

 **Metro** | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, March 22, 2011
Time: 2 p.m.
Place: Council Chambers

CALL TO ORDER AND ROLL CALL

- 2 PM** **1. ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS**
- 2:15 PM** **2. THE GREATER PORTLAND - VANCOUVER INDICATORS - INFORMATION** **Conrad
Sheila Martin, PSU**
- 3 PM** **3. METRO CHIEF OPERATING OFFICER RECRUITMENT - INFORMATION** **Hosticka**
- 3:40 PM** **4. COUNCIL BRIEFINGS/COMMUNICATION**

ADJOURN

Agenda Item Number 2.0

**GREATER PORTLAND – VANCOUVER
INDICATORS**

Metro Council Work Session
Tuesday, March 22, 2011
Metro Council Chambers

METRO COUNCIL

Work Session Worksheet

Presentation Date: 3/22/11 Time: 2:15 Length: 45 min

Presentation Title: Greater Portland-Vancouver Indicators (GPVI)

Service, Office, or Center: Research Center

Presenters (include phone number/extension and alternative contact information):

Rita Conrad, x7572; Sheila Martin (PSU), 503-725-5137

ISSUE & BACKGROUND

The GPVI project is intended to result in a useful set of regional performance indicators. The indicator structure identifies nine broad categories that comprise a triple-bottom line of social, economic, and environmental sustainability (see box). The indicators are chosen to measure progress toward key desired community outcomes, which embed Metro's six desired outcomes adopted by the Council in 2009. The indicators will provide focus to local and regional policy and resource decisions, and identify areas where there may be mutual investment benefits and strategies.

Indicator Categories

1. Economic Opportunity
2. Education
3. Civic Engagement
4. Arts and Culture
5. Healthy People
6. Safe People
7. Access and Mobility
8. Quality Housing and Communities
9. Healthy, Natural Environment

Metro and the PSU Institute for Portland Metropolitan Studies are jointly leading the development of the indicators effort, but the long-term maintenance and use of the indicators is seen as region-wide. Project partners include an Advisory Team with broad representation from local governments, agencies, non-profits, academia, and business. Through the project's nine "Results Teams," this effort also leverages the time of experts from all indicator categories and from all parts of the region. Finally, the GPVI Equity Panel is providing guidance to all GPVI teams on equity issues. Collectively, these expert volunteers have given over 2000 volunteer hours to the project in the past eight months.

When finished, the project will provide: 1) a broad set of key indicators measuring high-level regional performance; 2) indicator sub-sets to fit particular needs for potential users; 3) identification of key linkages between indicator categories; and 4) a focus on adequately addressing equity issues with data. Finally, the project will provide a business, funding, and governance plan to ensure the ongoing maintenance of indicator data sets and future reporting, dialogue, and recommendations based on indicator results.

OPTIONS AVAILABLE

No action is needed at this time. The project is still in start-up phase, which will culminate in the fall of 2011 with the first GPVI report. The first report will be based on the Emerging Indicators (see attached), which in turn are being proposed by the Results Teams as the effective indicators of progress toward the desired outcomes.

IMPLICATIONS AND SUGGESTIONS

Equity Panel Proceedings and the GPVI Business Plan, which includes a revenue strategy, will be discussed at the work session. The revenue plan implies modest, continued support of Metro for this project, along with support from the public, non-profit and private sector partners.

The usefulness of the regional indicators will be in their ability to inspire public dialogue, and inform decision making and resource allocation to achieve a shared set of outcomes for the Greater Portland-Vancouver Region.

QUESTION(S) PRESENTED FOR CONSIDERATION

1. What feedback do you have on the outcomes and drivers proposed by the Results Teams?
2. What suggestions do you have for outreach?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes No
DRAFT IS ATTACHED __Yes No



GPVI Emerging Indicators

From GPVI Results Teams for discussion at the February 2, 2011 GPVI Advisory Team meeting; updates through 3-14-11
Contact: Rita Conrad, GPVI Project Manager, rita.conrad@oregonmetro.gov, 503-813-7572

Introduction

The following lists of indicators reflect the thinking of each of the nine Results Teams at this point in time. We asked the teams to reduce their lists to five to seven key indicators per team. Their remaining indicators remain on the radar screen either as context to key indicators or as potential key indicators in future cycles. *Co-leads also stress that the indicators are in process and would appreciate any feedback you may care to offer.*

The teams are working toward the all-day, all-team big event on April 8th where they will be asked to share what they feel are the major themes revealed by their indicator data.

The Advisory Team meeting on Wednesday, February 2nd will provide opportunity for robust conversation with the co-leads. In addition, feel free to call or write Rita with your thoughts at rita.conrad@oregonmetro.gov, 503-813-7572.

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GPVI ACCESS AND MOBILITY Results Team



Outcome Definitions	Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
<p>1. ACCESS. Access to essential information, goods, services, activities and destinations</p> <p>2. MOBILITY. Safe, efficient and reliable mobility options for people, goods, and services</p> <p>3. ECONOMIC PROSPERITY. Transportation system that promotes economic competitiveness and prosperity</p> <p>4. IMPROVED ENVIRONMENT. Transportation system that improves environmental health</p> <p>5. HEALTH AND SAFETY. Transportation system that enhances human health and safety</p> <p>6. EQUITY. Transportation system that ensures equity</p>	#1 ACCESS	1. MULTI-USE PATHS. Percent and miles of regional pedestrian, bicycle, and multi-use path network complete as defined by metropolitan planning area boundaries for Portland and Vancouver	<ul style="list-style-type: none"> Degree of connectivity of streets, trails, sidewalks, bike lanes & travel modes Density of street intersections Compactness & density of land use pattern Availability and use of non-single occupant vehicle travel options
	#2 MOBILITY #3 ECONOMIC PROSPERITY	2. TRAVEL DELAY. Annual hours of delay per traveler, total hours of delay, and total cost of delay within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> Reliability Cost of congestion for traded sector travel Traffic Congestion
	#4 IMPROVED ENVIRONMENT	3. VEHICLE MILES. Daily vehicle miles traveled per person and total daily vehicle miles traveled within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> Vehicle miles traveled Car ownership Access to other modes of transportation beyond single occupant vehicle
	#4 IMPROVED ENVIRONMENT	4. EMISSIONS. Tons of transportation-source GHG emissions, carbon monoxide (CO), nitrogen oxide (NOX), volatile organic compounds (VOC), particulate matter 10 exhaust (PM10) within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> Vehicle miles traveled Pollution from vehicles Car ownership Fuel efficiency/energy use Access to other modes of transportation beyond single occupant vehicle
	#5 HEALTH AND SAFETY #4 IMPROVED ENVIRONMENT	5. ACTIVE TRANSPORTATION. Percent mode share of active transportation (transit, walking and bicycling) for daily activities (work & non-work) within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> Walkability Opportunities for physical activity Quality and level of access to bike infrastructure Infrastructure design Access to other modes of transportation beyond single occupant

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

GPVI ACCESS AND MOBILITY Results Team



Outcome Definitions	Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
	#5 HEALTH AND SAFETY	6. FATALITIES AND INJURIES. Number of pedestrian, bicyclist, and vehicle occupant fatalities and serious injuries within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> • Walkability • Perception of transportation system safety • Quality and level of access to bike infrastructure • Infrastructure design • Driver behavior • Posted travel speeds • Amount and quality of educational campaigns for traffic laws, fitness, health
	#7 EQUITY	7. TRANSPORTATION + HOUSING COSTS. Average combined cost of housing and transportation within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> • Affordability of transportation and housing • Equitable access for all incomes, ethnicities, ages, abilities and geographies • Distribution of benefits and burdens

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GPVI ARTS AND CULTURE Results Team



Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
DAILY ARTS FOR YOUTH	1. SCHOOL ARTS SPECIALISTS. Student-to-specialist ratio, a) regional average, b) by area, school or district	Teacher training; advocacy of parents; school board and leadership commitment
	2. YOUTH PARTICIPANTS. Percent of youth that participate in art programs, a) in-school, b) community-based	Teacher training; advocacy of parents; community based initiatives; school board and leadership commitment; transform school arts funding
ECONOMIC STABILITY OF ARTS PROVIDERS	3. FUNDING FOR ARTS PROVIDERS. Total funding for arts provider-organizations in the region, a) total, b) by source	Business community leadership and investment; dedicated funding stream; commitment of elected officials; awareness of economic value of the arts
	4. EARNED INCOME. Average annual earned income of the region's a) arts organizations, b) individual artists	Build capacity of emerging arts providers; business community leadership and investment; dedicated funding stream; commitment of elected officials; awareness of economic value of the arts
	5. FINANCIAL HEALTH OF ARTS PROVIDERS. Average debt-to-reserves ratio of the region's arts provider-organizations	Build capacity of emerging arts providers; business community leadership and investment; dedicated funding stream; commitment of elected officials; awareness of economic value of the arts
EQUITABLE ACCESS	6. CULTURALLY SPECIFIC ARTS EVENTS. a) annual number of events and programs, b) average annual number of participants	Build capacity of emerging arts providers; diminish perception barriers; diminish cultural barriers; diminish economic barriers; public art funding reflects diversity in the region; direct outreach
	7. FUNDING FOR DIVERSE ARTS PROVIDERS. Total funding for culturally diverse arts provider-organizations, a) total, b) by source (subset of #3)	Build capacity of emerging arts providers; diminish perception barriers; diminish cultural barriers; diminish economic barriers; public art funding reflects diversity in the region; direct outreach
	8. DIVERSE ARTS PROVIDERS. Number of culturally diverse arts provider-organizations in the region.	Build capacity of emerging arts providers; diminish perception barriers; diminish cultural barriers; diminish economic barriers; public art funding reflects diversity in the region; direct outreach

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GPVI CIVIC ENGAGEMENT Results Team



Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
INFORMED COMMUNITY MEMBERS	1. LIBRARY USE. Per capita library circulation rates for Multnomah, Washington, Clackamas and Clark Counties	Access to information; access to education
STRONG SENSE OF COMMUNITY	2. VOLUNTEERING. Percentage of adults in Portland metropolitan area, aged 16 or older, volunteering with or through one or more organizations	Sense of responsibility for the public good; possession of economic means to meet basic needs; existence of structures and processes to facilitate community engagement; access to information
	3. GROUP PARTICIPATION. Percentage of adults in Portland metropolitan area, age 18 or older, participating in a group	
	4. CHARITABLE GIVING to nonprofit organizations located in the Oregon portion of the Portland metropolitan area	Sense of responsibility for the public good; possession of economic means to meet basic needs
WIDESPREAD ELECTORAL AND NON-ELECTORAL PARTICIPATION	5. VOTING. Percentage of eligible voters in the Portland metropolitan area voting in presidential elections	Sense of responsibility for the public good; possession of economic means to meet basic needs; existence of structures and processes to facilitate community engagement; access to information
	6. ACTIVISM. Percentage of adults in the Portland metropolitan area, age 18 or older who contacted or visited a public official	

Comments:

The Civic Engagement Results Team proposes four "**developmental**" indicators.

1. Residents of the Portland metropolitan possess access to the Internet; or regularly obtain online news content.

Outcome: INFORMED COMMUNITY MEMBERS

Access to information is essential to helping people learn about the status of their community and how community needs are in turn related to larger developments in the state, nation and world. As trends suggest that an increasing portion of the population is obtaining information via the Internet, possessing access to the Internet will likely become increasingly important indicator of an informed community. While the Current Population Survey administered by the U.S. Census Bureau had recently been collecting region-specific data regarding the

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GPVI CIVIC ENGAGEMENT Results Team

percentage of adults regularly obtaining news from the Internet, it is no longer doing so. While the FCC gathers county-specific data on homes with broadband connections, such data is not readily available.

2. **Quantity and consumption of culturally specific periodicals in the Portland metropolitan area; or county library circulation figures for foreign language materials.**

Outcome: INFORMED COMMUNITY MEMBERS

The availability of culturally specific periodicals can increase access to relevant information for a wide variety of ethnic and racial groups, enhancing their prospects for informed and meaningful participation in the larger community. Although data on the number and readership of these periodicals (whether they appear in print or online or in both forms) is spotty, with some effort the data could potentially be collected. Alternative related indicators might include *library circulation figures for foreign language materials*. Some county libraries in the Portland metropolitan area do indeed gather and provide such information, but for the data to be meaningful, we would also need to possess estimates for the number of foreign-born residents of Portland metro area counties.

3. **Healthy ethnic and racial relations.**

Outcome: STRONG SENSE OF COMMUNITY

A region's sense of community is strengthened by effective communication, positive relationships and a sense of trust between and among different race and ethnic groups. However, measuring the "health" of these relationships is complex and multi-faceted. There is limited data available and it has not been collected systematically. Specific data might include charitable giving to nonprofit organizations that primarily serve ethnic and racial minorities; public dollars dedicated to sustaining the civic engagement capacity of communities of color, including immigrants and refugees; and survey perception of the status of race and ethnic relations. The Civic Engagement Results Team is requesting assistance from the Equity Panel to identify reliable indicators for the region that would measure healthy race and ethnic relations.

4. **Elected and non-elected public officials racially and ethnically represent the communities they serve.**

Outcome: STRONG SENSE OF COMMUNITY; WIDESPREAD ELECTORAL AND NON-ELECTORAL PARTICIPATION

When individuals can identify with a public official that represents their specific community, it enhances their sense of connection to the public process and increases their likelihood of participating actively in community activities and problem solving. Understanding this data might also promote culturally specific leadership development and innovative employment practices. There is currently no mechanism for data collection. The Civic Engagement Results Team is requesting assistance from the Equity Panel to identify reliable indicators in this area.

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GPVI ECONOMIC OPPORTUNITY Results Team



Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
INDIVIDUAL & FAMILY PROSPERITY	1. HOUSEHOLD SUFFICIENCY. Percentage of households earning sufficient income to be independent from government supports.	Economic Security: Residents have the income required to meet their needs and be economically mobile.
	2. INCOME. Percent income earned by quintile	Income Disparity Economic mobility
BUSINESS PROSPERITY	3. LAND FOR BUSINESS. Months of inventory of available industrial and nonindustrial land, separated out by land that is “shovel ready”	Land that is ready to develop is a primary resource and economic input in business development.
	4. JOBS. Net Employment Growth by business size, class and minority owned businesses	Employment growth must keep up with population growth to ensure residents can find jobs.
	5. BUSINESS LOANS. Availability and use of SBA loans	Sufficient capital is available for businesses to grow.
	6. INDUSTRY CONCENTRATION. Location quotients broken out by industry with a focus on manufacturing.	Industrial specialization and diversification: Specialization improves productivity; diversification smoothes business cycles.
COMMUNITY PROSPERITY	7. GOVERNMENT EFFICIENCY. Government spending per capita or per \$1000 of income	Efficient public institutions and regulations: Public funding is allocated efficiently to produce the outcomes that citizens want.

Comments:

The indicators we have chosen tell only part of the story we want to tell, but by necessity we had to choose those that we felt were the strongest indicators of family, business, and community prosperity. We debated a number of other indicators, which we would like to continue to consider:

Individual and Family Prosperity: We also considered the following additional indicators:

- *The Unemployment rate*, which would tell us whether sufficient jobs are available to keep up with population growth. Since work is most family’s primary source of income, the availability of jobs is an important driver for individual and family prosperity. This indicator can also be broken down by location and race.

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.



GPVI ECONOMIC OPPORTUNITY Results Team

- *Travel Time to Work*, and indicator of the driver Jobs/Housing Proximity. This would tell us whether community members are able to find a good job fit for their skill and abilities without enduring long commutes.
- *Child Poverty*, which gives us a strong indicator of the family's economic conditions. Evidence shows that these conditions have a strong impact on the later achievement of children, which affects economic mobility. Studies have shown that interventions early in life are more effective than those that come later.
- *Metro Score*, a community index based on seven community attributes. This score gives us a measure of vibrant neighborhoods, which can affect a person's access to opportunity and their sense of well being.
- *A Strong Social Safety net* is important to ensure that families can weather economic downturns. However, we felt that the other indicators were stronger overall measures.

Business Prosperity: Our primary indicators tell us about the availability and condition of land, labor and capital, the primary factors of production. However, we recognize that there are additional important factors that did not make our short list, including the following:

- *Human Capital* is certainly important to business and individual prosperity; this important driver connects us to the Education team.
- *Innovation* is key to growing the economy without increases in land, labor or capital. However, few indicators of innovation are available at any level of geography smaller than the state. We are still working on this.
- *Jobs due to new Business Starts* would tell us about our region's environment for starting and growing new businesses. However the data are noisy and we felt that they did not really tell us what we wanted to know.
- *Business Costs* tell us whether our region can offer a supportive cost environment for businesses. We decided that employment growth was a stronger indicator of the outcome of that environment.

Community Prosperity: Our primary indicator in this section, government spending per capita or per \$1000 of personal income, is an imperfect measure of government efficiency. What we are really trying to capture is whether government's actions provide value for citizens and support business prosperity. This is not an easy thing to measure. Other measures we considered were:

- *Philanthropic Giving*, because this contributes to a supportive community environment not offered by government or the private sector. This offers us a strong tie to the Civic Engagement Team, which will publish this indicator.
- *Government Revenue Stability and reserves* would tell us whether the public sector has the reserves to withstand economic downturns while serving the increased social service needs of the public. We are trying to capture stability in our government revenue number. We are still struggling with this.

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

GPVI EDUCATION Results Team



Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
<p>WELL EDUCATED WORKFORCE</p> <p>WELL EDUCATED INDIVIDUALS</p>	<p>1. QUALIFIED EARLY CHILDHOOD PROVIDERS. Percent of early childhood providers meeting Oregon Registry Steps</p>	<ul style="list-style-type: none"> • Quality human capital • Quality curriculum
	<p>2. HEAD START ACCESS. Regional access to Head Start</p>	<ul style="list-style-type: none"> • Equity • Sufficient opportunity
	<p>3. FIRST GRADE LITERACY. First grade literacy rate</p>	<ul style="list-style-type: none"> • Equity • Quality curriculum
	<p>4. STUDENTS AT OR NEAR POVERTY. Percentage of school age population eligible for free or reduced lunch</p>	<ul style="list-style-type: none"> • Basic health & wellness • Equity
	<p>5. STUDENT ACHIEVEMENT. A measure of SAT, ACT, PSAT, or PLAN scores. <i>(PLAN is the ACT equivalent to College Board PSAT. State law authorizes payment for 10th graders to take this college-ready assessment.)</i></p>	<ul style="list-style-type: none"> • Equity, Quality human capital, • Quality curriculum
	<p>6. STUDENT ACHIEVEMENT. OAKS scores. (OAKS = Oregon Assessment of Knowledge and Skills test - these are the statewide math, reading, etc., achievement tests taken by children in grades 3, 8 and 10.)</p>	<ul style="list-style-type: none"> • Equity, Quality human capital • Quality curriculum
	<p>7. HIGH SCHOOL GRADUATION. High school cohort or on-time graduation rate (share of incoming 9th graders that will receive a diploma within four years)</p>	<ul style="list-style-type: none"> • Stable home relationships • Home-school partnership • Motivated learners • Equity • Quality human capital • Quality Curriculum • Safe and civil environment • Sufficient opportunity, Education is a priority

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

GPVI EDUCATION Results Team



Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
	8. ADULT EDUCATION LEVELS. Educational attainment, 18-24, 25-64	<ul style="list-style-type: none"> • Stable home relationships • Home-school partnership • Motivated learners, Equity • Quality human capital • Quality Curriculum • Safe and civil environment • Sufficient opportunity • Education is a priority
	9. PUBLIC SUPPORT. An indicator of “yes” votes on school measures.	<ul style="list-style-type: none"> • Education is a priority
	10. SUFFICIENT OPPORTUNITY. An indicator of number of school days, length of School year, class size.	<ul style="list-style-type: none"> • Sufficient opportunity • Education is a priority
	11. PUBLIC FUNDING. Comparison of how Oregon and Washington fund schools vs. other states	<ul style="list-style-type: none"> • Sufficient opportunity • Education is a priority
	12. PUBLIC SCHOOLING. Percent of school age population attending public school (indicator of public confidence in the public system)	<ul style="list-style-type: none"> • Home-school partnership • Quality human capital • Quality curriculum • Safe and civil environment • Sufficient opportunity • Education is a priority

Comments:

This is a list of preliminary indicators for Education Results Team. The team is still in the process of narrowing down to five to seven key indicators and of. Whenever possible the Education Results Team intends to disaggregate data by race and ethnicity.

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

GPVI NATURAL ENVIRONMENT Results Team



Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
<p>HEALTHY SOILS. Maintenance of working lands. Reduction of external food and fiber needs of the region.</p>	<p>1. LAND COVER. Acres of land devoted to natural ecological communities, forest, and farm/agriculture.</p>	<ul style="list-style-type: none"> Working land management practices (including welfare of the health and safety management practices of farm and forest workers) Land conversion or preservation of working lands Land use and development practices and patterns Local markets for food, fiber and products Environmental literacy Policies and programs (conservation, preservation, restoration, regulations) Economic viability of urban forest and farms Legacy practices and pollutants (includes environmental justice and cultural practices)
<p>CLEAN WATER and healthy aquatic ecosystems.</p>	<p>2. HEALTHY WATERWAYS. Healthy, fishable and swimmable waterways. (index)</p>	<ul style="list-style-type: none"> Land use and Development patterns (impervious coverage) Extent and distribution of tree canopy, green streets, ecoroofs and other natural features that provide ecological function Abundance, diversity, complexity and health of riparian and wetland habitats Environmental literacy Individual behaviors (household and landscape chemicals, driving habits) Infrastructure design and its impacts (Sanitary/stormwater, water supply, transportation) Working land management practices Business practices, large and small Policies and programs (e.g. restoration/conservation/protection programs, institutional barriers) Legacy practices and pollutants
<p>CLEAN AIR</p>	<p>3. GOOD AIR DAYS. Percent of days with “good” air quality. (index)</p>	<ul style="list-style-type: none"> Environmental Literacy Individual behaviors: burning wood for home heat; driving choices Fuel emissions (heavy duty diesel) Transportation management Business practices, large and small Programs and policies (e.g. institutional barriers to working at home) Extent and distribution of tree canopy, green spaces and vegetation Availability of alternative fuels, Bio-methane Land use and development patterns Sources and efficiency of energy
<p>RESILIENCY. Environment of the region is able to avoid, minimize, withstand, or adapt to hazards (fire, floods, earthquakes, infestations and landslides), disasters or climate change so it can continue to provide</p>	<p>4. PROTECTED LANDS. Acres of sensitive lands protected or restored (vs. developed).</p>	<ul style="list-style-type: none"> Diversity, complexity and health of habitats (plant and animal species) Extent /distribution of tree canopy and vegetation Cumulative effect and extent of climate change (e.g. increased CO2 inputs, deforestation) carbon mgmt resulting in increased rainfall and decreased snow pack and subsequent increased dependence on natural and engineered water storage (e.g., groundwater, cisterns) Policies and programs (water conservation, energy conservation, emergency response, regional strategic planning and economic investment) Land use and development practices and patterns Sources and efficiency of energy (where we get energy and how we use it).

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.
Greater Portland-Vancouver Indicators

GPVI NATURAL ENVIRONMENT Results Team



Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
ecosystem services necessary to life.		<ul style="list-style-type: none"> Historical influences and affects – hydrology and geology
<p>ACCESS TO NATURE. All people can experience nature in their daily lives, and have easy access to parks, natural areas, trails, vegetation and wildlife (in order to enhance their health, sense of place, quality of life, and environmental stewardship).</p>	<p>5. PROXIMITY TO NATURE AND PARKS. Percent of population within ¼ mile walking distance to: 1) publicly owned and accessible parkland or trail corridor; and 2) natural area.</p>	<ul style="list-style-type: none"> Accessibility and proximity of parks, trails, and natural areas (especially for children, seniors, differently-abled and lower income households). Extent and distribution of tree canopy, green streets, ecoroofs and other natural features that provide ecological function. Health and diversity of the regional ecosystem. Affordability of transportation choices to reach community and regional parks, trails and natural areas Health and environmental literacy Connectivity of natural areas, trails and parks. Stewardship and civic engagement in environmental protection (volunteerism and charitable contributions) Community walkability Policies and programs Land use and development patterns
<p>ENVIRONMENTAL JUSTICE AND EQUITY. All people have access to clean air and water, to a clean and safe environment and to nature.</p>	<p>6. PROXIMITY TO COMPROMISED ENVIRONMENTS. Percent of select populations ¼ mile distance from superfund, brownfield or air quality impacted sites.</p>	<ul style="list-style-type: none"> Accessibility and proximity of parks, trails, and natural areas (especially for children, seniors, differently-abled and lower income households). Land use and development practices and patterns Working land management practices (including welfare of the health and safety management practices of workers) Legacy practices and pollutants (includes environmental justice and cultural practices) Extent and distribution of tree canopy, green streets, ecoroofs and other natural features that provide ecological function. Stewardship and civic engagement in environmental protection (volunteerism and charitable contributions) Policies and programs All residents are fully involved as equal partners in decision making about issues that affect the quality of the environment in their neighborhoods, including clean air and water Economic disparities
<p>NATIVE SPECIES. Native Plants and Animals and the habitats/ecological processes that support them.*</p>	<ul style="list-style-type: none"> Percent (acres/miles) of FUNCTIONAL CORRIDORS as defined by Metro’s Regional Conservation Strategy. Percent of STREAMS THAT SUPPORT SALMONIDS (observed) Number of NATIVE VERTEBRATE TERRESTRIAL SPECIES by watershed. 	<ul style="list-style-type: none"> Abundance, diversity, complexity and health of habitats Land use and development patterns (economic pressures) Cumulative effect and extent of climate change Altered fire and water regimes Regional and local scale anchor habitats, connectivity and wildlife corridors Policies and programs (e.g. restoration/conservation/protection programs, institutional barriers) Protection, restoration and expansion of special status habitats and plant and animal species (manage invasive plants and animals) Environmental literacy Stewardship Individual behaviors

* The Natural Environment Results Team believes it critical that three indicators be forwarded for the last outcome on **Native Species**. It is the only outcome pertaining solely to the health and sustainability of plant and animal populations (non-human) in the GPVI project. The importance of this outcome related to critical ecosystem health commands this degree of attention.



GPVI HEALTHY PEOPLE Results Team

HEALTH INDICATORS AND INDICATOR LINKAGES TO OTHER TEAMS

Desired Outcomes	Factors Influencing Outcomes	Key Indicators *	Drivers (policy considerations)
<p>Healthy People based on low morbidity, high quality of life, and life expectancy.</p>	<p>Health promotion and disease prevention</p>	<ul style="list-style-type: none"> • OBESITY RATES. Percent of children/adults with a BMI > 30 kg/m² • PHYSICAL ACTIVITY. Percent of adults reporting no participation in leisure-time activity within the past month • HEALTH EATING. Percent of adults reporting an average fruit and vegetable consumption of <5 servings/day • TOBACCO USE. Percent of children/adults using tobacco products • TEEN BIRTH RATES. Births to women <18 years. <p style="text-align: center;"><u>LINKAGES WITH OTHER TEAMS</u></p> <p>→ ACTIVE TRANSPORTATION → EMISSIONS → VEHICLE MILES TRAVELED → 20 MINUTE NEIGHBORHOOD (include food access services?) → SAFE STREETS (?)</p>	<ul style="list-style-type: none"> • PHYSICAL ACTIVITY. • NUTRITION. • TOBACCO USE • SUBSTANCE USE • SEXUAL BEHAVIOR • ACCESS AND MOBILITY • HOUSING AND COMMUNITY • PUBLIC SAFETY
<p>Indicators of health status could include life expectancy and infant mortality (no tracking of these indicators)</p>	<p>Health Services</p>	<ul style="list-style-type: none"> • PRENATAL CARE. Percent of women receiving adequate prenatal care. • TOOTH DECAY IN CHILDREN. Percent of children in grades 1 through 3 with tooth decay • IMMUNIZATION. Up-to-date at age 19-36mos • MENTAL HEALTH. Number of days during past 30 days your mental health was not good <p style="text-align: center;">DEVELOPMENTAL INDICATORS</p> <ul style="list-style-type: none"> • ER VISITS. Percent of total emergency room visits that are for primary care. • PREVENTIVE CLINICAL CARE. 	<ul style="list-style-type: none"> • MEDICAL CARE • DENTAL CARE • BEHAVIORAL/MENTAL HEALTH • PUBLIC HEALTH • LONG TERM SUPPORT

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

GPVI HEALTHY PEOPLE Results Team



Desired Outcomes	Factors Influencing Outcomes	Key Indicators *	Drivers (policy considerations)
	<p>Social Context and Environment</p>	<p style="text-align: center;"><u>LINKAGES WITH OTHER TEAMS</u></p> <p>→INCOME →UN/EMPLOYMENT</p> <p>→GRADUATION RATES/EDUCATIONAL ACHIEVEMENT</p> <p>→GOOD AIR DAYS →PROXIMITY TO NATURE</p> <p>→VOLUNTEERING/VOTER REGISTRATION</p> <p>→EQUITABLE ACCESS TO THE ARTS</p>	<ul style="list-style-type: none"> • ECONOMIC OPPORTUNITY • EDUCATION • NATURAL ENVIRONMENT • CIVIC PARTICIPATION • ARTS AND CULTURE

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

GPVI QUALITY HOUSING AND COMMUNITIES Results Team



Outcome Definitions	Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
<p>1. ENOUGH HOUSING. Enough safe, decent, affordable, accessible and appropriate housing</p> <p>2. ACCESS TO HOUSING. Access to affordable housing in all neighborhoods, fair and equitable distribution of affordable housing in all communities, and removal of barriers to choice of housing and neighborhood</p> <p>3. HOMEOWNERSHIP. Opportunities for wealth creation through homeownership available to all</p> <p>4. RENTING OPTIONS. Renting is a good option--secure, safe, and affordable</p> <p>5. IMPROVED HOMELESSNESS. Improve homeless outcomes</p> <p>6. ACCESS TO SERVICES. Your neighborhood doesn't determine your access to good schools, clean air, transportation options, etc. All communities offer benefits and are places where people can thrive</p> <p>7. CONNECTEDNESS. Community connectedness in diverse communities</p>	<p>#2. ACCESS TO HOUSING #3. HOMEOWNERSHIP</p>	<p>1. OWNERSHIP GAP. Homeownership rate gap between ethnic groups and income levels</p>	<ul style="list-style-type: none"> • Race doesn't determine your access to resources via housing and neighborhoods • CRA enforcement, redlining eliminated • Fair housing, fair lending
	<p>#2. ACCESS TO HOUSING #7. CONNECTEDNESS #9. PARITY FOR PEOPLE OF COLOR</p>	<p>2. RACIAL SEGREGATION. Possible measures: a) dissimilarity index - segregation by income and race/ethnicity, a dissimilarity index ranging from 0-100 that shows the imbalance in the spatial distribution of non-white neighborhoods); b) exposure index, e.g. showing "exposure" of the average black person to people different races in their neighborhood</p>	<ul style="list-style-type: none"> • Race doesn't determine your access to resources via housing and neighborhoods • Creation of mixed-income communities
	<p>#1. ENOUGH HOUSING</p>	<p>3. TRANSPORTATION + HOUSING COSTS. Housing plus transportation costs</p>	<ul style="list-style-type: none"> • No household is cost-burdened • Healthy and balanced housing market • Neighborhoods are accessible
	<p>#1. ENOUGH HOUSING</p>	<p>4. AFFORDABILITY MISMATCH. Housing affordability mismatch by units available at various levels of income (as % of median family income)</p>	<ul style="list-style-type: none"> • Healthy and balanced housing market
	<p>#1. ENOUGH HOUSING #4. RENTING OPTIONS</p>	<p>5. RENTAL VACANCIES. Vacancy rate of rental housing</p>	<ul style="list-style-type: none"> • Adequate supply of affordable rental housing • Healthy and balanced housing market
	<p>#1. ENOUGH HOUSING</p>	<p>6. NEW CONSTRUCTION</p>	<ul style="list-style-type: none"> • Healthy and balanced housing market
	<p>#2. ACCESS TO HOUSING</p>	<p>7. VOUCHERS. Concentration of voucher users and subsidized units (number per neighborhood)</p>	<ul style="list-style-type: none"> • De-concentration of low-income, subsidized units
	<p>#1. ENOUGH HOUSING #4. RENTING OPTIONS</p>	<p>8. SUBSTANDARD HOUSING rate</p>	<ul style="list-style-type: none"> • Healthy and balanced housing market • Building code enforcement beyond tenant reporting

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

GPVI QUALITY HOUSING AND COMMUNITIES Results Team



Outcome Definitions	Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
<p>8. HOUSING CHOICES. Housing Choices are supported</p> <p>9. PARITY FOR PEOPLE OF COLOR. People of color have the same housing and neighborhood choices as whites</p> <p><i>This team will meet soon to prioritize down to five-seven key indicators.</i></p>	#5. IMPROVED HOMELESSNESS	9. SHELTER BEDS	<ul style="list-style-type: none"> • Emergency housing assistance
	#3. HOMEOWNERSHIP	10. HIGH INTEREST RATE LOANS as a share of home purchase loans by race/ethnicity	<ul style="list-style-type: none"> • Fair housing, fair lending • CRA enforcement, redlining eliminated • Access to non-predatory credit/capital
	#4. RENTING OPTIONS	11. EVICTIONS	<ul style="list-style-type: none"> • Sufficient rent assistance for emergencies or for long term • Policies and laws that support renters
	#1. ENOUGH HOUSING #2. ACCESS TO HOUSING #4. RENTING OPTIONS	12. REGULATORY BARRIERS – developmental indicator	<ul style="list-style-type: none"> • planning/zoning regulations that support and do not impede affordable, mixed-income housing • Accountability of service providers, regulators, agencies
	#5. IMPROVED (REDUCED) HOMELESSNESS	13. HOMELESSNESS. Rate per 10,000 and one night shelter and street counts	<ul style="list-style-type: none"> • Sufficient housing • Emergency housing assistance
	#1. ENOUGH HOUSING	14. HOUSING COST BURDEN. Share of households paying 30% or more of income for housing	<ul style="list-style-type: none"> • No Household is cost-burdened
	#1. ENOUGH HOUSING	15. HOUSING WAGE GAP – Income needed to afford fair market rent versus median income, wage needed to afford fair market rent versus minimum wage	<ul style="list-style-type: none"> • Healthy and balanced housing market
	#3. HOMEOWNERSHIP	16. FORECLOSURES. Share of foreclosures by neighborhood	<ul style="list-style-type: none"> • Access to credit/capital that is not predatory
	#2. ACCESS TO HOUSING #4. RENTING OPTIONS	17. FAIR HOUSING COMPLAINTS. Number of complaints to the Fair Housing Council of Oregon	<ul style="list-style-type: none"> • Robust landlord-tenant law • Building code enforcement beyond tenant reporting • Fair housing enforcement
	#8. HOUSING CHOICES	18. HOMEBUYER EDUCATION outreach and success rate by race/ethnicity	<ul style="list-style-type: none"> • Financial literacy education in schools and community orgs • Mobility counseling
#6. ACCESS TO SERVICES	19. 20-MINUTE NEIGHBORHOOD scores	<ul style="list-style-type: none"> • Neighborhoods are accessible 	

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

GPVI SAFE PEOPLE Results Team



Desired Outcomes	Proposed Key Indicators*	Drivers (policy considerations)
<p>SAFETY</p> <p>Community members are able to live with minimal risk of danger, injury, harm, or damage in homes, streets, schools and work places,</p>	<ol style="list-style-type: none"> CRIME RATES. Trends in violent and property crimes known to the police. RECIDIVISM. Percent of persons who commit a crime within three years of release: a) persons on probation, b) persons released from jail and prison ARRESTS AND CHARGES. a) Percent of crime known to police that result in an arrest, b) percent of arrests that result in a charge. 	<ul style="list-style-type: none"> ENFORCEMENT OF THE RULE OF LAW. The rule of law is enforced in order to protect community safety and the safety of those involved with the incident. REHABILITATION. Violators of laws receive evidence-based services, treatment and opportunities that prevent future violations. SHARED VISION. Shared public safety goals across the system inform decisions and activities COLLABORATION. Public safety agencies and partner agencies collaborate and coordinate prevention, planning and response across jurisdictional and fiscal boundaries INFORMATION SHARING. Public safety agencies and partner agencies share information about clients when the release of that information would benefit (and not negatively impact) clients, victims or other members of the community
	<ol style="list-style-type: none"> PERCEIVED SAFETY. Public perceptions of personal safety (to be developed) 	<ul style="list-style-type: none"> OBJECTIVE REPORTING. The number of crime-related media reports is proportional to the actual frequency of crime in the community.
<p>TRUST</p> <p>Mutual trust exists between members of the community and public safety leaders and officials regardless of the demographics of either party.</p>	<ol style="list-style-type: none"> PARITY. Community demographics (age, race & ethnicity) compared to persons a) arrested, b) charged, c) convicted and d) under supervision PERCEIVED TRUST. Public perception of criminal system and practitioners (to be developed) 	<ul style="list-style-type: none"> FAIRNESS. Consequences of committing a crime are not influenced by age, race, gender, income or position. CULTURAL APPROPRIATENESS. Public safety leaders and officials understand and know how to appropriately respond to different individuals and communities SYSTEM ACCOUNTABILITY. The public safety system routinely reviews its law for disproportional impact and fairness, and revises accordingly.

* The discussion at the 3-22-11 Council Work Session will focus on outcomes and drivers.

Agenda Item Number 3.0

**METRO CHIEF OPERATING OFFICER
RECRUITMENT**

Metro Council Work Session
Tuesday, March 22, 2011
Metro Council Chambers

Councilor Working Group

March, 2011

Chief Operating Officer Recruitment

Councilors: Carl Hosticka, Kathryn Harrington, and Barbara Roberts

Staff: Mary Rowe, Andy Shaw, Reed Wagner, and Ina Zucker

1. **Goal** = To define, monitor and execute a successful COO recruitment process
2. **Tasks for working group**
 - a. Identify essential duties of position i.e. what are the critical areas of success for the next COO
 - b. Identify necessary knowledge, skills and abilities of person to carry out duties
 - c. Develop a process and timeline **March 22 presented to Council**
 - i. Stakeholder engagement
 - ii. Recruitment and outreach
 - iii. Selection/Interview process
 - iv. Onboarding
3. **Building profile of ideal candidate and development of position description**
 - a. What are the critical areas of success for the next COO
 - b. Knowledge skills and abilities required
 - i. Soliciting Input – **March**
 1. Working group identifies questions (see attached)
 2. Working group identifies stakeholders
 - ii. Data Collection **March 28th –April 22**
 1. HR creates survey monkey instrument to send to stakeholders
 2. Information collected from other sources – prior job announcement (HR), current COO contract (HR), prior performance reviews (HR), charter/Code (Reed), job descriptions for similar positions other agencies (HR)
 3. HR compiles stakeholder input and data from other sources meets with working group and then full Council review
 4. HR crafts position description for working group and full Council review and approval
4. **Salary Study April - concurrent with stakeholder input data collection**
 - i. HR surveys salaries of other similar positions, i.e. Tri-met, Clackamas County, Washington County etc.
5. **Recruitment Process May 2 – May 31**
 - a. Job announcement Posted
 - i. Posted on Metro website

- ii. Advertised with International City Managers Association, League of Oregon Cities and Counties, National Association of Regional Councils, National Association of Counties and other identified sources
- iii. Target Recruitment
 - 1. Working group identifies potential candidates they would like contacted

6. Selection Process June – July

Development of questions can be completed while recruitment is open

- a. Phase I
Initial screenings for minimum qualifications – HR Stakeholders – review by working group
- b. Phase II
Initial panel interviews up to 12 candidates (questions and review panel TBD)
- c. Phase III
Top 2-4 candidate's day long interview process (questions and review panel TBD)
 - 1. Structured Oral board (panel TBD)
 - 2. Organizational tour (venues, other identified areas)
 - 3. Meet and greet - invite representatives or stakeholders from different departments - keep numbers down (20-30 max)
 - a. use best questions from below survey (#7) and have HR facilitate
- d. Reference and background checking

7. Hire August 1

- a. Offer extended

8. COO starts September 1

Sample COO Stakeholder Input Questionnaire

As you may already know, Oregon Metro Regional Government is conducting a search for their new Chief Operating Officer (COO). We are in the process of gathering information to learn more about the requirements of the COO position. The information gathered will be used to assist in the process of screening applicants.

Please take some time to fill out this brief questionnaire. If you feel you are unable to answer any of the questions, please don't hesitate to leave them blank. Please be assured that your comments will be kept confidential.

We thank you in advance for your time and valuable comments. Please click "Next" to get started with the questionnaire.

1. What are the three most important skills the new Chief Operating Officer will need in order to be effective in the position?
2. What experience or background would the new COO need to bring to Metro in order to be effective in the position?
3. What leadership qualities and attributes will the new COO need in order to work effectively with citizens, elected bodies, staff and regional partners?
4. What are the three most important projects, initiatives, or policies for the new COO to focus on when hired? What are some long-term initiatives, projects, or priorities the new COO will need to focus on?
5. If you are willing to be contacted by a Human Resources Representative for further clarification on any of your responses, please provide your name and email or phone number where you can be reached. (OPTIONAL)
6. If you could ask a question of a candidate for this position what would it be?

You have completed the questionnaire. You may review your answers by clicking the "Prev" button below to be directed back to the questionnaire questions.

When you click the "submit" button below, you will complete the questionnaire and a confirmation message will appear. You will not be allowed to make any further changes after you hit "submit".

Your input is very important to us. Thank you for taking the time to complete this questionnaire.

Materials following this page were distributed at the meeting.

Finding Our North Star Greater Portland-Vancouver Indicators (GPVI)

Metro Council Work Session

Mike Høglund, Metro
Sheila Martin, PSU
Rita Conrad, Metro



March 22, 2011

1

GPVI Purpose

To better understand and improve our region's triple-bottom-line progress through

- Data
- Dialogue
- Focused action



2

Mike

A “North Star” to help focus regional actions and boost progress.




Progress

3
Mike

GPVI is a regional partnership.

AARP Oregon
Alta Planning
Alternative Sentencing Advocate Metropolitan Public Defender
Arts of Clark County
Asian Pacific American Network of Oregon
Audubon Society of Portland
Bank of the Cascades
Beaverton Arts Commission
Beaverton Business Council
Business Development Council
Capacity Commercial Group
Cascade Centers
Center for Diversity & the Environment
Chalkboard Project
City Club of Portland
City of Beaverton

Healthy Communities by Design
Hillsboro Chamber
Hispanic Metropolitan Chamber
Housing Authority of Portland
Independent Police Review Division
Institute for Natural Resources, OSU
Jobs with Justice
JR Architect
Kaiser Permanente
Kaiser Permanente Center for the Arts
Kaiser Permanente Health Services
Metro
Metropolitan Public Defenders
Meyer Memorial Trust
Miracle Theatre Group
Multnomah County (8 departments)

Portland Development Commission
Portland Planning Commission
Portland Police Bureau/Crime Analysis Unit
Portland Schools Foundation
Portland State University (8 departments)
Proud Ground
Public Health/Extension Family and Community Health, OSU Clackamas Co
RAEL Enterprises, LLC
Regional BlueShield of Oregon
Regional Transportation Council
Seabold Construction Co.
Sera Architects
Stand for Children, Oregon
Oregon, Office of Multicultural Health
SW Regional Transportation Council
The Mayor's Office











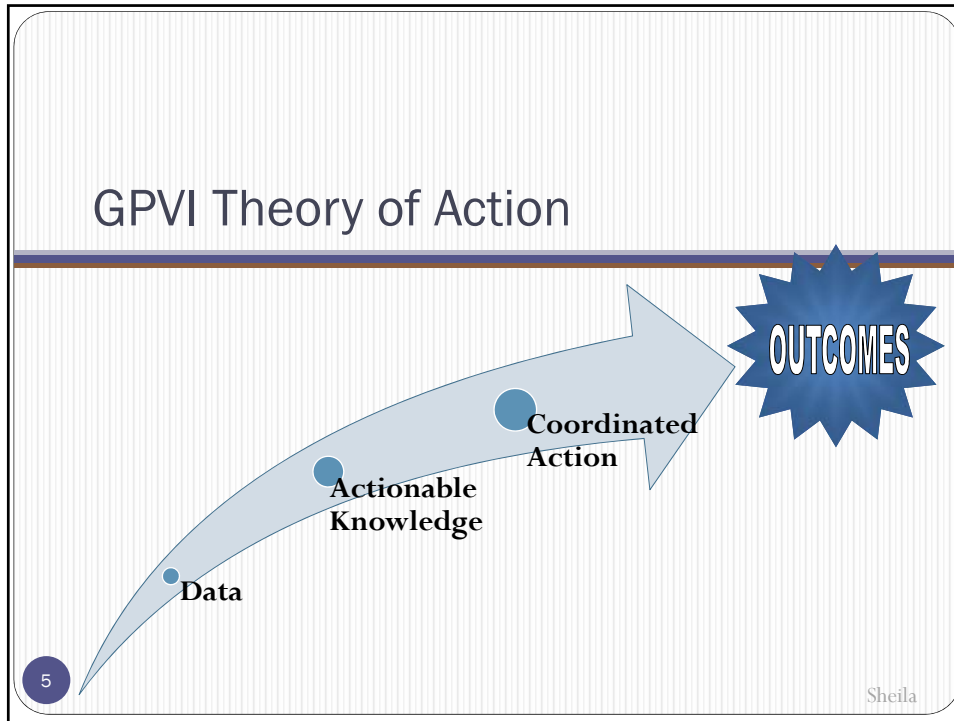


Davis, Hibbitts & Midghall, Inc.
ECONorthwest
EcoTrust, Community Ecosystem Services
Environmental Professionals of Color
Fair Housing Council of Oregon
Systems
n Greater Portland

Oregon University System
Pacific NW College of Art
Portland BOT
Port of Portland
Portland Center for the Performing Arts (PCPA)
Portland Community College
Portland Community Reinvestment Initiatives

Westside Cultural Alliance
Westside Economic Alliance
WSU Vancouver
Zipcar Portland

4
Sheila



Visit tbf.org

The Boston Indicators Project


Measuring what we value - a project of Boston's civic community

Best Practice Example: Education Pipeline

- **DATA.** National leader in regional indicators producing biennial reports for civic vitality, arts, economy, education, environment, housing, safety & transportation.
- **ACTIONABLE KNOWLEDGE.** Because education impacts so many other desired outcomes, the Boston Indicators Project produced (on request) a special closer-look report, *Boston's Education Pipeline: A Report Card*
- **COORDINATED ACTION.** The *Pipeline* report inspired groups of community leaders to create support for an additional \$27M for early childhood through post-secondary, and to hold themselves accountable to the results tracked by *Pipeline* report.

6

Sheila




Best Practice Example: Retaining Talent

- **DATA:** Longest running regional data report in the nation
- **ACTIONABLE KNOWLEDGE:** A topic is picked from each report for further study and strategy recommendations. In 2006, this led to report: *Retaining Talent: People and Jobs for the 21st Century*.
- **COORDINATED ACTION:** Implementation groups advocate for two years; JCCI tracks progress and reports that each of the three main recommendations from *Retaining Talent* were implemented.

7 Sheila

GPVI Advisory Team



Co-Chairs

- **Wim Wiewel**, President, Portland State University
- **Gale Castillo**, President, Hispanic Metropolitan Chamber

Members

- **Gail Achterman**, Chair, Oregon Transportation Commission
- **Sam Adams**, Mayor, City of Portland
- **Thomas Aschenbrener**, President, Northwest Health Foundation
- **Jeff Cogen**, Chair, Multnomah County Commission
- **Hal Dengerink**, Chancellor, Washington State University-Vancouver
- **Paul Dennis**, Mayor, City of Camas
- **Denny Doyle**, Mayor, City of Beaverton
- **Josh Fuhrer**, Councilor, City of Gresham
- **Jack Hoffman**, Mayor, City of Lake Oswego
- **Mike Houck**, Executive Director, Urban Greenspaces Institute
- **Marc Levy**, Executive Director, United Way of the Columbia-Willamette
- **Nichole Maher**, Executive Director, Native American Youth Family Center
- **Pamela Morgan**, Management Consultant, Graceful Systems, LLC
- **Marcus Mundy**, President and CEO, Urban League of Portland
- **Joseph Santos-Lyons**, Director, Asian Pacific American Network of Oregon
- **Bill Scott**, General Manager, Zipcar Portland
- **Steve Stuart**, Chair, Clark County Commission
- **Bill Wyatt**, Executive Director, Port of Portland
- **David Wynde**, Director, US Bank Community Relations

8 Rita

Nine Results Teams

DELIVERABLES

- Outcomes
- Drivers
- Indicators
- Data

20 expert co-leads

Over 100 active volunteers

Over 2000 volunteer hours

Rita

Equity Panel

Four consistent themes

1. Disaggregation
2. Mapping
3. Need for better data
4. Community perspective

Rita

Rita

The Results Teams delivered.



GPVI Emerging Indicators

From GPVI Results Teams for discussion at the February 2, 2011 GPVI Advisory Team meeting; updates through 3-7-11
 Contact: Rita Conrad, GPVI Project Manager, rita.conrad@oregonmetro.gov, 503-813-7572

Introduction

The following lists of indicators reflect the thinking of each of the nine Results Teams at this point in time. We asked the teams to reduce their lists to five to seven key indicators per team. Their remaining indicators remain on the radar screen either as context to key indicators or as potential key indicators in future cycles. *Co-leads also stress that the indicators are in process and would appreciate any feedback you may care to offer.*

The teams are working toward the all-day, all-team big event on April 8th where they will be asked to share what they feel are the major themes revealed by their indicator data.

The Advisory Team meeting on Wednesday, February 2nd will provide opportunity for robust conversation with the co-leads. In addition, feel free to call or write Rita with your thoughts at rita.conrad@oregonmetro.gov, 503-813-7572.

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Rita

GPVI Start-up Timeline



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Rita

“Beyond Measurement: Telling Our Region’s Story”

April 8, 2011

Greater Portland-Vancouver Indicators Presents...

MANUEL PASTOR & RUSSELL HANCOCK

FRIDAY, APRIL 8TH, 8:00AM-10:30AM
Columbia Falls Room, University Place
Portland State University

 <p>MANUEL PASTOR “Just Growth: Linking Prosperity and Inclusion in America’s Metropolitan Regions” Manuel is Professor of Geography and American Studies & Ethnicity at the University of Southern California, Director of the Program for Environmental and Regional Equity (PERE) and Co-Director for the Center for the Study of Immigrant Integration.</p>	 <p>RUSSELL HANCOCK “The Silicon Valley Index: How America’s Technology Region Measures Itself” Russell leads Joint Venture: Silicon Valley Network and is founder of the annual State of the Valley conference, featuring the release of Joint Venture’s Silicon Valley Index.</p>	<p>SCHEDULE</p> <p>8:00AM Continental Breakfast & Registration</p> <p>8:30AM Welcome</p> <p>8:45AM Keynote Speakers, Manuel Pastor and Russell Hancock</p> <p>9:30AM Panel Discussion</p>
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For more information about the Greater Portland-Vancouver Indicators visit:
<http://www.pdx.edu/ims/indicators>

Register by 3/24: peopleware.net/1343c













Beyond Start-up

- Institutional home
- Governance
- Funding plan

DRAFT

GPVI


Greater Portland-Vancouver Indicators Business Plan



Regional indicator data will help us understand where we have a competitive advantage as a region and invest resources where there is greatest need.

“This will make our job easier.”

Regional Indicators Kick-off Participants
January 14, 2010



March 15, 2011
Rita Conrad, Metro
Sheila Marth, Portland State University



Role of Metro

GPVI partners will need to talk about the data.

As convener, Metro can:

- Broaden and strengthen outreach for its six desired outcomes
- Foster new, strategic approaches to achieve those outcomes

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Mike

GPVI embeds Metro's six outcomes.

Metro's 6 Outcomes	GPVI's 9 Sectors
Economic Prosperity	Economy, Education
Vibrant Communities	Economy, Arts, Housing, Health, Transportation, Environment, Safety, Civic Engagement
Safe, Reliable Transportation	Housing, Transportation
Sustainability	All sectors
Clean Air and Water	Environment, Transportation, Health
Fairness and Equity	GPVI Equity Panel proposes equity criteria for all indicator categories.

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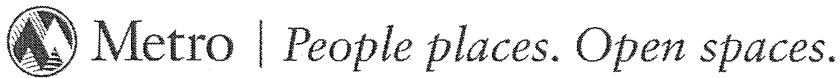
Mike

Questions?



For discussion

1. What feedback do you have on the outcomes and drivers proposed by the Results Teams?
2. What suggestions do you have for outreach?



February 15, 2011

Metro Testimony on Proposed Rulemaking: **Transportation Planning Rule (TPR) Amendments**

History

The Metro region opposed the 2005 amendments to the TPR citing concerns over unintended sprawl effects, but agreed to test the new requirements as part of developing the 2035 Regional Transportation Plan (RTP). The lessons of the 2035 RTP underscore the following:

- Adopting the RTP required a State of Oregon legal interpretation stating that the Section 0060 provisions do not apply to RTP updates;
- Metro was unable to meet Oregon Highway Plan (OHP) mobility standards, and used a policy loophole to maintain compliance with the OHP;
- The RTP update failed to bring forward meaningful alternative mobility standards, due to lack of resources and time.

Rethinking Congestion Policy

Most of Oregon's current transportation policy is governed by congestion standards that are often at odds with the growth strategies envisioned in local plans:

- There is a national consensus that that we can't "build our way out" of congestion, and yet a substantial share of our scarce transportation dollars are still invested with this expectation.
- There is an emerging national consensus that sprawl creates more congestion, yet the OHP mobility policy promotes sprawl by default by pushing development to less congested areas at the urban edge.
- The "trip credits" approach used by the RTP for "good" development in congested areas is only a band-aid that will continue to promote sprawl since the "credits" offer a marginal benefit in most cases and still pivot on a congestion policy that pushes growth toward the urban edge.

The RTP promotes two new strategies for managing congestion in a congested urban environment:

1. *Managing for reliability*: this means defining success with the relative reliability of a corridor to move people and goods, as opposed to the degree of congestion. This policy is based on research that shows commuters and businesses successfully adapting to congestion, provided they can reasonably estimate and manage their travel time.
2. *Managing by travel corridor*: the RTP identifies 24 mobility corridors in the metro region that are defined by land use anchors, and the network of roadways and transit that serves these land use anchors. This integrated strategy could provide a new template for the OHP, and could be a way for the TPR to frame mobility.

Congestion & the Economy

While the Metro region clearly has transportation liabilities that affect our economic competitiveness, congestion is not chief among them. This is proved by the fact that our congestion levels continue to rank below those of Vancouver BC, Seattle, San Francisco, Los Angeles and San Diego -- all of whom we trail in economic activity and rate of job growth. These are areas where the TPR could sharpen our focus:

- The TPR must find a way to measure economic viability that helps us wisely invest transportation dollars, and moves us toward a more competitive position with other West Coast metropolitan areas. The state's least-cost planning efforts are an important starting point for this work.
- The TPR must also find a way to say "yes" to growth inside urban growth boundaries that represents a better alternative to sprawl, and place more trust in private markets when evaluating amendments to plans and zoning.

The TPR & Climate Change

The looming crisis represented by global climate change should be the major new frame for the TPR, with any updates to the rule reflecting a new focus on climate as the major policy driver. The following are two key areas where the TPR should address climate change:

1. *Local and regional plans* should be re-framed to focus on strategies for achieving GHG/capita reduction as the principal outcome. While this new focus is consistent with Oregon's statewide planning program of promoting compact development and limiting sprawl, the climate outcome should be explicit in the TPR.
2. *Infrastructure investment strategies* in local plans should be designed to cope with the effects of climate change over the long term. This includes GHG/capita reduction strategies, but also contingency plans for managing the effects that climate change is predicted to have on infrastructure.