistically expected 100 attendees, but was pleasantly surprised to see a standing-room-only crowd of 250-300 for the almost the entire 4-hour presentation.

Labor scholars including Howard Kimeldorf (University of Michigan), Robert Cherny (San Francisco State), and Rob Rosenthal (Wesleyan University) provided background on the Seattle strike and the larger labor movement it was a part of. Musical performances by the Anti-Fascist Marching Band, Jess Grant, and the Seattle Labor Chorus gave the event a celebratory atmosphere. Finally, a panel on immigration rights and organizing facilitated by Rosalinda Guillen ended the day with an important look towards the future.

ATU retirees Al Ramey and TJ Robertson brought part of their large display of streetcar and rail information that illustrates the era. ATU members Allan Davis and Ben Smith joined in the entertainment and historically inclined ATU members were seen in the audience.

David Freiboth, Executive Secretary Treasurer of the MKCLC, observed, “It is fitting that the ATU and the Labor Council play a central role in organizing the 90 year celebration of the Seattle General Strike since it was the predecessors of our organizations that played a central role in organizing the strike itself.”

For the Bridges Center, this was the first of several commemorative events planned for the public in 2009. You can read more at http://depts.washington.edu/pcls/. Professor Gregory’s goals this year are to reach out from the confines of the University to the public and to build support for a statewide labor archive. Governor Gregoire has already declared 2009 a Labor Heritage Year, so the Center has a good start.

As ATU 587 approaches its 100th anniversary in 2012, President Norton is encouraging us to look back at our own history and to plan an appropriate celebration. Our participation in the General Strike event taught us a few things: 1) there is an audience for labor history; 2) we have allies in the UW, the PNLHA and the Labor Council; and 3) there is no electrical power in the foyer of the Labor Temple.

WHERE’S THE DOG

A man in his chair
A dog on his feet
Wait for the bus
Rolling down the street
As they get on one at a time
The man kindly says
Let us off at Pine
The dog runs up and sits on his butt
The lift deploys
Making so much noise
As the flap hits the floor
The dog starts to roar
The driver freaks out
The man starts to shout
Please call the vet
You’ve injured my pet
Where’s the dog now
They took him away
Maybe again
He’ll walk someday.

—By Annette C. Maxwell

YOU WORK FOR $\$
PUT YOUR $\$
TO WORK
DONATE TO C.O.P.E.

March Trivia Question

If all the Americans who take transit decided to drive instead, their cars would circle the Earth with a line of traffic how many miles long?

E-mail your answer to pbachtelreece@atu587.com

The first person to submit the correct answer will receive honorable mention in the next edition of the News Review.

February Trivia Question Winner

William Lee, Mechanic - North Base 2nd Shift was the first person to correctly answer the February trivia question

February Trivia Question: “Who was the first Black Transit Operator hired by Seattle Transit in 1945?”

Correct answer: Thomas J. Allen was the first African American to be hired by Seattle Transit back in 1945.
In accordance with Article III, Section 2 pertaining to bylaw proposals, the following bylaw proposal will be published in the News Review, and will be voted upon at through the March cycle of Union meetings.

ARTICLE III
CURRENCY LANGUAGE:

Section 2. Executive Board
(a) Members of the Executive Board shall be elected from the membership within their respective departments as follows: Eight Transit Operators, from which a representative will be appointed to each operational base; three members from the Vehicle Maintenance Department; one member from the Facilities Maintenance Department; one member from the Supervisors Department; one member from the Operations Department; one member from the Maintenance Department; one member from the organized units within King County and outside the King County/Metro bargaining unit; one member from the organized units outside King County and outside the King County/Metro bargaining unit; and one Minority Affairs Officer from the membership at large.
(b) Employees in the Transit Operations Department shall consist of all job classifications listed under Vehicle Maintenance Employees in the current labor agreement with King County/Metro.
(c) Employees in the Vehicle Maintenance Department shall consist of all job classifications listed under Vehicle Maintenance Employees in the current labor agreement with Metro.
(d) Employees in the Facilities Maintenance Department shall consist of all job classifications listed under Facilities Maintenance Employees in the current labor agreement with Metro.
(e) Employees in the Supervisors Department shall consist of all job classifications listed under Supervisors and Schedule Section in the current labor agreement with King County/Metro.
(f) Employees in the Special Classifications Department shall consist of all job classifications listed under Rider Information Specialists, Customer Service Office Employees, and employees listed in Special Classifications with the exception of the Operations Security Liaison, as listed in the current respective labor agreements with King County/Metro.
(g) Any member of the Executive Board, who in the future receives a promotion or demotion, must resign from the Executive Board within 60 days, if their new job title does not qualify them for Section 2(a). Vacancies occurring on the Board shall be filled for the un-expired term by a majority vote of the remaining members pending the next regular election. A notice must be posted within five days of the vacancy, and remain posted for at least ten days. At the next scheduled meeting of the Executive Board, names submitted for the vacancy will be reviewed and an appointment will be made to take effect at the next Charter membership meeting.
(h) If a vacancy occurs for any reason in the following elected positions: President/ Business Representative, Vice President/Assistant Business Representative, Financial Secretary/Treasurer or Recording Secretary, a special election will be held to fill the unexpired term. The special election will be held in compliance with Article XII of these Bylaws and Section 14 of the Constitution and General Laws of the Amalgamated Transit Union.

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

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

PROPOSED NEW LANGUAGE:
Section 2. Executive Board
(a) Members of the Executive Board shall be elected from the membership within their respective departments as follows: Eight Seven Transit Operators and One Rail Operator from which a representative will be appointed to each operational base and Rail: three members from the Vehicle Maintenance Department; one member from the Facilities Maintenance Department; one member from the Supervisors Department; one member from the Special Classifications; one member from the organized units within King County and outside the King County/Metro bargaining unit; one member from the organized units outside King County and outside the King County/Metro bargaining unit; one member from the organized units outside King County and outside the King County/Metro bargaining unit; and one Minority Affairs Officer from the membership at large.
(b) Employees in the Transit Operations Department shall consist of the following: Full-Time Transit Operator, Part-Time Transit Operator, Waterfront Streetcar Conductors, the Operations Security Liaison, and Revenue Coordinator working for King County/Metro.
(c) Employees in the Vehicle Maintenance Department shall consist of all job classifications listed under Vehicle Maintenance Employees in the current labor agreement with Metro.
(d) Employees in the Facilities Maintenance Department shall consist of all job classifications listed under Facilities Maintenance Employees in the current labor agreement with Metro.
(e) Employees in the Special Classifications Department shall consist of all job classifications listed under Rider Information Specialists, Customer Service Office Employees, and employees listed in Special Classifications with the exception of the Operations Security Liaison, as listed in the current respective labor agreements with King County/Metro.
(f) Any member of the Executive Board, who in the future receives a promotion or demotion, must resign from the Executive Board within 60 days, if their new job title does not qualify them for Section 2(a). Vacancies occurring on the Board shall be filled for the un-expired term by a majority vote of the remaining members pending the next regular election. A notice must be posted within five days of the vacancy, and remain posted for at least ten days. At the next scheduled meeting of the Executive Board, names submitted for the vacancy will be reviewed and an appointment will be made to take effect at the next Charter membership meeting.

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

Proposal To Change Bylaws Article III Section 2

Submitted by Erin Clark
WHY UNIONS

By ATU Local 587 President Lance F. Norton

...200 years have brought little change in the issues at stake or the basic need for unions.

These national unions were labor’s answer to dealing with employers who were selling their goods in a national market. Machinist local unions in New York, for example, worked for iron foundry employ- ers who were competing with other iron foundries in Cleveland. In this national competition, the isolated New York local union soon found itself competing with its counterpart local union in Cleveland and in other plans of the industry located else- where. As the employers completed, wages, as a cost of production factor, were bid down and the lowest rates prevailed throughout the country.

So in 1859, the machinist and blacksmith locals united and formed a permanent national organization. The molders did the same in 1859 and the printers had formed their national union in 1850. In the decade after the Civil War, twenty-six new national unions were formed. Some of them exist today. The locomotive engineers, the locomotive fitters, carpenters, bricklayers, and painters all date from this period. The purpose of all these national unions was the same: to influence wages, working conditions and work rules more or less uniformly throughout their trade or industry.

Individual locals have learned that by pooling their resources and cooperating with one another, they could more effectively deal with employers and save the plant as the same time give help and support to locals in distress. They demonstrated once again that in unity there is strength. Today, national and international trade unions (they’re called interna- tional because they have members in other countries) have eliminated the competitive bidding within the trade or industry.

The individual member—whether a cordwainer or computer engineer or programmer, artisan or actor—still has basic economic and social needs and has to deal with an employer to get most of them. Forming a union or joining a union makes the job a whole lot easier.

More to come next month.

Regards to all... Be Safe...

Lance F. Norton

Women in Transit

By James E. Reese Minority Affairs Member

I think that either King County or our local should have an award named for one of the women pioneers...

So there has been strides in transit, but we really need to go deeper to those who made it possible here in Seattle. Lance Norton’s daughter is the President of Local 1576. I’m willing to bet no one can re- call when women were hired in Seattle to drive buses? How about we drive back into our history to 1942? America was at war with Germany and Japan men were shipping out daily. Women stepped up to work the factories to keep America going, but a few fell in driving buses. Women like Barbara Mathies, Velma Star- wick, Helen Nichols, Adelaide Gray, Audrey Prentice, and Jane McCarthy are just a few who answered the call to drive a bus! The last woman to retire from Seattle Transit was Mildred Sibley who after a stellar 22 year career retired in 1972.

When the merger between Seattle Transit and Metropolitan happened in 1973 to form Metro Transit they hired the system first women, Irene Clastill and Molly Back. Irene’s husband also drove for Metro which made it a family affair. I’ve been told that Arlene Tupper, Daisy Wescellius and Marilyn Davis were three of the first women to break the glass ceiling in transit. Marilyn Davis also broke a different ceiling to become the first Afro-American woman Base Chief and Base Supervisor. Mattie Robinson became the first woman named Operator of the Year even though she shared the honors with another operator in 1994 and a few years later in 2000 Kay Uphen held the honor by herself. I also want to add that Edith Redmond is one of the senior most women drivers we have at Metro Transit. I think that either King County or our local should have an award named for one of the women pioneers as a way to honor the long road women have traveled within transit in Seattle.

To honor women’s month I write this article to those women who broke the glass ceiling in transit to make their mark not only here in Seattle, but throughout North America. One day a woman will be named Operator of the Year even though she shared the honors with another operator in 1994 and a few years later in 2000 Kay Uphen held the honor by herself. I also want to add that Edith Redmond is one of the senior most women drivers we have at Metro Transit. I think that either King County or our local should have an award named for one of the women pioneers as a way to honor the long road women have traveled within transit in Seattle. To honor women’s month I write this article to those women who broke the glass ceiling in transit to make their mark not only here in Seattle, but throughout North America. One day a woman will be named Operator of the Year even though she shared the honors with another operator in 1994 and a few years later in 2000 Kay Uphen held the honor by herself. I also want to add that Edith Redmond is one of the senior most women drivers we have at Metro Transit. I think that either King County or our local should have an award named for one of the women pioneers as a way to honor the long road women have traveled within transit in Seattle.
Worker Privacy Act Is Before The Legislature

The following article explains a little bit about the Worker Privacy Act. The Act is very important for union organizing and charitable giving. Compelling evidence on behalf of workers was presented (to the Washington State Legislature) by workers on each of these topics, which revealed the magnitude and frequency of the problem.

By now, legislators have heard from a fair number of constituents regarding the Worker Privacy Act, HB 1528 and SB 5446, either thanking them for sponsoring it, encouraging them to vote for it, or in opposition to it. Supporters believe workers shouldn’t be forced, under threat of losing their jobs, to listen to their bosses tell them how to worship or how to vote. Opponents say it violates employers’ rights, or it’s in conflict with federal labor law, or that employers never do that stuff anyway.

Clearing the air, it is important to recognize that existing law is very clear that employers are entitled to and are free to express their views to their employees on any topic they wish. The Worker Privacy Act does not change this. But it is equally important to understand that there is no basis in law or the Constitution that suggests that employers have some overarching right to force their views on employees or that this right is guaranteed by the First Amendment or by federal labor law. Mandatory workplace communication on job performance, how to make a better widget, health and safety training, anti-discrimination/harassment training makes perfect sense.

But forcing workers to attend meetings, listen to, or respond to communications on issues of individual conscience on pain of discharge or discipline does not make sense and is not right. 

LEARN MORE ABOUT THE WORKER PRIVACY ACT AND HOW TO SUPPORT IT at the Washington State Labor Council website. wslc.org.

MARCH 05 KC Metro Facilities Maintenance pick
MARCH 05 Charter meeting
MARCH 06 Morning meeting
MARCH 09 Jefferson Transit Authority meeting
MARCH 10 Clallam County meeting
MARCH 24 KC Metro First-Line Supervisor pick
MARCH 24 Executive Board meeting

Black History Month 2009

By James E. Reese, Minority Affairs Committee

When Black History month comes around every year it is not just a month where Black Americans learn about their past, but all Americans learn about their past. It is a month that we all learn what sacrifices those before us made to make our lives better today. Whether through civil rights or other areas, their actions have had a profound impact on us to this very day.

One such person that I will write about helped shape America with his inventions, inventions like the Synchronous Multiplex Railway Telegraph which helped train engineers communicate between each other and the train stations form which they traveled between. One device this inventor had helped made him famous because it allowed the engineer to know how close his train was to others. The device helped cut down on accidents and collisions between trains. He developed the overhead electric conducting lines for railroads which aided in the developments of overhead systems found in Chicago, St Louis and New York City.

In 1889 his first patent was filed for an improved stream broiler furnace. His inventions helped complete an electric railway system on New York’s Coney Island in 1892. He sold his telegraphy to Alexander Graham Bell which allowed him to become a full-time inventor inventing the stream broiler furnace, and the automatic air brakes used still to this very day to slow/or stop trains. This inventor in case you are wondering is the late Granville T. Woods born in 1856 in Columbus, Ohio. He dropped out of school at the age of ten, but realized he need an education to express his creativity in machinery. He worked on Danville and Southern Railroad in Missouri, the Ironsides, and a British steamer where he became the chief streamer in two years. He settled down in Cincinnati. Some of his other inventions where tunnel construction for electric railways 1888, Electric Railway 1902, Electrormotive Railway 1888, Electromechanical Brake 1887, and the Automatic Safety Cut-Out for Electric Circuits 1889. There were more, but if it wasn’t for Granville T. Woods we wouldn’t have a light rail system here in Seattle today.

It is people like Granville T. Woods who worked hard to improve safety for railroads and provide for our future today. That’s why we honor Black History month to give thanks for all we have today. Invite you to look at all the machinery, appliances and other gadgets we have today and thank all those who had a hand in inventing them….because somewhere in our past it probably was already thought of and just improved upon today.

Train Daily News Review
March 2009

Atu Local 587
The Secret Club and how to Succeed in Driving with a Good Night's Sleep!

By Katherine Batey, Central base

It is dangerous to drive when you are tired. Having Sleep Apnea is a danger TO YOU.

Now I won’t say it has been an easy road because it takes time to get used to the machine, the mask, etc. I utilized FMLA for the transition because it is classified as such and you initially will be losing some sleep for the adjustments. But let me tell you I have never felt better and am on my way to changing a lot of things about my life. I no longer feel like I cannot get through a day without a nap. As a matter of fact as the day progresses I seem to gain energy momentum! I no longer get unexplained headaches. I don’t have that dragging feeling. I love going to bed and putting my mask on and having the warm air blow out and having the warm air

driff me off to sleep. I love waking up 8 hours later and not even moving during the night. I could go on and on about the good things but here are some tiny facts: I did have a hard time adjusting to this change in my life. It took me 4 different masks and TWO sleep-studies to get on track. I am still tweaking little things, mostly technical. Like my mask broke one night and I was up most of the night trying to get back to sleep and had to call in sick the next morning. I have been trying to go full time for 5 years — 5 years!!! Had I only known then what I know now. Slowly I am making the changes that will help me get the sleep I need, but two things are the most important thing to remember. It is dangerous to drive when you are tired. Having Sleep Apnea is a danger TO YOU. It is hard on your heart. It can cause weight gain. Please read up on it. Get the help you need and join our club!!

PS. Oh, the circle in the middle of our foreheads? Not essential for membership. When your mask is on too tight, it can leave marks — look around you will see us.

LET IT GO

By Ruth Wilson

North Base Security Committee member

These are stressful times with the bad economy, people losing their jobs, homes, cars... everyone is under stress. In normal times we Metro operators have enough stress just trying to maneuver a 25 ton vehicle through the jammed streets of Seattle; streets full of cars, bikes and pedestrians all trying to “beat out the bus.” Then we have the difficult passenger that seems to want to pick a fight over some small issue or no issue at all. In our recent monthly Security Committee meetings at North Base our Transit Police report operator assaults are up. They report this is happening in all lines of work throughout our city and county and attribute it to the difficult economic times we are experiencing. I would like to encourage all of us to take a deep breath and just “let it go” when confronted with one of our many stressful situations. It is just not worth it to get assaulted or have your patience worn thin by a fare dispute or someone trying to pick a fight. JUST LET IT GO.

When talking with a member of the committee, Jay Link, I asked him for some of his ideas for “just letting it go.” He suggested we think of it as we would an accident. Is there any way a confrontation could be judged “preventable or non-preventable”? For example...did your action help defuse the situation or escalate it? Here were some of his suggestions to help deal with these confrontations.

- Alterations usually start small and escalate. If possible diffuse early.
- Use Humor. For example if someone insults you say “hey, my mother-in-law thinks so too.”
- Do Not engage with angry people. It is impossible to have a dispute if one side won’t engage.
- Apologize. Saying I’m sorry... even if you did nothing wrong. Swallowing one’s pride is usually better than a punch in the nose.
- Don’t worry about the fare. Metro sure doesn’t. Push that 3 key...if you think pushing the 3 key does not matter it does. Dave Fairbanks uses that data to give to Metro Police to signify problem routes.

I think we all need to take a deep breath and step back and let go of most of these difficult situations. We have no idea what some people are dealing with as they board our buses...maybe they lost their job or their home or their medical insurance. On MLK Day when we had canceled service; I had a young woman get on my 358 at Cherry near the end of my run and I was going back to base. I usually do not have someone board there but assumed she was going to Jackson to the train. When I got to the end of the line she did not get up so I called out this is the last stop. She got up hurriedly and when she passed me I could see tears coming down her face. I said “wait wait...can I help you...where did you want to go?” “145th and Aurora” she replied in frustration.

I asked if she had been waiting for a commuter bus that obviously had been canceled and she said, “Yes” and so she was totally confused. I consoled her by saying “yes it is confusing on days like this” and told her the 385 in front of me would be leaving in a minute and she could board it right around the corner and that she would have her choice of seats because it was the first stop! Sometimes someone is just at the end of their rope when they get on our bus. A kind word or attitude from us can really be helpful to them and to us.

Remember it is not up to us to enforce the fares...that is what our Metro Police unit is for and they WANT to be called when we need help. They encouraged the members of the security committee to tell operators to call when you have a sleeper rather than try to wake them up or if you have a security concern or regular fare evader. That is their job and they WANT to be called in to help. Fill out a security incident report when you are frustrated over a difficult passenger or incident...not only will it help you vent but you get paid to fill out the report. Also the SIR is the best communication for the Transit Police to know the problems we are facing. If you do not document the problem on an SIR they have no idea there is a problem. For example we were talking to a Transit Deputy about the disruption caused by school kids boarding certain routes, littering, yelling etc. and he said he has not seen very many SIR’s on this. So far as they know things are going ok with school kids. Unless we document our problems on security reports the police won’t know the problem. Take it easy and be safe out there!!
The Rumors of My Inminent Demise Have Been Greatly Exaggerated

I’d like to thank the members who have called to express their condolences at my rumored imminent demise. It seems a few members have put and two and two together and concluded I must be headed for the spirit in the sky. Fortunately, our possibly unfortunately depending on your point of view, my doctor has given me an excellent prognosis for an extended longevity (long life).

I suspect the rumors are a result of my changing appearance. In 2008 I lost 65 pounds of body weight. My weight loss was intentional and accomplished by dieting on the NutriSystem Weight Loss Program and bicycling 60 to 100 miles per week. I lost the weight to address several health problems including borderline high blood pressure, an aching hip from an enfamed burra, and plantar fasciitis in my right foot. All three health problems were resolved with weight loss. In early 2009 I had surgery to address a groin hernia and lost another 10 pounds. I’m back to work now and feeling better everyday.

I’d also like to suggest you not believe Marie Osmond’s contention that NutriSystem food is in anyway appetizing. Having succumbed to NutriSystem food for four months of 2008 I found I was eyeing the dogs bowl with envy and can assure you NutriSystem food is anything but appetizing.

Again, thank you for your concern but I’m planning on living forever.

Paul J. Bachtel
Recording Secretary

Solidarity

Dear Editor,

We urge ATU members to support the members of Teamsters 174, 763 and other locals who are on strike against Oak Harbor Freight Lines. This strike, one of the longest in Teamster history, involves 578 drivers, dock workers, office workers and mechanics who walked off their jobs on September 22, to protest a union busting campaign by OHFL’s owners. A multi-state trucking company, OHFL is one of the largest and most profitable freight companies in the Northwest. But in contract negotiations, management demands a take-it-or-leave-it framework in pensions, health benefits for retirees, paid sick leave, and utilization of non-union subcontractors.

The National Labor Relations Board has since ruled that OHFL is engaging in unfair labor practices, but the employers persist in their anti-union drive. Owners want their company union free and if they succeed other freight companies are sure to follow their example. As such they deserve and need our support.

As this paper goes to press, it is uncertain whether Teamsters will return to work or remain on the picket line. Either way they face more battles with this anti-union employer. All eyes in the freight and transportation industry are watching this fight, and if Teamsters prevail it will make other employers think twice about trying to ram through anti-workers concessions.

We urge members to show solidarity with Oak Harbor Freight Line strikers. Visit the picket lines if the strike continues, donate money to the strike fund, honor picket lines established by ambulatory Teamsters picketers, honk support if you pass their line in Auburn. If you would like to know more about the Oak Harbor struggle, you can visit www.oakharborfreight.com. Like the labor motto says, “An injury to one is an injury to all.”

In solidarity,
Nathanael Chappelle, Atlantic, 1719; Bill T. Quade, Atlantic, 3447; Linda Acelor, Atlantic, 8316; Shahab Yazdani, Atlantic, 20074; Chuck Lare, Atlantic, 12497.

From Management

Dear Metro Transit Employees:

As we all know, these are particularly difficult economic times for both our country and our region. And we at Metro have not escaped the effects of our deepen recession. As such, we have taken numerous steps over the past several months to tighten our belt in order to manage a growing revenue shortfall.

Unfortunately, we have now learned that our financial situation has become even more critical. Just last week, we received new sales tax estimates showing a $29 million shortfall for this year and an additional $35 million in 2010. This new projection from the county’s budget office adds to the significant deficit that was already assumed this year in our financial plan. We are now facing a total revenue shortfall in 2010 of $101 million, or $11 per trip, which is less than what we had anticipated when we prepared our 2008/09 budget just 15 months ago.

Since sales tax is Metro’s primary source of revenue and is particularly sensitive to economic slowdown, it’s easy to understand why Metro is in midst of a budget crisis. It also helps explain why we have not been able to do all we had planned and why some positions have gone unfilled in recent months, making it necessary for many of you to pitch in to help fill the void.

Please know your additional efforts are greatly appreciated.

As we struggle with these new financial realities, I’d like to share what has already been done and additional steps we plan to take in the months ahead to deal with this revenue shortfall:

Our 2009 budget already includes $18 million in capital program cuts, miscellaneous non-service related operating reductions, a two-step fare increase, and spending operating reserves.

Only mission critical hiring will be approved; many positions will remain vacant throughout the organization.

Beginning this month, we started a comprehensive review of each section to ensure we are maximizing all efficiency and cost-saving opportunities prior to our 2010/2011 proposed budget.

The County Council Auditor is in the midst of a performance audit; we are working in cooperation with the auditors and expect to see their initial recommendations for operating efficiencies this spring.

We’ve been hedging our diesel fuel purchases to take advantage of currently low futures prices, which is giving us the certainty we need to better predict our fuel costs. We’ve already locked in nearly half of our 2009 fuel purchases.

These are just a few of the actions we are taking as we manage our way through this severe economic downturn. But these steps alone will not be enough.

Unless Metro receives replacement revenue from other sources, it will be impossible to maintain our current service program - this in the face of yet another record ridership slowdown. To that end, we are in discussions with the State Legislature about possible new revenue sources to make up for the lost sales tax in order to preserve our transit system.

And while the Federal Stimulus bill just signed by President Obama is expected to provide needed short-term benefits, it is not clear how far this stimulus money will go in writing off our operating losses. Nor should this stimulus funding be viewed as a long-term solution for Metro.

There is no doubt this will be a very difficult period for this organization, especially when you consider the hundreds of thousands of people in our community who rely on Metro transit service every single day. So as we begin the task of determining additional steps needed to deal with this serious revenue shortfall, I am committed to keeping everyone informed of where we are headed.

Again, I would like to thank you all for your continued hard work under this financial cloud. I know these are difficult times for everyone. Your ongoing dedication to your work and commitment to our customers is very much appreciated.

Sincerely,
Kevin Desmond
General Manager
Metro Transit Division

Health Insurance

Dear Editor,

So I’ve received my letter from Healthways informing me that I am low on funds and giving me a couple of options to complete to achieve “Gold” status on this Healthy Incentives program. I can keep an online log or request by telephone a paper form on which to log my program. I prefer a paper log so I don’t have to go to their website and go through various links, which may or may not work on their site, to enter my information. I just called them to request a paper log. After five minutes on hold I hung up.

Why must I call them to get this form? Why don’t they simply have a PDF form at their website available for me to download? Or at least allow me to email a request.

I find the manner in which this Healthy Incentives program is administered frustrating. Their correspondence is poorly written. The forms they provide are amateurish in design and confusing. “Get Fit on Route 66.” Their website is very poorly designed. With fifteen years experience using the internet virtually every day, and some experience setting up websites, I still struggled to find the correct link on their website to take my recent wellness assessment. Indeed, when it finally appeared on my monitor screen, I had no idea where it came from.
Letters, continued

I observed operators at Atlantic and Central Base having difficulty using the website and I have little doubt that some of them did not complete their wellness assessments due to difficulties using the website. I also very much question the efficacy of this program. They have given me a low risk assessment because of my diet and exercise habits. Does sending them a daily log (with no goals) of my diet or exercise improve my health? It doesn’t; it simply wastes my time.

George P. Hickey
Metro Transit Operator

Meeting Highlights

Dear Editor,

The February morning union meeting highlighted our disparate values within Local 587. On the one hand, we have a two arbitration case came before the membership essentially having to do with management taking liberties in scheduling overtime work. The presentation of one case was so long and detailed I was transported back to my high school history class with rows of zombie like expressions and the background din of deep snoring snores.

Why we as a membership would even consider spending Attorney fees to protect overtime work give us limited resources and the prevailing economic crisis astounds me.

Then, adding injury to insult, when a motion came before the rank and file to give $500 to fellow strikers who are our adversaries; democracy prevailed by saying “hellno” to helping the down and out picketers.

In sum, we are willing to spend thousands of dollars to create for employed workers to receive overtime, yet spend zero to help the downtrodden on a picket line.

What great fodder for a Dr. Seuss book!

Sincerely,
Joe Kudoshin

Metro’s Half Record Reviews

When you are trying to move “Up or Over” here at Metro, Management does not call a record review. If it is a Record review, can someone tell me why they only review the negative part of your record? Even the Militia gives a person credit for doing things right when they are being considered for promotion.

Metro will give negative points for sick days and preventable accidents, but they do not give positive points for not having accidents or taking sick days. Does management think that driving full time and not having an accident over a years time (that’s the period of the record review) is just “bunk luck.” We are not given credit for our skill that keeps us accident free.

Someone please tell me how this is the right thing to do? (Ooops, sorry, I forgot there are all a place to work that stressses the negative more often than not). Will someone tell me why our Union did not allow this to continue for years? Record reviews should be the whole record, good and bad. How about a little credit for doing a good job?

Richard Marcht

Wellness Assessment

Dear Editor,

I attempted to complete the Wellness Assessment today and was dismayed at how un-user friendly the process was. The salmon colored page of ‘directions’ that was mailed to MLKC employees earlier this month was not helpful. In fact, there were no directions on how to access the assessment at all; only tips on how to reclaim lost user names/passwords. I turned to the website (www.kingcounty.gov/employees/Wellness) for further guidance, but the layout of the website is very confusing and there are still NO directions.

When I finally did reach the HealthMedia website and log in (no need for the forgotten ID/password song and dance) I was met by more confusing and cluttered website layout. Was there a fat, juicy link smack in the middle of the page screaming “Wellness Assessment” at me? No. Was there any link anywhere that said “Wellness Assessment”? No. I had to contact HealthMedia (the customer service person was very rude and did not want to be assisting me) to find out that I needed to click on the “HealthMedia Succeed” link - not the two near the top of the left side of the screen, but the one at the bottom of the left side of the screen.

The one you have to scroll all the way to the bottom to see that was entirely too obvious, I really should have been able to find that on my own with no direction whatsoever. My apologies for the sarcasm, but so far this process has been a complete joke.

Two things that I do not typically do are read conspiracy theories or write complaint letters. I am already doing one and considering the other. I like to think of myself as someone who is not easily taken in by navigating web pages and doing other ‘techie’ things, yet trying to do this process was a simple task taken up far more of my time than it should - most of it wasted trying to figure out how. How does the County expect people to quickly and easily take this assessment? Yes, I know there is a paper option, but for the chronically tardy and/or militantly eco-conscious, online is the only option. I find it hard to believe that this process was not designed to be intentionally difficult and misleading. Shame on you.

I say that to kick off 2009 BROS has laid a big egg. I salute you with a thumbs down on my left hand and a pinch of my nose in disgust with my right.

Regards,
Andrew Mehling #20979

Orcas Smart Card Plus Current Fare System Equals One Dumb Orcas Card

Most Metro Transit Operators have taken the 3½ hour ORCA Card training, I have not, so I hear from anyone who does not see the ORCA card as an impending nightmare for drivers and all transit agencies using this ONE REGIONAL CARD for ALL.

I dread once it is in use on our buses. In previous News Reviews Joshua Laff (Train Wreck, Dec 08) reports on the convoluted actions required by ORCA (or transit operators, and Brian Sherlock discusses how ORCA’s application ignores our real world working environment (Beneath the Whale, Jan 09). It seems that there was no credible input from transit professionals when designing this supposed smart card for our bus systems.

There are so many obvious problems with how ORCA is set up now that it most likely will be an utter fiasco. What bothers me most is that our region’s Smart Card did not have to be developed so poorly. Back in 2003 Ron Sims announced that our region would be connected to a regional transportation system using smart card technology, ORCA. Since then ORCA has been plagued with delays, vendor problems and numerous technological glitches. However those problems are not the worst ones for ORCA, in my opinion.

ORCA is being presented as collaboration between Seattle’s various transit agencies. It is called a unified card supported by all these transit systems. However there was no collaboration between transit systems to unify their fare systems. Neglecting to coordinate fare structures is the fundamental flaw that will undermine ORCA’s success. We need to link ORCA’s structure to our metro region’s boundaries using smart card technology, ORCA. Since then ORCA has been plagued with delays, vendor problems and numerous technological glitches. However those problems are not the worst ones for ORCA, in my opinion.

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In Response to President Norton’s February News Review Article

Dear Editor,

I am writing in response to the Recording Secretary in writing a willingness to accept a nomination for a position for which nominated, [sic] This must be received by the close of nominations at the last meeting in April. What the Bylaws state is “All written explanations for any nomination must be received by the Recording Secretary before nominations for that position [my emphasis] are closed at the last meeting of the Local in April.”

The rest of the article is not an explanation but simply plagiarizes portions of the bylaws regarding elections.

Bruce Tiebout, North base

Orcas Smart Card Plus Current Fare System Equals One Dumb Orcas Card

Sorry for using the word “required” when I was writing about the by-laws as these are posted on each bulletin board at every worksite. . . . but they are published in our monthly 587 News Review. He gives a long explanation about why it is required to be posted on every Union bulletin board. However, Article XV of our Bylaws no longer mentions the bulletin boards, but that “All proposed amendments together with the section to be amended shall be published in the News Review.”

He also states that candidates for office not present must “submit to the Recording Secretary in writing a willingness to accept a nomination for a position for which nominated, [sic]” This must be received before the close of nominations at the last meeting in April”. What the Bylaws state is “All written explanations for any nomination must be received by the Recording Secretary before nominations for that position [my emphasis] are closed at the last meeting of the Local in April.”

Perhaps Bruce, if this is all you have to complain about things aren’t all that bad.

Regards, Lance
Nominations for the offices of President, Business Representative, Vice-President, Assistant Business Representative, Secretary, Recording Secretary, Treasurer, Fleet Managers, and Supervisors are open.

Ballots for the primary election will be mailed to the member's address on file as of April 10, 2009.

Primary and General Elections for the purpose of electing officers will be held at the Labor Temple, Hall #8 in Seattle.

The term of office will run for three years beginning July 1, 2009.

The following positions are open:

1. President/Business Representative
2. Vice-President
3. Assistant Business Representative
4. Second Vice-President
5. Assistant Business Representative
6. Financial Secretary/Treasurer
7. Recording Secretary
8. Correspondent
9. In-Transit Minority Affairs Officer
10. CLALLAM & JEFFERSON COUNTY REPRESENTATIVE
11. SPECIAL CLASSIFICATIONS REPRESENTATIVE
12. VEHICLE MAINTENANCE REPRESENTATIVES
13. TRANSIT OPERATOR REPRESENTATIVES
14. RECORDING SECRETARY/Correspondent to In Transit
15. International Convention Delegate #3
16. Second Vice-President/Assistant Business Representative

Positions:

- CHARTER MEETING
- MORNING MEETING
- JEFFERSON TRANSIT
- CLALLAM TRANSIT
- Seattle, WA 98121
- Port Townsend, WA 98368
- Port Angeles, WA 98362
- Juneau, AK 99801

ELECTION DATES:

Primary Election May 14, 2006

Ballots for the primary election will be mailed to the member's address on file as of April 10, 2009 during the last week of April.

General Election June 4, 2006

Ballots for the general election will be mailed to the members during the third week of May.

CASTING OF BALLOTS:

- The Primary and General Elections will be mail-in ballot ONLY.
- We will provide a postage-paid envelope to return the ballot. Ballots must be RECEIVED at the designated ATU Local 587 Election Committee Post Office Box by the close of business at that post office on the date of election ("close of business" means the time when the Post Office has completed processing and distributing Business Reply Mail into Post Office Boxes).
- POSTMARKS DO NOT COUNT! Important! Federal Regulations do not allow for bal lot s to be hand-delivered or sent by inter-office or US mail to the Local 587 business office.

ELECTION RULES:

- No member can be placed in more than one nomination nor appear on the ballot for more than one position. The acceptance of any nomination automatically declines all prior nominations.
- Once a candidate has accepted a nomination and subsequently declines that position, the candidate may not be nominated again for that position in that election cycle.
- Persons interested in running for any one position are encouraged to attend a candidate information meeting which will be held prior to each meeting in the March cycle of meetings. Candid at e Information Packets will also be available at these meetings.
- Questions? Please contact the Election Committee at the Local 587 office (206) 448-8588 or by e-mail ElectionCommittee@atu587.com
- Your Election Committee
- Russ B. Maier
- Jim McKenzie
- Theresa Tobin
- Paul Teft
- Ruth Wilson

PLANNING on running for office? You need to be aware of the new election procedures for the 2009 election of Union Officers. There have been major changes to our By-Laws regarding our election procedures and if you are interested in running for an office please take the time to familiarize yourself with the new rules.

The updated By-Laws are posted on the website or available at the Union office. Your Election Committee is working diligently to keep you informed of these major changes. Members of the Election Committee will be at the March cycle of membership meetings to hand out candidate packets to those interested in running for office and to answer your questions. The Election Committee will be overseeing the election to make sure all candidates are treated fairly and that everyone adheres to the rules. The nomination procedures are different and you cannot be nominated for more than one position so pick your position and run. Our By-Laws and the Election Rules have very strict deadlines and there will be NO EXCEPTIONS to these deadlines. It is your responsibility to meet these deadlines so plan ahead.

For example there will be ONLY 2 days after the close of nominations to get a hard copy of your candidate statement into the Union office (April 9th by 5PM). This is for printing in the Candidate Pamphlet that will be mailed to all voters. If you do not have a hard copy of your statement in the Union Office by 5PM on April 9th it will not be in the pamphlet. No Exceptions! So plan ahead. You can start now planning what you might write. The details of the size of your statement will be in the candidate packet, for example that the statement must fit in a 4 ½ X4 ½ space and a picture, if you provide it, will be reproduced to 3” by 3”. Because this is a mail in ballot election we have these strict deadlines. If you have questions or concerns try to attend the March membership meetings or contact the Election committee at electioncommittee@atu587.com or leave a message at the Union office for an election committee member to call you.

PROUD TO BE ATU 180,000 STRONG
“Hey Clem, you gonna run for President, Vice President, Secretary, and Treasurer like you did last time?” “Your darn tootin, man.” If I don’t win one of them then I’m a gonna nominate myself for every executive position until I win something.” “Well Dude, you better check out the new By Laws and Campaign Rules.” “Here, let me clue ya.”

No member’s name shall be placed on the ballot unless the member is present and accepts the nomination at the meeting when the member was nominated, or has signified in writing a willingness to accept the nomination for the position for which nominated. All written acceptance of any nomination must be received by the Recording Secretary before nominations for that position are closed at the last meeting of the Local in April. Written acceptance of any nomination are subject to verification by the election Committee. (Ref: ATU Local 587 Bylaws, Article XII, Section 7.) Any written or oral self nomination implies acceptance of the nomination for that position. No member can be placed in nomination nor appear on the ballot for more than one position. The acceptance of any nomination automatically declines all prior nominations. Once a candidate has accepted a nomination and subsequently declines that position, that candidate may not be nominated again for that position in that election cycle. (Ref: ATU Local 587 Bylaws, Article XII, Section 9.) “So things just ain’t a gonna be like last time, Bub.”

It Ain’t a Gonna Be Like Last Time
By Jim McKenzie, Election Committee Member

KEEP YOUR ADDRESS CURRENT!
(A request from our Local 8 Union office staff)
Throughout the year Local 587 mails letters to our membership. The most recent mailing contained the King County Metro contract survey. With each mailing sent, the union receives a small percentage of letters returned due to improper address.

Local 587 maintains a database that in part includes the names and addresses of our King County Metro members. The King County Metro section of the database is updated monthly from data provided by King County Metro.

If you are a King County Metro employee and your name and address is not current with King County Metro, you may not receive union mailings. Please keep your name and address current with King County Metro.

Puget Sound
Coalition of Labor Union Women
Invites you to join us
March 18, 2009
5:30 PM
Seattle Labor Temple
2800 1st Avenue
Hall 8

Sister Circle Discussion and Pot Luck Dinner
Women Active in Organizing for Change

Speakers
Velma Veloria, Author of State Anti Trafficking Law
Human Trafficking and Impact of GATS Mode 4
Lynn Domingo, Legacy of Equality Leadership and Organizing
Every Women’s Delegation to Cuba
Sarah Lazlett, Evergreen State College
The challenge for Women achieving leadership roles in the labor movement
Natasha Pranger, AFSCME/WFSE 304
Why I got involved in the 2008 elections

We invite you to join us and bring your favorite dish. Submit your recipe to be put in our Puget Sound CLUW “Women Active in the Movement Cook Book”. We will highlight everyone submitting a dish and recipe so we are asking you to send your recipe to Verlene@kclc.org before the event. For more information you can contact Verlene Jones at (206) 441-7102

PUT COPE DONATIONS TO WORK • VOTE PRO TRANSIT
Election and Campaign Rules for the Election of Officers for ATU Local 587

1. Constitution and Bylaws
The nominations and election of Amalgamated Transit Union Local 587 officers will be conducted in accordance with the Constitution and General Laws of the Amalgamated Transit Union, the bylaws of Local 587 as of February 3, 2009 and in compliance with the Labor Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act of 1959), as amended. (Ref: Constitution and General Laws of the Amalgamated Transit Union (ATU), as amended 2007, Section 14; ATU Local 587 Bylaws, Article XII, Section 1)

2. Dates of Election
The Primary Election shall be held on the first King County Metro payday of the month in May (May 14, 2009) and the final Election on the first Thursday of the month in June (June 4, 2009). If a runoff is required, it shall be held on a weekday on or before the last (family) name within the section of the membership list, distribution of campaign literature, observers and other campaign rules. Candidate packets will also be available from the Election Committee.

3. Term of Office
The officers elected will serve a three-year term that will end on June 30, 2012. Newly elected officers shall assume the duties of their offices on July 1, 2009. Installation of officers shall take place at the July charter meeting and must be a member in good standing, shall agree not to nominate or endorse members of the Election Committee for the election of officers. In addition, the Election Committee agree not to agree to any question of eligibility, and the Election Committee’s decision as to any nomination must be received by the Recording Secretary by the beginning of the last meeting of the Local in the month of April. Written acceptance of any nomination is subject to verification by the Election Committee. (Ref: ATU Local 587 Bylaws, Article XII, Section 10)

4. Election Committee
The Election Committee’s duties include, but are not limited to, election security, production and distribution of the ballots, ballot and candidate instructions, voters pamphlet and other duties as specified in the Election Committee Rules and Regulations. Appointees to the Election Committee agree not to accept nomination for any office in the election of officers. In addition, members of the Election Committee agree not to nominate or endorse any candidate. (Ref: ATU Local 587 Bylaws, Article XII, Section 2)

5. Nomination and Election Notice
The Notice of Nominations and Elections will be mailed by first class mail to the last known home address of each Local 587 member on or before March 5, 2009. This Notice will also be published in the March 2009 edition of the News-Review, and posted on the Local 587 website. (Ref: Labor Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act of 1959), as amended)

6. Candidate Information
The Election Committee will be available to meet with all interested candidates at each of the March 2009 member meetings to discuss election procedures, inspection of the Union’s membership list, distribution of campaign literature, observers and other campaign rules. Candidate packets will also be available from the Election Committee.

7. Nomination Meetings
Nominations for the offices of
- President / Business Representative
- Vice-President / Assistant Business Representative
- Second Vice-President / Assistant Business Representative
- Financial Secretary / Treasurer
- Recording Secretary / Correspondent to In-Transit
- Minority Affairs Officer (one position)
- Transit Operator Representatives (eight positions, No. 1 through No. 8)
- Vehicle Maintenance Representatives (three positions, No. 1 through No. 3)
- Facilities Maintenance Representatives (one position)
- Special Classifications Representatives (one position)
- First-Line Supervisors Representatives (one position)
- Clallam & Jefferson County Representative (one position)
- SPT Transit Representative (one position)

will be accepted from the floor of the April 2009 membership meetings at the dates, times and places indicated below (ATU Local 587 Bylaws, Article XII, Section 11):

CHARTER MEETING
Date: Thursday, April 2, 2009
Time: 8:00 pm
Place: The Labor Temple, Hall # 2800 1st Ave., Seattle, WA 98121

MOUNTING MEETING
Date: Friday, April 3, 2009
Time: 10:30 am
Place: The Labor Temple, Hall # 2800 1st Ave., Seattle, WA 98121

JEFFERSON TRANSIT
Date: Monday, April 6, 2009
Time: 7:00 pm
Place: Port Townsend Rec Center
620 Tyler St, Port Townsend, WA 98368

CLALLAM TRANSIT
Date: Tuesday, April 7, 2009
Time: 10:30 am
Place: Vern Burton Memorial Bldg
308 East 4th St, Port Angeles, WA 98362

The name of the member making the nomination, who also must be a member in good standing, shall be made a member of record. (Ref: ATU Local 587 Bylaws, Article XII, Section 10) Members may self-nominate at any of the meetings of the Local in the month of April. All written self-nominations must be received by the Recording Secretary by the beginning of the last meeting of the Local in the month of April. Written self-nominations are subject to verification by the Election Committee. (Ref: ATU Local 587 Bylaws, Article XII, Section 10)

8. Eligibility for Nomination
Members to be eligible for any office or delegate shall have had at least two years continuous membership and must be a member in good standing having paid all initiation fees, dues and assessments in full. (Ref: ATU Local 587 Bylaws, Article XII, Section 10)

9. Nomination Acceptances
No member’s name shall be placed on the ballot unless the member is present and accepts the nomination at the meeting when the member was nominated, or has signified in writing a willingness to accept the nomination for the position for which nominated. All written acceptance of any nomination must be received by the Recording Secretary before nominations for that position are closed at the last meeting of the Local in April. Written acceptance of any nomination are subject to verification by the Election Committee. (Ref: ATU Local 587 Bylaws, Article XII, Section 7) Any written or oral self-nomination implies the acceptance of such nomination.

No member can be placed in nomination nor appear on the ballot for more than one position. The acceptance of any nomination automatically declines all prior nominations. Once a candidate has accepted a nomination and subsequently declines that position, that candidate may not be nominated again for that position in that election cycle. (Ref: ATU Local 587 Bylaws, Article XII, Section 9)

10. Candidate Eligibility Determination and Notification of Candidates
Following the nomination cycle, eligible nominees will be notified by letter of their eligibility. A list of eligible candidates will also be placed on the Local 587 web site, and may also be inspected at the Local 587 office. Candidates will be given an opportunity to state how they wish their names to appear on the ballot (by form provided in Candidate packet). Candidates who do not return this form to the Union office by 5:00 PM, April 9, 2009, will be listed on the Ballot by their full name as taken from the Local 587 membership list. Candidates will be listed on the ballot in alphabetical order by their last (family) name within the section dealing with a particular office. Ineligible nominees will be advised of the reason(s) they are not eligible to run for office. The Election Committee shall review and rule on any question of eligibility, and the Election Committee’s decision as to eligibility shall be final.

11. Inspection of the Membership List
Each candidate may inspect (but not copy) the Local 587 membership list once within 30 days prior to any election. No candidate is entitled to
receive a copy of the list.

Candidates wishing to inspect the membership list should contact the Recording Secretary to arrange a time for the inspection. The list will be available for inspection at the Local 587 office, only by previous arrangement, and only during regular business hours.

1.2. Distribution of Election Materials and Campaign Literature

The Election Committee shall prepare a Voters Pamphlet for distribution by mail to members. Limited additions to the Voters Pamphlet will be available at the Union Office, and will be posted on the Union Website. Submissions for the Voters Pamphlet article will be limited to 500 words only, by previous arrangement, and only during regular business hours.

1.3. Campaign Rights and Restrictions

Federal law prohibits the use of any Union or employer funds to promote the candidacy of any person in a union election office. This prohibition applies to cash, facilities, equipment (including but not limited to phone, fax, computers, copiers / printers), transportation, honoraria, food, vehicles, office supplies, etc., of ATU Local 587 and any other union, and of employers, whether or not they employ Local 587 members. Union members may not use employer time on pay time for the Union.

Federal law also provides that candidates must be treated equally regarding the availability to candidates and that all members may support the candidates of their choice without being subject to penalty, discipline or reprisal of any kind.

1.4. Voter Eligibility

In order to be eligible to vote for officers, a member must be in good standing. Any member whose dues, fees, assessments or any other obligation is not paid in full by the close of business at that Post Office will not be eligible to vote for that office or position. If in doubt, contact the Union Office.

15. Mail Ballots

A ballot, instructions, a Voters Pamphlet, ballot security envelope and a self-addressed postage paid Business Reply Mail envelope shall be mailed to each member in good standing at least 15 days before the ballots are due back. A Post Office Box has been rented in the city of Seattle. Ballots shall be mailed by mail with ballots due back in the designated ATU 587 Election Committee Post Office Box by close of business at that Post Office on the day of the election. Members must mail in their completed ballots in time to be received by the Post Office box on or before the close of business. Federal Regulations do not allow ballots to be mailed or hand-delivered to the Union Office. Anyone receiving improperly will be turned over to the Election Committee, but shall not be opened or counted.

The results of the Primary Election will be held on Thursday, May 14, 2009. In positions where there are two candidates for the same office, the candidate who receives the highest number of votes cast for that office at the Primary Election will be declared elected.

16. Returned Mail / Request for Duplicate Ballot

If a member does not receive a ballot, or if the ballot is incorrect (i.e. wrong job classification), or if the ballot has been damaged or is marked improperly so that it is likely to be countable, the member must contact the Election Committee at the Union Office as soon as possible to request a correct or duplicate ballot. Such requests may also be made by email at electioncommittee@atu587.com.

Any perceived violation of these Election Rules should be reported promptly to the Election Committee so that corrective action, if necessary, can be taken. Candidates are entitled to observe their own ballots. Observers are entitled to observe the mailing of ballots for the Union.

17. Election Days

Primary Election

The Primary Election will be held on Thursday, May 14, 2009. In positions where there are two candidates for the same office, the member who receives the highest number of votes cast for that office at the Primary Election will be declared elected.

18. Tally of Ballots

The tally of ballots shall be conducted under the direction of the Election Committee at The Labor Temple after the mail is picked up from the Post Office box on June 4th, 2009.

19. Election Records

The Local 587 Recording Secretary is responsible for maintaining all nomination and election records for at least one year after the election as required by Federal law.

21. Questions or Problems

Anyone who has questions about the nomination or election procedures should contact a member of the Election Committee at (206) 448-8588. The Election Committee may also be contacted by email at electioncommitteet@atu587.com.

The above rules are not all-inclusive. Additional election rules or clarifications may be issued by the ATU Local 587 Elections Committee as needed during the nomination and election period.

Issued By: ATU Local 587 Election Committee

Russell B. Bates, Chair

Paul Tefft, Member

Ruth Wilson, Member
IBT/ATU No-Raid Agreement

In 2006 Amalgamated Transit Union and The International Brotherhood of Teamsters signed an agreement to not raid each other’s Locals. In this agreement the parties agreed to not to support any activity by a third party that would violate this agreement. Also the parties agreed not to seek to benefit from any activity undertaken by an allied group or third party. During the Northwest Conference we learned the Teamsters have refused to renew this agreement. ATU International is willing to resign this agreement, but it takes two.

Exactly what does this mean? Not signing this agreement could mean nothing will change, however that raises the question then why not sign the agreement and have labor peace? If the Teamsters have no intentions of starting raiding campaigns, it would be in the best interest of both parties to renew this agreement.

The teamsters have not given a reason why they are unwilling to renew the new agreement. I have pondered this issue and the one thing that I have not been able to get around is money. We can not go on strike because of biding arbitration so our dues are continuous. Look around, when you see Teamsters on strike, their International is not collecting any dues. Some strikes last for years, this means years workers are without wages, they are not paying dues to their Local and their International is not receiving any per capita. This could be the reason the Teamsters view us as lucrative venture.

When local 587 agreed to Binding Arbitration we agreed to not strike. During contract negotiations we often hear members talking about going on strike to get what we want. I agree striking is a valuable tool for those who can use it, but there are down falls to striking too. The money we lose while strike is never regained, it like lost sleep you never make it up.

If you continue to striking every time your contract expires the employer can use it against you. The employers plan for strikes and have an idea how long the employees can afford to be off work but, some of the workers are able to plan and hold out one day longer than the employer. In many cases the workers go back to work for the same offer that lead to the strike. Binding Arbitration has its flaws but we continue to receive a paycheck while we negotiate and that is what I believe the Teamster see as a reason to not renew this agreement.

Decertification is a process where get rid of a union, but you are without representation for one year. During that year employers benefit most, there is no agreement to abide by and there is no union to enforce a non existing agreement. The gains won over decades are gone, I do not want to imagine King Metro without a contract or rules other than those provide by laws.

Getting back to the issue of the no-raid agreement we were here before the agreement and I am confident we will survive attempts that may come our way. However, the smaller Locals may not do as well without our help. This is worth fighting for we have to work hard to not allow anyone or any group to come in and disrupt our way of life. Can it be better? Yes and that starts with each one of us.

A Look at Numbers

In January 2008 Local 587 had a total of 3992 active members and 387 retiree members. In December 2008 Local 587 had 4039 active members and 392 retiree members.

Below is a break down of where members worked:

<table>
<thead>
<tr>
<th>January 2008</th>
<th>December 2008</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County Metro</td>
<td>3664</td>
<td>3804</td>
</tr>
<tr>
<td>MV</td>
<td>118</td>
<td>0</td>
</tr>
<tr>
<td>SPT</td>
<td>93</td>
<td>122</td>
</tr>
<tr>
<td>Clallam Transit</td>
<td>48</td>
<td>47</td>
</tr>
<tr>
<td>Jefferson Transit</td>
<td>41</td>
<td>36</td>
</tr>
<tr>
<td>Clallam Paratransit</td>
<td>25</td>
<td>26</td>
</tr>
<tr>
<td>Military Leave</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Totals</td>
<td>3992</td>
<td>4039</td>
</tr>
</tbody>
</table>

What do these numbers reflect? That King County Metro employment has been growing over the past year as the Rail section prepares for revenue service, that MV is no longer employing Local 587 members but SPT (Seattle Personal Transit or Solid Ground) has picked up some of those members. The small changes at Clallam and Clallam Paratransit are just the normal variances that can be expected unlike those at Jefferson Transit. Jefferson Transit has been forced to reduce service and lay off some of Local 587 members off. Let’s hope that Jefferson Transit is not a trend setter but with the downturn in the economy and the resulting reduction in sales tax revenue there is a great deal of work to be done to ensure that no more Local 587 members are laid off at any of the different agencies.

The Budget committee of Local 587 which consists of Executive Board members Ray Campbell, Lisa Thompson and Judy Young has been working hard to write a budget that continues to fund the many important services that Local 587 provides to its members as well as meet the new challenge of funding the new office of 2nd Vice President / Assistant Business Representative-Maintenance. The budget should be approved by the Executive Board at their meeting on February 24 and be presented to the membership at the March membership cycle of meetings.
A Difficult Dilemma

At a recent Operator of the month luncheon King County Metro (KCM) General Manager Kevin Desmond reported that Metro is operating its transit service on financial reserves that if KCM doesn’t find a way out of its current budget crisis, dramatic cuts in transit service could result. The approximately 90 million dollar deficit KCM is facing is equivalent to the annual Operating Budget of one of its transit bases. Given KCM’s level of financial reserves, KCM should be able to maintain the current level of service for about two years under current economic conditions. KCM isn’t alone, cities across the country (St. Louis, Denver, Washington D.C., Chicago, Charlotte N.C., and New York City) are reporting significant Operating Budget shortfalls.

Transit budgets are divided into two major categories—Capital Budgets and Operating Budgets. Capital Budgets are used for building new facilities or purchasing new equipment. Operating Budgets are used for paying the costs associated with running the transit system such as purchasing fuel or paying salaries. Capital Budgets are funded by Federal, State and Local taxes. Operating Budgets are funded by State and Local taxes as well as fare box revenues. Capital Budgets funded by Federal dollars come with restrictions on how the money may be spent. A transit system running short on Operating Budget funds may not use Capital Budget funds to keep the transit system running.

Transit managers are facing a perplexing dilemma. While Capital Budgets exist to build new or expand current systems (such as our new light rail system), Operating Budgets are plummeting due to falling tax revenues. Fare increases do little to solve the problem as fare box revenues account for only about 20% of operating costs. The Union may soon be faced with a dilemma of its own. If our manager doesn’t find a way out of our Operating Budget shortfall the Union will be faced with the option of either agreeing to cuts in wages and benefits or suffering significant layoffs. I’m hoping (praying) the new administration in Washington D.C. will find the funds to keep transit systems rolling or our economy will improve before we run out of Operating Budget reserves.

Some local unions have already agreed to cuts in wages and benefits (such as furloughs) while others have opted for layoffs. It’s not an easy decision for a union to make but I believe there is only one answer for Local 587. Local 587 cannot agree to wage or benefit cuts that will impact not only current members but future members for years to come. We must also keep in mind our wages and benefits are used by other ATU locals as a comparable wage in contract negotiation. If we were to agree to cuts in wages and benefits we would in essence be lowering the wages and benefits of transit workers across the country.

In this economic crisis each industry faces its own challenges. Those employed by private business may have to make the choice of agreeing to wage and benefit cuts or face unemployment when their employer closes its doors. Large employers such as General Motors or Chrysler may declare Chapter 11 bankruptcy to break their union contracts in hopes lower costs will allow them to survive.

KCM isn’t a private business and if KCM cannot continue the same level of transit service it can simply reduce service and layoff employees to balance its budget. That’s not to say KCM isn’t facing its own unique dilemma. The public that rides our buses, who have approved several transit measures in the past few years, isn’t going to understand cuts in service when being taxed to pay for the recently approved “Transit Now, New Transit and Operating Budget” and “Proposition 1” initiatives.

No one likes layoffs. I recall as a young man standing in a line of Boeing workers watching tears running down their faces as we marched out the gates, pink slips in hand. Choosing layoffs over wages and benefit cuts isn’t easy but history has taught us it’s the right choice.

During the great depression the Roosevelt administration’s “New Deal” brought in labor boards to arbitrate the concessions of that time. Both major and minor unions have agreed to cuts in wages and benefits because they knew the financial crisis was temporary. The current economic conditions are temporary, and we must all do our part to solve our problems for the future.

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I hope and pray we find a way out of this economic crisis without serious cuts in transit service.
Methodology
As part of the evaluation of the King County Health Reform Initiative (KCHRI), two surveys were conducted during fall 2008: King County employees were surveyed on-line or through inter-office mail, and employees’ spouses and domestic partners (“spartners”) were surveyed by telephone. This was the third KCHRI employee survey; employees have been surveyed annually beginning in 2006. This was the second KCHRI spartner survey; spartners were surveyed for the first time two years previously, in 2006.

Conclusions
- Since 2007, employees’ satisfaction with the Health Reform Initiative overall, Healthy Incentives, Wellness Programs, and the information provided by the KCHRI has increased significantly.
- Most employees believe the HRI is headed in the right direction.
- Over half of the employees said that participating in an individual action plan helped them build or maintain healthy habits.
- Ratings of the program are holding steady or improving over time.

Results
1. Sixty-four percent of the employees said that they “agree” or “strongly agree” with the statement, “The King County Health Reform Initiative (Healthy Incentives + Wellness Programs) is headed in the right direction to improve personal health and control health care costs.”

2. Over half of the employees (53%) said that participating in an individual action plan helped them build or maintain healthy habits.

3. Satisfaction with all three components of the KCHRI (HRI overall, Healthy Incentives and wellness programs) and with information provided by the KCHRI increased significantly between 2007 and 2008.