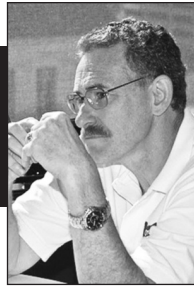


Who's On Our Side?

By Tom Chamberlain



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

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

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

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

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

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

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

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

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

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

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

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

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

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

That just doesn't work for our side.

Tom Chamberlain is president of the Oregon AFL-CIO.

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

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

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

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



RANDY CARMONY

agreement runs through July 8, 2017.

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

Carmony 49, got his start in the trade in 1982 as an apprentice in Seattle Local 19. A native of Sandy, Oregon,

he returned to the state and joined Elevator Constructors Local 23 in 1986.

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

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

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

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

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

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

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

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

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

Washington State Labor Council lays out agenda for Legislature

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

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

Some of the many proposals WSLC has on the list:

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

point the sick leave ordinance Seattle passed in 2012.

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

- Allow courts to triple damages for wage theft.

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

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

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

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