

# Going to Work

continued ▲ from front

past decade.

Beyond gains from economic growth, an additional 392,000 job openings will be created by 2022 as workers change occupations or leave for other reasons, such as retirement, officials said.

The 2012 to 2022 employment projections reflect several ongoing trends: continuing recovery from the Great Recession, particularly for the construction industry; a growing health care sector, due in part to an aging population; continuing population growth; and the need for replacement workers due to baby boomer retirements.

The state's professional and business services sector - which consists of computer systems design services, temporary employment agencies, business support services, and other firms - is projected to add the most jobs (47,000), followed by the health care industry (45,000).

Oregon's construction industry, continuing its recovery from massive recession job losses, is projected to grow at the fastest rate of any industry (29 percent or 20,000 jobs).

Even with its relatively fast growth rate, the construction

industry's employment is not expected to return to the level seen prior to the Great Recession. Other industries expected to fall short of pre-recession employment levels by 2022 include manufacturing, financial activities, and information.

Information - which includes newspaper, directory, and book publishers, as well as software publishing and other firms - is forecast to be the state's slowest-growing industry (7 percent), followed by state government (9 percent).

The federal government (-5 percent) is the only major industry sector expected to shed jobs over the decade.

In an effort to raise awareness and attract competent applicants many employers are reporting they have been raising the starting wages.

The average wage offered for a job vacancy is 74 cents above last year's median at \$16.05, employment officials said.

In the latest reporting, the Portland tri-county area had 19,000 job vacancies this year, more than half of the statewide total.

This year also came with an increase in minimum wage, one that saw about 150,000 jobs paying \$9.10 hourly, meaning on average, minimum wage workers can expect to take home \$18,928 for 2014.



TriMet officials reported a milestone with construction of the Portland-Milwaukie Light Rail Line and its creation of 10,000 jobs so far and a record \$153 million in contracts to minority, women and other disadvantaged business firms.

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## Light Rail Project Creates 10,000 Jobs

Record set for business with minority and other disadvantaged firms

The Portland-Milwaukie Light Rail Transit Project has reached a new jobs milestone by creating 10,298 jobs, and providing a record \$153 million in contracts to Disadvantaged Business Enterprise (DBE) firms.

With the project now 76 percent complete and since the beginning of preliminary engineering in March 2009, the project has contracted with 507 firms, including 127 DBE firms; created 5,108 direct jobs (3,847 on-site construction jobs and 1,261 professional and technical jobs); and created 5,190 indirect and induced jobs, TriMet officials reported.

Indirect jobs include positions at suppliers of materials for the project, such as steel, concrete, wood, and

more. Induced jobs are jobs created by the spending of project salaries for items such as groceries, gas, entertainment, etc.

"This construction project is creating jobs and helping to support the regional economy," said Don Blocher, TriMet capital projects executive director. "We're expanding and improving our transit system, at the same time we're contracting with an unprecedented number of DBE firms and purchasing materials from local suppliers."

The 7.3-mile project is the region's sixth MAX construction project to be built and extends from the terminus of the MAX Green and Yellow lines at Portland State University in downtown Portland to South Waterfront, southeast Portland, Milwaukie and North Clackamas County.

The line, expected to open in September next year, will have 10 stations and the first of its kind multi-modal bridge that will carry light rail, buses, bikes, pedestrians and a future Portland Streetcar extension, but no private vehicles.

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