



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**
Date/time: **Wednesday, November 20, 2019 | 10 a.m. to 12 p.m.**
Place: **Metro Regional Center, Council chamber**

Members Attending

Tom Kloster, Chair
Jae Douglas
Katherine Kelly
Nina Carlson
Laura Weigel
Raymond Eck
Denny Egner
Ezra Hammer
Erika Palmer
Jeff Owen
Jennifer Donnelly
Glen Bolen
Anne Debbaut
Chris Deffebach
Mary K. McCurdy
Laura Weigel
Jean Senechal Biggs
Ramsey Weit
Jerry Andersen
Tom Armstrong
Marlee Schuld
Steve Koper
Jennifer Hughes
Matt Hermen
Steve Sparks
Mike O'Brien

Affiliate

Metro
Multnomah Co. Health Dept., Environmental Health
City of Gresham
NW Natural
City of Hillsboro
Washington County Citizen
City of Milwaukie
Home Builders Association
City of Sherwood
TriMet
Department of Land Conservation & Development
Oregon Department of Transportation
Department of Land Conservation & Development
Washington County
1000 Friends of Oregon
City of Hillsboro
City of Beaverton
Housing Affordability Organization Representative
Clackamas County Citizen
City of Portland
City of Troutdale
City of Tualatin
Clackamas County
Clark County
Beaverton School District
Environmental Science Associates

Guests Attending

Steve Williams
Kate McQuillian
Ken Rencher
Brendon Haggerty
Jenny McGinnis

Affiliate

Clackamas County
City of Beaverton
Washington County
Multnomah County Health
City of Gresham

Metro Staff Attending

Ted Reid, Principal Regional Planner
Robert Spurlock, Sr. Reg. Planner, P&N
Cindy Pederson, Manager II, Research Center
Roger Alfred, Legal Counsel II, OMA
Chris Johnson, Manager II, Research Center
John Mermin, Sr. Transportation Planner
Tiffany Thompson, Reg. Workforce Equity Project
Megan Gibb, Manager II, Planning & Dev.

1. Call to Order and Introductions

Chairman Tom Kloster called the meeting to order at 10 a.m. Introductions were made.

2. Committee and Public Communications on Agenda Items

- Glen Bolen announced that Melanie Ware resigned from ODOT, and he will be filling the MTAC member position the next six months until further appointments are made.
- Glen Bolen suggested a possible location for off-site Metro meetings with the committees at the SE PCC (Portland Community College) campus has shown to draw good turnout with attendees for meetings. Chairman Kloster noted the interest from both TPAC and MTAC to hold committee meetings around the region, with progress scheduling these in 2020.
- Raymond Eck asked if CCI (Committee for Community Involvement) in Washington County had contacted Metro regarding filling the vacant position as MTAC alternate. Chairman Kloster reported he would check with Metro Council office on this matter. MPAC is provided nominees for MTAC member and alternates consideration for appointments. Assistance with suggestions to provide nominees is appreciated.

3. Designing Livable Streets & Trails Guide (Robert Spurlock & John Mermin, Metro)

John Mermin and Robert Spurlock provided an overview of the new Regional Street and trail guide that is now online. Acknowledgement of participants from the technical work group and agency partners was noted. Mr. Spurlock provided a demonstration of the website features on the guide; www.oregonmetro.gov/streetdesign

Among the sections on this webpage are the guidebook pages viewable online, a photo library with access to downloadable photos for noncommercial purposes, cross section and renderings, supporting guidance documents and related work documents, videos of street stories shared from around the region, and coming soon case studies. Hard copies of the guide will be coming to committee meetings once final reviews are made before printing.

Comments from the committee:

- Jeff Owen complimented the team on these efforts. TriMet also uses a Flickr account for photos and appreciates the access to use of photos for public documents and websites that graphically tell these stories with these regional designs.
- Chris Deffebach asked what was new or different since the last version of the design guide. Chairman Kloster mentioned trails as an example of the changes to trail guides in the region. Curb space and how this is used now with more creative use and definition is another example. Protection to bikeways, and designing right of ways are more examples. The guides incorporate safety and vision zero practices and were developed from lessons learned from other regions of the country as well as Metro.
- Denny Egner asked if wider right of ways were designed for protected bikeways. Chairman Kloster reported the bikeways came down to each facility being studied related to street size available. The designs focused on major regional streets using best practices and tradeoffs to find best options.
- Glen Bolen appreciated the work done to update the guide to help develop standards to follow. Mr. Bolen mentioned the current TGM applications now offered through ODOT that can help continue the success with trail safety development in the region.

4. Distributed Forecast Process Update (Ted Reid & Chris Johnson, Metro)

Ted Reid began the update noting that per state law, Metro is required to coordinate regional forecasts with cities and counties for comprehensive plan updates. These include housing needs and economic opportunities analyses and out transportation system plan updates. The forecast coordination cycle was explained starting with the Urban Growth Report completed in 2018 from a 7-county regional forecast, to the Urban Growth Management decision (UGB forecast with expected growth in the region) to where we are now with detailed geographical distribution forecasts in Transportation Analysis Zones (TAZ) where population growth is expected.

Chris Johnson reviewed the proposed 2019 distributed forecast timeline. For the next 6-8 months model inputs that show multi-dimensional and geographical data will be used and analyzed in Metro scope, a land use allocation model, for a regional forecast. E-zones, that show economic/job forecasts, and R-zones that show transportation forecasts, will be exported to stakeholders at the beginning of 2020. Once jurisdictions review, TAZ adjustments will be made until the final TAZ forecast is reported in June 2020.

Comments from the committee:

- Ezra Hammer mentioned the challenges Metro have getting jurisdictional participation with input with the model. Were there any mechanisms in place for gathering feedback now to apply to this model? Mr. Reid noted the efforts to gain jurisdictional input on buildable land inventory in the region with the UGB effort. While it varies in response to levels of participation, Metro encourages feedback from all cities and counties in the region.
- Matt Hermen asked if Clark County participation was coordinated through the Washington Regional Transportation Council (RTC), which was confirmed by Mr. Reid.
- Jae Douglas asked how Metro formed this economic forecast coordinated with equity in the region. Mr. Johnson noted the data from incomes, but had no hard numbers as the model does not forecast by racial distribution. Future versions of Metro scope may be developed to help on this issue. Mr. Reid noted the technical challenges with forecasting growth, as this is based on historical data which would not be wanted for repeating with racial history. Ms. Douglas suggested other methods to help capture this information, with community input, comparisons to other regions with modeling, and the readiness and capacity to move beyond what we have now.

Mr. Johnson provided an overview of the proposed distributed forecast TAZ jurisdictional review of total jobs and households, with the 2020 base year, representing future investment forecast, a new interim modeling year in 2030, and two end-years in 2045 and 2050. Demand assumptions with the forecast are the 2018 UGM baseline regional forecast, and the 2020 to 2050 forecast horizon.

Several supply assumptions to the distributed forecast included:

- Vacant capacity: 2018 UGM
- Redevelopment/Infill capacity: Regression-based model
- Clark County capacity: 2016 Vacant buildable lands management
- Rural county capacity: Census data imputation

- UGB expansion: 2018 UGM and prospective capacity imputed from urban reserves

Comments from the committee:

- Tom Armstrong asked if the data used capacity for future growth, capturing this growth occurring on the ground currently years 2018 to 2021. Mr. Johnson reported they are updating this information as much as possible. This issue of reporting areas currently built now but not included in capturing development trends with future models was noted. More clarification with the models will need to be done.
- Anne Debbaut asked, regarding capacity, was there a method used to filter out reasonable slopes and other environmental conditions with buildable lands. Mr. Reid reported that environmental constraints with slopes, floodways and other conditions are used in reporting vacant lands and redevelopment supplies.
- Denny Egner asked if the model methods recognize new amenities that haven't been reported in the past, i.e. light rail to Milwaukie. Is the model picking up development from this? It was noted travel improvements were captured but more difficult to capture economic development in the models. Mr. Egner also noted the challenges with buildable lands taken out of housing statuses where some areas of natural resource protections are being affected. This matter will be further discussed with Metro's legal office.
- Jae Douglas asked if fillable lands were included in Brownfields land. Mr. Reid believed they were both as known brownfields or perceived this way from contamination.
- Glen Bolen asked if it was possible to show a displacement risk analysis that would show changed areas with the data. It was agreed the model would add layered attributes, and use for a follow on to 2040 reporting. Mr. Bolen suggested using this data to develop a web app with the opportunity for public outreach.
- Tom Armstrong mentioned that with the regression model report leading up to the 2018 UGM report, with a gap in 2-year development permits looked at, 90% of this land was identified as redevelopment potential.

Chris Johnson showed how the transportation networks from the Metro 2018 RTP played into future forecasts assumptions. It was noted that year 2040 would create assumptions on financially constrained forecasts, and years 2045 and 2050 strategic forecasts. Each jurisdiction will have the same time to review their TAZ's, starting in roughly 3 months with a formal invitation process to the kickoff. This will be a collaborative effort for the region.

Comments from the committee:

- Mike O'Brien commented on given Metro's commitment to equity, it should be given critical importance to include these issues in the modeling. Mr. Johnson agreed this should try to be accomplished, and with jurisdictional reviews some of this data can help develop more.
- Katherine Kelly asked how the timing of the distributed forecast integrates with the 2040 Refresh. Mr. Reid noted the Refresh was more informative in nature, with developments to evolve in the 4-year work program to show experience of place in the region and resiliency. Modeling would not work as well in the Refresh as they will in the forecasts, but certain data such as displacement risk analysis would be helpful.

- Tom Armstrong asked if any output was expected for 2040. Given the State legislature is coming with new housing needs rules and requirements, data based on 2040 forecasts may not be beneficial years 2040-2045 before 2050 data is available. How can this data forecast be revised to work effectively for forecasting? It was suggested that a discussion with DLCD be held to collaborate efforts on what is required for housing analysis.
- Chris Deffebach confirmed that Washington County looked forward to helping with the coordination as a jurisdiction with this effort. The allocated infill forecasts in the current forecasts do not include future fillable land. Going beyond the current year forecast with possible requirements in the region could be challenging. This was suggested to be a future topic for MTAC discussion for better understanding of the technical elements.
- Jennifer Donnelly added there would be future opportunities to weigh in with this discussion. On Dec. 11 DLCD will be talking with state representatives on house bills and implications. Starting in January 2020 several listening sessions in the Metro area will be presented, and DLCD is hiring more people to work on outreach. Mr. Reid added that until further is known, adopted local codes would be used in the jurisdictions.
- Erza Hammer noted instances with the City of Portland and the City of Tigard that have adopted pieces of these requirements. Mr. Reid added that Metro is not anticipating what cities or counties might adapt in coming years, but will stay informed for cohesive regional forecasting and planning.

5. Regional Workforce Market Study (Tiffany Thompson, Metro)

Tiffany Thompson, Construction Career Pathways Program Manager, provided an overview of the Portland Metro Region Construction Workforce Market Study. The study was commissioned in January 2017 by Metro and the City of Portland. The Construction Career Pathways Project is a groundbreaking regional strategy for capturing the full potential of publically funded construction projects.

The project bring together 16 public agencies with the goal to 1)adopt and implement the framework on capital projects, 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.

The quantitative and qualitative data sources used in the study were explained. The workforce data shows that some trades have a healthy influx of new workers, while others will face a deficit as older workers retire. Carpenters, laborers, operators and metal workers in particular face a large net loss of workers. It was noted that only public construction was involved in this data, excluding private construction projects, and that only projects up to \$15 million were listed in the data.

The workforce data also showed that women and people of color are underrepresented in the construction industry. While people of color make up 26% of the total population, only 20% are listed in construction occupations. By gender, women make up 51% of the total population, yet only 4% of women are in construction occupations. This comes from both apprenticeships and journey work sides. The projected trends are not encouraging with only slight increases expected for both women and people of color.

The results of the data and interviews provided recommendations to increase recruitment and retention of diverse workers, and develop more robust equity policies and practices. It was noted that construction jobs are transitory in nature, so that solutions need to be found not specifically by each project but across the industry. This will be a collective effort with defined responsibilities and accountabilities.

Comment from the committee:

- Ramsay Weit asked how the recruitment through jurisdictions is currently being done. Ms. Thompson reported that relationship building is the key to help develop policy for the goals of the program. The team of Diversity, Equity and Inclusion (DEI) are talking with jurisdictions how to implement the policy, noting that some already have adopted the framework and policies, with plans to further this outreach.

Ms. Thompson elaborated on the 81 large capital projects that were already funded in the study. There are demands for construction jobs and interest in diversity but most did not have capacity to meet the demands and currently underfunded. Contractors draw from many of the same workers for projects that limit diversity of workers. With 17% of the workforce nearing retirement the overall completion to apprenticeship is just 46%, with women completion rate 38% and people of color completion rate 36%. Retention of workers is also challenged by harassment and unfair treatment on worksites and lack of investment to support services with equity practices.

In October 2019 Metro Council adopted the Construction Career Pathways Regional Framework which summarizes a series of strategies needed for creating and sustaining a diverse construction workforce. 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.

- Set clear workforce diversity goals
- Set project thresholds
- Track and review progress on goals
- Develop a workforce agreement
- Implement worksite anti-harassment and culture change strategies
- Collectively invest in workforce supply
- Establish regional collaboration

Next steps in the process were forming a Regional Implementation 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.

Comments from the committee:

- Mike O'Brien commented on the need for further transportation assistance to construction careers with apprenticeships and training given the transitory nature of jobs and goals of taking people out of poverty. Ms. Thompson agreed they want to expand transportation options and capabilities beyond what exists now. Mr. O'Brien commented on the need to have

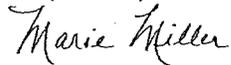
participation ownership in these programs with that highlighted in the framework that gets to the goals of the programs. It was suggested that harassment and diversity mandatory training with each contractor and those who bid on projects be required. Ms. Thompson agreed and reported that more specific language for these requirements and now being developed.

- Ramsay Weit noted that part of the ask with partners and agencies was a budget investment. It was asked how recruitment for this asks was being done. Ms. Thompson reported the strategy developed a toolkit based on typical project size and cost. Agencies should consider and adopt the threshold goals outlined in the toolkit or set modified thresholds based on their typical project size and their capacity to monitor compliance. When asked was the participation was between elected, jurisdictions and agencies, Ms. Thompson reported that many other stakeholders were involved in the process including staff in construction companies and policy boards in the industry. More discussion on strategy and implementation will be developed as regional access across jurisdictions is made.

6. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 11:55 a.m.

Respectfully submitted,



Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting, November 20, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/20/2019	11/20/2019 MTAC Meeting Agenda	112019M-01
2	MTAC Work Program	11/13/2019	MTAC Work Program, as of 11/13/2019	112019M-02
3	Minutes	10/16/2019	Meeting minutes from October 16, 2019 MTAC and TPAC workshop meeting	112019M-03
4	Memo	October 23, 2019	TO: TPAC & MTAC Committees and Interested Parties From: Lake McTighe, Regional Transportation Planner RE: Designing Livable Streets and Trails Guide	112019M-04
5	Handout	N/A	Attachment 1: Link to Designing Livable Streets and Trail Guide	112019M-05
6	Handout	N/A	Attachment 2: Designing Livable Streets and Trails Guide Project Timeline	112019M-06
7	Handout	N/A	Attachment 3: 2018 Regional Transportation Plan, Roster for Design Technical Work Group	112019M-07
8	Handout	N/A	Construction Career Pathways Project	112019M-08
9	Handout	N/A	Construction Career Pathways Regional Framework	112019M-09
10	Handout	N/A	Portland Metro Region Construction Workforce Market Study: Executive Summary	112019M-10
11	Memo	11/18/2019	TO: MTAC and Interested Parties From: Marie Miller, Metro RE: 2020 MTAC meeting schedule	112019M-11
12	Memo	11/18/2019	TO: MTAC and Interested Parties From: Marie Miller, Metro RE: 2020 MTAC/TPAC combined workshop meeting schedule	112019M-12
13	Presentation	11/20/2019	Designing Livable Streets and Trails: Thank you technical work group!	112019M-13
14	Presentation	11/20/2019	2019 Distributed Forecast: Process Update	112019M-14
15	Presentation	11/20/2019	Construction Career Pathways	112019M-15