



Clockwise, from upper left: A utility room shows pipes for hot, cold, and rainwater; construction workers names are memorialized in glass at the front entrance; a brightly-colored art installation, Louie, Louie, represents the sound waves of the famous song; and on the building's west face, aluminum reeds project outward to provide shade.



# ...Union-'rebuilt'

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low-flow toilets and irrigate native plant landscaping.

- Natural light is augmented by energy-efficient LED lighting systems with automated controls.

“Symbolically, it’s an image of our government committed to sustainability,” said architect James Cutler. “This building was built by hard-working Americans, not only in 2013, but in 1974.”

Some of the original steel welded columns were left visible — as were the original concrete floors, which were cut through in portions to allow light. “Hopefully this building will represent the best of our sustainable future, and the best of our hard-working past,” Cutler said.

All the craftspeople and other individuals who worked more than 100 hours on the project have their names listed in glass at the building’s entrance. Members of 24 local unions took part in the project, covered by the project labor agreement.

The building also has new art, including Louie Louie — a three-dimension depiction of the sound waves that make up the popular song which was

originally recorded in Portland.

And the remodel increased usable space. Replacing precast concrete with a glass curtain wall pushed out the perimeter 22”, which in a city-block-sized 18-story building added 18,000 square feet of usable space.

The 536,000 square foot building will serve as a regional headquarters for the U.S. Forest Service, which will have the top four-and-a-half floors. Below that, three floors will be used by the Bureau of Land Management, and three-plus floors by the Internal Revenue Service. Altogether, the building will provide office space for 1,200 federal employees in 16 agencies. Tenants begin moving in in August, and the art and other features on the main floor and ground level will be accessible to the public starting Aug. 1. The National Labor Relations Board will occupy a sixth floor office starting in September.

The building is named for Edith Green and Wendell Wyatt, who represented Oregon’s Third and First Districts as members of Congress in the 1960s and early 1970s.

*(Editor’s Note: To see more photos of the finished project, go online to [www.nwlaborpess.org](http://www.nwlaborpess.org).)*

## TriMet Financial Problems: Self-Inflicted?

TriMet has cut our passengers’ service and raised fares. Each day, we hear from our passengers how these changes have made their lives more difficult. At the same time, TriMet intends to cut our family income in at least 80 different ways. Whenever the question, “Why are TriMet’s workers and passengers being asked to make such deep sacrifices?” is raised, the response is always the same: “TriMet has terrible financial problems.” We started investigating, looking for the cause of those “financial problems.” This investigation raised a number of questions. Below are just two of them.



### \$18.9 MILLION DISABILITY CONTRACT

We’re seeing more and more disabled passengers being forced off the LIFT service and onto fixed route buses. Yet, TriMet pays over \$18.9 million a year to a Scottish multinational corporation to provide the LIFT service using TriMet-owned vehicles and buildings. That cost has grown by \$6 million in the last ten years.

TriMet hired two different financial experts to examine whether TriMet itself could provide the same service at a lower cost. Each time, the experts answered with a resounding “Yes!” The last expert, in 2004, stated TriMet could save nearly \$3.7 million. TriMet rejected these expert’s opinions. If there is such a financial crisis, why are these opinions being ignored? Why is it a good idea to have a foreign corporation take millions in profits out of our local community?



### \$10.3 MILLION IN POLICE CONTRACTS

We love our transit police officers. They are competent and caring. But we seldom see them. This is because they must respond to non-transit calls. When we ask what these 56 officers do for \$10 million per year, TriMet’s response is that it doesn’t audit performance under the contracts. If there is such a financial crisis, does it make sense that taxpayers are paying so much extra for police service we rarely see?

Nationally, subcontracting is proving to be the more expensive approach. It is being used to reduce the workload of well-paid transit managers and limit their responsibility when things go wrong. We believe the above expenditures deserve more public scrutiny, as do other financial decisions we will talk about in the months to come. An independent inquiry of TriMet’s financial decisions is long overdue.

*Sincerely, Your Transit Workers*



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