



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: Metro Technical Advisory Committee (MTAC) meeting
Date: Wednesday, November 20, 2019
Time: 10:00 a.m. – 12 p.m.
Place: Metro Regional Center, Council Chamber

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- | | | | |
|-----------------|-------------|--|---|
| 10:00 am | 1. | Call To Order and Introductions | Tom Kloster, Chair |
| 10:10 am | 2. | Committee and Public Communications On Agenda Items | |
| 10:15 am | 3. * | Designing Livable Streets & Trails Guide <ul style="list-style-type: none">• Purpose: Provide MTAC with an overview of new regional transportation guidelines | Robert Spurlock
John Mermin, Metro |
| 10:35 am | 4. | Distributed Forecast Process Update
Purpose: Provide background on how Metro, counties and cities coordinate households and employment forecasts and provide a status update on the current coordination effort. | Ted Reid, Metro
Jeff Frkonja, Metro
Chris Johnson, Metro |
| 11:20 am | 5. * | Regional Workforce Market Study
Purpose: To provide MTAC with findings of the regional construction workforce market study to help Metro and partners more effectively invest resources toward promotion of equitable growth in the region's economy through the enhancement of career opportunities for women and people of color in the construction trades. | Tiffany Thompson,
Metro |
| 11:50 am | 6. | Adjourn | Tom Kloster, Chair |

Next TPAC Meeting: December 6, 2019

Next MTAC Meeting: January 15, 2019

Next TPAC/MTAC Workshop Meeting: December 18, 2019

* Material will be emailed with meeting notice
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**2019 - 2020 MTAC meetings and MTAC/TPAC workshop meetings Work Program
11/13/2019**

<p>January 16, 2019 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 2019 Schedule and Proposed Agenda Items • 2018 UGB Decision Debrief • 2019 Housing Bond Work 	<p>February 20, 2019 – TPAC/MTAC Workshop <u>No meeting called</u></p>
<p>March 20, 2019 – MTAC Meeting - Cancelled <u>No meeting called</u></p>	<p>April 17, 2019 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Designing Livable Streets & Trails Guidelines (McTighe) • Regional Emergency Transportation Routes Work Plan (Kim Ellis, Metro/Laura Hanson, RPDO)
<p>May 15, 2019 – MTAC Meeting - Cancelled <u>No meeting called</u></p>	<p>June 19, 2019 – TPAC/MTAC Workshop (9:30 a.m. start) <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Regional Growth Concept Refresh: update on work program development (Reid) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT; 60 min) • Oregon Household Travel Survey Overview (Chris Johnson; 30 min) • Jurisdictional Transfer Project Update (John Mermin; 30 min)
<p>July 17, 2019 – MTAC Meeting - Cancelled <u>No meeting called</u></p>	<p>August 21, 2019 – TPAC/MTAC Workshop <u>No meeting called</u></p>
<p>September 18, 2019 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Work Plan (Kim Ellis, Metro, 45 min) • Resiliency Work Plan (Sasha Pollack, 45 min) 	<p>Oct. 16, 2019 – TPAC/MTAC Workshop (9:30 a.m. start) <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Jurisdictional Transfer Methodologies (John Mermin, Metro/ Brandy Steffen JLA/ Kirsten Pennington WSP; 90 min) • Metro Housing Bond Implementation Update (Emily Lieb, Metro, 30 min)
<p>November 20, 2019 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Designing Livable Streets & Trails Guide (John Mermin/Robert Spurlock; 20 min) • Distributed Forecast Process Update (Ted Reid/Jeff Frkonja/Chris Johnson, 45 min) • Regional Workforce Market Study (Tiffany Thompson, 30 min) 	<p>Dec. 18, 2019 – TPAC/MTAC Workshop (9:30 a.m. start) <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Jurisdictional Transfer Framework – Application of Methodologies (John Mermin, Metro/ Brandy Steffen JLA/ Kirsten Pennington WSP; 90 min) • Replica Transportation Data Tool (Eliot Rose, 45 min)

**2020 MTAC meetings and MTAC/TPAC workshop meetings Work Program
11/07/2019**

<p>January 15, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Missing Middle Housing/HB 2001 implementation (Oregon Department of Land Conservation & Development staff, Gordon Howard; 30 min) • Beaverton’s Housing Options Project (Presenter TBD; Brian Martin or Anna Slatinsky, 40 min) • Portland’s Residential Infill Project (Presenter TBD; Tom Armstrong, 40 min) 	<p>February 19, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Emergency Transportation Routes (ETR) Update-Draft Criteria and Methodology (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, TTU Consulting; 60 min) • Regional Barometer (Cary Stacey, 30 min) • State of Transportation Safety Within the Region (McTighe; 30 min) • <i>Air Quality Review (Grace Cho, Metro/Anthony Barnack/Cory-Ann Wind/Karen Williams, DEQ; 60 min)</i>
<p>March 18, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>April 15, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Mobility Policy Update (Kim Ellis, Metro/Lidwien Rahman, ODOT; 60 min) • Best Practices and Data to Support Natural Resources Planning (Metro Parks and Metro Planning Staff; 60 min)
<p>May 20, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>June 17, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Jurisdictional Transfer Framework update (John Mermin; 60 min)
<p>July 15, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>August 19, 2020 – TPAC/MTAC Workshop MTAC/TPAC on recess, no meeting called.</p>
<p>September 16, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Emergency Transportation Routes (ETR) Update-Draft ETR Routes and Report (Kim Ellis, Metro/Laura Hanson, RDPO; 45 min) 	<p>October 21, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Emergency Transportation Routes (ETR) Update-Draft ETR Routes and Report (Kim Ellis, Metro/Laura Hanson, RDPO/Thuy Tu, TTU Consulting; 60 min)
<p>November 18, 2020 – MTAC Meeting <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>	<p>December 16, 2020 – TPAC/MTAC Workshop <u>Comments from the Chair</u></p> <p><u>Agenda Items</u></p>

MTAC meetings held every other month, starting January on the 3rd Wednesday of the month from 10:00 a.m. to 12 p.m.
 TPAC/MTAC workshops held every other month, starting February, 3rd Wednesday of the month from 10:00 a.m. to 12 p.m.
 For MTAC and TPAC agenda and schedule information, call 503-797-1766 or e-mail marie.miller@oregonmetro.gov
 In case of inclement weather, call 503-797-1700 by or after 6:30 a.m. for building closure announcements.



Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) Workshop**

Date/time: Wednesday, October 16, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Beverly Drottar
Adam Barber
Laura Terway
Laura Weigel
Denny Egner
Jeff Owen
Jennifer Donnelly
Glen Bolen
Chris Deffebach
Marlee Schuld
Don Odermott
Karla Kingsley
Karri Schlosshauer
Jean Senechal Biggs
Jessica Berry
Brendon Haggerty
Melanie Ware
Tom Armstrong
Karen Buehrig
Terra Wilcoxson

Affiliate

Metro
TPAC – Community Member
MTAC – Multnomah County
MTAC – Oregon City
MTAC – City of Hillsboro
MTAC – City of Milwaukie
MTAC & TPAC – TriMet
MTAC –DLCD
MTAC & TPAC – Oregon Department of Transportation
MTAC & TPAC – Washington County
MTAC – City of Troutdale
TPAC – City of Hillsboro
Portland Bureau of Transportation
Safe Routes to Schools National Partnership
MTAC – City of Beaverton
TPAC - Multnomah County
MTAC – Multnomah County Health
TPAC – Oregon Department of Transportation
MTAC – City of Portland
TPAC – Clackamas County
City of Gresham

Consultants/Workshop Presenters

Brandy Steffen, JLA
Kirsten Pennington, WSP
Elizabeth Antin, WSP

Zoie Wesenberg, JLA
Jaye Cromwell, WSP

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Ted Reid, Principal Regional Planner
Emily Lieb, Principal Regional Planner

Lake McTighe, Senior Transportation Planner
John Mermin, Senior Transportation Planner
Marie Miller, TPAC & MTAC Recorder

1. Call to Order and Introductions

Chairman Tom Kloster called the workshop meeting to order at 9:40 a.m. Introductions were made.

2. Comments From the Committee Members and Public - none

Ted Reid announced two upcoming events that the committee members and public were encouraged to attend. Flyers on these events were provided.

First, on Oct. 23, an MPAC speaker event on the likely effects of climate change in greater Portland. This is part of early efforts on a Refresh of the 2040 Growth Concept which will have climate change and racial equity as prominent themes. Second, registration is encouraged to attend the Nov. 7-8 Build Small, Live Large Summit which will take place at PSU. The Build Small Live Large Summit is where innovators share what's working in their cities, and promote the best strategies to regulate, design, build, and finance smaller homes and "Missing Middle" housing options.

3. Jurisdictional Transfer Methodologies

(John Mermin, Metro, Brandy Steffen, JLA, Kirsten Pennington, WSP)

John Mermin introduced the consultant teams on the Jurisdictional Transfer Project from WSP and JLA Public Involvement. A slideshow was presented on the project overview, followed by small group discussions, after which discussion points from the groups were reported to the whole. Key discussion points are described in detail in the workshop summary. This summary is included here in the minutes of the workshop, and listed in the public document records.

Committee members were encouraged to send Mr. Mermin further comments by Oct. 31 for additional input in the project. The committees will receive more information on how feedback and input will be applied for criteria for corridor segment selection of jurisdictional transfer candidates at the Dec. 18 MTAC/TPAC workshop.



METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

Workshop #1 Meeting Summary

Wednesday, October 16, 2019

Metro Council Chambers, Metro Regional Center

9:45-11:30 am

Attendees

John Mermin, Metro, Project Manager
Glen Bolen, ODOT, Project Manager
Tom Kloster, Planning Manager, Metro
Laura Terway, Oregon City
Karla Kingsley, PBOT
Bev Drottar, TPAC Community Member Rep
Kari Schlosshauer, Safe Routes to School
Jennifer Donnelly, DLCD
Jean Senechal Biggs, City of Beaverton
Jeff Owen, TriMet
Chris Deffebach, Washington County
Jessica Berry, Multnomah County
Brendon Haggerty, Multnomah County Health
Laura Weigel, City of Hillsboro
Marlee Schuld, City of Troutdale
Melanie Ware, ODOT
Denny Egner, City of Milwaukie
Tom Armstrong, City of Portland
Karen Buehrig, Clackamas County
Terra Wilcoxson, City of Gresham
Don Odermott, City of Hillsboro
Adam Barber, Multnomah County
Ted Reid, Metro
Emily Lieb, Metro
Lake McTighe, Metro
Kim Ellis, Metro
Marie Miller, Metro

Consultant Team

Kirsten Pennington, WSP, Project Manager
 Elizabeth Antin, WSP
 Zoie Wesenberg, WSP
 Brandy Steffen, JLA Public Involvement
 Jaye Cromwell, JLA Public Involvement

Meeting Format

During a regularly scheduled monthly meeting, members of the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) provided feedback to the project team in a workshop format. Members commented on the draft corridor selection criteria for Metro’s Highway Jurisdictional Transfer Project. The meeting began with a project overview presentation from John Mermin and Kirsten Pennington before moving into facilitated small group discussions.

Key questions or comments collected during the introductory presentation included:

- Segment definition is important because each segment has a different feeling based on the surrounding land use.
- Consider updating the Regional Transportation Plan (RTP) and Oregon Highway Plan (OHP) classifications based on the land use/transportation interaction.
- There is a huge issue of resources and funding related to these corridors. How does funding fit with the roadway classification discussion?
 - The funding discussion has stalled the overall jurisdictional transfer discussion several times in the past, so Metro wants to set a uniform approach that moves beyond the funding discussion to advance the conversation. Every jurisdictional transfer process is optional for both jurisdictions.
- Curious about the top tier corridors/segments and how the community will react to this regional approach; particularly related to the vocal interest in transfer on 82nd Avenue.
- The recommendations need to be made carefully, particularly if a segment is eligible for jurisdictional transfer but ODOT doesn’t want to spend money on segment improvements.

Brandy Steffen asked participants to evaluate the criteria based on the following questions:

1. Is the criterion phrased in a way that measures/makes sense for defining if the roadway has a local function?
2. Does the criterion need to be phrased differently? How would you phrase it?
3. Does the criterion need to be measured differently? How would you measure it?
4. Are there any ‘red flags’ or ‘keys for success’ for this criterion?

After forty minutes of discussion, facilitators reported out the main discussion points for their groups. Below are the draft criteria reviewed:

Category	Criteria
Climate Change/2040 Growth Concept– expand transit and active transportation networks, and leverage emerging technology to meet Climate Smart Strategy goals	<ol style="list-style-type: none"> 1. Local plans 2. Access to business and housing
Equity – reduce disparities and barriers faced by communities of color and other historically marginalized communities	<ol style="list-style-type: none"> 3. Historically marginalized communities

Category	Criteria
Safety – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network	<ul style="list-style-type: none"> 4. Crash frequency 5. Density of access points
Congestion Relief – Manage congestion and travel demand through low-cost, high value solutions.	<ul style="list-style-type: none"> 6. Freight connection 7. Pedestrian completeness 8. Bicycle completeness 9. Transit 10. Redundant Route

Summary

While each of the small groups had different discussions and focus based on the jurisdiction they represented, some themes emerged. Many were concerned about the intent behind each of the criteria to ensure that each was clear and resulted in measurable outcomes. Others were concerned about potential weighting or the number of criteria within a category, particularly the difference between Congestion Relief and Equity. There was also concern about language choices, such as using the phrase “passing through” which makes the highway seem disconnected from the local land use and local jurisdictional plans; particularly since most groups were also concerned about the connection between local land use plans and transportation. Several groups stated that the project team should prioritize safety and historically marginalized communities.

Key Discussion Points/Comments

The key discussion points and comments summarized below.

Climate change/2040 Growth Concept

General comments:

- Change this category to “Placemaking/2040 Growth Concept.”
 - The “climate change” category only includes local plans. Some local plans are not aiming to address climate and are, instead, worse than ODOT’s plans at addressing climate, specifically cities that do not want transit or sidewalks.
- 1. Local plans**
- Many groups stated the need for more clarification on the interaction between land use and transportation. What does it mean if the segment runs through an area in which there is an existing land use plan?
 - Create more nuanced criterion and measures; currently they are too vague.
 - Utilize different ratings for various plans; e.g., H= vision for the road, M=land use plan.
 - Desire to tie climate change to more than just local plans.
 - The roadway plan only helps if it supports redevelopment in a town center, i.e. is it consistent with other pillars, community concerns, up to date, etc.
 - *Additional questions for consideration by the technical team:*
 - Do local plans (compared to the status quo) make progress towards climate goals?
 - Does jurisdictional transfer help catalyze change?
 - Is there a stated desire or local support for jurisdictional transfer?
 - Does the segment have a corridor plan? Does the segment have a vision?
 - Are transportation investments identified?
 - Do the criteria include regional plans?

2. Access to business and housing

- The 2040 growth concept names highways as corridors; the criterion should change to reflect that viewpoint.
- Need to note the role of corridor redevelopment potential.
- Presumes that “passing through” should support land use; consider replacing “pass through” with “connections.”

Equity

3. Historically marginalized communities

- Groups questioned if a transfer would benefit these communities and if that was a correct assumption.
- Evaluating local jurisdiction engagement with local communities was important for several groups.
 - Suggestions for rewording the measure included “Has there been engagement from a local jurisdiction?” “Have they been engaged in a meaningful way?”
 - A statement from marginalized groups should be a sufficient measure.
 - Consider local jurisdiction capacity to engage with historically marginalized communities.
 - Include a “readiness factor” if jurisdictions are ready/willing to have a discussion with marginalized communities.
- The Regional Transportation Plan (RTP) measures equity based on residents, but some corridors are important to people even when they don’t live there. There was a desire to capture that regional element in the measure.
- “Exceed the regional rate” is a low measure. Instead ask, “How much does it exceed the rate”?

Safety

4. Crash frequency

- Ensure that the criterion captures “risk.”

5. Density of access points

- One group stated that the goal of this criterion is unclear. Another said that the name is unclear and that adding “conflict” or “risk” would help clarify.
- Suggestions for measuring this criterion included density of driveways and/or local street connections.
- One group suggested changing the measure to “Does the rating meet ODOT’s access management spacing standards?”

Congestion Relief

6. Freight connection

- Capture the importance of freight to the statewide economy in the measure.
- Freight makes it difficult to advance climate and safety goals, etc.
- Redundant routes could carry freight but would not need to be built to freight standards.
- One group said that “congestion relief” is not the right category for this criterion.
- Several groups commented that this criterion needs more clarification.
- *There were several questions raised that addressed these clarification points, including:*
 - Does it serve any other function?
 - Does freight classification need to be reevaluated?

- Include oversized freight as well.
- Need to acknowledge and add “hole in the air” routes.
- Are these covered by Regional Transportation Freight Routes?
- Add in rail requirements.
- Is there a benefit to system operations having local control over signals? This means they would no longer need to coordinate with ODOT. Need to add, “Does local jurisdiction operate the signals?” If yes, the jurisdiction is a better candidate because they have local knowledge and are ready to jump in.
- If it is a freight route and a jurisdiction doesn’t want it to be, what can be done? How to fix that?

7. Pedestrian completeness*

8. Bicycle completeness*

**Participants discussed these two categories together, which were presented separately.*

- Three groups suggested moving these two into the “safety” category, while another suggested moving to the “climate change, congestion relief” category.
- Note that ped/bike districts are the same as 2040 centers/ station communities.
- One group wanted to highlight ped/bike crashes with a higher rating and prioritize local design standards. Another added that ped/bike safety is strongly related to jurisdictional ownership.
- There was a concern that the measurements do not match the ped/bike completeness criteria.
 - Divide criteria into regional and local completeness for accurate measurement; e.g., 82nd Avenue isn’t of regional importance, but it is of local importance.
 - When measuring, ask “Is it part of a regional network? Is it complete?”
 - Use pattern vs. facility completeness. It is enough that we are completing the bike/ped network? “Who owns the sidewalks? Is there already jurisdictional overlap?”

9. Transit

- One group stated that this criterion needs more work.
- The current measurement is only about current transit. It should include desired future design or facilities.
- Use ETC corridors in measuring and include the ETC rating under congestion relief. Ask, “Is there transit congestion already?”
- Resources are a huge barrier for transit. The criterion should not penalize a jurisdiction for not having transit if the community wants it but is short on resources or political will. Need to ask, “Is there a community desire for increased transit?”
- *Additional considerations:*
 - Change “frequent” to be more fluid.
 - Account for cross lines.
 - If ODOT standards prohibit the transit design, this should be an important criterion.

10. Redundant Route

- Several groups agreed with this criteria, one group would like to move it higher in the list.
- We need to define “redundant” (spacing).

Other Comments

Other comments fell into the following topics:

- **Criteria Description/Priorities**
 - Be careful not to put criteria into too narrow of boxes; there will be other, unseen benefits like economic development.
 - Rather than grouping criteria under the four pillars, indicate which of the four pillars each criterion addresses.
 - As written, there is just one measure for equity and five for congestion. This seems backwards.
 - We need to assess the criteria by asking how and why it would benefit from a transfer, i.e. Does local ownership better support equity?
 - We need a way to prioritize or weight some criteria, especially safety and equity.
 - How do we make sure we don't end up with unintended consequences?
 - Achievement of these outcomes isn't only about the money needed. How do we achieve these benefits/outcomes?
- **Design Standards**
 - One group asked, "How do we talk about street design?" Implement local street design and ask, "Is the local agency federally certified?"
 - There is an assumption that local agency design standards will be applied, but there could be barriers to this. Applying local agency design standards will help achieve the four pillars outlined in the Regional Transportation Policy.
 - Enhancing design standards are key.
- **Segment Length/Readiness**
 - There is an issue in considering the length of the segment. The measure does not say how the segment fits with the need, i.e. city limits. This means the transfer could benefit locals but leave ODOT with "hanging chads."
 - We need to think about continuity between Portland and Clackamas County, including segments of 82nd Avenue.
 - If a segment or jurisdiction isn't ready, we need to be clear that we will not necessarily allocate funding. Just because something is up for jurisdictional transfer does not mean we need to put money towards it. We need to be clear about what giving it a recommendation means.
 - We have been hearing about 82nd for years, I feel cautious about this effort and how this project might be interpreted for the local community. I appreciate the regional approach to support smaller jurisdictions.
 - Consider the condition of the asset [roadway] when we are trying to decide on funding.
 - Segments might have different contexts within the same jurisdiction. We need to have a consistent definition of a segment, a description of the methodology, and an understanding of where allowances might be made; e.g., McLoughlin changes north and south of 224 within Milwaukie
- **Overall Project Process**
 - It is difficult to discuss round 2 without knowing what is in round 3.
 - Consider removing the "medium" ranking from the criteria to simplify.
- **Missing Information**
 - Missing criteria for evaluating what the existing roadway purpose is and how is it functioning today.

- There is no discussion of emergency response and resilience.
- There is also no discussion of policies in place and what is on the ground, including requirements such as main street development standards.
- It would be good to have a table listing the different (OHP, RTP, local, federal) classifications for each ODOT Hwy corridor/segment.

4. Metro Housing Bond Implementation Update (Emily Lieb, Metro)

Emily Lieb presented an update on the Metro Housing Bond Measure 26-199. The bond provided for \$652.8 million in general obligation bonds to fund affordable housing “land and improvements for residential units occupied by low-income households making 80% or less of area median income”, with 5% cap on administrative costs, and community oversight and independent financial audits.

Production targets: 3,900 affordable homes, that include 1,600 deeply affordable (less than 30% area median income), at least half sized for families (2+ bedrooms), and no more than 10% for households making 61-80% AMI. Implementation structure: Most investment by local jurisdictions according to local strategies, up to 10% of funding for Metro acquisition of regionally significant sites, and regional accountability and oversight.

A chart showing the distribution of targets and funds was shown. The implementation strategy requirements were provided:

- Development plan including selection criteria/process and approach to achieve unit targets
- Strategies for advancing racial equity in implementation
- Engagement of historically marginalized communities in strategy development and implementation

Examples of strategies were shown that included Beaverton, Washington County, Hillsboro and Clackamas County. Metro’s Site Acquisition Program Strategy was provided. This includes \$62 million to acquire and support development of regionally significant sites, location priorities that include opportunity to serve marginalized communities, lack existing affordable housing, displace risk, and access to transit and amenities. Fair housing and equitable contracting/workforce strategies were also included in the program strategy.

This project carries a 5-7 years commitment to the project timeline. Ms. Lieb described the work of the oversight committee and its role to review and recommend implementation strategies to Council for approval, monitor expenditures and outcomes, provide an annual report and presentation to Metro Council, and recommend implementation strategy improvements to Council as necessary. The oversight committee meets again Nov. 6 with more strategies reported expected.

The committees were encouraged to contact Ms. Lieb directly for further input and information on the project.

5. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12 p.m.

Respectfully submitted,
Marie Miller, TPAC & MTAC Recorder

Attachments to the Public Record, MTAC & TPAC workshop meeting, October 16, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/16/2019	10/16/2019 TPAC & MTAC Workshop Agenda	101619T-01
2	TPAC/MTAC Work Program	10/8/2019	TPAC/MTAC Work Program, as of 10/8/2019	101619T-02
3	Meeting Minutes	9/18/2019	Meeting minutes from MTAC meeting, Sept. 18, 2019	101619T-03
4	Handout	9/19/2019	Regional Framework for Highway Jurisdictional Transfer: Policy Framework	101619T-04
5	Handout	October 2019	Metro Highway Jurisdictional Transfer Framework: Corridor Segment Selection Methodology DRAFT	101619T-05
6	Handout	October 2019	Regional framework for highway jurisdictional transfer	101619T-06
7	Handout	N/A	2019 Build Small LIVE LARGE: An Innovative Small Housing Summit, Nov. 7 & 8, 2019	101619T-07
8	Handout	N/A	Climate Change in our Backyard: October 23, 2019	101619T-08
9	Handout	October 2019	Corridor Segment Selection Methodology DRAFT: Round 2 Evaluation	101619T-09
10	Handout	10/16/2019	Workshop #1 Meeting Summary: Metro Highway Jurisdictional Transfer Framework	101619T-10
11	Presentation	10/16/2019	Regional Framework for Highway Jurisdictional Transfer	101619T-11
12	Presentation	10/16/2019	Regional affordable housing bond update	101619T-12

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 23, 2019
To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Lake McTighe, Regional Transportation Planner
Subject: Designing Livable Streets and Trails Guide

OVERVIEW

Metro has finalized new regional street and trail design guidance, the Designing Livable Streets and Trails Guide (the Guide). Refer to Attachment 1 for a link to the Guide or visit oregonmetro.gov/streetdesign. The purpose of the Guide is to support implementation of the 2040 Growth Concept and the Regional Transportation Plan and other local and regional plans and policies. The Guide was developed with input from regional partners (see Background and Attachment 3).

The Guide was developed as a resource for local governments, agencies and communities in the greater Portland area. The Guide serves as Metro's transportation design guidance for any transportation projects planned, designed or constructed with funds allocated by Metro. The Guide replaces Metro's Creating Livable Streets (2002, second edition) and Green Streets for Stormwater Management (2002, first edition) handbooks. The Guide and related resources are available on Metro's website at oregonmetro.gov/streetdesign.

The Guide provides the following information:

- Purpose of the guidelines
- Policy framework (land use and transportation; regional street design classifications; designing for desired outcomes; key policies and requirements)
- Definition and description of design functions
- Design principles; design elements (description, design approach, application); list of design resources
- Renderings and cross-sections
- Performance-based design decision-making framework

BACKGROUND

Metro first developed street design policies and guidelines in direct response to the adoption of the 2040 Future Vision Growth Concept in 1995. Starting with the 2002-2005 Metropolitan Transportation Improvement Program, projects funded with regional flexible funds have been required to be consistent with regional street design guidance. The Metro Council provided additional policy guidance in January 2019, requiring that any funding allocated by Metro for transportation projects will be required to apply the regional design guidance. Other street and trail design guidelines, including those developed by local jurisdictions, may also be used as long as the design approach and decision making process used are consistent with Metro's guidelines.

The Guide identifies design approaches for Metro's regional street design classifications, identified in the [Regional Transportation Plan \(RTP\)](#), and for regional trails. The Guide uses a performance based approach to planning and design. The Guide recommends design guidance that has been shown to reduce vehicle miles traveled and increase walking, bicycling and transit use.

The Guide was developed on the basis of current design guidance, case studies, best practices for urban areas, research and evaluation of existing designs, and professional review and input. All of

the guidance in the Guide is allowable under national guidance including those developed by the National Association of City Transportation Officials (NACTO), the Institute of Transportation Engineers (ITE), the Oregon Department of Transportation (ODOT), the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA). Other Metro guidelines provide complementary design resources to the Guide: Trees for Green Streets (2002), Green Trails (2002) and Wildlife Crossings (2009).

Timeline of regional street design guidance and policy

Policies that support livable street design have been a part of transportation and land use planning in the greater Portland region for more than twenty years. The following timeline includes major milestones in the development of regional street design guidance and policy from 1992 to 2019.

1992 Metro Charter is approved by voters and directs the Metro Council to adopt a Future Vision to manage future growth in the region, and a Regional Framework Plan, and to address, among other things “regional transportation and mass transit systems.”

1995 2040 Future Vision Growth Concept is adopted. The 2040 Growth Concept established a broad regional vision to guide all future comprehensive planning at the local and regional levels. The 2040 Growth Concept introduced a series of land use design types that are the building blocks of the regional strategy for managing growth in the region. Transportation should help implement the strategy.

1996 Regional street design policies and classifications are included in the Regional Transportation Plan (RTP) adopted by the Metro Council. The street design classifications link land use and transportation. The policies and classifications are applied to throughways and arterial streets and respond to the land use design types identified in the 2040 Growth Concept.

Metro Policy Advisory Committee (MPAC) determines that more detailed street design guidance is needed to implement the 2040 Growth Concept and to move away from a “one-size-fits-all” approach to street design and requests that Metro develop street design guidelines consistent with the RTP regional street design policies.

1997 Metro Council adopts the Regional Framework Plan, which identifies policies to implement the 2040 Growth Concept, including transportation policies that meet multiple goals.

Metro develops the first edition of the Creating Livable Streets guide. This guide provides more detailed guidance to develop streets in different land use contexts, including town centers and regional corridors, to make them more walkable, bikeable and transit friendly. The guidelines also provide the tools to achieve many of the transportation policies of the Regional Framework Plan and Regional Transportation Plan.

2000 Metro Council adopts the 2000 RTP which applies regional street design classifications to the Regional Street Network and are identified on the Regional Street Design System map.

2002 Metro Council adopts the 2002-2005 Metropolitan Transportation Improvement Program which requires that projects funded with regional flexible funds must be consistent with regional street design guidelines.

Metro finalizes a second edition of Creating Livable Streets guide. Two new, supplemental guides are also completed: Green Streets, guidelines for stormwater management, and Trees for Green Streets.

- 2003 Metro develops Green Trails, a guide to develop environmentally trails, and Wildlife Crossings, a supplemental design guide on safe passage for urban wildlife across roads and highways.
- 2009 Metro develops second edition of Wildlife Crossings. Metro receives regional flexible funds to update the 2002 Creating Livable Streets Guide.
- 2010 Metro Council adopts the Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP. Title 1: Transportation system design, presents requirements for implementing regional street design policies.
- 2012 Metro develops The Intertwine Regional Trails Signage Guidelines. Metro requires that the guidelines be used on regional trail projects that use regional flexible funds.
- 2014 Metro Council adopts the 2014 RTP and the 2014 Climate Smart Strategy. Both identify updating regional street design guidelines as needed near term implementation activities. Metro Council adopts the 2014 Regional Active Transportation Plan which includes pedestrian and bicycle design guidelines to be integrated into updated regional street design guidelines.
- 2015 Metro Council approves the work plan for the update of the 2018 RTP, including formation of a technical work group to guide development of updated street and trail design guidelines.
- 2018 Metro Council adopts the 2018 RTP which includes updated street design policies.
- 2019 Metro Council provides direction on a framework for a regional transportation investment measure, including direction that any regional investment, regardless of facility ownership, will require that the projects meet regional design guidelines, and that projects shall be designed using performance based practical design principles and will adhere to regional design guidelines, and these design guidelines will also serve as the basis for all cost estimates. (Memo reflecting direction at Council work sessions on January 24 and 31, 2019.)

Metro Council provides policy direction to staff to finalize the Designing Livable Streets and Trails Guide and application of the guidelines to transportation projects.

Metro finalizes the Designing Livable Street and Trails Guide, the third edition of regional street design guidelines and second edition of stormwater management design guidelines.

Process to develop the guide

Metro received a regional flexible fund grant to update the design guidelines in 2009. Staff began to develop a work scope in 2015 (refer to Attachment 2: Project timeline). The project was managed by Metro and the Oregon Department of Transportation. The Guide was developed in coordination with regional partners. Design was identified as one of eight key policy focus areas for the update of the 2018 RTP. Therefore, much of the stakeholder engagement for the Guide was part of the larger RTP engagement process.

A technical work group with city, county and agency engineering and planning staff, community members and transportation advocates met five times and provided input on the development of the Guide 2017 (refer to Attachment 3: Technical Work Group). Periodic updates, with opportunity to provide input, were provided to Metro's technical and policy advisory committees, the Transportation Policy Alternatives Committee (TPAC), the Metropolitan Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation.

Additionally, staff provided updates to the county transportation coordinating committee technical advisory committees and other groups as requested.

The Metro Council provided policy direction through work sessions on the update of the 2018 RTP and at a work session on the guidelines. Opportunity to comment on regional street design policies were provided during the public comment period for the 2018 RTP.

2015

September 25	TPAC input on draft work plan
October 15	MTAC input on draft work plan
Oct- Dec.	Interviews with agency staff
December 3	Metro Council approves RTP work plan, formation of technical work groups
December 7	Mark Fenton healthy community design workshop and walking audit

2016

Jan-March	Technical work group established
March-Oct	Request for consultant proposals developed
October	Consultant selected, IGA process begins

2017

March	Consultant work begins
June 29	First technical work group meeting
July 28	TPAC project overview
August 2	MTAC project overview
September 28	Second technical work group meeting
November 15	MTAC input on outline
November 17	TPAC input on outline
Ongoing	Updates to Metro Council, JPACT and MPAC through 2018 RTP update

2018

Ongoing	Development of Guide content and update RTP street design policies
March 6	Emerging technologies and future of street design workshop, Urbanism Next conference
Ongoing	Updates to Metro Council, JPACT and MPAC through 2018 RTP update

2019

January 28	Third technical work group meeting
January 24, 31	Metro Council policy direction on regional investment measure, use of guidelines
March 12	Metro Council provides policy direction at work session
March 18	Fourth technical work group meeting
March 21	JPACT update
April 17	TPAC/MTAC workshop on regional street design classifications
April 22	Performance-based design leadership forum and technical workshop
May 20	Final technical work group meeting
Nov-Dec	Roll-out to Metro technical and policy committees
December	Metro Council adoption

ATTACHMENTS

Attachment 1: Link to Designing Livable Streets and Trail Guide
Attachment 2: Project timeline
Attachment 3: List of technical work group members

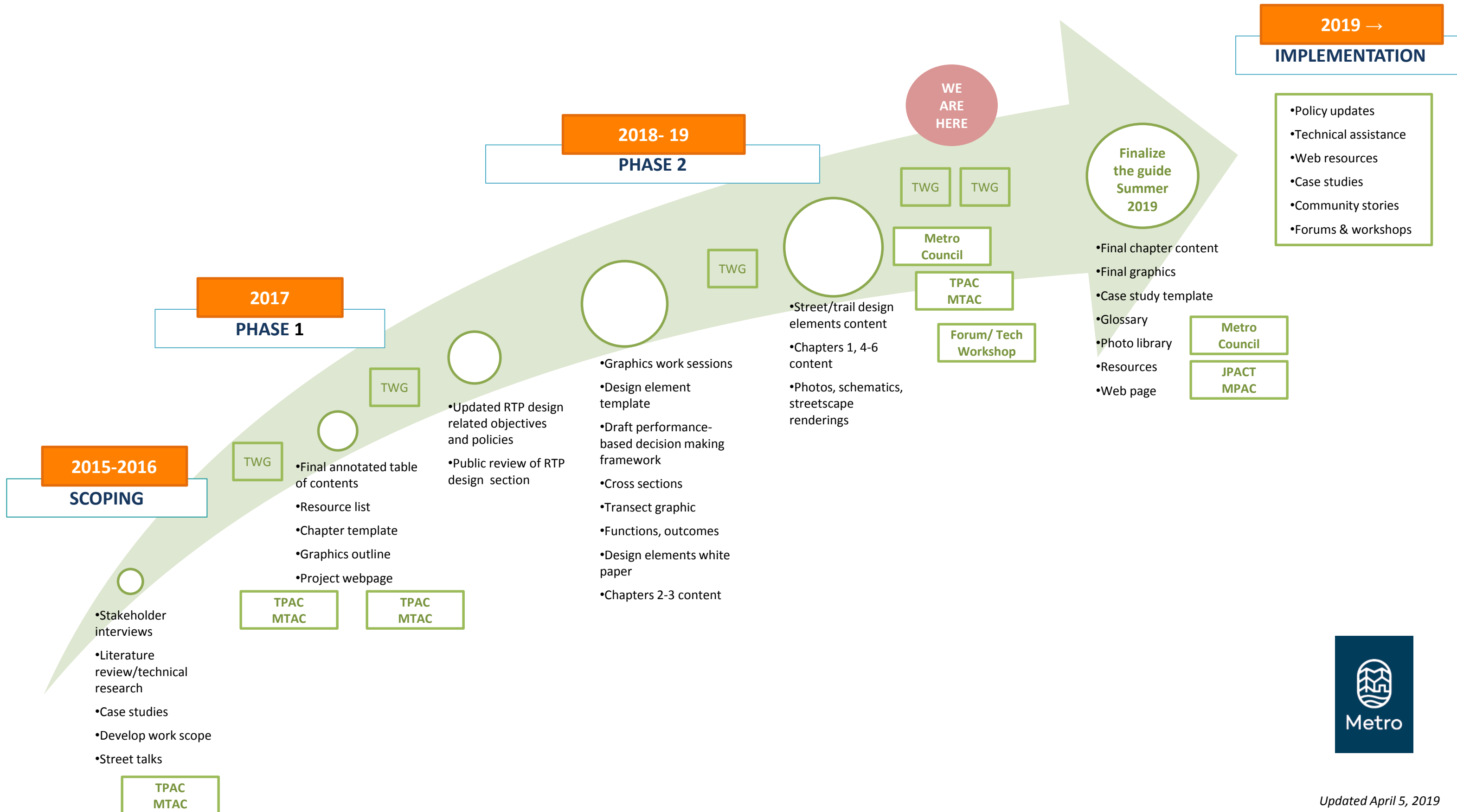
Attachment 1: Link to Designing Livable Streets and Trail Guide
www.oregonmetro.gov/streetdesign

Designing Livable Streets and Trails Guide



Designing Livable Streets and Trails Guide

Project Timeline



Getting there with a connected region

**2018 REGIONAL TRANSPORTATION PLAN****Roster for Design Technical Work Group**

Metro is working with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the regional transportation system for the next 25 years.

To support development of the 2018 Regional Transportation Plan, Metro staff are convening eight technical work groups to provide input to the project team on implementing policy direction from the Metro Council and regional policy advisory committees. In this role, the work group members review and provide feedback to Metro staff on draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed. The work groups also help identify areas for further discussion by the Metro Council and regional technical and policy advisory committees.

Work group members include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or their designees, and other community, business, city and county partners. Meetings of the technical work groups are posted on Metro's calendar at www.oregonmetro.gov/calendar and www.oregonmetro.gov/rtp.

TECHNICAL WORK GROUP MEMBERS (between 2017 -2019)

Scott Adams, Multnomah County

Transportation Planning

Maya Agarwal, Portland Parks and Recreation

Joseph Auth, Oregon Department of
Transportation

Scott Batson, Portland Bureau of Transportation

Glen Bolen, Oregon Department of
Transportation

Lance Calvert, West Linn Public Works
Department

Carol Chesarek, community representative

Rich Crossler-Laird, Oregon Department of
Transportation

Jillian Detweiler, The Street Trust

Nick Fortey, Federal Highway Administration

Brendon Haggerty, Multnomah County Health
Department

Julia Hajduk, Sherwood Community
Development Department

Jay Higgins, Gresham Urban Design and
Planning Department

Scott Hoelscher, Clackamas County

Zachary Horowitz, Oregon Department of
Transportation

Denver Igarra, Portland Bureau of
Transportation

Tim Kurtz, Portland Bureau of Environmental
Services

Nico Larco, Sustainable Cities Initiative,
University of Oregon

Tom Liptan, landscape architect

Anne MacDonald, Clean Water Services

Mike McCarthy, Tualatin Public Works
Department

Rich Mueller, Tualatin Parks and Recreation
Department

Grant O'Connell, TriMet

Jeff Owen, TriMet

Lidwien Rahman, Oregon Department of
Transportation

Stacy Revay, Beaverton Transportation Planning
Department

Jeannine Rustad, Tualatin Hills Park and
Recreation District

Bob Sallinger, Audubon Society of Portland

Rob Saxton, Washington County Land Use and
Transportation

Kari Schlosshauer, Safe Routes Partnership

Chris Strong, Gresham Transportation Division

Claire Vach, Oregon Walks

Dyami Valentine, Washington County Land Use
and Transportation

Zef Wagner, Portland Bureau of Transportation

Zach Weigel, Wilsonville Engineering
Department



Construction Career Pathways Project

A regional strategy to create family sustaining career opportunities for people of color and women and meet the demand for a skilled construction workforce.

Unprecedented Growth & Inequality

- Over the next ten years, there are at least \$7.8 billion of publicly funded construction projects in development throughout Greater Portland that will require approximately 14,000 construction workers.
- The construction industry is growing fast and is one of the few remaining industries that offers family sustaining career pathways with wages averaging \$25 per hour, full benefits and retirement.
- The construction industry is grappling with impending workforce shortages caused by a large portion of the workforce nearing retirement and low retention rates.
- People of color and women face significant barriers in accessing employment opportunities in the construction trades.
- Although the region is experiencing an economic boom, growing and unprecedented inequality will prevent all of the region's residents from benefiting.

An Opportunity for Leadership

- This period of growth offers an important opportunity to build a future of shared prosperity by ensuring publicly funded construction projects create career pathways for people of color and women.
- Public agencies have the authority to maximize the local return on public investments by both building the systems and structures we all rely on to live full lives and reducing persistent inequality.

Comprehensive Regional Strategy

- The Construction Career Pathways Project is a groundbreaking regional strategy for capturing the full potential of publically funded construction projects.
- The project brings together 16 public agencies and a wide range of stakeholders including labor, workforce development agencies, contractors and community advocates to build a Construction Career Regional Framework for the greater Portland area.
- The goal is for public agencies to: 1) adopt and implement the framework on capital projects; and 2) work together to build a robust pipeline of workers ready to rise to the demand; and 3) make transformative investments that will lift residents out of poverty.

Construction Career Pathways Project Regional Framework

- 1 Diversity Hiring Goals** – shared hiring goals for people of color, women, and apprentices.
- 2 Investing in the Pipeline** – investing in the training and services required to build and support a pipeline of skilled women and people of color.
- 3 Retention & Culture Change** – developing training and practices on construction worksites to eliminate discrimination and harassment of diverse workers and ensure a safe work environment for everyone.
- 4 Accountability** - establishing a coordinated regional system for tracking and ongoing monitoring of workforce diversity outcomes.
- 5 Efficiency** – creating shared policies and agreements across agencies to support efficient business.



Public Owners Workgroup

City of Beaverton
Beaverton School District
Bureau of Labor & Industries
Home Forward
Metro
Multnomah County
North Clackamas School District
Oregon Department of Transportation
Oregon Health Sciences University
Port of Portland
City of Portland
Portland Community College
Portland Public Schools
Portland State University
Prosper Portland
TriMet

CONSTRUCTION CAREER PATHWAYS REGIONAL FRAMEWORK

The Construction Career Pathways Project (C2P2) Public Owner Workgroup (Workgroup) is comprised of 16 public agencies tasked with developing a regional approach to recruiting and retaining women and people of color in the construction trades. Since July 2018, Oregon Metro convened the C2P2 Workgroup to develop a regional approach to construction workforce equity for the Greater Portland metropolitan area. Over the course of nearly a year, the Workgroup met as a whole and in subcommittees to identify regional strategies and potential investments that will grow the number of people of color and women in the construction trades.

This Regional Framework (Framework) summarizes a series of strategies needed for creating and sustaining a diverse construction workforce. It offers high level guidance to Public Owners committed to fostering the diverse workforce needed to meet projected construction demand.¹ The attached toolkit provides Public Owners with practical approaches to implementing the strategies outlined in this Framework. The Framework and toolkit are not procurement documents or contracts.

Buy-in from multiple public agencies and cross-sector collaboration with labor, community-based organizations, contractors, educational institutions, and others, will be essential to ensure impact at a regional scale. The toolkit provides guidance on how to create impactful partnerships to diversify the workforce. If successful, the Framework can elevate a truly regional, collaborative approach that will create a robust pipeline of work, a consistent demand for workers, and an unprecedented opportunity to make transformative investments that will lift Greater Portland residents out of poverty.

This Framework provides seven essential points Public Owners should integrate into their practices in order to ensure success and truly move the needle toward achieving construction workforce equity. The accompanying toolkit provides additional details and guidance to Public Owners as they implement the recommendation their relevant policies, programs, and procurement practices.

I. SET CLEAR WORKFORCE DIVERSITY GOALS

Public Owners should establish regionwide targeted hire goals to increase diversity in the construction workforce (see below). The toolkit provides guidance on additional goals Public Owners may consider in order to create a demand for diverse construction workers, and a ramp up period timeline to ensure success.

- A. A minimum of **20% of total work hours** in each apprenticeable trade shall be performed by **state-registered apprentices**;
- B. A minimum of **14% of total work hours** shall be performed by **women and women-identified persons** – both journey and apprentice-level workers;
- C. A minimum of **25% total work hours** shall be performed by **persons of color** – both journey and apprentice level workers.

¹ For more information about projected demand, see the Metro *Regional Construction Workforce Market Study*.
<https://www.oregonmetro.gov/sites/default/files/2018/07/02/C2P2-regional-construction-workforce-market-study-07022018.pdf>.

II. SET PROJECT THRESHOLDS

Public Owners will set a project cost threshold to trigger targeted hire goals and set a “tiered” system to determine tracking requirements. The threshold tiers recommended in the toolkit are based on the Public Owner’s typical project size and cost. Agencies should consider and adopt the thresholds outlined in the toolkit or set modified thresholds based on their typical project size and their capacity to monitor compliance.

III. TRACK AND REVIEW PROGRESS ON GOALS

Public Owners should utilize a software tracking system – such as Elations, LCPtracker, B2GNow - to streamline reporting and compliance. Adopting a data-driven approach will facilitate the enforcement of targeted hire goals and help Developers/Prime Contractors troubleshoot any issues that may arise. Collecting this data regionally helps to create and allows for monitoring and reassessment of progress towards workforce goals. The toolkit provides a list of approaches to collecting workforce data, along with a set common data points all Public Owners should commit to collecting in order monitor their progress towards achieving workforce diversity goals.

IV. DEVELOP A WORKFORCE AGREEMENT

Workforce Agreements are enforceable contracts that govern the terms and conditions of employment for all workers on a given construction project. They serve as a useful mechanism to align practices to ensure diversity goals are met and allow for clear tracking and monitoring of contractors by Public Owners, community-based organizations, and certified firms. Workforce Agreements avoid costly delays due to labor disputes or shortages of workers, and contractually ensures that publicly funded projects are completed on time and on schedule for the benefit of taxpayers.² They offer Public Owners increased oversight of numerous contractors and unions on large projects. The toolkit contains a series of terms that are critical to achieving workforce diversity goals and should be considered when negotiating a Workforce Agreement.

V. IMPLEMENT WORKSITE ANTI-HARRASSMENT AND CULTURE CHANGE STRATEGIES

To support, cultivate and grow a positive jobsite culture, Public Owners should require an approved worksite harassment prevention strategy. Programs such as Alteristic’s Green Dot or the Carpenter’s Positive Jobsite Culture Training programs ensure all employees, regardless of race, gender, or creed, are guaranteed a safe and respectful working environment.³ By working together, Public Owners, trades, and contractors can put practices in place that can help eliminate hostility and bullying in the construction industry.

VI. COLLECTIVELY INVEST IN WORKFORCE SUPPLY

Public Owners acknowledge that a regionwide workforce diversity policy must be paired with a coordinated approach to recruitment, training, and retention of women and people of color. Public Owners must engage labor, industry groups, and community-based organizations to address ongoing barriers that prevent people of color and

² Labor Agreements, Project Labor Agreements, Community Workforce Agreements, and Community Benefits Agreements are other legally enforceable contracts that when implemented, can result in diversity outcomes on public projects.

³ Alteristic’s Green Dot Violence Prevention program is a bystander intervention strategy that aims to prevent and reduce power-based personal violence at school campuses and workplace environments, including sexual harassment and bullying. Green Dot develops curriculum and training materials using strategic planning, bystander mobilization, interpersonal communication, and coalition building. The Green Dot program was successfully implemented as part of the project labor agreement for the Multnomah County Central Courthouse and can be a model adapted for projects and jobsites across the region. More information can be found at: <https://alteristic.org/services/green-dot/>.

women from entering the construction industry. Public Owners should also direct funds towards increasing the number of qualified women and people of color in the construction industry. The toolkit offers three ways Public Owners can facilitate a continuous investment in the construction workforce.

VII. ESTABLISH REGIONAL COLLABORATION

The success of the recommendations outlined in this Framework depends on implementation. Public Owners must institutionalize a coordinated structure and process to get a sense of their collective progress and calibrate their efforts as needed. Public Owners should also develop clear roles for external stakeholders (trades, contractors, industry groups, certified firms, and community-based organizations) to ensure efforts are coordinated, complementary, and not duplicative. The toolkit outlines a process for regional coordination, including a committee structure and suggested functions.

VIII. NEXT STEPS

The undersigned agree to participate on a Regional Implementation Committee (Committee) to create an action plan for adopting and the implementing the recommendations of the Framework within each agency and coordinating on a regional scale. The Committee will also engage external stakeholders (trades, contractors, industry groups, certified firms, and community-based organizations) to collaboratively, creatively, and continuously to truly move the needle on diversifying the construction workforce and placing workers into career paths that deliver economic prosperity.



PORTLAND METRO REGION CONSTRUCTION WORKFORCE MARKET STUDY: EXECUTIVE SUMMARY

As the ongoing economic recovery has led to business growth and infrastructure investments, the construction sector has boomed, making it a high-growth industry in the Portland Metro Area (see Box 1). However, the career opportunities generated by this growth are not equitably accessible to everyone in the community. Construction has historically been a male-dominated and racially homogenous industry, and this continues to be the case. At the same time, construction businesses report a severe shortage in skilled talent – a claim that is supported by labor market data.

As our region rapidly diversifies, both businesses and underrepresented communities will dramatically benefit from a concerted effort to connect these communities to the growing industry opportunities. Indeed, contractors and industry have recognized the need to attract more talent and build a workforce that better reflects the community¹. Success for the region can be achieved by: (1) having a strong pipeline of skilled workers to fill the anticipated shortages; (2) ensuring that jobs created through publicly funded projects are equitably attained by working people from all demographics; (3) having a regional construction workforce that better reflects the demographics of the community.

The study was jointly commissioned in January 2017 by Metro and the City of Portland.

BOX 1. CONSTRUCTION-RELATED OCCUPATIONS IN PORTLAND METRO REGION IN NEXT TEN YEARS (2016-2026)

51,000 total jobs
8,800 new jobs, +18.6%
17% of the workforce currently is at or near retirement age
Over one-third of the workforce is over 45 years old
\$26.16 is the average wage per hour

BOX 2. CREATING JOBS FOR PEOPLE OF COLOR AND WOMEN IN THE PORTLAND METRO AREA

If all public projects over \$15M planned for the next five years implemented and met workforce goals of employing 25% minorities and 14% women, there would be²:

- 3,400 FTE jobs for minority workers = \$185.0 million in earned wages
- 1,900 FTE jobs for women = \$103.4 million in earned wages

¹ Many public agencies are focused on diversity goals in contracting, such as increasing their utilization of minority, women and emerging small businesses (MWESBs). This study only focused on workforce equity, and does not include research or strategies on contracting equity.

² Utilization goal percentages are the share of total hours worked by each category.

Diversifying the construction workforce will not only help create a stronger supply of needed workers for the industry; it will also directly address issues of poverty and economic mobility within communities of color and working families in the region.

This in-depth construction workforce market study was commissioned to help Metro and partners more effectively invest resources toward promotion of equitable growth in the region’s economy through the enhancement of career opportunities for women and people of color in the construction trades. This report is the result of an extensive research study, which included collecting and analyzing existing available construction workforce supply data, forecasting the local five-year workforce demand, conducting extensive interviews with public agencies, contractors, apprenticeship programs, and pre-apprenticeship programs, and holding focus groups with diverse construction workers and foremen in the region. The research sought to uncover the major barriers to achieving equity and increasing diversity in the construction workforce for the Portland Metro Area. A set of recommendations for success are outlined and described in the report. For a complete and detailed set of all data, please visit: <https://www.oregonmetro.gov/construction-career-pathways-project>.

FINDINGS OVERVIEW: EXISTING WORKFORCE SUPPLY³

- Approximately 23,000 people work in nonresidential construction occupations in the greater Portland metropolitan area (2016).
- Four percent are women.
- Twenty percent are minorities.
- Minority employment is largely driven by Hispanics. Blacks and Asians are underrepresented in the trades.
- Women and minorities are more likely to work in lower paying trades.

BOX 3. SUPPLY OF WORKERS IN THE NONRESIDENTIAL CONSTRUCTION TRADES IN THE PORTLAND METRO AREA: 2016

Total number of workers: 23,000

- Total minorities: 3,800
- Total women: 940

Completion rate for all apprentices: 46%

- Minority completion rate: 36%
- Women completion rate: 38%
- White male completion rate: 50%

FINDINGS OVERVIEW: PROJECTED DEMAND (3-5 YEARS, PUBLIC PROJECTS OVER \$15 MILLION)⁴

- From 2017 through 2021, the 81 known large public capital projects identified by this study will require nearly 14,000 construction workers.
- Some of these projects have stated apprentice and workforce diversity utilization goals, with average goals of 20 percent hours performed by apprentices, 25 percent hours performed by minorities, and 14 percent hours performed by women.
- These average goals, if applied across *all* 81 projects, puts the 5-year demand at 2,700 apprentices, 3,400 minorities, and 1,900 female construction workers.
- While the current 2016 construction workforce on a whole appears could largely ready to meet the demand for diversification across all 81 public projects, analysis of supply within each major trade group shows that only a small portion of trades have enough supply to meet goals.
- When diversification and workforce deficits are added together by trade, this analysis shows that the 2016 supply would fall short by 1,074 minorities, 1,416 females, and 445 apprentices to fill the needs for all trades in the region over the next 5 years⁵. These deficits more accurately show the deep need for additional outreach to and training of underrepresented groups for skilled trade career opportunities.

³ For all data collection and analysis, please visit Current Labor Pool section: <https://www.oregonmetro.gov/construction-career-pathways-project>

⁴ For all data collection and analysis, please visit Public Project Demand Section: <https://www.oregonmetro.gov/construction-career-pathways-project>

⁵ It is critical to keep in mind these gaps are only looking at the *current* 2016 workforce supply and assuming no new workers are trained or move to the area and enter the workforce in the next five years. Given that, the estimated gaps should be interpreted with the knowledge that the industry can and will be training more people over the coming years to address the workforce demand of the market.

BOX 4. DEMAND FOR WORKERS IN THE CONSTRUCTION TRADES ON PUBLIC PROJECTS OVER \$15M IN THE PORTLAND METRO AREA OVER THE NEXT 3-5 YEARS

Total number of projects: 81
 Total dollar amount of projects: \$7.5 billion

Demand for diverse workers and apprentices for current workforce goals:

- Apprentices: 2,000
- Minorities: 1,300
- Women: 700

Demand for diverse workers and apprentices, assuming all public projects have goals of 20% apprentice, 25% minority, 14% women:

- Apprentices 2,700
- Minorities: 3,400
- Women: 2,000

TIARA MOXLEY

Electrician Apprentice



Tiara Moxley is the first one in her family to become an electrician. It was never something she imagined herself doing, and she loves it. “You’re doing it for other people,” she says. After 1.5 years into her apprenticeship, she’s worked on a large car manufacturing building, public train shelters, crosswalk streets, and a park.

FINDINGS OVERVIEW: BARRIERS TO DIVERSIFYING⁸

The struggle to recruit and retain women and people of color into Construction has *many* causes, including:

- Most connections into apprenticeship still occur through personal referrals, which women and people of color are less likely to experience, and outreach that is done by word of mouth is rarely targeted specifically toward marginalized communities.
- A lack of social networks for women and communities of color within construction minimizes exposure to the possibility of construction as a career option in the first place.
- State-certified pre-apprenticeship programs expose historically underrepresented populations to the trades, screen them for job readiness, and help to cultivate a pipeline of diverse jobseekers. However, these programs have limited capacity due to funding sustainability concerns and reporting fatigue for their numerous existing

funders. Not having a more sustained and/or streamlined funding model for Pre-Apprenticeship programs is a barrier for better and increased recruitment of women and people of color into Construction.

- A history of overt racist and sexist policies within the trades has led to jobsite cultures that are not inclusive (which affects retention of underrepresented workers who begin careers).
- Retention of diverse workers is also adversely affected by the lower-quality training these workers often receive on the jobsite from supervising journeypersons, which means that these apprentices will be less skilled in the trades and will struggle to excel and advance.
- The lack of steady work in the construction industry particularly impacts female and minority workers. Studies in Oregon⁹ have shown that these workers work far fewer hours annually than their white male counterparts.

⁵ It is critical to keep in mind these gaps are only looking at the *current* 2016 workforce supply and assuming no new workers are trained or move to the area and enter the workforce in the next five years. Given that, the estimated gaps should be interpreted with the knowledge that the industry can and will be training more people over the coming years to address the workforce demand of the market.

⁶ This only includes demand for public projects over \$15M over the next five years, which represents a portion of the overall demand for construction workers in the region. It does not include private projects or any projects that were not disclosed during study interviews.

⁷ It is critical to keep in mind these gaps are only looking at the current 2016 workforce supply and assuming no new workers are trained or move to the area and enter the workforce in the next five years. Given that, the estimated gaps should be interpreted with the knowledge that the industry can and will be training more people over the coming years to address the workforce demand of the market.

⁸ For all data collection and analysis, please refer to Summaries of Interviews: <https://www.oregonmetro.gov/construction-career-pathways-project>

⁹ For all data collection and analysis, please refer to Summaries of Interviews: <https://www.oregonmetro.gov/construction-career-pathways-project>

- Women and people of color are less likely to have opportunities for advancement within the industry such as becoming foremen, superintendents, or company owners.
- Real-life financial hardships or other challenging situations often arise (i.e. family care needs, transportation issues, etc.), especially for early term apprentices who may have limited or no savings, which can be enough to prevent them from continuing with their careers.
- Lastly, the majority of public projects in the Portland metro area do not have workforce participation goals. Those that do have goals struggle with monitoring and enforcing them. Agencies reported that staff, time, and cost could be barriers to implementing and upholding goals.

RECOMMENDED REGIONAL ACTIONS FOR DIVERSIFYING THE CONSTRUCTION WORKFORCE¹⁰

Given all these conditions, successful solutions need to be multi-pronged. Additionally, and most importantly, all of these recommendations need to be considered at a regional level. Workers in the industry typically work at different jobsites, work alongside different trades, and can work for multiple contractors throughout their careers. This means that the barriers to create a more diverse workforce impact everyone working in the region across all trades, jobsites, and agencies. Having a regional approach can better address the issues as they occur and result in more substantial impact. Any adopted strategies need to be implemented in concert with each other, as they are interlinked and will not be as successful if implemented separately.

The following recommendations are discussed at length in the full report (**top priorities in bold**):

INCREASE RECRUITMENT OF DIVERSE WORKERS

- **Ensure steady funding stream to increase capacity of pre-apprenticeship programs**
- Increase direct entry from pre-apprenticeship into apprenticeship programs
- Promote recruitment of diverse workers through referrals
- Coordinate additional outreach efforts across the region through partnerships with trusted community organizations and community leaders.
- Establish stronger collaboration and alignment across regional and state systems such as K-12, WorkSource, etc.

INCREASE RETENTION OF DIVERSE WORKERS

- **Address construction job site culture through respectful workplace trainings with proven results**
- Increase monitoring of on the job training of apprentices by well-trained experts
- Formalize mentorship resources for diverse workers
- **Invest in ongoing supportive services for apprentices**

DEVELOP MORE ROBUST EQUITY POLICIES AND PRACTICES

- **Enforce contract goals, with consequences for non-compliance**
- **Improve oversight to achieve workforce goals on public projects**
- Create contractor incentives in bidding process for past equity performance and compliance
- Improve and ensure a transparent system for reporting and monitoring of workforce goals
- Create consistent opportunities for connections across sectors to collectively problem solve
- **Adopt shared policies and processes across agencies**
- **Sustain a regional investment in the construction workforce pipeline**

Advancing workforce diversity and equity in construction will take focus, investment, and concerted collaboration. No one party can do it alone. Everyone in the industry; public agencies, contractors, training providers, apprenticeship programs, and the workers on the jobsites, all have a role to play in the success of achieving workforce equity and diversity for the Portland metro region.

¹⁰ For all data collection and analysis, please refer to Summaries of Interviews: <https://www.oregonmetro.gov/construction-career-pathways-project>

Materials following this page were distributed at the meeting.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 18, 2019
To: Metro Technical Advisory Committee (MTAC) and interested parties
From: Marie Miller, Metro
Subject: 2020 MTAC meeting schedule

Please mark your calendars with the following 2020 Metro Technical Advisory Committee (MTAC) meeting dates. To check on Metro Regional Center closure or meeting cancellations during inclement weather, please call 503-797-1700.

2020 MTAC Meeting Schedule

MTAC meetings are held bi-monthly (January, March, May, July, September, and November).
3rd Wednesdays, Council Chamber, 10 a.m.-12 p.m.

Date	Day	Meeting	Time
Jan. 15	3 rd Wednesday	MTAC	10 a.m. - noon
March 18	3 rd Wednesday	MTAC	10 a.m. - noon
May 20	3 rd Wednesday	MTAC	10 a.m. - noon
July 15	3 rd Wednesday	MTAC	10 a.m. - noon
Sept. 16	3 rd Wednesday	MTAC	10 a.m. - noon
Nov. 18	3 rd Wednesday	MTAC	10 a.m. - noon

Memo



Date: November 18, 2019
To: Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) and interested parties
From: Marie Miller, Metro
Subject: 2020 MTAC/TPAC combined workshop meeting schedule

Please mark your calendars with the following 2020 Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) combined workshop meeting dates. To check on Metro Regional Center closure or meeting cancellations during inclement weather, please call 503-797-1700.

2020 MTAC/TPAC Combined Workshop Meeting Schedule

MTAC/TPAC workshops held 5 times a year (February, April, June, October and December), 3rd Wednesdays, Council Chamber, 10 a.m.-12 p.m.

Date	Day	Meeting	Time
Feb. 19	3 rd Wednesday	MTAC/TPAC Workshop	10:00 a.m. - noon
April 15	3 rd Wednesday	MTAC/TPAC Workshop	10:00 a.m. - noon
June 17	3 rd Wednesday	MTAC/TPAC Workshop	10:00 a.m. - noon
Oct. 21	3 rd Wednesday	MTAC/TPAC Workshop	10:00 a.m. - noon
Dec. 16	3 rd Wednesday	MTAC/TPAC Workshop	10:00 a.m. - noon

Designing Livable Streets and Trails

Thank you technical work group!

Scott Adams, Multnomah County Transportation Planning

Maya Agarwal, Portland Parks and Recreation

Joseph Auth, Oregon Department of Transportation

Scott Batson, Portland Bureau of Transportation

Glen Bolen, Oregon Department of Transportation

Lance Calvert, West Linn Public Works Department

Carol Chesarek, community representative

Rich Crossler-Laird, Oregon Department of Transportation

Jillian Detweiler, The Street Trust

Nick Fortey, Federal Highway Administration

Brendon Haggerty, Multnomah County Health Department

Julia Hajduk, Sherwood Community Development Department

Jay Higgins, Gresham Urban Design and Planning Department

Scott Hoelscher, Clackamas County

Zachary Horowitz, Oregon Department of Transportation

Denver Igarta, Portland Bureau of Transportation

Tim Kurtz, Portland Bureau of Environmental Services

Nico Larco, Sustainable Cities Initiative, University of Oregon

Tom Liptan, landscape architect

Anne MacDonald, Clean Water Services

Mike McCarthy, Tualatin Public Works Department

Rich Mueller, Tualatin Parks and Recreation Department

Grant O'Connell, TriMet

Jeff Owen, TriMet

Lidwien Rahman, Oregon Department of Transportation

Stacy Revay, Beaverton Transportation Planning Department

Jeannine Rustad, Tualatin Hills Park and Recreation District

Bob Sallinger, Audubon Society of Portland

Rob Saxton, Washington County Land Use and Transportation

Kari Schlosshauer, Safe Routes Partnership

Chris Strong, Gresham Transportation Division

Claire Vach, Oregon Walks

Dyami Valentine, Washington County Land Use and Transportation

Zef Wagner, Portland Bureau of Transportation

Zach Weigel, Wilsonville Engineering Department





Metro

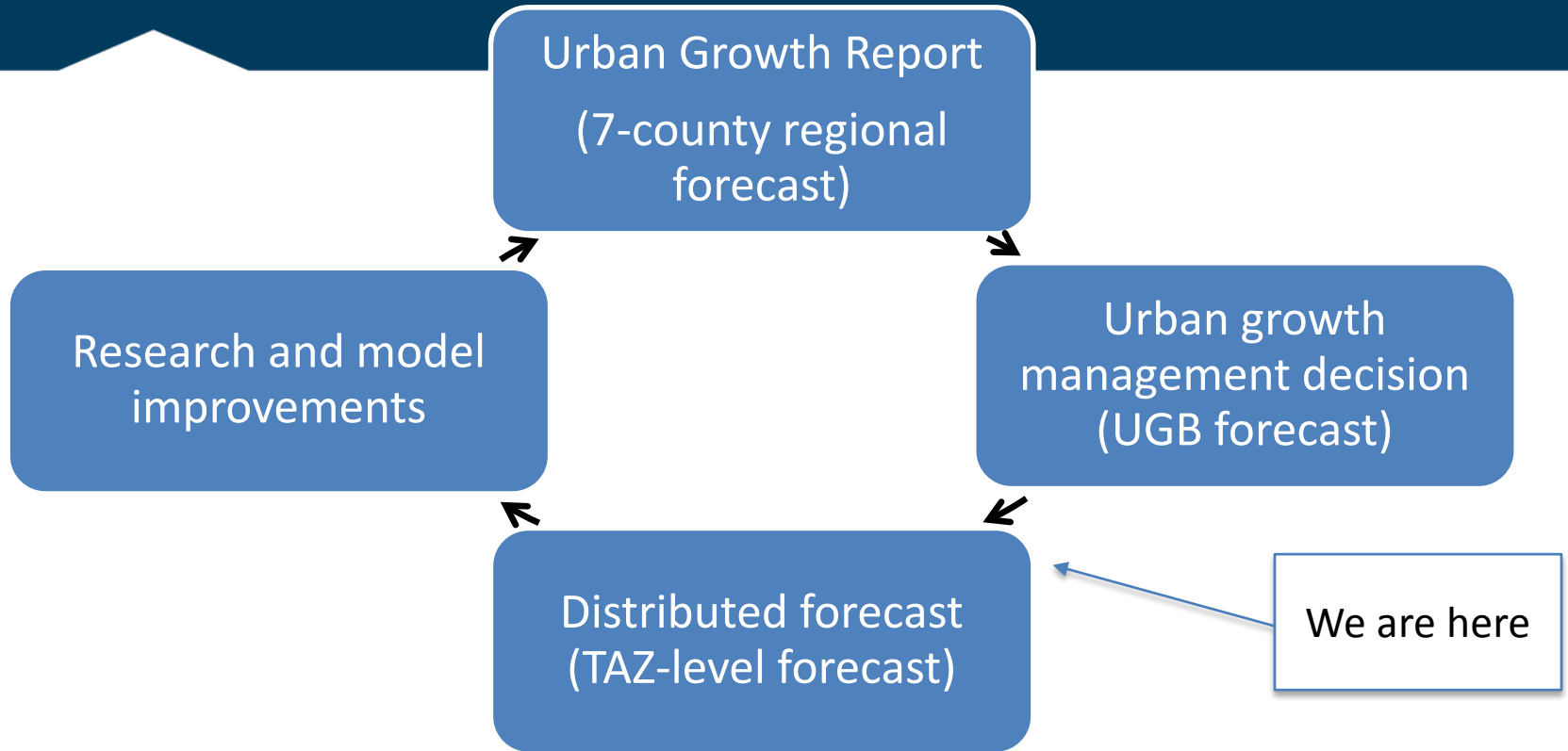
2019 Distributed Forecast: Process Update

Metro Technical Advisory Committee
November 20th, 2019

Per state law, Metro coordinates forecasts with cities and counties

- Cities and counties use the forecasts for comprehensive plan updates:
 - Housing needs analyses
 - Economic opportunities analyses
 - Transportation System Plan updates
- Metro uses for Regional Transportation Plan updates

Metro forecast coordination cycle



2019 Distributed Forecast Work Product Timeline

Metro Forecast Timeline



Proposed - Jurisdiction Review Timeline: January to June 2020



2019 Distributed Forecast TAZ Review

Jurisdictional Review of total *jobs* and *households* by TAZ:

- 2020 base year (a forecast)
- 2030 (mid-forecast year)
- 2045 and 2050 (two end-years)

2019 Distributed Forecast Demand Assumptions

- 2018 UGM baseline regional forecast
- 2020 to 2050 forecast horizon

2019 Distributed Forecast Supply Assumptions

- Vacant capacity: *2018 UGM*
- Redev/Infill cap: *Regression-based model*
- Clark county cap: *2016 VBLM*
- Rural county cap: *Census data imputation*
- UGB expansion: *2018 UGM and prospective capacity imputed from urban reserves*

2019 Distributed Forecast Transportation Assumptions

Transportation and Accessibility Forecast	Transportation networks from the Metro 2018 RTP Year 2015: 2015 Base Year Year 2020: Interpolated 2015 - 2027 Financially Constrained Year 2025: 2027 Financially Constrained Year 2030: 2027 Financially Constrained Year 2035: Interpolated 2027 FC - 2040 FC Year 2040: 2040 Financially Constrained Year 2045: 2040 Strategic Year 2050: 2040 Strategic
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2019 Distributed Forecast Review Ground Rules

- Each jurisdiction will have the same time to review their TAZ's
- Cities and counties are given TAZ allocations that add up to “control totals” for each jurisdiction.
 - City, county and regional control totals are in effect to avoid exceeding the region total
 - Cities have primary responsibility to review and adjust own city assigned TAZ as they see fit
 - County coordination of intra-county TAZ adjustments (and unincorporated TAZ's)
 - Metro and county leads will confer on any set of TAZ adjustments that exceed the county total
- Please pair each manual adjustments with an explanation

Your assistance in reviewing the 2019 distributed forecast is valuable and helps make this a better final product. Thank you for your assistance.

For more information on this process, please contact:

Chris Johnson, Chris.Johnson@oregonmetro.gov, (503)797-1765

For forecast details, contact:

Dennis Yee, Dennis.Yee@oregonmetro.gov, (503) 797-1578

Jim Cser, Jim.Cser@oregonmetro.gov, (503) 797-1586



Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov

Construction Career Pathways



MTAC

November 20, 2019

Tiffany Thompson

Construction Career Pathways Program Manager

Research Team



JM Woolley & Associates



The Portland Metro Workforce Development Board



Research Goals

Assess the region's construction workforce supply and demand outlook to better understand its overall capacity to meet growing demands, its current composition as it relates to the increasing demand to provide more diversity across the trades, and the existing opportunities for future workforce growth across the overall regional industry

Assess the region's construction trades' workforce, training programs, and their ability to meet future forecasted workforce demands

Determine meaningful areas of partnership and cooperation between public sector agencies, community, the trades and industry that can be pursued to mitigate any workforce supply gaps

Data Sources

Quantitative data

- EMSI State Economic data
- Regional unemployed/jobseeker data
- BOLI Registered apprenticeship data

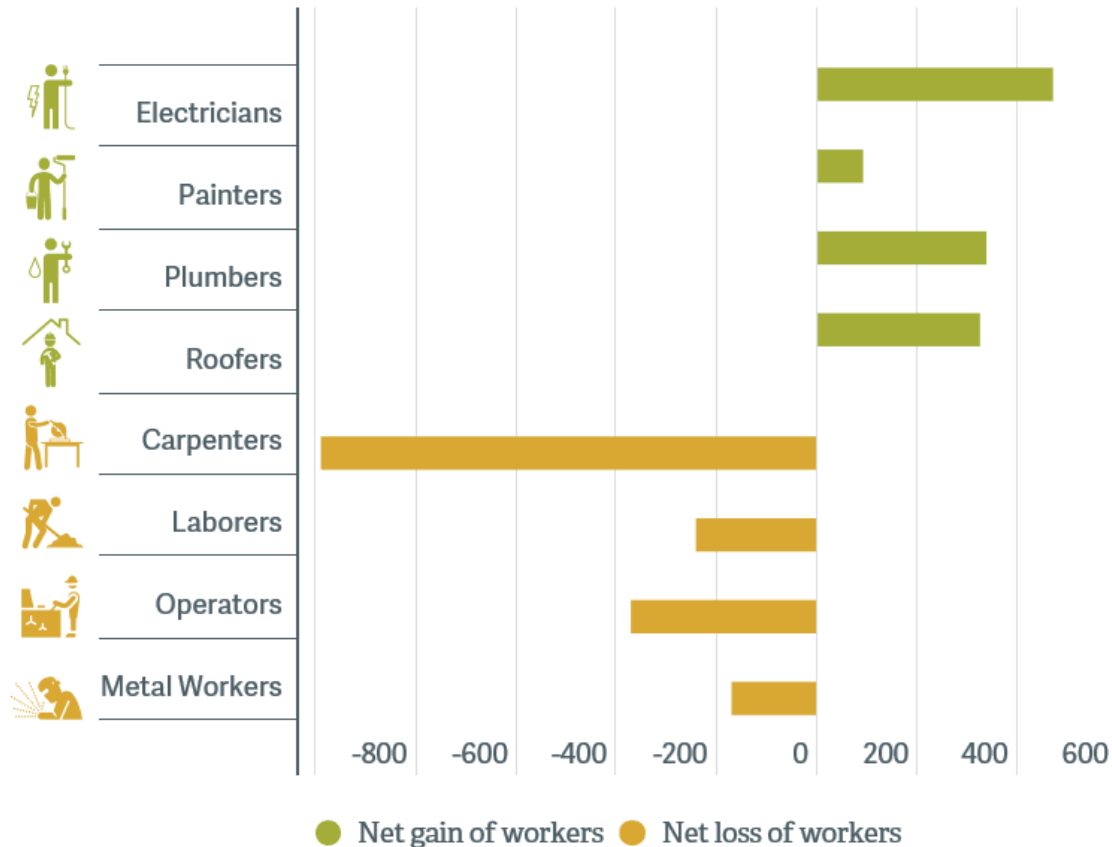
Qualitative data

- 28 interviews with staff of public agencies, contractors, and building trades association Interviews
- 17 interviews with staff of pre-apprenticeship and apprenticeship programs
- 3 focus groups with a total of 26 foremen, supervisors, vice-presidents, current apprentices, and pre-apprenticeship graduates
- 5 year pipeline of green-lighted public capital construction projects valued at \$15 million and above

Workforce Data

Some trades have a healthy influx of new workers, while others will face a deficit as older workers retire.

Net of incoming workers (ages 24 & under) and workers approaching retirement (ages 55+) for select trades.



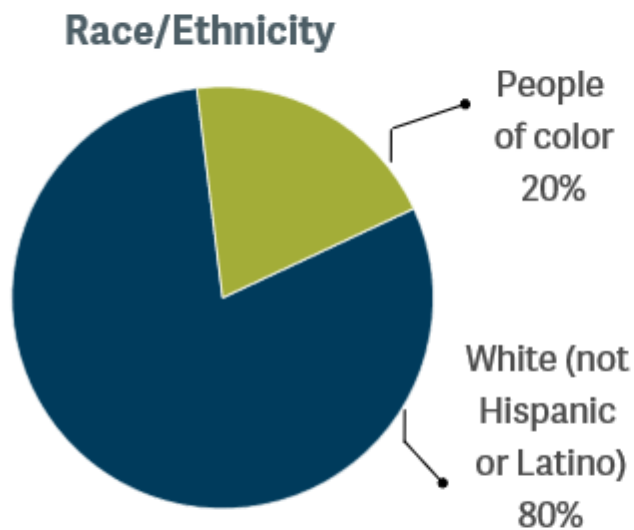
Source: Emsi, Q2 2019 Data Set, Occupation Table for Portland-Hillsboro-Vancouver MSA, 2018.

Note: Totals include full professionals and those categorized as helpers.

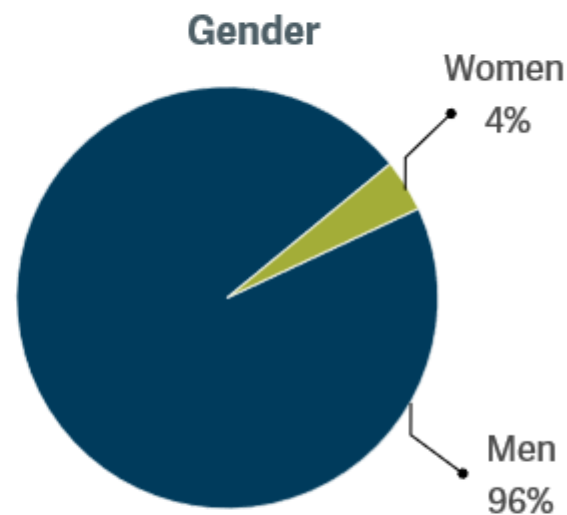
Workforce Data

Women and people of color are underrepresented in the construction industry.

All construction occupations for 2016 in the Portland-Vancouver-Hillsboro region.



People of color make up **26%** of the total population.



Women make up **51%** of the total population.

Source: Oregon Employment Department, Oregon Labor Market Information System; Washington State Employment Security Department, Labor Market and Economic Analysis; ACS 2016 1-yr Estimates for Portland-Vancouver-Hillsboro MSA.

Interviews

“I would love to see some conformity of goals and ways to achieve their goals. There are a lot of public contracting agencies that set very lofty goals, but they’re window dressing. They’re nothing more than window dressing when they have no structure to accomplish their goals. No mechanics built into any kind of rules around their procurement.”

Trade Association representative

“I always think, you know, this is taxpayer money. We’re investing in our youth and our community and giving people good jobs. That money is going to come right back into our community, right? I mean, why do we accept the low bid from an out-of-State contractor that brings in their own workforce and takes it all out?”

Apprenticeship coordinator

“Retention and leadership development are critical in providing role models for new workers, in particular women, who continue to experience isolation on jobsites. When more women are available to serve in leadership roles and as role models, their unions/employers/apprenticeship programs should utilize them to serve in those capacities to attract more women to the industry.”

Pre-apprenticeship staff

“I think all of the apprenticeship programs need to have standard language that allows direct entry from the pre-apprenticeship programs into the apprenticeship programs, and that the employer can then access those individuals immediately, especially since, you know, if the contractor’s reaching out to the pre-apprenticeship program and finding workers. The process needs to be easier to get those individuals into the program. I think part of it would have to involve BOLI. I mean, in terms of a regional approach, I think BOLI has to be involved in that approach.”

Public agency staff

Summary of recommendations

INCREASE RECRUITMENT OF DIVERSE WORKERS

- **Ensure steady funding stream to increase capacity of pre-apprenticeship programs**
- Increase direct entry from pre-apprenticeship into apprenticeship programs
- Promote recruitment of diverse workers through referrals
- Coordinate additional outreach efforts across the region through partnerships with trusted community organizations and community leaders
- Establish stronger collaboration and alignment across regional and state systems such as K-12, WorkSource, etc.

INCREASE RETENTION OF DIVERSE WORKERS

- **Address construction job site culture through respectful workplace trainings with proven results**
- Increase monitoring of on the job training of apprentices by well-trained experts
- Formalize mentorship resources for diverse workers
- **Invest in ongoing supportive services for apprentices**

DEVELOP MORE ROBUST EQUITY POLICIES AND PRACTICES

- **Enforce contract goals, with consequences for non-compliance**
- **Improve oversight to achieve workforce goals on public projects**
- Create contractor incentives in bidding process for past equity performance and compliance
- Improve and ensure a transparent system for reporting and monitoring of workforce goals
- Create consistent opportunities for connections across sectors to collectively problem solve
- **Adopt shared policies and processes across agencies**
- **Sustain a regional investment in the construction workforce pipeline**



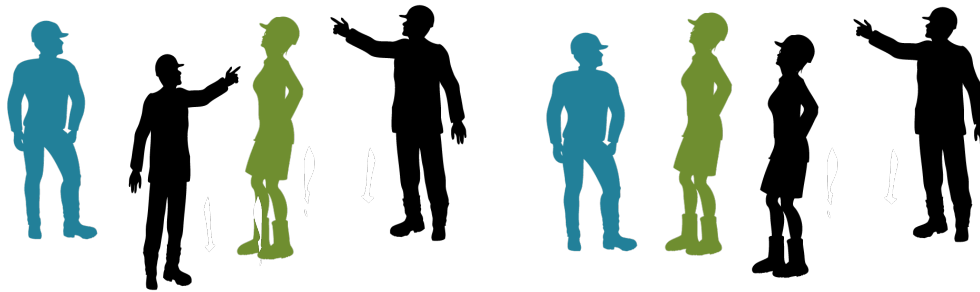
**81 Large Capital
Projects**

Contractors

**COBID/MWESB
Goals**

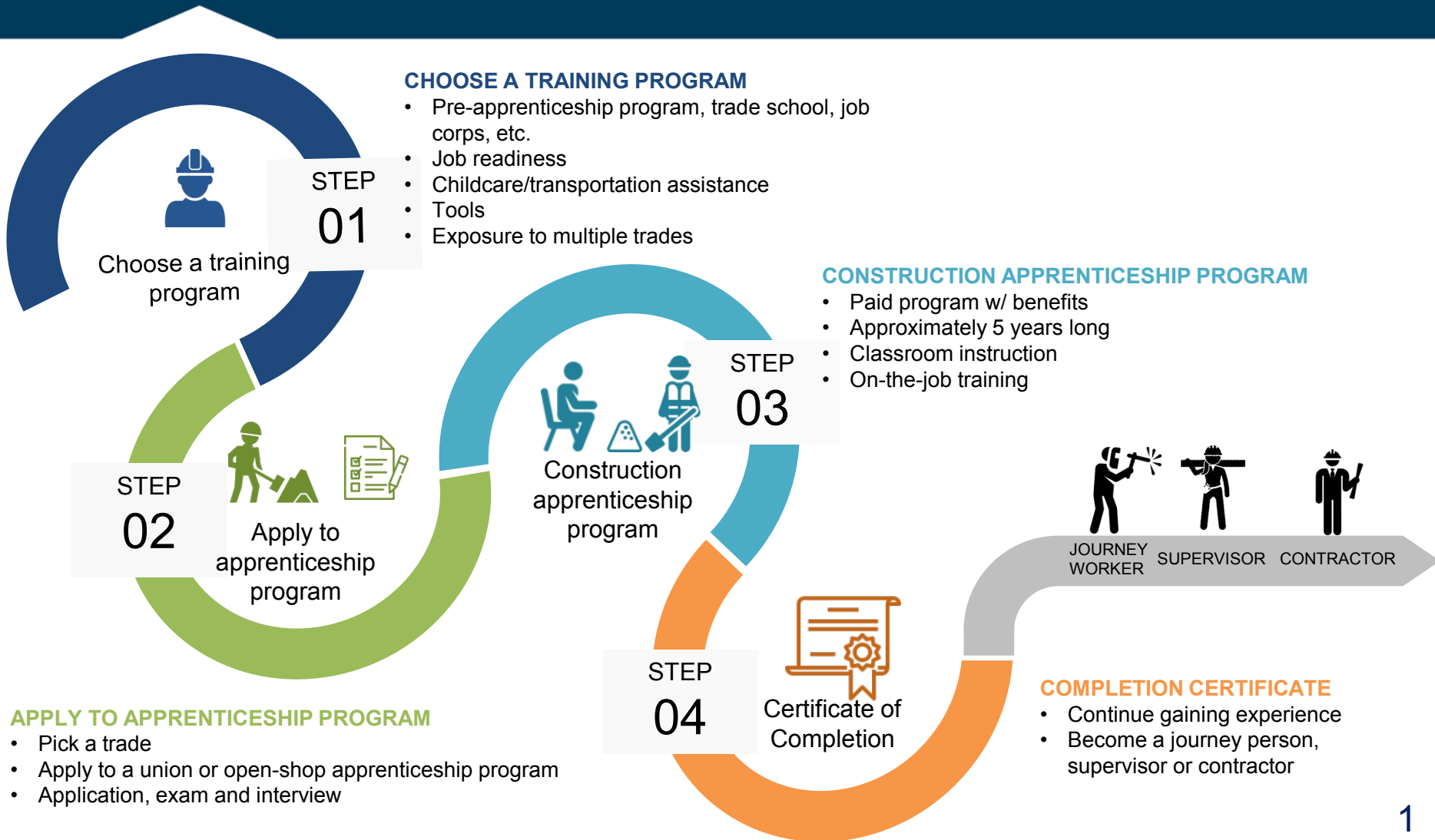
Workforce

**17% Nearing
Retirement**
**Overall Completion
Rate: 46%**
**Women Completion
Rate: 38%**
**People of Color
Completion Rate:
36%**



Loss of \$10K per apprentice that doesn't make it through year one

Construction Career Pathway



Regional Framework Elements

- I. Set Clear Workforce Diversity Goals**
- II. Set Project Thresholds**
- III. Track and Review Progress on Goals**
- IV. Develop a Workforce Agreement**
- V. Implement Worksite Anti-Harassment and Culture Change Strategies**
- VI. Collectively Invest in Workforce Supply**
- VII. Establish Regional Collaboration**



Questions

Tiffany Thompson

Tiffany.Thompson@oregonmetro.gov

503.797.1970

<https://www.oregonmetro.gov/construction-career-pathways-project>

