

Urban Jobs Task Force (UJTF) Who We Are

- Since 2012
- Individual members (14) - community leaders, from all quadrants of Syracuse
- Institutional members (17) - workforce development, community action & organizing agencies
- Primary Goal: Fairness in city development and shared prosperity



Why “Big Table?”: Local Hire, Local Collaboration

- Federal-level obstacles require collaboration to get everyone working on I-81, especially through a Project Labor Agreement (PLA)
- Meet the Need for a Community Process for Equity
- Useful Example: University Hospital of Cleveland pioneered a Big Table with Unions, the City, and the community on \$2 billion of construction investment from 2005-2010

Why “Big Table?”: Local Hire, Local Collaboration

Essential Ground Rule of Big Table

Unlike today’s session, the work of committees and Big Table general discussions takes place in closed session.

Specific opportunities to inform the press and public of progress should be created and agreed upon and is important

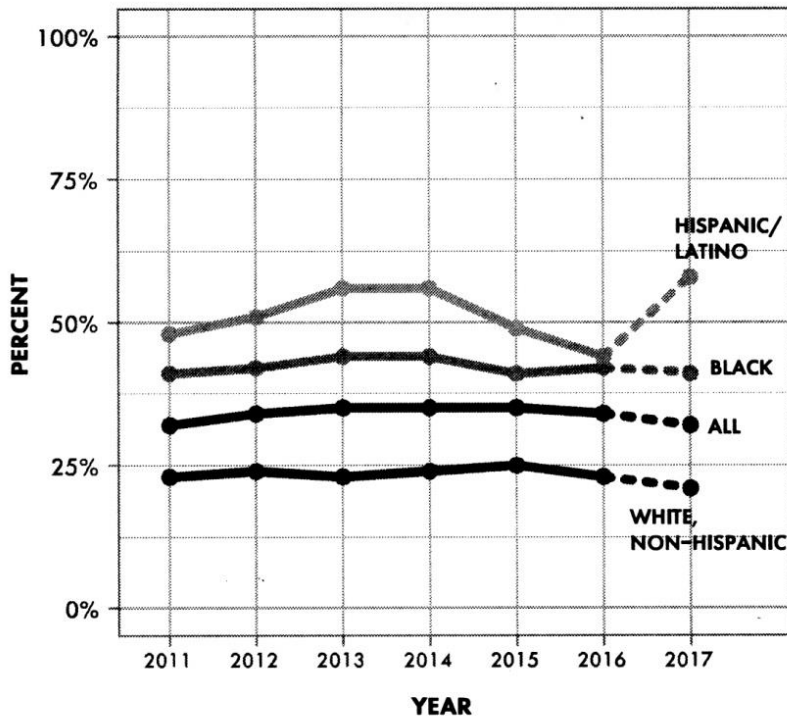
The Community Opportunity Agenda

- Fulfill the basic task of leadership: to increase the standard of living and quality of life for all stakeholders.
- *Federal construction
- *Upskilling Locally
- *Champion Principles of Solidarity, Democracy, Inclusion

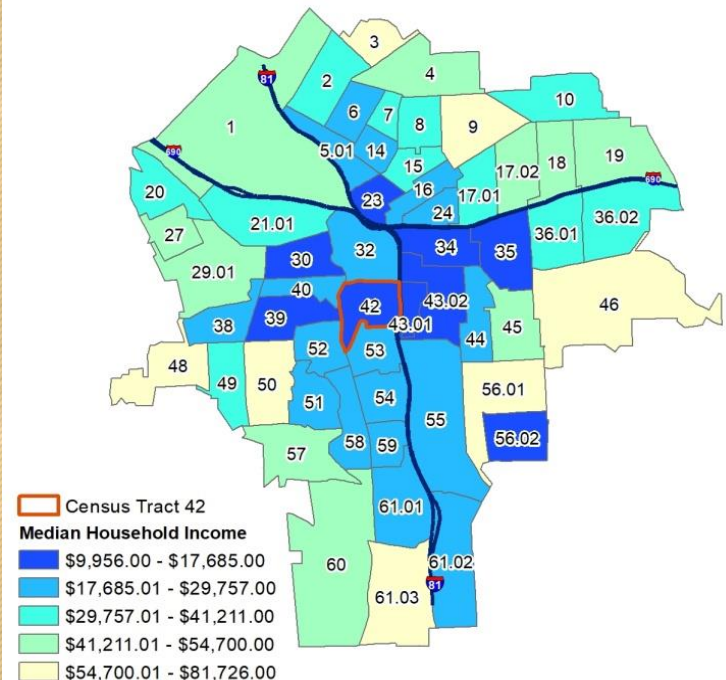
A Concrete Benefit for All of Us Pathways out of Poverty for the Region

MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT

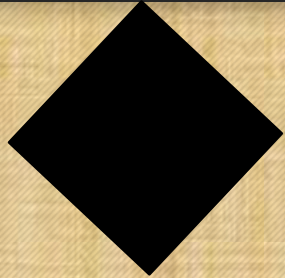
Poverty by Race, Syracuse, 2011-17
American Community Survey, B17001, B17001B, B17001H, B17001I



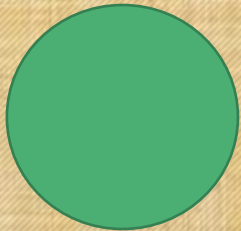
2017 ACS 5-Year Estimate



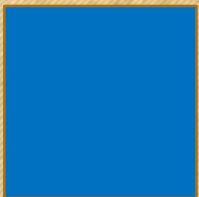
Paths to Opportunity for All



Most Difficult
Change EEO Goals



Easiest and Highest Value
Community Negotiated CWAs embedded
in CWA-PLA

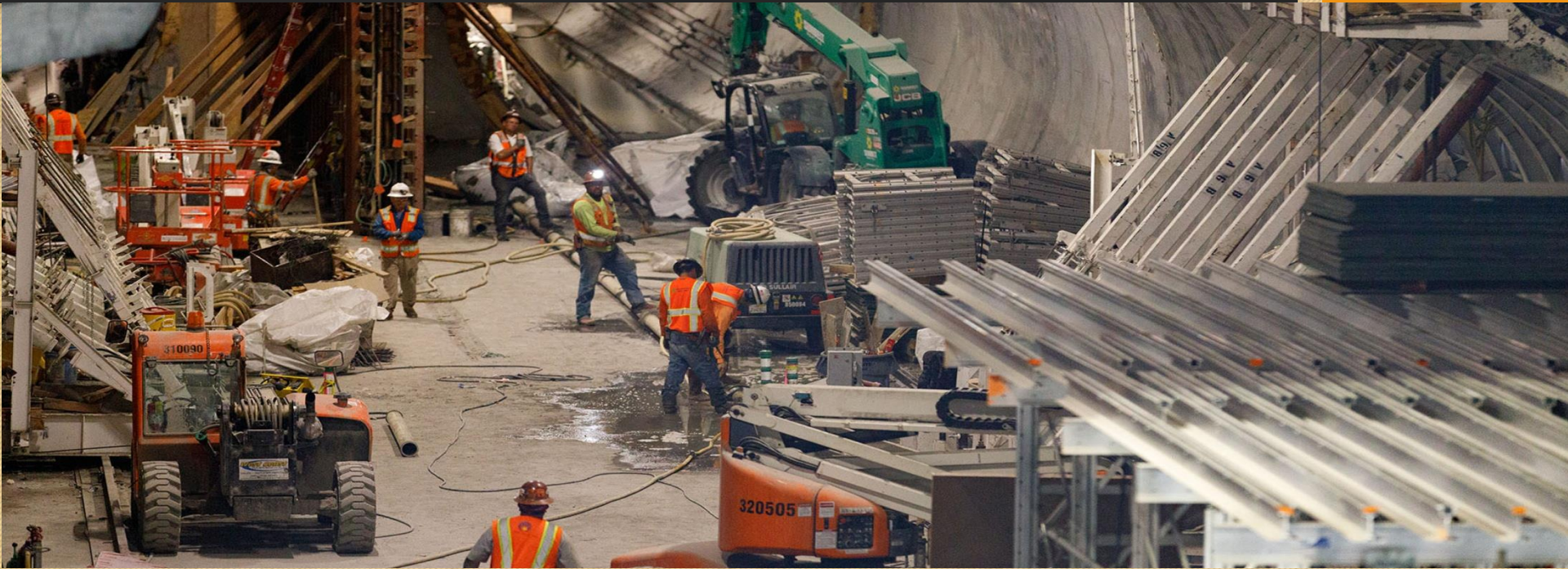


Difficult but Within Reach
Scale up DBE Capacity to Reach Local Residents

Important Features of Community Workforce Agreements (CWA)

- Embedded
- Quality Assurance
- Paired with PLAs
- Creating Opportunity for All
- Negotiated
- Responsive to All Stakeholders

CWA Example: LA Metro PLA covered projects worth \$7.3 Billion



Its PLA has CWA language embedded in it

LA Metro's Innovation:

National Targeted Workers

- (a) Can be from “Economically Disadvantaged Area” or “Extremely Economically Disadvantaged Area” in the United States
- (b) A Disadvantaged Worker

LA Metro CWA Language II

- **Sample Definitions:** Zip code including a full or partial census tract having a median household income of...
 - ...less than \$40,000/year = Economically Disadvantaged Area
 - ...less than \$32,000/year = Extremely Economically Disadvantaged Area
- **Sample CWA Provision:** “A minimum of 40% of all hours of Project Work shall be performed by National Targeted Workers, with priority given to residents of Extremely Economically Disadvantaged Areas in the United States.”

National Targeted Workers: 2019 Results (% Project Hours)

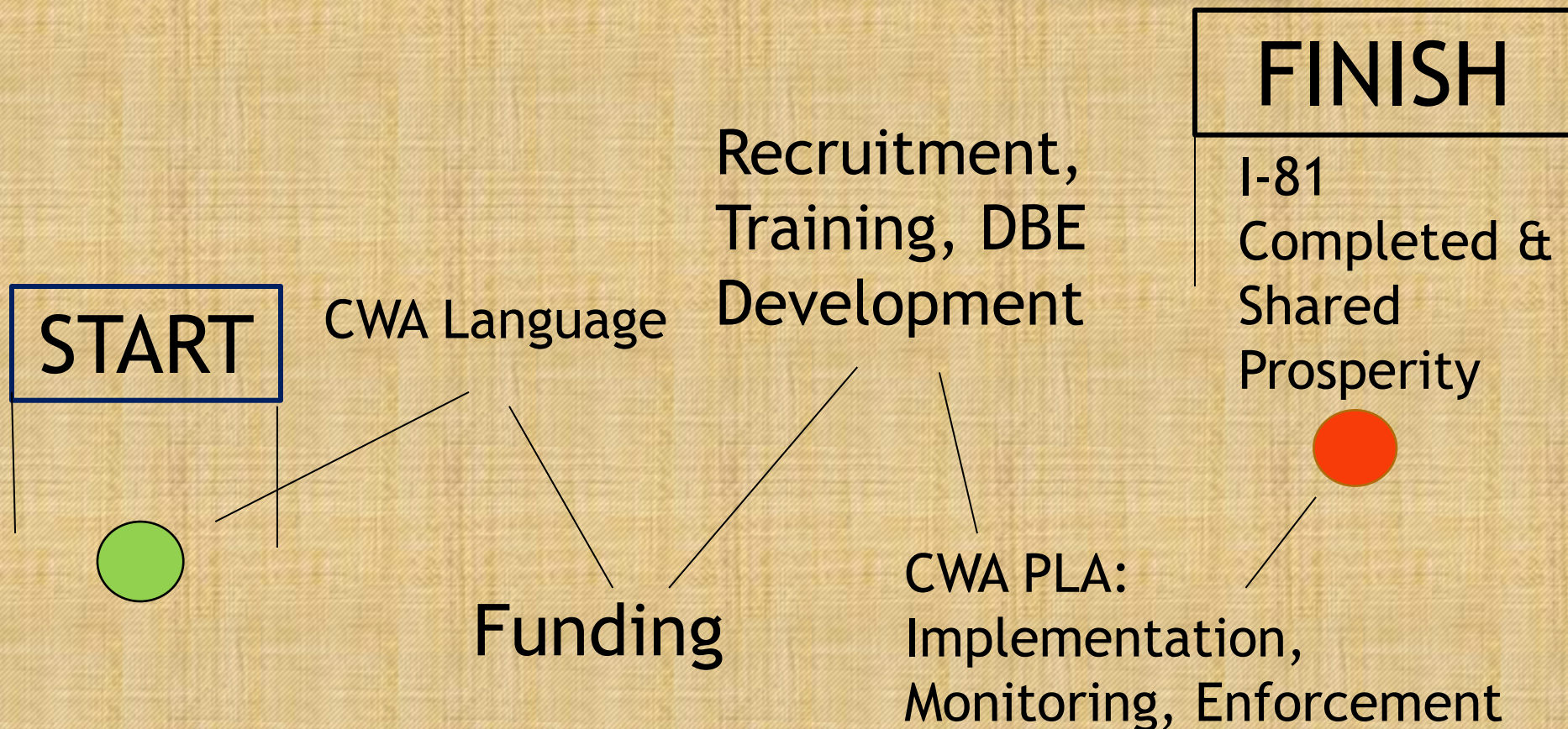
Crenshaw/LAX Transit Corridor (\$1.75 billion)

- Nearly completed
- Economically / Extremely Disadvantaged: 60.03% Project hrs (goal: 40%)

Westside Subway Extension: Phase 1 (\$2.3 billion)

- Two-thirds complete
- Disadvantaged: 12.38% Project hrs (goal: 10%)

Big Table: Milestones



The Big Table on I-81: Meeting the Basic Task of Leadership

- *All Voices Included
- *An Expansive, Creative Vision

Effective Leadership for this Historical Moment

Demands of Big Table Vision

- Commitment to Inclusion (Recruit, Train, Employ)
- Community Workforce Agreements (CWA)
- Policy, Monitoring, and Enforcement

What does this leadership look like?

- Strong CWA language, championed by trade unions leaders/members through CWA-PLA agreement and on-the-job implementation
- Strong political support from electeds for NYSDOT/FHWA enforcement of CWA provisions
- Robust oversight and data collection/sharing via NYSDOT/FHWA commitment
- All stakeholders share in the work and benefits of I-81 construction, meeting the basic task of leadership

Two Key Questions for Success



Question 1

- Will the stakeholders in this room, including our brother and sisters in the trade Unions, commit to producing and supporting strong, effective CWA language - that meets the basic task of leadership - for a CWA-PLA on the I-81 Viaduct Project?

Question 2

- In any final CWA-PLA, will the NYSDOT and Federal Highway Administration agree to the implementation, *independent* monitoring, data sharing, and enforcement of the CWA provisions adopted at the Big Table?

Thank You

On behalf of the Membership and Leaders of Urban Jobs Task Force, thank you for your time and attention.

