



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, December 15, 2022

10:30 AM

Metro Regional Center Council Chamber,

<https://youtu.be/z45O1aXFbUE>,

<https://zoom.us/j/615079992>, or

877-853-5257 (toll free) (Webinar ID:

615079992)

This meeting will adjourn to an executive session.

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://youtu.be/z45O1aXFbUE>

1. Call to Order and Roll Call

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

2. Public Communication

3. Presentations

- 3.1 Annual Progress Report on Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion [22-5802](#)

Presenter(s): Raahi Reddy (she/her), Metro
Tristan Penn
Jamila Dozier

Attachments: [Staff Report](#)
[Attachment 1](#)

- 3.2 State of Sport Report [22-5808](#)

Presenter(s): Andy Shaw (he/him), Metro
David Tetrick (he/him), Metro

Attachments: [Staff Report](#)
[Attachment 1](#)

4. Consent Agenda

- 4.1 Consideration of the November 03, 2022 Council Meeting Minutes [22-5807](#)

Attachments: [110322c Minutes](#)

- 4.2 Consideration of the November 17, 2022 Council Meeting Minutes [22-5806](#)

Attachments: [111722c Minutes](#)

- 4.3 Resolution No. 22-5290 For the Purpose of Appointing Four New Members and Reappointing Three Members to the Metro Supportive Housing Services Community Oversight Committee [RES 22-5290](#)

Attachments: [Resolution 22-5290](#)
[Exhibit A](#)
[Staff Report](#)

- 4.4 Resolution No. 22-5297, For the Purpose of Accepting the Abstract of Votes and Proclaiming the Results of the November 8, 2022, General Election For Ballot Measure 26-225 [RES 22-5297](#)

Attachments: [Resolution 22-5297](#)
[Exhibit A](#)

5. Resolutions

- 5.1 Resolution No. 22-5298, For the Purpose of Confirming the Reappointment of Damien Hall to the Metropolitan Exposition Recreation Commission [RES 22-5298](#)

Attachments: [Resolution No. 22-5298](#)
[Staff Report](#)
[Attachment 1](#)

6. Other Business

- 6.1 2023 Regional Transportation Plan Call for Projects Policy Framework [22-5805](#)

Presenter(s): Margi Bradway (she/her), Metro
Kim Ellis (she/her), Metro
Molly Cooney-Mesker (she/her), Metro
Ted Leybold, (he/him), Metro

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)

7. Chief Operating Officer Communication

8. Councilor Communication

9. Adjourn to executive session

The work session will adjourn to an Executive Session held pursuant under ORS 192.660 (2) (h); To consult with counsel concerning the legal rights and duties of a public body.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីការរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ www.oregonmetro.gov/civilrights ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេបកប្រែភាសាមកសំរាប់លោកអ្នក ។

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Agenda Item No. 3.1

**Annual Progress Report on Metro's Strategic Plan to Advance Racial Equity, Diversity and
Inclusion**
Presentation

Metro Council Meeting
Thursday, December 15, 2022

DIVERSITY, EQUITY, AND INCLUSION & COMMITTEE ON RACIAL EQUITY ANNUAL REPORT TO COUNCIL

Date: November 30, 2022
Department: Diversity, Equity and Inclusion
Meeting Date: December 15, 2022

Presenter(s):

- Raahi Reddy, DEI Director
- Jamila Dozier, CORE Co-chair
- Tristan Penn, CORE Co-chair

Prepared by: Sabrina Tina Catholina,
sabrina.catholina@oregonmetro.gov

Length: 30 mins

ISSUE STATEMENT

Each year Metro's Diversity, Equity and Inclusion (DEI) Program and Committee on Racial Equity (CORE) provide a report to council on the advancement of the agency's racial equity strategies and the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion (Strategic Plan).

ACTION REQUESTED

The purpose of this council meeting presentation is to provide council with an overview of DEI and CORE's progress over the past year. DEI also submitted a report on year five of the Strategic Plan implementation. This report details the status of all active actions during the reporting period. The discussion is an opportunity for Metro Council to provide feedback and identify opportunities for continued collaboration with the DEI Program and CORE in advancing racial equity internally and externally.

IDENTIFIED POLICY OUTCOMES

- Metro Council has strong awareness of the work of CORE and the past and ongoing DEI efforts as well as areas identified for growth.
- DEI Program has an understanding of Metro Council's upcoming priorities, so they support the Council in advancing these using an equity lens.

POLICY QUESTION(S)

- What does Council see as the next step for CORE?
- How can the DEI Program support Metro Council in advancing its priorities in the coming year?

STAFF RECOMMENDATIONS

N/A

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

During the last year and a half, Metro, its staff, and our region's communities continued to rebuild from the many unprecedented challenges of the proceeding years. Together, we continue our work to confront the racist systems and structures the COVID pandemic shined a light that create disparities for Black, Indigenous, Latinx, Asian and Pacific Islander communities in health outcomes, employment, education and political voice in their governments. The Strategic Plan to Advance Racial Equity, Diversity and Inclusion continues to offer the agency a clear path to centering the most impacted.

The Strategic Plan and its five goals continue to guide the Metro's racial equity strategies by delivering on the important work the agency committed to in 2016 and spurring new initiatives to address critical issues. In addition to updates on SPAREDI actions, the report outlines key milestones, and highlights identified by Metro's Committee on Racial Equity and the DEI team.

BACKGROUND

Adopted by Metro Council in June 2016, the Strategic Plan to Advance Racial Equity, Diversity and Inclusion is a major building block in Metro's goal to advance equity in the Portland metro region. The plan set forth a clear agency-wide direction while also outlining actions to advance the work forward over its five year horizon. The actions outlined in the plan are foundational and will require numerous additional actions in order to reach the plan's objectives and goals.

Metro has completed year five of the Strategic Plan implementation. The attached report details the status of all active actions during the reporting period. Actions that were completed in previous years are not included in this report.

ATTACHMENTS

- Is legislation required for Council action? No
- If yes, is draft legislation attached? " Yes X No
- What other materials are you presenting today?
 - Strategic Plan to Advance Racial Equity, Diversity and Inclusion – Progress report

Memo

Date: November 30th, 2022
To: Metro Council and Committee on Racial Equity (CORE)
From: Raahi Reddy, DEI Program Manager
Subject: Strategic Plan to Advance Racial Equity, Diversity and Inclusion – Progress report

General overview

Adopted in June 2016, the Strategic Plan to Advance Racial Equity, Diversity and Inclusion is a major building block in Metro's goal to advance equity in the Portland metro region. The plan set forth a clear agency-wide direction and outlined specific actions to advance the work forward over its five-year horizon. The actions outlined in the original plan are foundational and may require additional resources to fully reach the plan's objectives and goals.

Metro has completed year five of the Strategic Plan implementation. This report provides a status update on active actions in this reporting period, January 1, 2021 – June 30, 2022. Actions identified as completed in previous years are considered inactive and are not included in this report. The chart below provides a summary of completed actions for each reporting period.

Highlights

Metro's Committee on Racial Equity, along with the Diversity, Equity and Inclusion Program, have selected the following highlights among the multitude of work done towards advancing DEI at Metro in the last 18 months.

On specific actions:

- By advancing the Strategic Plan's actions over the last five years, Metro has increased and strengthened its reputation within the community. This is the result of successful relationship building with community-based organizations, community engagement, and efforts to utilize community feedback in a meaningful way. This has increased trust and signals to other agencies that they can do the same. CORE recommends Metro create and share data on engagement best practices with regional partners and increase engagement with smaller groups/organizations.
- Metro's Water Safety Program proves that Metro is able to employ a variety of methods to reach communities of color with cultural specific materials and technology. CORE encourages Metro to use the Water Safety Program as a model to expand culturally specific service delivery.
- Success on actions regarding youth engagement through internships and programming has suffered during the pandemic. CORE recommends reviving the focus on opportunities for youth as Metro recovers and in-person activities resume.
- Continuing to engage with immigrant communities and deepen relationships is also a priority especially in recruitment/employment processes.
- Acknowledgement must be made for the long-time effort to bring mandatory DEI training to all supervisors. While CORE celebrates this success, we also need more information on the methods and tools that will be used to measure comprehension and implementation of the DEI competencies.

cc: Marissa Madrigal, Chief Operating Officer
Holly Calhoun, Deputy Chief Operating Officer
Andrew Scott, Deputy Chief Operating Officer

- Recruitment and retention are vital to the continued success of the Strategic Plan. To this end, CORE recommends incorporating the agency-wide equity core competencies into all job descriptions and recruitment postings. The committee would also like more information on what actions are taken if employees choose not to use the core competencies in their day-to-day work.

General:

- In addition to the Strategic Plan actions below, Metro has advanced the Reimagining Policing Project. Since 2020 the Project has engaged dozens of Metro staff in training regarding the history and impacts of the criminal justice system, conducted an assessment of Metro's touchpoints with policing, security and incarceration, and developed Metro's Vision for Justice and Belonging which Metro Council adopted in June of 2022. Agency-wide and department-specific action plans are nearing completion.
- CORE looks forward to seeing data-focused metrics and detailed qualitative information in future Strategic Plan reports. The committee anticipates these improvements as a result of the implementation of the racial equity framework and the results-based accountability trainings.
- CORE encourages Metro to continue utilizing its role as a regional convenor and its investment strategies to support partner jurisdictions in advancing racial equity strategies including equity metrics.
- Metro continues its work of improving its internal processes to reduce the barriers COBID firms face in accessing contracting opportunities. Through direct engagement with contractors Metro has identified small business training and policy change needs which resulted in updates to the Equity in Contracting program. CORE recommends Metro continue to find innovative ways to reduce barriers and increase equity within contracting.

The status of each action item is shared in the following section of this memo.

cc: Marissa Madrigal, Chief Operating Officer
Holly Calhoun, Deputy Chief Operating Officer
Andrew Scott, Deputy Chief Operating Officer

Status of actions

Goal A – *Metro convenes and supports regional partners to advance racial equity*

<i>Action title</i>	<i>Status</i>	<i>More information</i>
In partnership with the community, develop and pilot regional public engagement forums to connect Community - based organizations to resources, engagement opportunities, contracting opportunities and staff at Metro and other public agencies across the region.	In progress.	Resourcing community-based organizations (CBOs) for engagement and contracting opportunities has become standard practice across Metro. Departments like WPES, Parks & Nature, and Planning, Research and Development have contracted a variety of BIPOC-led CBOs to support meaningful engagement and advise on policy & program development.
Use existing committees and additional new opportunities to convene and work collaboratively with regional partners to advance equity related to public engagement, affordable housing, welcoming and inclusive parks and venues, safe transportation, equitable solid waste system and economic opportunity for communities of color through local government contracts and projects.	In progress.	This action item has become a standard practice across the agency. Some recent examples here: The Regional Collaborative Committee was established to support the implementation of Construction Career Pathways across the region and at Metro for the first round Parks Bond projects. Metro is in the process of establishing the Project Advisory Committee as part of the Regional Workforce Equity Agreement. The Supportive Housing Services program has established the Tri-County Advisory Body, and the Regional Transportation Plan update process is continuing to engage partners to advance transportation equity.
Convene regional partners to discuss solutions to increase the participation of local MWESB in government contracts.	In progress.	Communication with the COBID office has continued with frequent COBID certification status updates at OAME (Oregon Association of Minority Entrepreneurs). Procurement Services and the COBID office are in discussion about offering "Meet and Certify" events in Multnomah, Washington and Clackamas counties in partnership with other smaller jurisdictions. However, the main issue is lack of State funding for this program.

cc: Marissa Madrigal, Chief Operating Officer
 Holly Calhoun, Deputy Chief Operating Officer
 Andrew Scott, Deputy Chief Operating Officer

		<p>Within the Construction Careers Pathways Program, staff worked in collaboration with Multnomah County to host an online Small Business Open House in March '22 to engage with MWESB certified contractors. In February '22, a Regional Workforce Equity Agreement Listening Session was held to engage with MWESB certified contractors and contractor associations regarding the Regional Workforce Equity Agreement (RWEA). Participants learned of RWEA goals and provided feedback for areas of concern.</p>
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Goal B – Metro meaningfully engages communities of color

Action title	Status	More information
<p>Create a system to better coordinate engagement with communities of color across Metro departments. This system should include the maintaining of a record of community-based organizations' involvement with Metro to support relationship continuity.</p>	<p>In progress.</p>	<p>No movement has occurred since 2020 when DEI and Communications staff compiled a comprehensive list of partners, grantees, and grantee applicants for the purpose of better coordinating relationship management and outreach in 2020 to support organizations during the pandemic.</p>
<p>Work with communities to co-create community-specific public engagement plans that work to develop long-term community relationships, as opposed to episodic engagement.</p>	<p>In progress.</p>	<p>This action item has become a more standard practice across the agency. Some recent examples here: the development and ongoing implementation of the Civic Engagement Capacity Building grant program will support long-term, trusted relationship building between Metro and community-based organizations as well as the Black, Indigenous and communities of color they serve. The program's first round of grantees was announced in June '21 and have recently received their second-year disbursement of the three-year grant cycle. Multiple contracts with BIPOC-led CBOs are being finalized for the Regional Transportation Plan 2023 update to support co-created community engagement with BIPOC communities.</p>

cc: Marissa Madrigal, Chief Operating Officer
 Holly Calhoun, Deputy Chief Operating Officer
 Andrew Scott, Deputy Chief Operating Officer

		WPES has similar long-term, co-created engagement plans.
Metro departments set aside resources for contracting and partnering with CBOs or community groups for engagement. Results are included in quarterly management reports.	In progress.	This work continues at the department and project level. The upcoming Regional Transportation Plan work will include resources for community engagement. Upcoming Budget Equity Tool implementation will measure resource allocation for community engagement, replacing quarterly management reports.
Identify and propose ways to improve youth engagement and youth involvement in Metro decision-making.	In progress.	There are several opportunities that are helping improve youth engagement. These include the Civic Engagement and Capacity Building grant in the DEI program which funded Next Up's and East County Rising Community Project's, both are youth focused leadership programs with work currently underway.
Identify and propose the creation of new opportunities within public engagement activities for emerging and established community leaders to work with decision makers to help drive plan, policy and program outcomes.	In progress.	This has become standard practice for major initiatives. Some of those include, but are not limited to: <ul style="list-style-type: none"> • Parks Bond implementation • RTP 2023 update • WPES Transfer station siting • RWP implementation • SHS implementation • Expo DOS
Develop and apply criteria to consistently partner and invest in existing community leadership programs that have greatest benefit to community.	In progress.	The Civic Engagement Capacity Building grant program has funded multiple BIPOC leadership development programs in the region including Next Up's youth focused leadership program, Unite Oregon's expanded their climate justice leadership council, and East County Rising Community Projects' Rising Fellows program. The Regional Transportation Plan process is also contracting for BIPOC-led community engagement that provides leadership opportunities for BIPOC community members.
Create mechanisms to involve the community in the implementation and evaluation of the Strategic Plan.	In progress.	CORE members were part of the 2022 Results Based Accountability workshop series which has set the foundation for the assessment of the 2016 SPARED1 which will be completed in spring 2023.

cc: Marissa Madrigal, Chief Operating Officer
Holly Calhoun, Deputy Chief Operating Officer
Andrew Scott, Deputy Chief Operating Officer

<p>Utilize the racial equity analysis and decision support tool on four pilot projects representing each of Metro's four lines of business.</p>	<p>Complete</p>	<p>In winter 2021 Metro adopted the racial equity framework to support analysis and decision-making agency wide. The framework is being utilized by various departments and on several major projects including, but not limited to: Regional Household Travel Survey, Regional Transportation Plan, Tualatin Valley Highway, Transportation Bond Measure, Willamette Cove, Metro’s Green Building Policy Initiative.</p>
<p>Develop equity performance measures to include in Metro's By the Numbers performance measurement program.</p>	<p>In progress.</p>	<p>Efforts to create and implement equity metrics across the agency for use in the budget development process were started in 2021 in response to the Equity Metrics Budget Note. Efforts to refine and deepen equity evaluation continued with the Results Based Accountability cohort in 2022 and will continue as part of the Impact Evaluation program into 2023.</p>
<p>Provide training and support to Metro departments on the Racial Equity Analysis and Decision-Support Tool to most effectively meet specific departmental portfolio.</p>	<p>Complete</p>	<p>DEI staff have provided two comprehensive training sessions on the Racial Equity Framework. Sessions were held on 6/29-30/2021 and 5/12/22. More than 150 staff participated in these trainings. This training will be offered every year to Metro employees.</p> <p>On 10/20/22 more than 60 Metro Project Managers received a training on the Racial Equity Framework.</p>
<p>With the direct support of the DEI program, expand the pilot for utilizing the racial equity analysis and decision support tool within each department.</p>	<p>In progress.</p>	<p>The racial equity framework was used for the FY 22/23 budget process. DEI and FRS staff will build on that success and further refine the process and utilization of the framework during the FY 23/24 budget development process.</p>
<p>Identify barriers and propose solutions to increase participation of communities of color in Metro engagement opportunities. Such barriers may include: public meeting times, lack of food and childcare, and location of meetings.</p>	<p>In progress.</p>	<p>In 2021-22, Metro began to resume its normal public engagement practices, using online platforms and tools. The pandemic provided our engagement staff an opportunity to reimagine how to increase access and reduce the barriers of participation of our most underserved and hardest to reach community members. Metro piloted new online meeting tools like live translation during online meetings and used digital white boards to simulate in-person brainstorming sessions. Concurrently, Metro’s engagement efforts to reach the broader community were refined by the deployment of targeted digital strategies using engagement tools like Survey 123 and MetroQuest.</p>

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<p>Identify and propose the creation of new opportunities within public engagement activities for decision-makers to receive direct community input and to meaningfully consider and discuss what they've heard.</p>	<p>In progress.</p>	<p>This has become more of a standard operating practice for Metro's engagement efforts. Some recent examples where community input was used to meaningfully consider key decisions in 2021-22 included: The Expo Development Opportunity Study and Support Housing Services implementation.</p>
<p>Create financially supported volunteer seats on advisory boards and committees for youth of color, community members, and community-based organization representatives.</p>	<p>In progress.</p>	<p>The Transportation Policy Alternatives Committee has been added to the three previously reported committees that provide stipends for volunteer seats for community members and community-based organization representatives. It is anticipated that the Public Engagement Review Committee will follow soon.</p>
<p>Conduct user testing to inform improvements to the accessibility and usability of digital tools for communities of color to get involved. Invest in outreach and promotion strategies to raise awareness of individual opportunities and online tools.</p>	<p>In progress.</p>	<p>As part of this ongoing effort to invest in outreach and promotion strategies, in June 2022, an RFP was issued to help conduct user testing of Metro's digital tools and online resources with the disability community. A new section of oregonmetro.gov was published to provide a range of information on accessibility at Metro, including how the public can request an accommodation or make a complaint.</p> <p>To ensure strategic guidance for future efforts to increase access for the disabilities community, funding was approved for an ADA coordinator and a new community advisory body that will provide input on upcoming projects and programs, including digital tools.</p>
<p>Create a framework to track and measure equity actions and investments across the agency.</p>	<p>In progress.</p>	<p>The Results Based Accountability workshop series created the foundation for shared evaluative approaches to measuring investments and other equity actions across the agency and will finalize future-looking standard metrics in 2023.</p>

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 Andrew Scott, Deputy Chief Operating Officer

Goal C – *Metro hires, trains and promotes a racially diverse workforce*

Action title	Status	More information
Staff and management from every department are actively involved in the implementation of the Strategic Plan and DAP through a clear and representative process.	Completed.	<p>June '21 DEI staff launched the Racial Equity Leaders Table to consistently convene leaders and staff who are responsible for designing, coordinating, and organizing racial equity plans and activities leading to systems change that dismantles institutional racism at Metro. This group meets every month.</p> <p>Several departments lack representation and coordination support for department specific racial equity plans including Planning and Development.</p>
Create opportunities for staff across the entire organizational structure to discuss how to improve the organizational equity structures at Metro.	In progress.	<p>DEI convened the first meeting of the agency-wide Racial Equity Leadership Team (comprised of equity practitioners across the agency including reps from ERGS) in April '21. The team meets monthly. Employee Resource Groups also increasingly advise leadership on a variety of workplace and equity issues, through regular meetings and Budget Equity and Reimagining Policing town halls.</p>
Adopt policy that Metro management positions must attend required DEI related trainings.	Completed.	<p>DEI related training has become required for Metro managers. Supervisor Essentials has two tracks of training. Tier 1 launched in Jan '21 and has been attended by 146 managers. Tier 2 followed with a launch in Fall '22 with 44 managers completing the course.</p>
Develop an internal and external communication strategy to convey Metro's leadership commitment to diversity, equity and inclusion.	In progress.	<p>Since the reporting year, there has been consistent communication to employees about DEI learning opportunities, cultural awareness months, and additional storytelling of BIPOC employees and Metro's commitment to DEI. There has also been an overall increase in organized communication and focus on reaching front line workers and broadcasting content more widely from the COO and other Metro leadership.</p> <p>In the coming year, a communication plan will guide external efforts. Metro Together newsletter will continue to include DEI content along with other agency news, providing a more streamlined communication experience for Metro employees.</p>

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Goal C – Metro hires, trains and promotes a racially diverse workforce – continued

Action title	Status	More information
Provide support and training for hiring managers to assess job requirements, create accessible job announcements and understand the value of diverse hiring.	In progress.	The ongoing Supervisor Essentials Program includes a module on equitable recruitment and hiring. There is a need to increase offerings to expand practices.
Identify and propose ways to connect existing community leadership programs with career opportunities at Metro.	In progress.	This has not yet become standard practice, though there are some examples where partners are engaged in recruitment. Additional capacity needs to be applied to make this successful.
Reassess Metro values to ensure diversity, equity and inclusion are equally recognized as guiding principles.	In progress.	In 2021 the Office of the COO developed the Strategic Vision which centered Racial Justice alongside shared prosperity and climate justice as Metro’s three guiding priorities.
Incorporate equity discussions into all Metro advisory committees to ensure that these bodies uphold the same commitment to equity.	In progress	Metro piloted DEI trainings for our advisory committees in 2019, including JPACT and MPAC. And in 2021, Parks & Nature’s Equity Advisory Committee participated in several workshops on disability justice, but no further work has been done to systemize training opportunities for Metro advisory committees.
Identify and propose new opportunities for staff across Metro to develop and deepen relationships in formal and informal settings.	In progress.	The ERGs continue to meet consistently with agency-wide town halls, info sessions, and other activities occurring more often now. The Employee Engagement Leaders Table also continued their work, Oregon Zoo and Parks & Nature hosted a summer staff series.
Identify and propose new ways to increase accessibility of DEI trainings for venue staff and temporary/seasonal/part-time/graveyard staff.	In progress.	Required and mandatory training launched fall '22, requiring all employees to take up to 4 hrs. of DEI training. Promotion for upcoming trainings, as well as employee work schedules are considered when DEI trainings are offered. To remove barriers for training participation for front line and variable hour staff, the Oregon Convention Center’s leadership secured access and training for usage of computer tablets.

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		Investment was made by HR to provide 100+ online trainings, accessible and available on-demand to all Metro employees.
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Goal C – Metro hires, trains and promotes a racially diverse workforce – continued

Action title	Status	More information
Identify and propose a variety of new learning methods and trainings to reach all regular status staff.	In progress.	<p>Metro leadership approved of a set of required learning hours for all employees in 2022.</p> <p>It is becoming more of a standard practice to center those unable to participate in training opportunities in the promotion of and in the development of training curriculum. Contracts with vendors such as the Open Sesame platform and DEI trainers, offer a variety of ways to engage, learn, and increase DEI competencies.</p>
Diversify hiring committees by department including considering gender, age and cultural group. Include community members where appropriate.	In progress.	<p>Recruiters have begun working with Hiring Managers to encourage selecting hiring committee members outside of their dept. to increase diverse representation.</p> <p>In the coming year, HR will develop an Interview Panel Guide and an Interview Panelist Training. Once completed, panelists will be required to attend the training to be placed on an approved panelist list. HR will track the demographics of the list to ensure it is inclusive, diverse and representative. HR is also working to formalize a stipend process for community members that participate/provide expertise on interview panels.</p>
Create agency-wide policies regarding intern diversity and compensation.	In progress.	<p>An update to Metro’s agency wide Intern policy is still needed. Currently, the WPES internship program is a three-year paid internship program for underrepresented youth ages 17-20. This program provides professional development and amplifies voices of young people of color to inform Metro’s decision-making. In total, Metro had 17 paid interns and 5 unpaid interns during this reporting period.</p>
Further the job market preparation of interns by providing skill building opportunities	In progress.	<p>Metro has moved toward an intern model in which participants are responsible for specific bodies of work or projects. Projects are skill-based and communicated during the recruitment process.</p>

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<p>Expand hiring interview format option for increased cultural sensitivity</p>	<p>In progress.</p>	<p>HR is continuing to work on the development of standard operating procedures related to the interview process. As part of the hiring and interview formats and in partnership with DEI, HR will be developing a needs assessment survey for hiring managers with the results scheduled to be reviewed in Spring '23. Work also continues in providing education to managers regarding the candidate experience to increase cultural competency and inclusivity.</p>
<p>Identify and propose new opportunities for potential applicants to learn more about job positions.</p>	<p>In progress.</p>	<p>Pilot programs have launched in the DEI Program, Parks & Nature and WPES. Information sessions are offered within recruitments with contact information listed for candidates to utilize. Work with the COO continues to implement strategies for marketing the agency for the purpose of recruitment.</p>
<p>Identify and propose ways to increase pathways for Metro staff to gain skills for career advancement.</p>	<p>In progress.</p>	<p>The Required Learning Program launched providing equitable access to learning and development with a focus on removing barriers for front line and variable hour employees to participate in opportunities to gain new skills to increase career advancement. The self-driven trainings will allow greater accessibility to staff. HR will use the system's analytics to evaluate and update the program.</p>
<p>Communicate job announcements using culturally specific languages, channels and organizations.</p>	<p>In progress.</p>	<p>HR staff connections to culturally specific CBOs has led to greater access to posting to job boards within communities of color. HR continues to grow their email distribution list which now includes 200 contacts. Candidates applying to Metro, now have a wider range of options to indicate how they learned of the open position. Learning from candidates will assist HR in their future recruitment strategies.</p>
<p>Partner with and invest in local communities of color and CBOs to attract more diverse applicant pools.</p>	<p>In progress.</p>	<p>Work continues in expanding agency knowledge of and relationships with CBOs led by communities of color and those predominantly serving communities of color. This allows HR to update their contact list of CBOs and the appropriate staff at those CBOs. A weekly job posting distribution list currently includes 200 contacts.</p>
<p>Department leadership work with DEI program staff to determine how equity, diversity and inclusion can be</p>	<p>In progress.</p>	<p>In 2022, HR, DEI and COO office, partnered with Drawbridge Innovations to conduct a series of focus groups with staff to inform the revamp of Metro's Performance Review Process. The project team completed phase 1 of the project – which</p>

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<p>addressed as part of staff’s work duties.</p>		<p>helped to identify a set of behaviors that reinforce Metro’s values of equity and inclusion and can help guide in the expectations for how staff engages with one another, and with the public.</p> <p>In 2022, a set of DEI Core Competencies were developed in partnership with HR, Racial Equity Leaders and DEI staff. These identified competencies will help provide a road map for employees to increase their capacity to do DEI work.</p>
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Goal C – Metro hires, trains and promotes a racially diverse workforce – continued

<i>Action title</i>	<i>Status</i>	<i>More information</i>
<p>Develop a succession plan for all levels in the organization.</p>	<p>Not started.</p>	<p>This work will not begin unless significant investments are made to increase capacity to conceptualize, develop, and implement this program.</p>
<p>Create a pilot professional mentorship program to cultivate front-line staff of color for leadership positions.</p>	<p>Not started.</p>	<p>HR will not be able to begin this on an agencywide level unless significant investments are made to increase capacity to conceptualize, develop, and implement this program.</p>
<p>Determine diversity, equity and inclusion criteria so that they can be clearly incorporated as part of the performance management review (PACe) for all staff.</p>	<p>In Progress.</p>	<p>This project started in 2022 with a consultant onboarded to add capacity for this work. Roundtable listening sessions have occurred with the ERGs roundtables and internal stakeholders.</p>

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Goal D – *Metro creates safe and welcoming services, programs and destinations*

Action title	Status	More information
Communicate program and service announcements using culturally specific language and channels (e.g. tribal newspapers and Russian radio stations)	In progress.	<p>Work in this area is occurring within departments however, there is not a consistent or standard approach to achieve this action across all agency communications for program service announcements, nor consistent funding for translation or culturally specific outreach.</p> <p>A few projects that conducted outreach in other languages using culturally specific channels during the reporting year include:</p> <ul style="list-style-type: none"> • The WPES water safety program utilized many routes to distribute their important message including radio ads and an electronic water safety flyer that was created in five languages and were delivered to 99 schools in seven different K-12 school districts. These efforts were expected to reach 25,000 family members. • Portland’5’s programming advertisements in multiple languages. <p>Specific to Metro’s regional planning functions, a refresh of the Limited English Proficiency (LEP) plan was completed in March of 2022. The LEP plan includes elements to ensure that individuals with limited English proficiency have access to the planning process and other published information.</p>
Use newly standardized demographic questions across the agency and establish methods for disaggregating results for agency-wide public engagement efforts.	In progress.	<p>Standard demographic questions were developed in 2019 and updated in ‘21 with compressive gender identity questions and are now widely used. Standard methods for disaggregating community engagement results have not been developed but there continues to be consensus on the need for a central agency-wide repository of community engagement information.</p>
Identify and propose ways to increase community cultural events held at all Metro properties.	In progress.	<p>Cultural events led by departments have occurred at several Metro properties including the Oregon Zoo and the Expo Center. During the 2022 summer season, the Zoo hosted several Zoo Nights featuring bands like Jujuba (Afrobeat, Juju</p>

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		music) and Melao de Cuba (Salsa fusion). As of Fall '22, the Metro Regional Office began a limited reopening with an opportunity for events to be scheduled as part of Metro programming.
<p>Identify and propose new opportunities for communities of color to learn about Metro programs and services.</p>	<p>In progress.</p>	<p>This has become more a standard operating practice.</p> <p>For example, during the summer of 2022, Parks & Nature Communications placed culturally specific water safety ads, developed a water safety landing page on the Metro website that is available in five languages and purchased water safety ads on Oregon's largest Spanish language radio station. Radio and digital ads were also purchased on Oregon Public Radio, electronic water safety flyers were created in five languages and were delivered to 99 schools in seven different K-12 school districts. Their efforts were expected to reach 25,000 family members. A Water Safety Communications Toolkit was also made available in both English and Spanish, for CBO partners to use to distribute water safety messaging to their communities.</p> <p>These efforts were led by staff of color to address the disproportionately higher risk of drowning for communities of color due to our history of racism and desegregation creating inequitable access to water.</p>

Goal D – Metro creates safe and welcoming services, programs and destinations - continued

Action title	Status	More information
<p>Recognize the connection of Metro destinations to specific communities of color and visibly acknowledge how these connections are foundational to guiding Metro's work.</p>	<p>In progress.</p>	<p>A variety of work has been done towards this action, including displays created through the OCC renovation, Parks and Nature's presentations on the historic context of water for the Black community, and the work historians have been doing to understand the land being considered for new transfer stations. Metro continues to formalize and invest in relationships with Indigenous community members and tribal governments.</p> <p>Regarding the Expo Center's redevelopment and significance as a cultural and historical site: in June '22 Metro began the Request for Expressions</p>

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		of Interest process for principle-driven development concepts for publicly owned sites that complement existing use, repurpose, or replace the center and bring in additional funding for necessary site improvements. Proposals were due October '22 and the first review phase is scheduled for completion in January 2023.
Reassess the guidelines for availability and usage of Metro properties for community-based organizations and create awareness of those guidelines among communities of color.	In progress.	Metro properties began re-opening fully this year with the MRC announcing a limited reopening in Fall '22. As agency departments and properties continue to recover from COVID 19 budget cuts, planning for a post-pandemic economy opens up new opportunities for sharing space with community-based organizations.
With the direct support of the DEI program, expand the pilot for developing a specific plan of action to advance equity within the programs, services, plans, and policies of each department within 18 months.	In progress.	The Oregon Convention Center and HR have completed their plans. Due to department/staff structural changes within Metro, Communications, Housing, and the Research Center will need to adjust their plans-in-progress.

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Goal E – *Metro’s resource allocation advances racial equity*

Action title	Status	More information
Require project managers to attend procurement training on developing RFPs.	In progress.	Procurement Services started planning for equity in contracting training in June 2022 with a roll-out for FY22-23.
Develop and implement agency-wide equity criteria for grants, investments, and sponsorships to increase impact and investment consistency.	In progress.	Work is happening among grant managers to standardize equity-criteria and utilize best practices to improve racial equity outcomes and improve accessibility. No staff member or department is formally coordinating this work, however.
Research and choose method to identify the contracting needs for firms in the region. These preparations include the identification of financial resources and coordination with jurisdictional partners, Metro’s attorney, and procurement office.	In progress.	In spring of 2022 Metro Procurement Services conducted a survey of the contracting and technical assistance needs. Small business were encouraged to participate via Metro's small business distribution list, regular outreach work with small business chambers and support organizations. The survey was also published on BidLocker. As a result, staff learned about small business training and policy change needs which led to changes in the Equity in Contracting program. In June '22 staff started planning for small business trainings for FY22-23 in response to the survey. Metro staff will continue to survey the small business community on a regular basis. A helpful tool to reach out to regional small businesses would be a customer relations management tool.
If applicable, establish a process that requires an explanation as to why a COBID contractor was not utilized.	On hold.	FRS currently does not have staff resources to follow up on this content. Recommendation is to eventually establish contract management positions at Metro to follow through with data collection for COBID firms.
Increase Metro staff participation in professional networking opportunities for communities of color.	In progress.	Networking opportunities have recently begun transitioning back to in-person events. In November 2022, twenty-two Metro staff and committee members, representing nine departments and one committee, are expected to attend the in-person Government Alliance on Racial Equity conference in November 2022.

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<p>Involve the COBID contractors in the development of RFPs and grants to increase accessibility, as long as they do not bid.</p>	<p>On hold.</p>	<p>This work has not yet started as it requires more planning and collaborating with contractors about their time availability and time commitment as well as resources to compensate contractors. Small businesses tend to be overwhelmed with multiple requests to participate at different public agencies. The recommendation is for the City of Portland to share their Minority Evaluator Program with other agencies rather than each agency creating their own.</p>
<p>Develop and implement a budget tool to assist in making resource allocation decisions, including discretionary budget allocation, investments, contracts, grants and sponsorships using a racial equity lens.</p>	<p>In progress.</p>	<p>The racial equity framework is intended to support budget and resource allocation processes and launched during the FY 22/23 budget process. Implementation of the framework for the FY 23/24 process will build on our previous work.</p>
<p>Increase intentional outreach to communities and community-based organizations regarding contracting opportunities, working through business partners.</p>	<p>In progress.</p>	<p>Procurement staff has continued to offer monthly 1:1 office hours and training for COBID certified firms interested in working with Metro and to encourage non-certified firms to pursue certification with the State of Oregon. Procurement Service's outreach program has fully been resumed as of early summer 2022 and is actively participating in all networking events offered by small business chambers and other support organizations. In addition, procurement staff in partnership with Metro program departments, has held several virtual meet & greet events during which small businesses can introduce themselves and present their services to project managers.</p>
<p>Conduct user testing to improve access to and awareness of digital tools to communicate all financial opportunities at Metro to communities of color.</p>	<p>In progress.</p>	<p>During this reporting period, FRS provided 1:1 office hours to share opportunities with minority contractor organizations as well as hosted open-houses. Research was also completed to inform process improvement investments that are expected in the near future.</p>

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Agenda Item No. 3.2

State of Sport Report
Presentations

Metro Council Meeting
Thursday, December 15, 2022

STATE OF SPORT REPORT

Date: December 12, 2022
Department: Planning, Development &
Research
Meeting Date: 12/15/2022

Presenter(s) (if applicable): Andy Shaw,
PBA Staff, Washington County Chamber of
Commerce staff

Length: 30 min

Prepared by: Jaye Cromwell,
jaye.cromwell@oregonmetro.gov

ISSUE STATEMENT

Council will receive a presentation on the “State of Sport” by representatives of organizations that sponsored the report, including the Portland Business Alliance and Washington County Chamber of Commerce. State of Sport refers to both the status of the broad set of athletic, outdoor, team and recreational businesses, events, and facilities that make up the “ecosystem” of the sports economic cluster, and also the idea that Oregon is uniquely positioned as a state champion to advance the sports and apparel ecosystem.

ACTION REQUESTED

No action is needed at this time. This item is being brought to the Council to help inform and further the conversation about economic impacts of employment and cultivation of a specialty sport sector in our region.

IDENTIFIED POLICY OUTCOMES

The goal of this work session is to inform Metro Council about the state of the sporting industry in our region, including the economic and employment implications. Core findings of the report showed that our region possesses an unparalleled combination of talent, sporting events, outdoor recreation, and athletic culture, and that our region is already a sporting industry leader.

POLICY QUESTION(S)

How can Metro Council respond and prepare for the needs of the sport industry and work to support a specialized economic sector in the region?

POLICY OPTIONS FOR COUNCIL TO CONSIDER STAFF RECOMMENDATIONS

N/A

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The report:

- Details the statewide economic impacts of employment and manufacturing driven by companies, through events, and retail sales
- Identifies trends across the entire sports ecosystem
- Evaluates comparison regions to Greater Portland using benchmark analytics
- Explores opportunities for increasing well-paying jobs.

BACKGROUND

This is part of the series of Council work session panels on industry, manufacturing, and economic readiness. The first panel focused on industry and manufacturing and included perspectives from Willamette Technical Fabricators, Oregon Business & Industry, and ECONorthwest. This panel highlighted barriers to development within the region, including site readiness, available land, and workforce readiness (training, education, and outreach).

Our second panel presented Council the Site Readiness Toolkit developed in 2020 by the Port of Portland in partnership with Metro staff and 13 other jurisdictions in the region. The toolkit identifies barriers to development and includes roadmaps to determine specific tools and revenue returns available in support of site development.

The third panel presented on the importance of siting and recruiting new industrial businesses and securing locations for retention and expansion within the region in job creation and economic development.

Metro also has an interest in supporting a specialized sport sector because of the tourism and employment opportunities, including opportunities for the Convention Center and the Expo Center.

ATTACHMENTS

Slides to be sent before presentation.

[For work session:]

- Is legislation required for Council action? Yes x No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? Slides to be sent before meeting



PORTLAND
BUSINESS ALLIANCE

VALUE OF JOBS COALITION

Oregon: The State of Sport

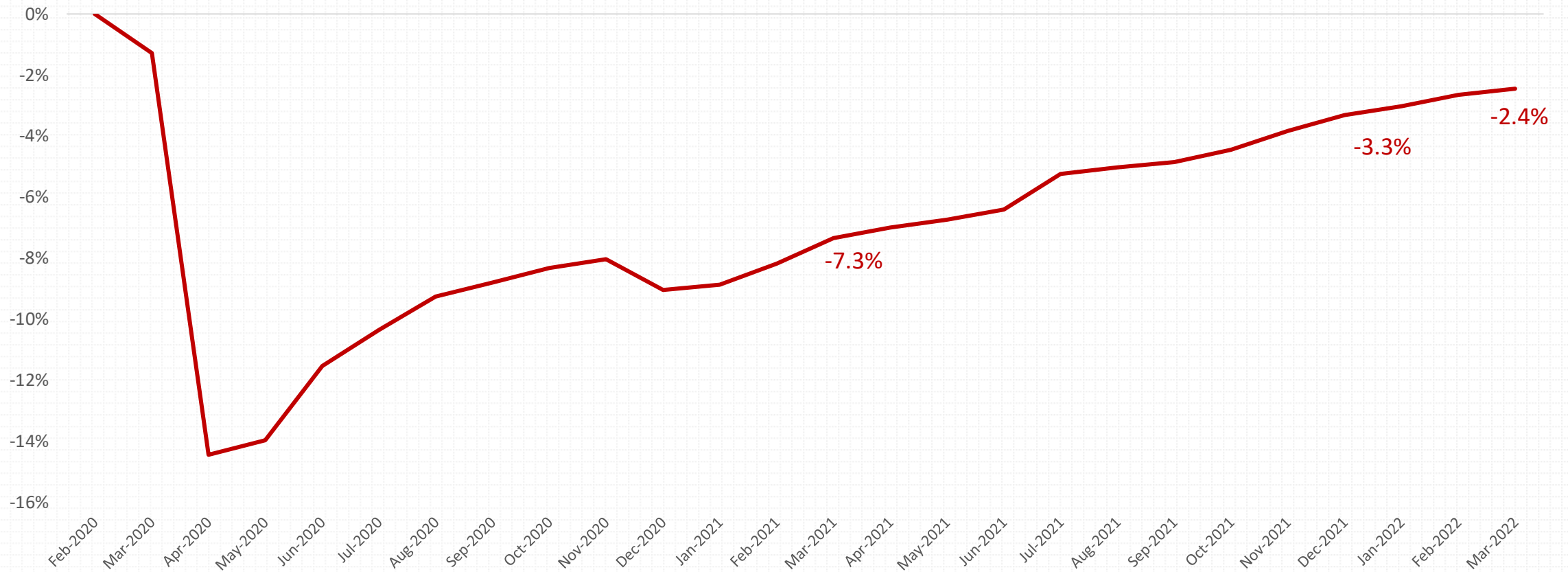
ECONOMIC REPORTS

This coalition has a track record of producing thoughtful economic analyses

- State of the Economy (annual)
 - 2022 State of the Economy
 - Special focus on Cost of Living (2022)
 - Special focus on Household Tax Burden (2021)
 - Special focus on Housing Affordability (2020)
 - Special focus on East Multnomah County (2018)
- Oregon's State of Trade (2019)
- Automation & the Future of Work (2017)

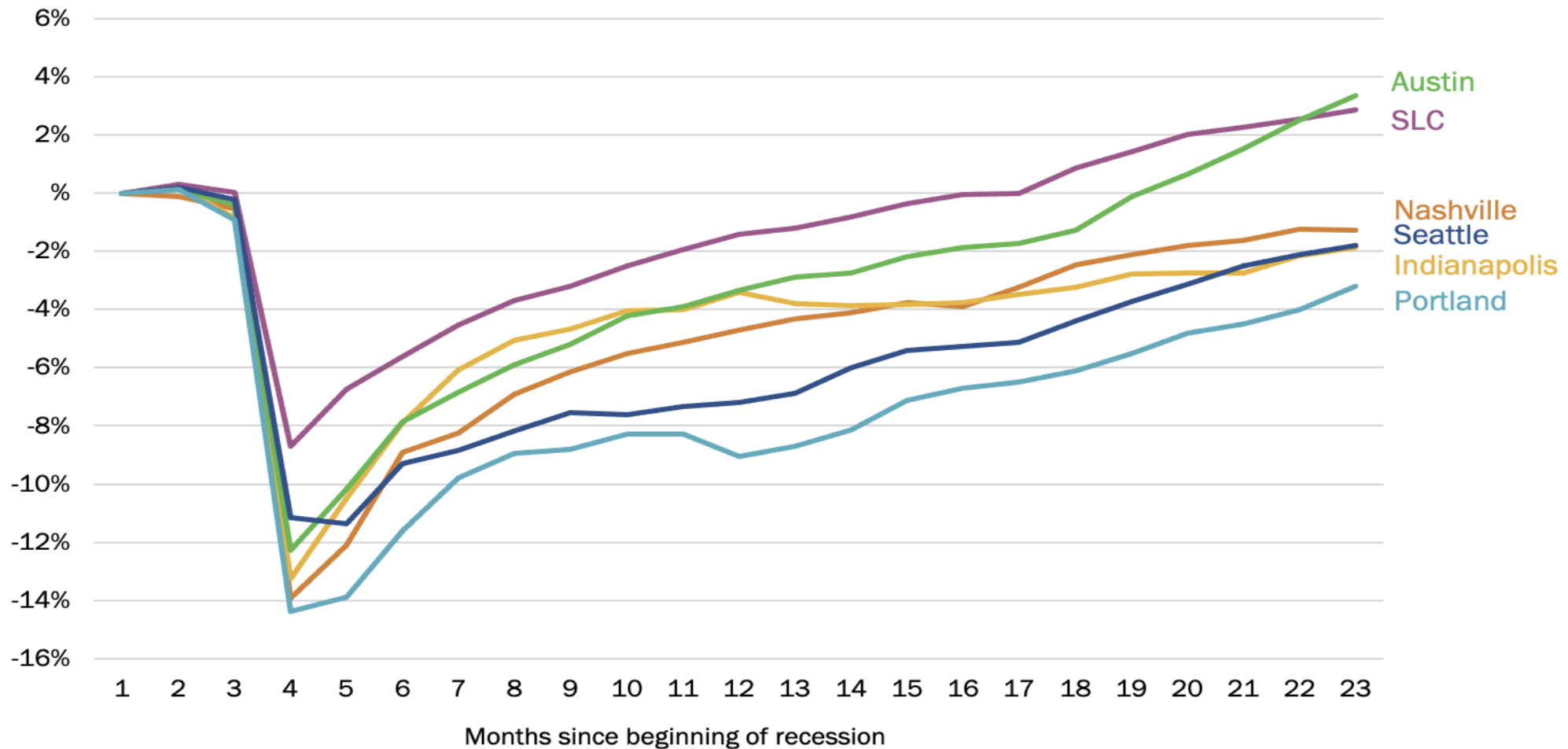
Jobs continue steady gain, expected to recover by early 2023

Portland Metro
Percent Change in Jobs Compared to February 2020



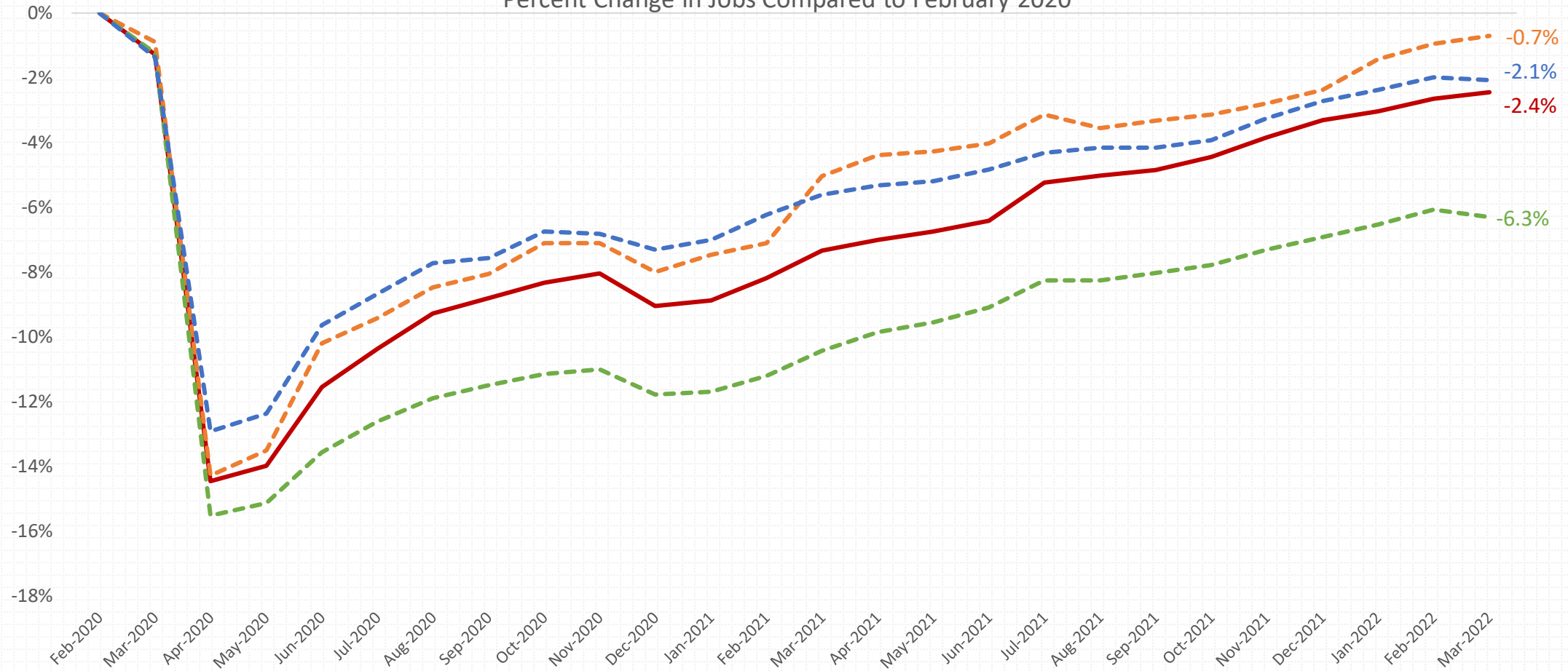
Portland's economy is resilient despite headwinds

Employment Change During the Pandemic – Portland vs. Peer Markets



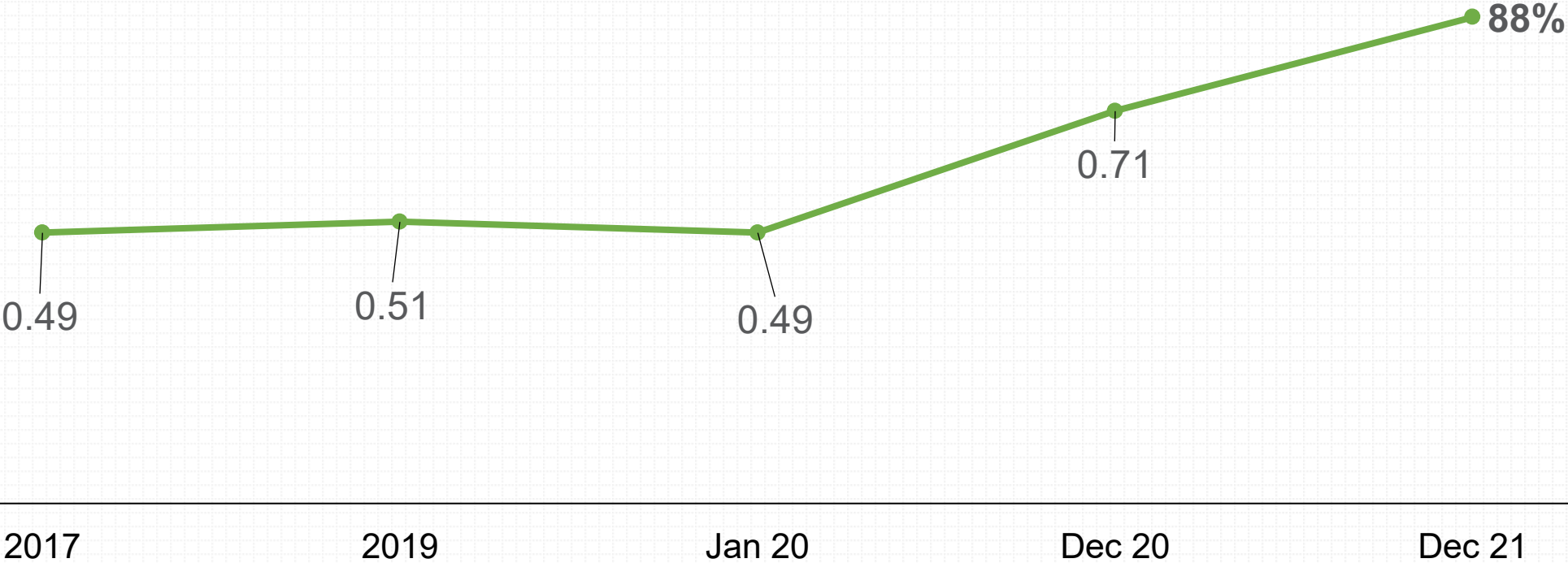
Job losses most heavily concentrated in Multnomah County

Portland Metro vs. Individual Counties
Percent Change in Jobs Compared to February 2020

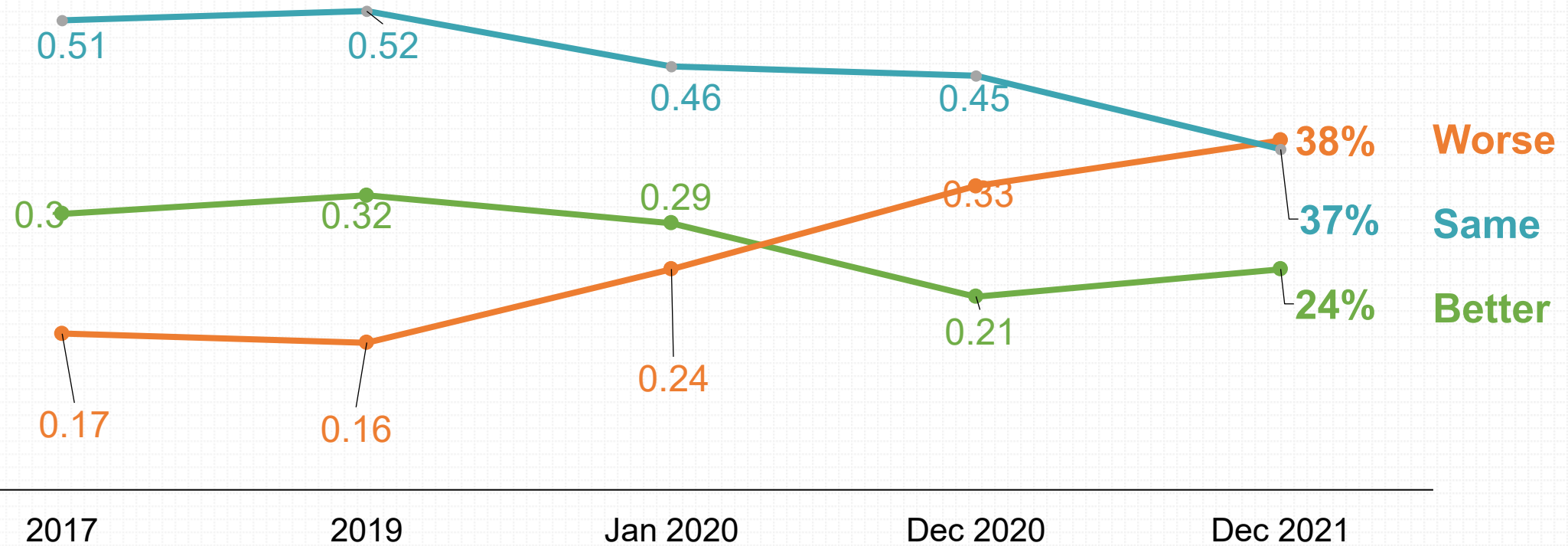


Portland has lost its competitive edge in quality of life and affordability

Most voters in the region say quality of life is getting worse



About four in ten voters say their household is worse off economically and this number has been steadily rising



OREGON:

THE STATE OF SPORT

The Economic Impact of the Athletic,
Outdoor, Team, and Recreation Industries



INTRODUCTION

FIRST-OF-ITS-KIND STUDY FOR GREATER PORTLAND, BEND AND EUGENE:

- What comprises the ATHLETIC, OUTDOOR, TEAM and RECREATION industry ecosystem?
- What is the region's value proposition for the industry?
- What value does the industry generate for the region?

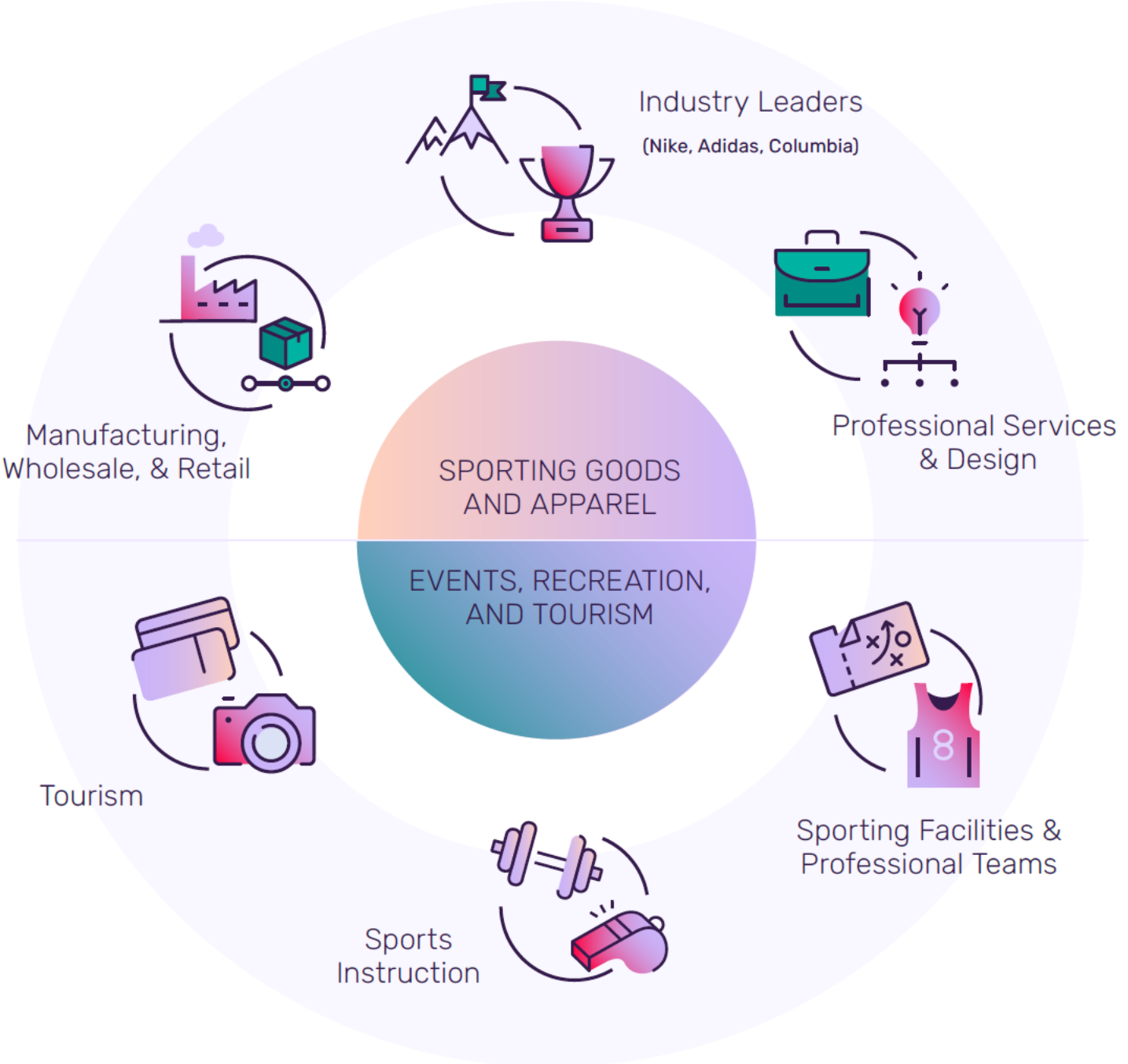
CORE FINDINGS:

- Unparalleled combination of talent, sporting events, outdoor recreation, and athletic culture
- National leader in sports activity and culture, punching far above the region's weight

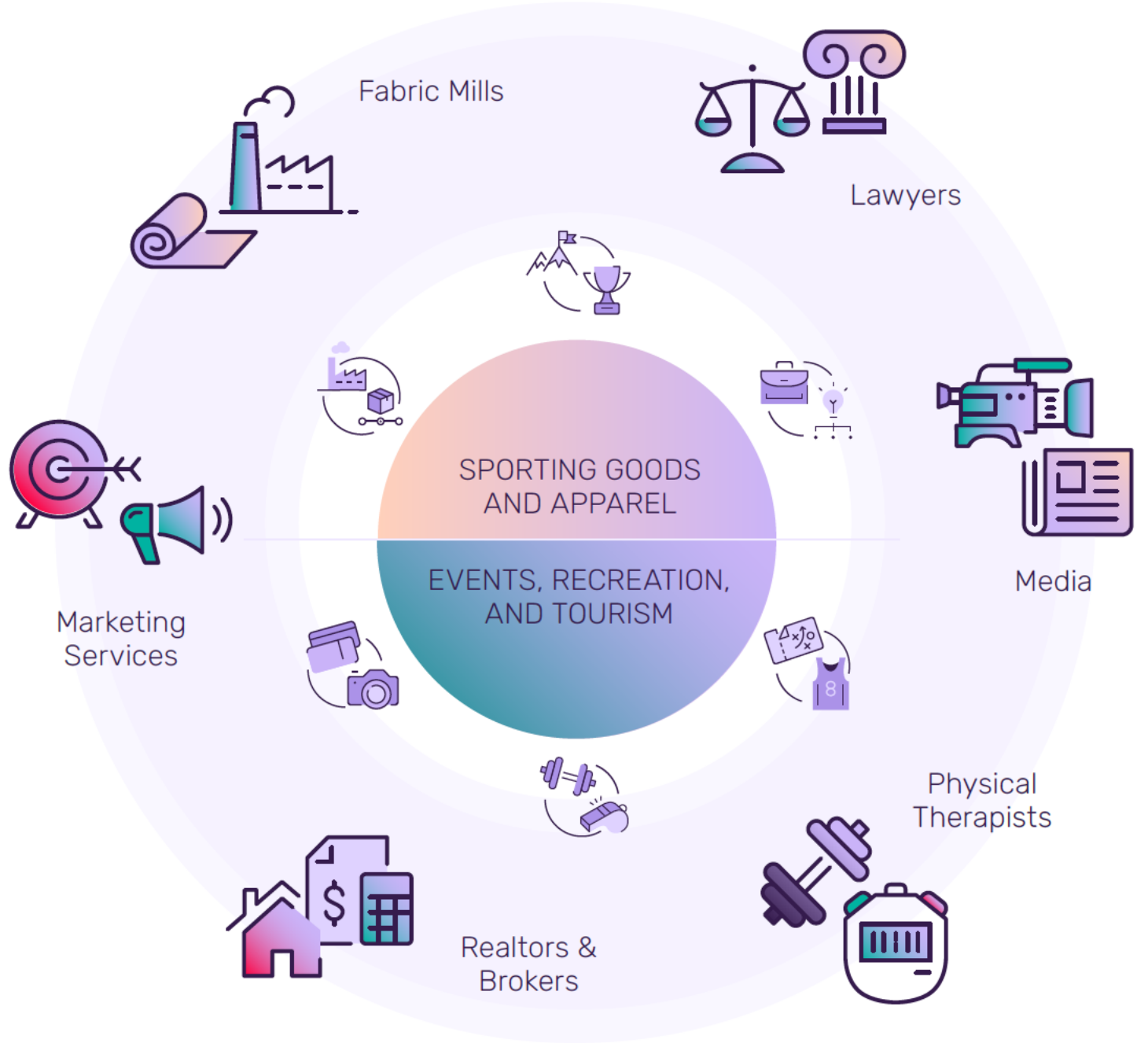


Tanner Springs Park, Cyclist. Credit: Justin Katigbak, Travel Portland

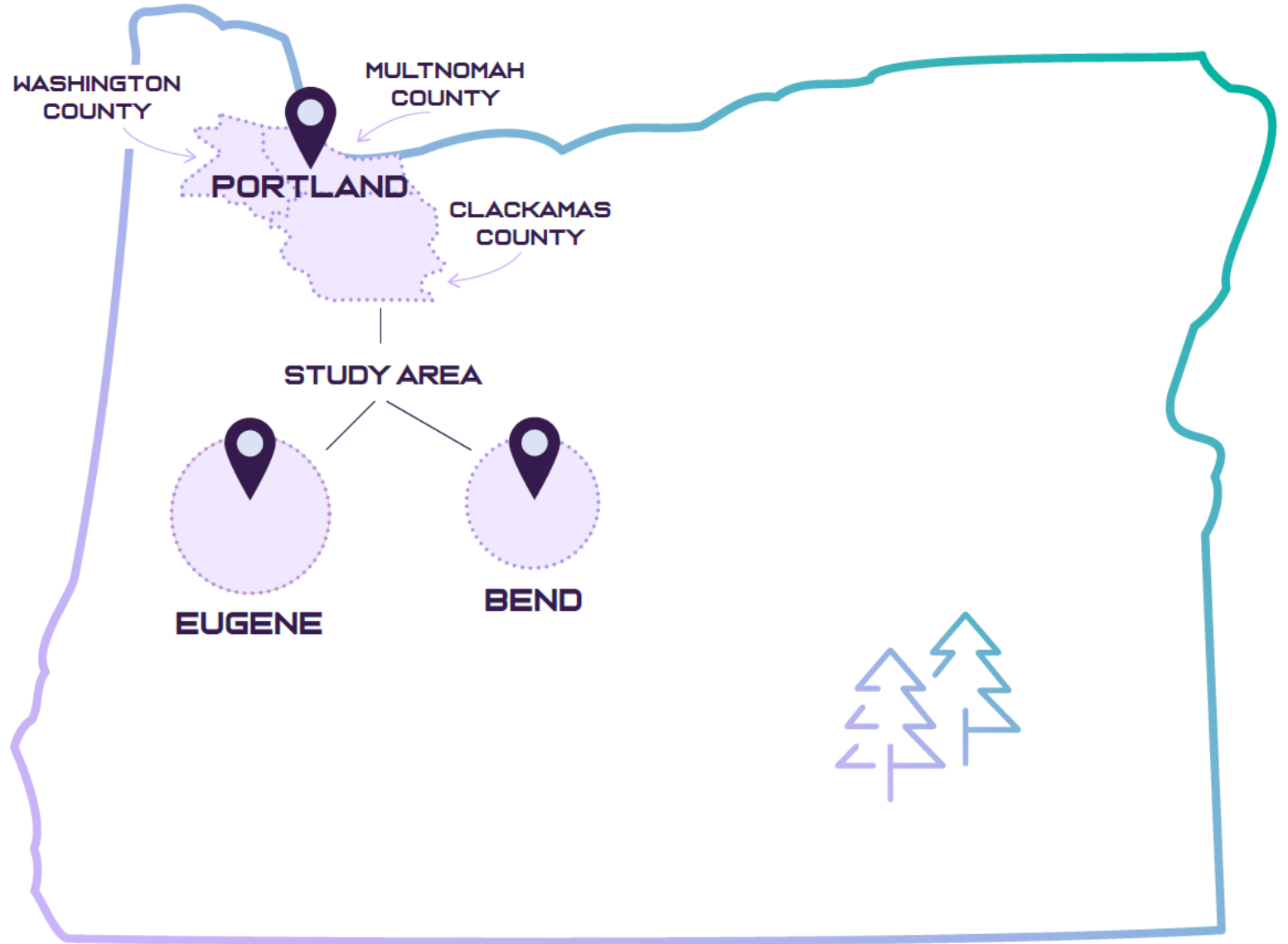
ATHLETIC, OUTDOOR, TEAM, AND RECREATION



SUPPORTIVE SERVICES



STUDY AREA: GREATER PORTLAND, EUGENE, AND BEND



STRONG DRIVER OF EMPLOYMENT AND GROWTH



JOBS IN THE ECOSYSTEM

in the Study Area (2019)

43K in Greater Portland



BUSINESSES IN THE ECOSYSTEM

in the Study Area
(2022)

2,200 in Greater
Portland



50%

2010-2019 JOB GROWTH IN THE ECOSYSTEM

in the Study Area compared
to 21% overall

56% Job growth in the
Ecosystem within Greater
Portland

GREATER PORTLAND ECOSYSTEM TRENDS



ECOSYSTEM SECTOR OVERVIEW

ECOSYSTEM JOBS IN GREATER PORTLAND 2019

52%

JOBS IN THE ECOSYSTEM

in higher-pay and/or higher-skilled sectors



EVENTS,
RECREATION, &
TOURISM

INDUSTRY LEADERS
(Nike, adidas, & Columbia
Sportswear)

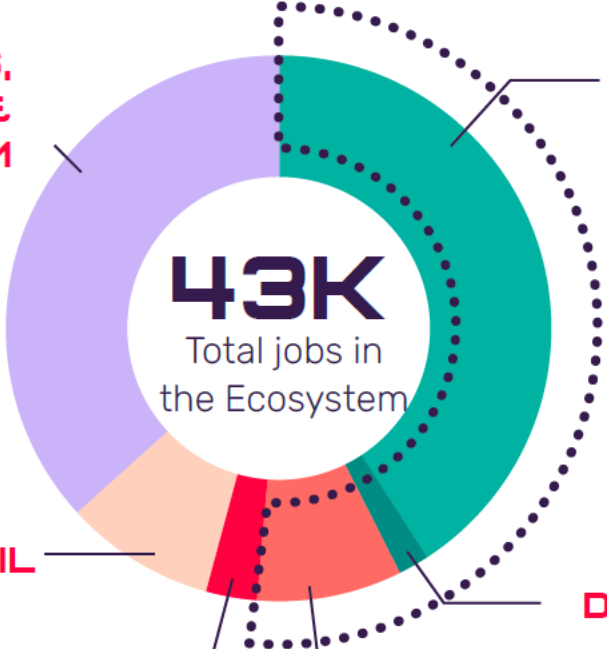
43K
Total jobs in
the Ecosystem

RETAIL

DESIGN SERVICES

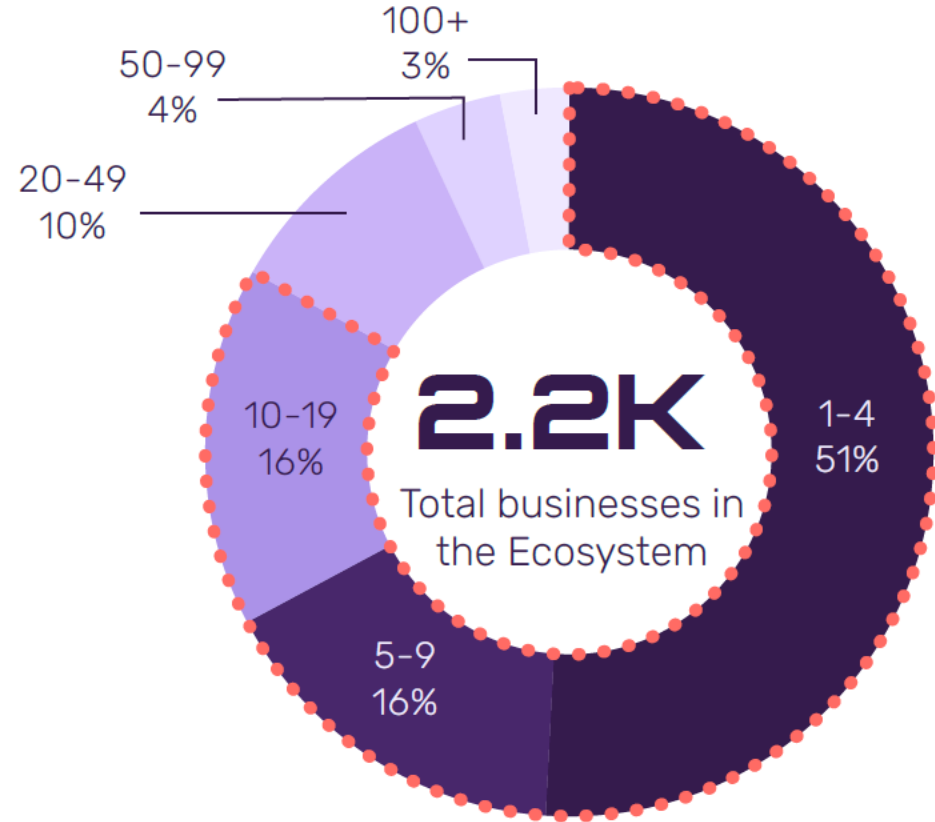
WHOLESALE

MANUFACTURING



SMALL BUSINESSES

DISTRIBUTION OF ECOSYSTEM BUSINESSES in Greater Portland by Employee Count, 2022



83%

BUSINESSES IN THE ECOSYSTEM

with fewer than 20 employees

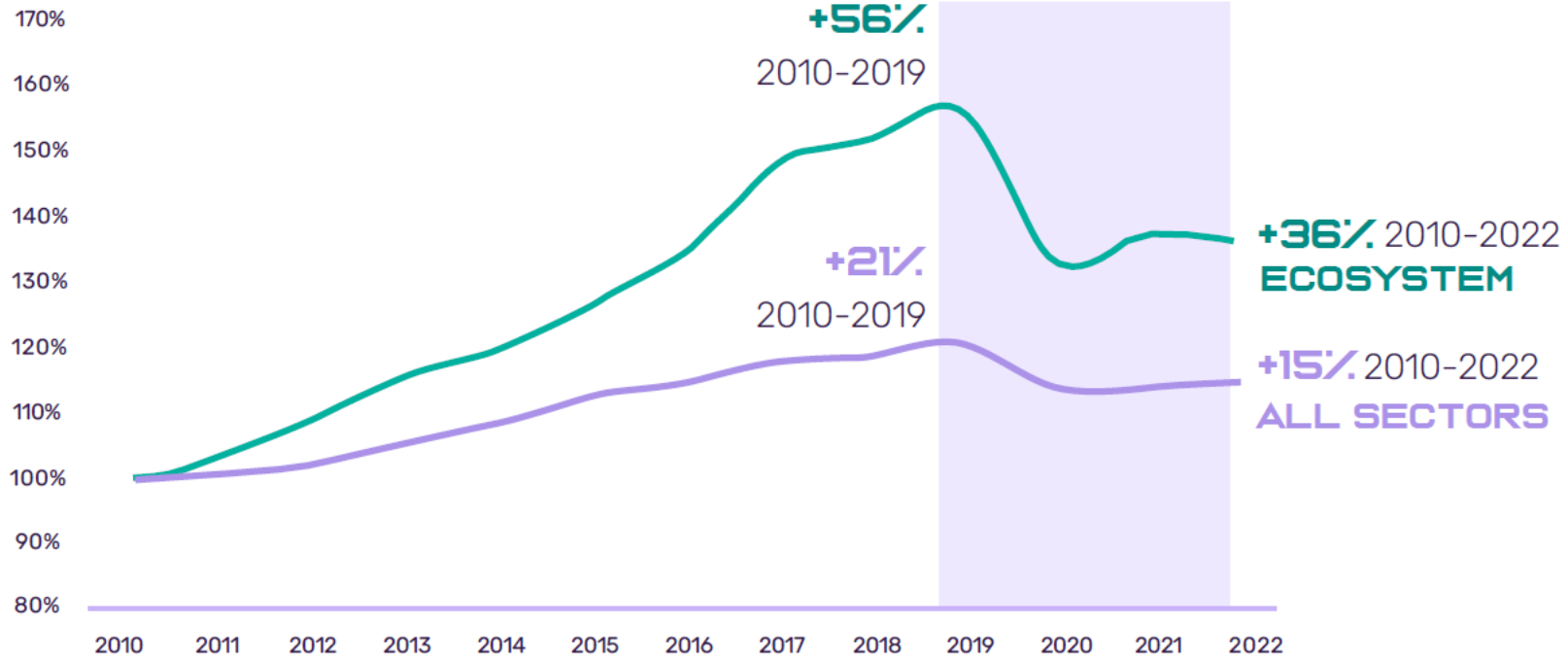


ECOSYSTEM GROWTH

JOB GROWTH IN THE ECOSYSTEM **VS.** **ALL SECTORS IN GREATER PORTLAND**

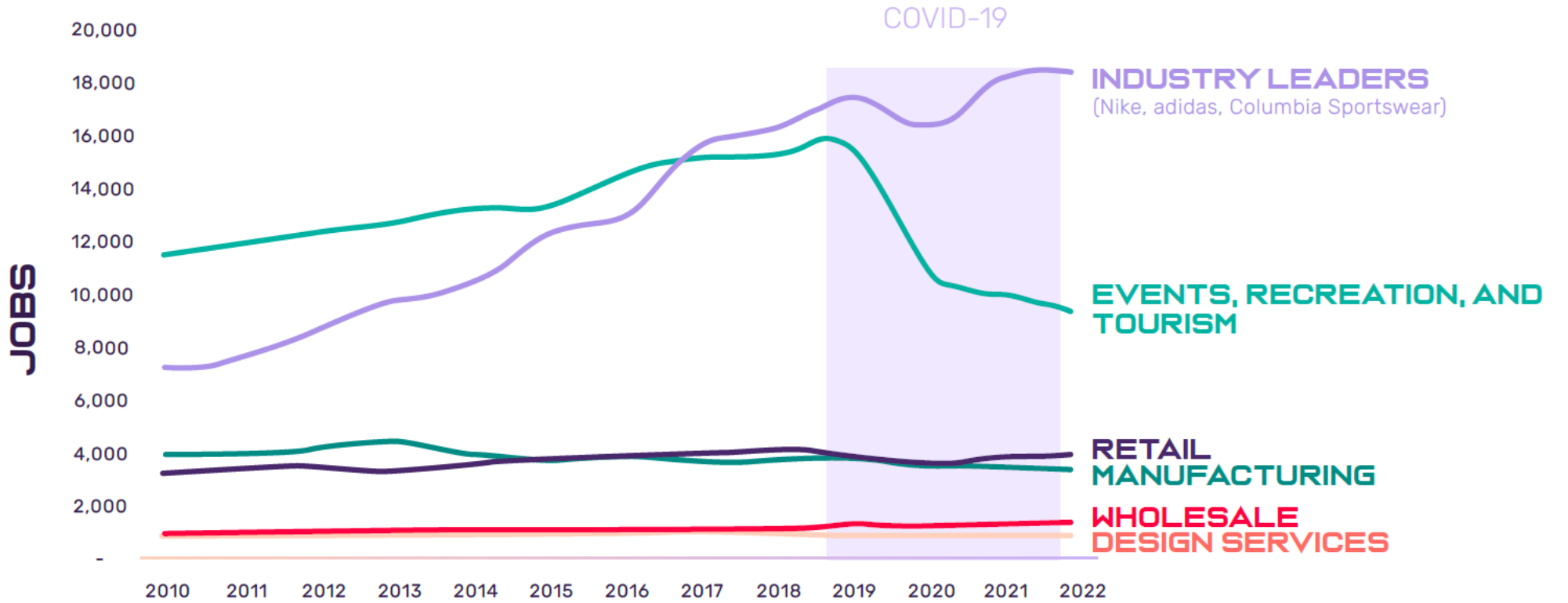
Indexed to 2010

COVID-19



GROWTH BY SECTOR

JOBS IN GREATER PORTLAND'S TOP SECTORS AND EMPLOYERS
2010-2022



ECOSYSTEM BENCHMARKING



COMPARISON REGIONS

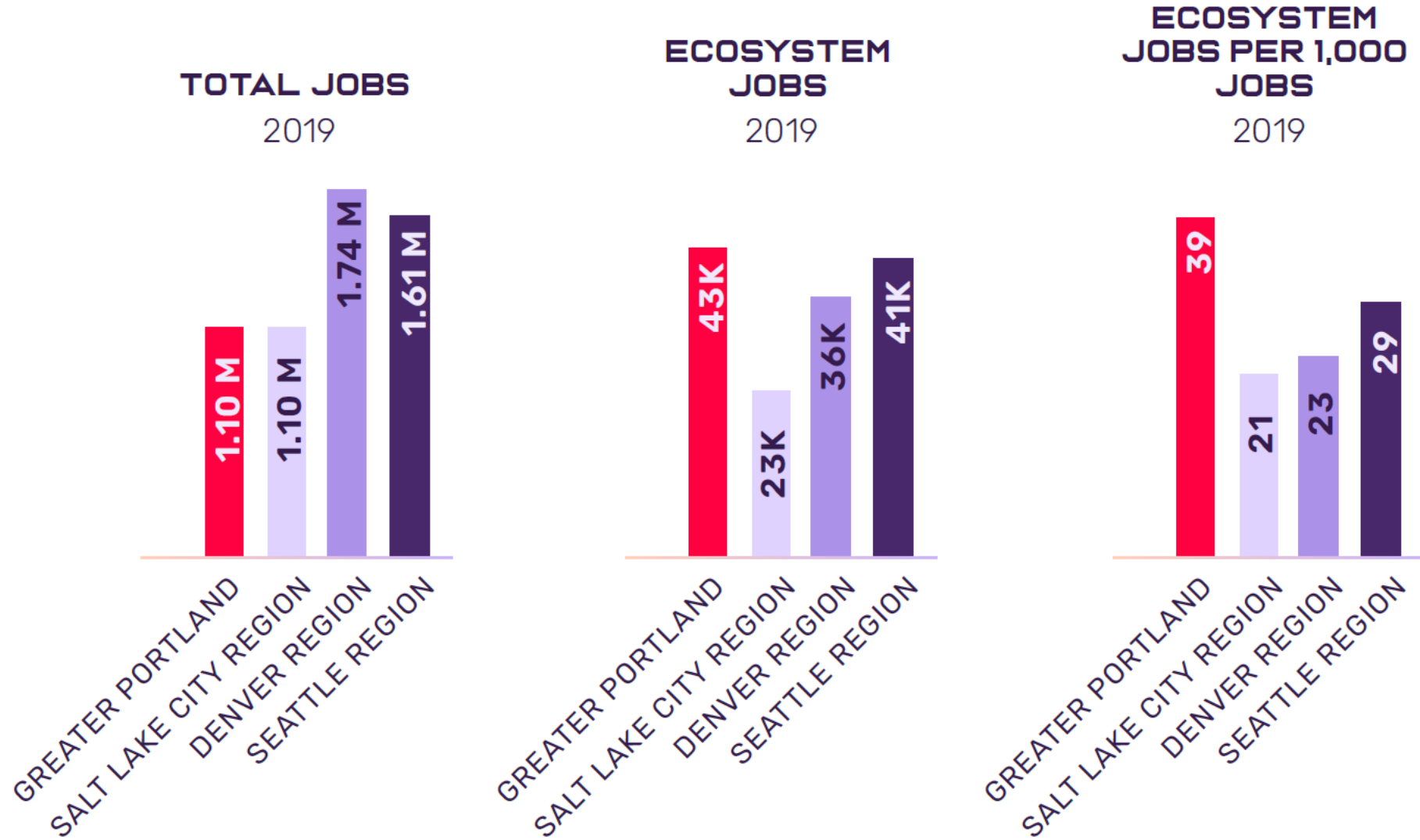


Mt. Tabor Park, Reservoir. Credit: Isaac Lane Koval, Travel Portland

Scappoose Bay, Kayakers and a Stand-Up Paddleboarder. Credit: Andrea Johnson Photography, Travel Portland

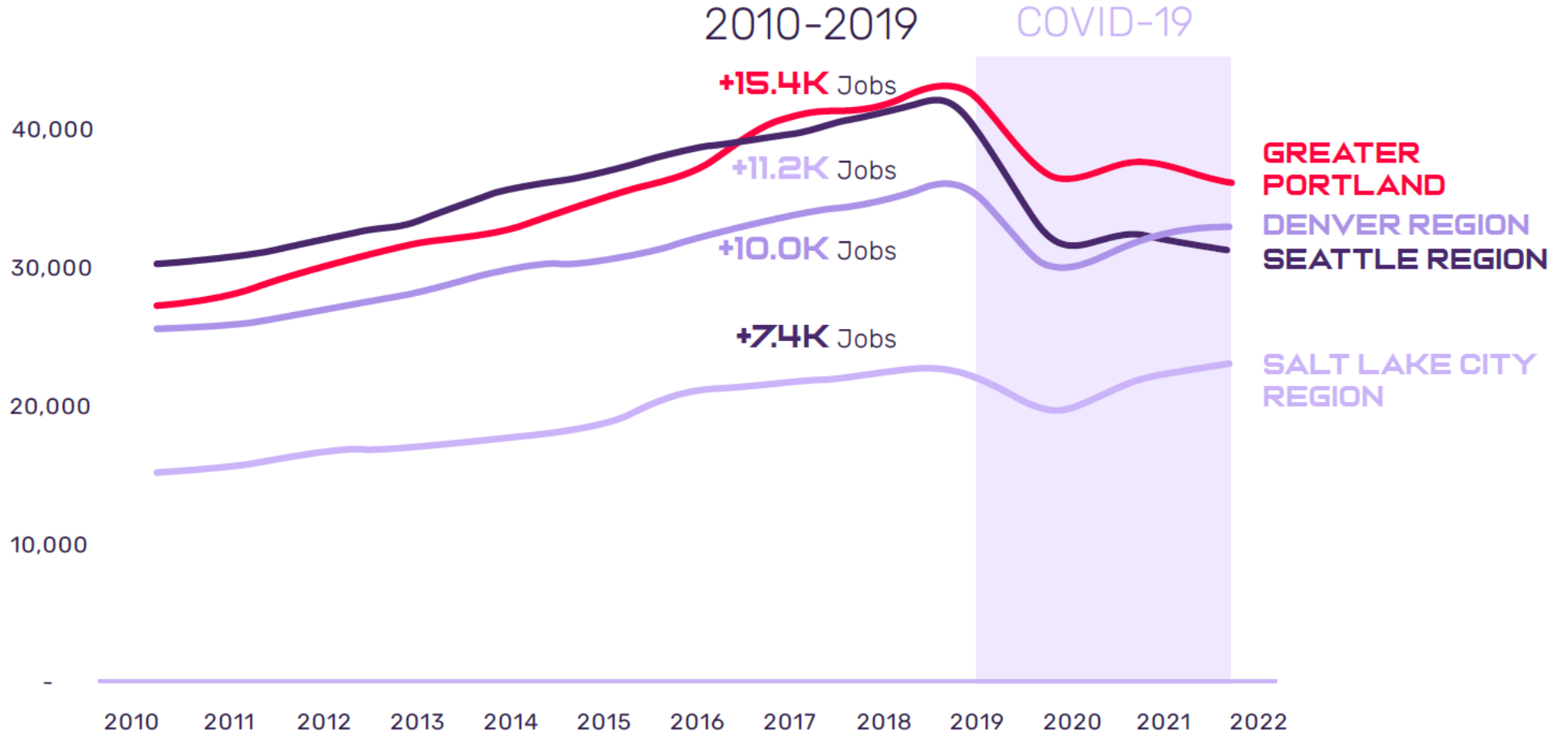


THE GREATER PORTLAND ECOSYSTEM IS LARGEST, DESPITE SMALLER POPULATION AND TOTAL JOBS



ECOSYSTEM GROWTH

CHANGE IN ECOSYSTEM JOBS ACROSS COMPARISON REGIONS



GREATER SECTORAL DIVERSITY AND CONCENTRATION OF HIGH-PAYING/SKILLED JOBS



**WORKERS IN
GREATER PORTLAND**

are in high-paying, highly-skilled jobs **compared to...**

24% WORKERS IN
SALT LAKE CITY

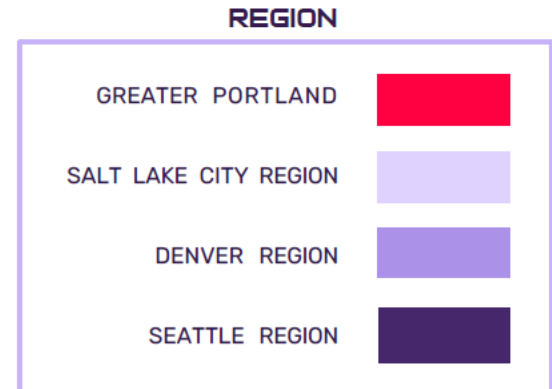
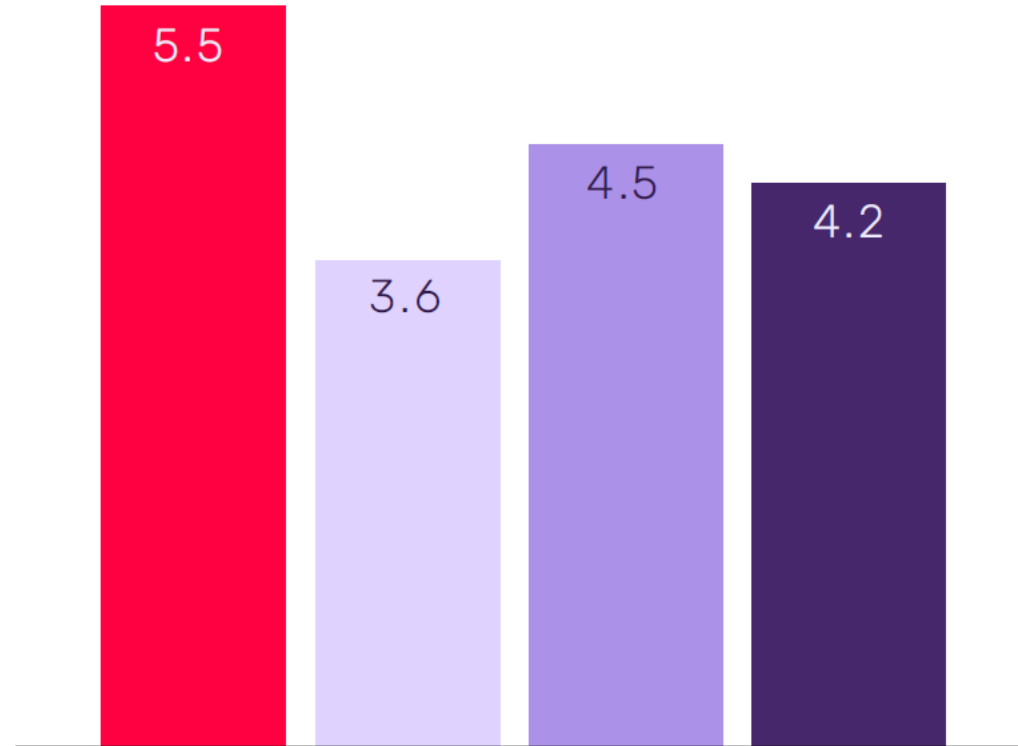
16% WORKERS IN
DENVER

20% WORKERS IN
SEATTLE

HIGH-SKILLED CREATIVE OCCUPATIONS

JOBS IN SELECTED CREATIVE SPORTING GOODS OCCUPATIONS PER 1,000 JOBS

2019



ART DIRECTORS + FASHION, COMMERCIAL, INTERIOR, & OTHER DESIGNERS

60%

CREATIVE OCCUPATION JOB GROWTH

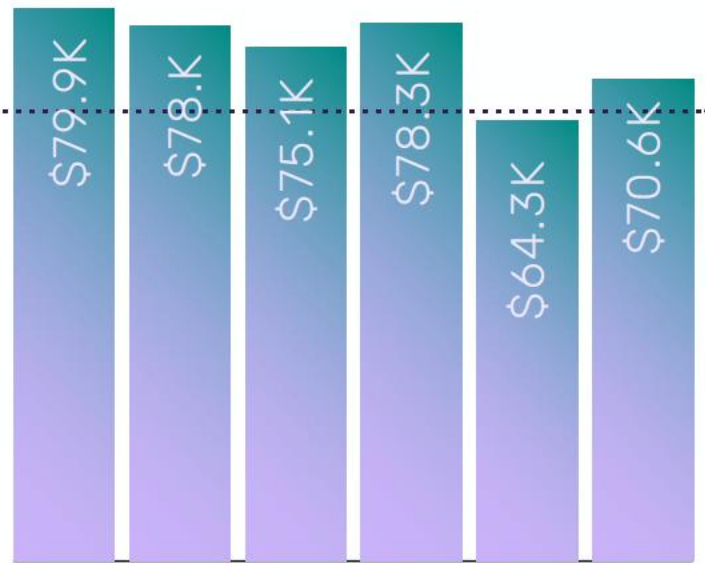
In Greater Portland between 2010 and 2019

THESE CREATIVE OCCUPATIONS ARE HIGHLY SKILLED AND WELL-PAID

AVERAGE WAGES

2019

\$65.7K
ALL SECTORS



6,947

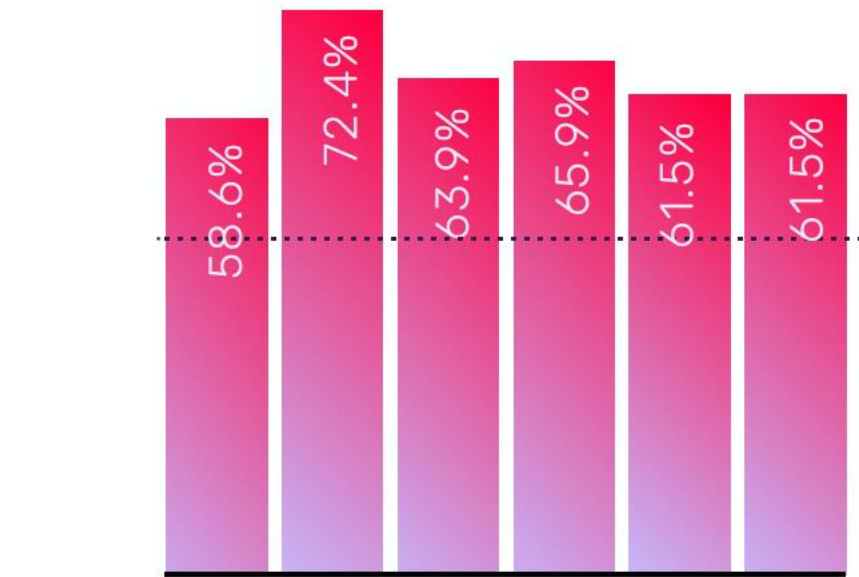
CREATIVE OCCUPATIONS

Art directors + fashion, commercial, interior, & other designers

SHARE OF WORKERS WITH COLLEGE DEGREES

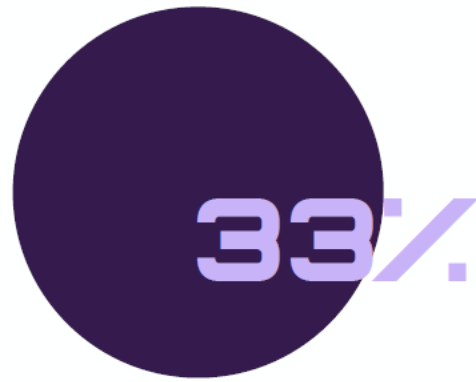
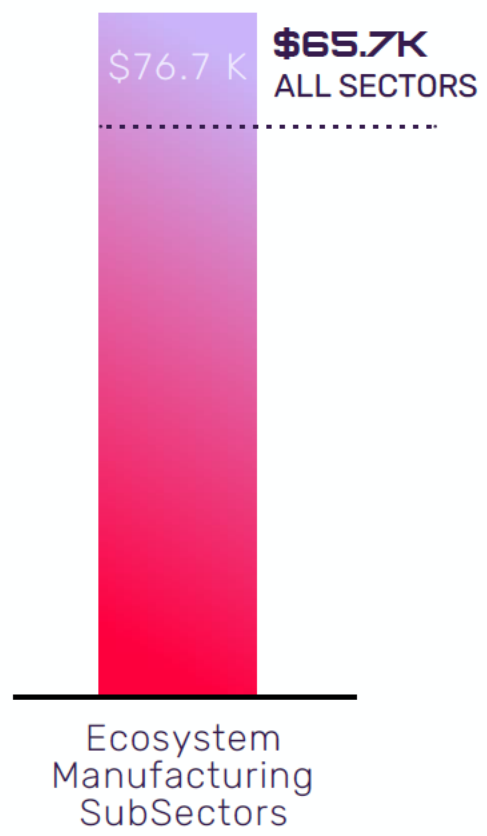
2019

43.3%
ALL SECTORS

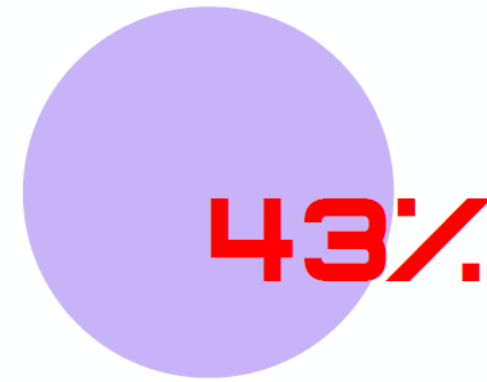


MANUFACTURING SUB-INDUSTRIES OFFER WELL PAYING JOBS TO DIVERSE WORKFORCE AND WORKERS WITHOUT COLLEGE DEGREES

Average Wages
in Selected Manufacturing Sectors in
Greater Portland 2019



WORKER RACE
in Selected Manufacturing Sectors in Greater Portland 2019 compared with **27%** in all sectors



SHARE OF WORKERS WITH A COLLEGE DEGREE
in Selected Manufacturing Sectors in Greater Portland 2019 compared with **15%** in all sectors

GENERATES SIGNIFICANT ECONOMIC ACTIVITY FOR REGION AND STATE OF OREGON



**DIRECT, INDIRECT,
AND INDUCED JOBS**

9% of the Study Area's total jobs



**DIRECT, INDIRECT,
INDUCED ECONOMIC
OUTPUT**



**ANNUAL TAX REVENUE
TO THE STATE OF
OREGON**

WHAT NEXT?

Communicate Oregon's unique value proposition to the U.S. and the world

Enhance Ecosystem's employment diversity through partnerships, education, and workforce development

Strengthen regional competitiveness for Ecosystem growth with strategic investments and policy tools

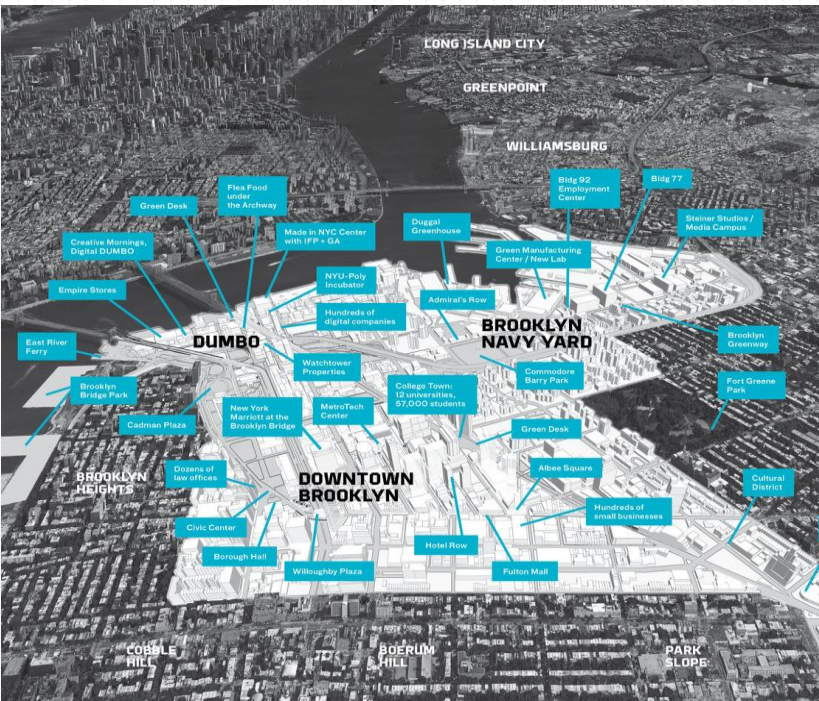
What is our economic brand proposition?

- Highly specialized workforce with unique skills sets and programs for the Athletic Outdoor Recreation and Team economy
- World headquarters of Nike, adidas North America, and thousands more
- World-class major league sports and global competitions
- World-class destination for outdoor adventure

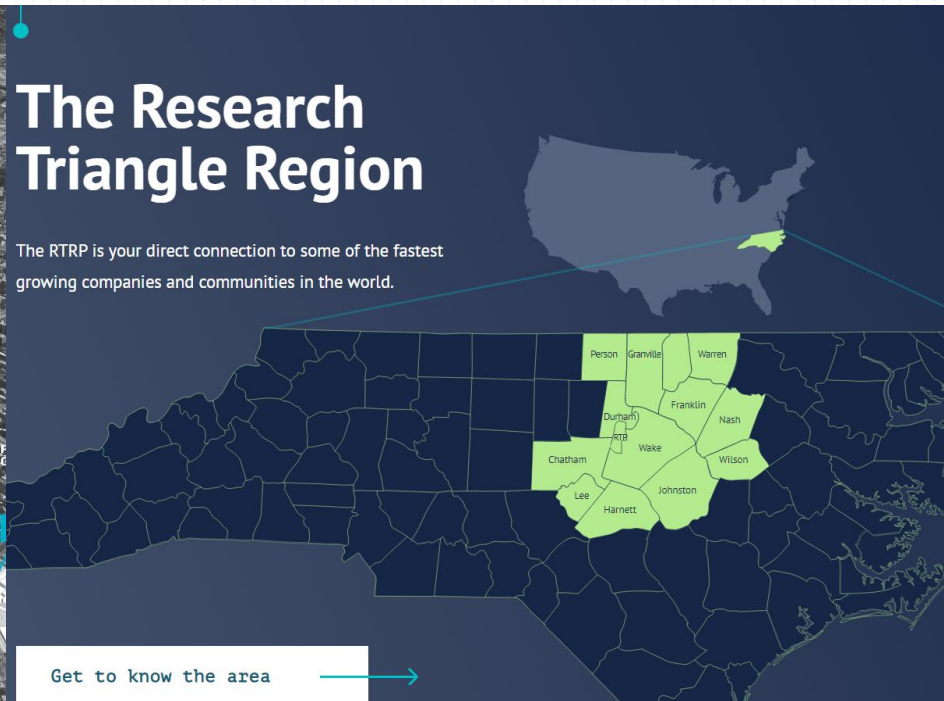


If you name it, they will *know* it...

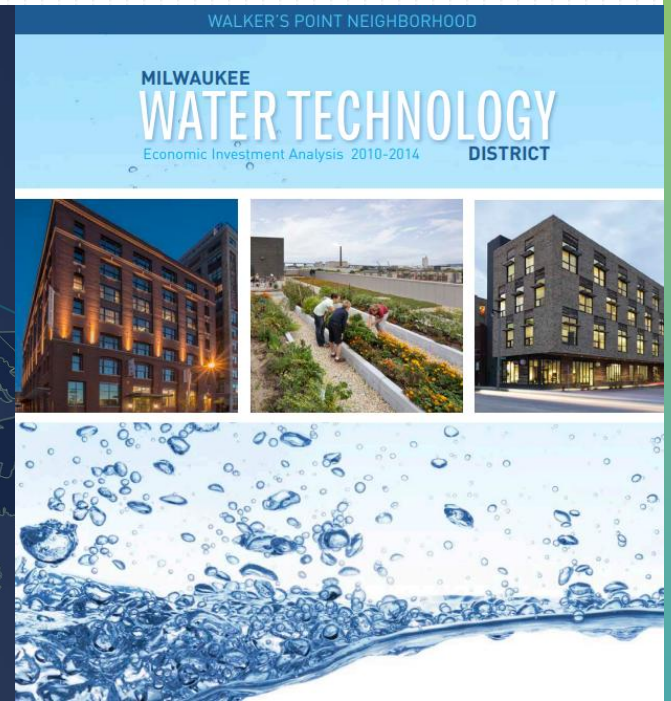
Brooklyn Tech Triangle



North Carolina - The Research Triangle



Milwaukee Water Technology District




ACKNOWLEDGEMENTS

This effort would not have been possible without the broad and sustained support of the following organizations dedicated to promoting Portland and helping the region grow equitably, sustainably, and resiliently.



OREGON: THE STATE OF SPORT

The Economic Impact of the Athletic, Outdoor,
Team, and Recreation Industries.

Download The State of Sport Report 



Welcome to Oregon, the State of Sport.

As you'll read in "Oregon: The State of Sport," we are a global epicenter for the Athletic, Outdoor, Team, and Recreation ecosystem.

DOWNLOAD THE FULL REPORT AT:

OregonStateofSport.com

ACKNOWLEDGEMENTS

Weinstein PR



PRESENTING SPONSOR

Stacey M.L. Dodson, U.S. Bank

SPONSORS

Katy Brooks, Bend Chamber of Commerce

Brittany Quick-Warner, Eugene Area Chamber of Commerce

Angela Wilhelms, Oregon Business & Industry

Duncan Wyse, Oregon Business Council

Jason Brandt, Oregon Restaurant & Lodging Association

Curtis Robinhold, Port of Portland

Andrew Hoan, Portland Business Alliance

Jim Etzel, Sport Oregon

Jeff Miller, Travel Portland

Deanna Palm, Washington County Chamber of Commerce

STAKEHOLDER PARTICIPANTS ACKNOWLEDGEMENT

Colin Sears, Business Oregon

Jon Stark, Economic Development for Central Oregon

Monique Claiborne, Greater Portland Inc

Mari Watanabe, Partners in Diversity

Tamara Kennedy-Hill, Port of Portland

Craig Cheek, Portland Diamond Project

Kimberly Branam, Prosper Portland

Sucheta Bal, Prosper Portland

Andrew Desmond, Oregon Business Council

Ken Henson, Oregon Restaurant & Lodging Association

Lee Davis, Oregon State University

Nathan Nayman, Sport Oregon

Mike Golub, Portland Timbers and Thorns

Amanda Lowthian, Travel Portland

Chris Oxley, Trail Blazers

Carlyn Schreck, University of Oregon

Andrew McGough, Worksystems, Inc.

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Elizabeth Howe

Rebecca McCulloch

Sydney Mead

Katie Mongue

Ashley Odil

Agenda Item No. 4.1

Consideration of the November 03, 2022 Council Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, December 15, 2022

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov



Metro

Minutes

Thursday, November 3, 2022

10:30 AM

Metro Regional Center Council Chamber,
<https://youtu.be/D8fYOYzn-q8>, <https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID: 615079992)

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.

No members of the public chose to testify.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

3. Presentations

3.1 Recap of Council Community Support Fund and Update on Council General Sponsorship Priorities

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Council President Peterson introduced Victor Sin (he/him) and Marielle Bossio (she/they) to present to council.

Staff pulled up the Council Community Support Fund & General Sponsorship Update Presentation to present to Council.

The presentation overviewed the results of Metro’s sponsorship program, which serves to support community events and programs coordinated by non-profits that align with Metro’s six desired outcomes for the region, being food stability, housing stability and support, homeless services, employment counseling and aid, small business and economic recovery, and educational support for young students. The presenters noted that a total of \$112,000 was

awarded across 105 recipients since spring of 2021, providing much needed support during the pandemic to community members. Most sponsorship recipients shared that their needs have shifted from providing pandemic specific services into other types of support. A framework for sponsorship priorities moving forward was provided.

Council Discussion

Councilor Gonzalez highlighted the importance of viewing the sponsorship program through a regional impact lens, ensuring that all cities and counties within the Metro region have access to supportive funds like this. He suggested implementing grant categories for organizations dependent on budget size, as this would increase access for smaller, grassroots organizations that may not have the institutional capacity to apply for funding.

Victor Sin noted that Metro has discovered several small nonprofit organizations over the course of the pandemic, and that Metro should be proactive when searching for new grant recipients.

Council President Peterson responded affirmatively, commenting on the importance of being explicit when listing the goals for sponsorship to ensure that organizations who have received grant money in the past from Metro do not feel abandoned if they do not continue to receive funding in the future.

Councilor Lewis spoke about Metro's success at creating a transparent and accessible grant system. She emphasized the importance of including childcare services in funding projects such as this as well as in other forms of legislation.

Councilor Craddick expressed her thanks to staff for their work on the sponsorships project.

Councilor Rosenthal similarly acknowledged the work and dedication of staff, remarking that his only regret in regard to this program is that Metro did not have more fund money to allocate to other nonprofit groups.

Seeing no further discussion on the topic, Council President Peterson moved onto the next agenda item.

4. Ordinances (First Reading and Public Hearing)

- 4.1 Ordinance No. 22-1486 For the Purpose of Annexing to the Metro District Boundary Approximately 53.76 Acres Located East of NW Helvetia Road in Hillsboro

Attachments: [Ordinance No. 22-1486](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

Council President Peterson called on Carrie MacLaren (she/her), to read the procedural requirements for this portion of the meeting.

MacLaren explained that because this ordinance's annexation involves a land use application requiring a quasi-judicial hearing there are additional procedural requirements that must be addressed. MacLaren informed the Councilors that they must declare if they have a conflict of interest or ex parte contact that may bias their decision making. She then provided a statement detailing procedural requirements of the quasi-judicial hearing.

Council President Peterson called on the council to announce any ex parte contacts. No councilors responded.

Council President Peterson then called for the council to

announce any conflicts of interest that may bias their decision making. Councilor Gonzalez noted that the annexation in question resides in his district, and therefore he has discussed the project with constituents. Carrie MacLaren confirmed that this does not qualify as a conflict of interest.

Council President Peterson introduced Tim O'Brien (he/him) to present to Council.

O'Brien explained the scope of the ordinance, which would annex 53.76 acres to the Metro district boundary in Hillsboro. This area has been planned in accordance with Metro's Title 11 planning requirements for new urban areas, allowing organization and building to begin once annexation into the Metro region is complete. O'Brien continued, outlining each requirement for annexation and inclusion in Metro's urban boundary and how this plot of land adheres to these guidelines.

Council Discussion:

Councilor Craddick asked staff if this area was brought into the urban reserve when the great bargain, a series of deals made with the city of Hillsboro about the urban reserve, was agreed upon.

O'Brien stated that this plot of land was brought into the urban reserve prior to the great bargain.

Councilor Gonzalez, noting that the area in question is industrial land, questioned the kinds of conversations that have occurred around the economic growth potential of this area.

Staff explained that discussions of annexation are removed

from conversations surrounding future usage of the land. O'Brien conveyed that this land is being considered for annexation because it meets the necessary criteria for incorporation into the Metro region, not because of its potential for creating economic growth opportunities.

Council President Peterson called for a public hearing on this agenda item. No members of the public choose to provide testimony. Council President Peterson noted that the second hearing for this ordinance will occur on November 10, 2022.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

5. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- The MERC approved a new contract for locxy. OCC management will hire a third-party contractor to provide AV services to the venue that was negotiated between the parties. Councilor Nolan commented that they approved of the manner in which the negotiations were completed, citing the importance of finding resolutions for Metro workers. Councilor Lewis clarified that MERC approved two collective bargaining agreements.
- The Expo RFBI received several proposals in response. The project team has begun the first components of the review process for the proposals.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Rosenthal** announced that he attended the Beaverton Business Forum on homelessness, sharing

that he believes their work is very encouraging.

- **Councilor Lewis** reiterated that MERC passed two collective bargaining agreements in their previous meeting, and that the next MERC meeting will include a budget retreat. She reported about attending the Clackamas County Cities dinner, reporting on street improvement and the Kellogg Creek Dam projects.
- **Council President Peterson** discussed attending the Home Building Association forecast, noting that the executive director, Dave Nielson, shared his support for Metro’s Supportive Housing Services program.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 11:19 a.m.

Respectfully submitted,



Jeffrey Kain, Legislative Assistant

Council meeting action update

Thursday, November 3, 2022 10:30 AM

Metro Regional Center Council Chamber,

<https://youtu.be/D8fYOYzn-q8>,
<https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID:
615079992)

1. Call to Order and Roll Call

Present: 6 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

Excused: 1 - Councilor Duncan Hwang

4. Ordinances (First Reading and Public Hearing)

4.1 **Ordinance No. 22-1486**, For the Purpose of Annexing to the Metro District Boundary Approximately 53.76 Acres Located East of NW Helvetia Road in Hillsboro

Assigned to Council; second reading scheduled for Nov. 10, 2022

PLEASE NOTE: Official copies of legislation will be available in electronic format via format via [Metro Online Records](#). For assistance, please contact Becky Shoemaker, Metro Records Officer at ext. 1740.

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 3, 2022

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	PowerPoint	11/03/2022	Council Community Support Fund and General Sponsorship Update	110322c-01

Agenda Item No. 4.2

Consideration of the November 17, 2022 Council Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, December 15, 2022

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov



Metro

Minutes

Thursday, November 17, 2022

10:30 AM

Metro Regional Center Council Chamber,
<https://youtu.be/nc7JliKc4Fk>, <https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID: 615079992)

Council meeting

1. Call to Order and Roll Call

Deputy Council President Lewis called the Metro Council Meeting to order at 10:30 a.m.

Present: 6 - Councilor Shirley Craddick, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Council President Lynn Peterson

2. Public Communication

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on a non-agenda items.

No members of the public chose to provide testimony.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

3. Consent Agenda

Deputy Council President Lewis noted that there had been a change to the Consent Agenda, stating that county partners had requested that the approval of Resolution No. 22-5292 be delayed to a future date.

Deputy Council President Lewis called for a motion to approve the Consent Agenda. The agenda contained two items, the Consideration of the October 6, 2022 Council Meeting Minutes and the Consideration of the October 20, 2022 Council Meeting Minutes.

Seeing no further discussion, Deputy Council President Lewis moved on to the next agenda item.

A motion was made by Councilor Gonzalez, seconded by Councilor Craddick, to adopt items on the consent agenda.

The motion passed by the following vote:

Aye: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez,
Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

3.1 Consideration of the October 6, 2022 Council Meeting Minutes

Attachments: [100622c Minutes](#)

3.2 Consideration of the October 20, 2022 Council meeting minutes

Attachments: [102022c Minutes](#)

3.3 **Resolution No. 22-5292** For the Purpose of Replacing the Clackamas County Board and Metro Council Representatives to the Supportive Housing Services Tri-County Planning Body (TCPB)

Attachments: [Resolution No. 22-5292](#)
[Staff Report](#)
[Attachment A](#)

This item was postponed by Deputy Council President Lewis.

This item was tabled.

4. Resolutions

4.1 **Resolution No 22-5288** For the Purpose of Amending the FY 2022-23 Budget and Appropriations Schedule and Fiscal Year 2022-23 Through Fiscal Year 2026-27 Capital Improvement Plan to Provide for Changes in Operations by Supplemental Budget

Attachments: [Resolution No. 22-5288](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)

Deputy Council President Lewis called on Marissa Madrigal (she/her), Cinnamon Williams (she/her), and Patrick Dennis (he/him) to present to Council.

Staff pulled up the Resolution 22-5288, FY 2022-23 Supplemental Budget Amendment Presentation to present to Council.

The presentation discussed the components of Resolution No. 22-5288, which serves to better align Metro's organizational needs with the 2022-23 fiscal year budget. The legislation addresses department restructuring, FTE changes and additions, appropriation adjustments, CIP changes,

Council Discussion:

Councilor Hwang asked for clarification about the Communications Department's shift to a distributive model.

Marissa Madrigal explained that the Communications Department is currently organized so that there are several different teams that work closely with the other departments. She stated that the distributive model system is aiming to create a stronger, more centralized team with higher capacity, allowing department directors to be in

direct contact with both specialized Communication Department teams and the Communications director.

Councilor Rosenthal was curious as to the three projects using budget funds in the zoo foundation.

Cinnamon Williams listed these projects, being the black bear improvement project, the administration building refresh, and the building controls project.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

Deputy Council President Lewis introduced Tom Rogers, the Oregon Zoo Finance Manager.

Councilor Rosenthal requested a more detailed description of the administration building refresh project.

Tom Rogers remarked that these funds will be used to increase the flexibility of the workplace, along with improving the HVAC system and updating accessibility options.

Councilor Gonzalez expressed his support and desires for both the expansion of projects at the Oregon Zoo as well as the Communications Department's transition to a distributive system. He then highlighted the accomplishment of the Diversity, Equity, and Inclusion team being made into a full department.

Councilor Craddick, noting that Williams had discussed increase grant funding for parks, asked where this source of funding is coming from.

Williams responded, stating that she had misspoke and that the Planning, Development, and Research Department had received additional grant funds to support their positions.

Councilor Craddick commented on the work and thought that has gone into creating the Diversity, Equity, and Inclusion Department, expressing her total support for the department and the work it has done.

Councilor Hwang similarly highlighted the importance of Metro having a department focused on advancing racial equity within the region. Speaking to the Planning, Development, and Research Department's expansion, he asked how these newly created positions will be impacted when grant funding ends.

Williams called upon Rachael Lembo (she/her), the finance manager for both the Planning and Housing Departments, to answer the councilor's question.

Lembo noted that the Planning Department is taking on a risk in assuming that they will continue to receive the same level of grant funding in the future, however sources such as those in the Infrastructure Act will likely continue to provide grant funding to Metro.

Councilor Hwang questioned if the positions being added are in anticipation of grant funding.

Lembo remarked that the Planning Department is expanding because it requires a greater capacity now, in part due to the large infrastructure projects on TV Highway and 82nd Street, as well as other projects like the Interstate Bridge Replacement and the 2023 Regional Transportation Plan.

Councilor Craddick addressed Councilor Hwang’s question, stating that because TV Highway and 82nd Street are such large and necessary projects that they will very likely draw in a sizable amount of grant funding.

Seeing no further discussion, Deputy Council President Lewis moved on to the next agenda item.

This matter was adopted

Aye: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

4.1.1 Public Hearing for Resolution No. 22-5288

Deputy Council President Lewis opened the meeting to members of the public wanting to testify on Resolution No. 22-5288.

No members of the public chose to provide testimony.

Seeing no further discussion on the topic, Deputy Council President Lewis moved on to the next agenda item.

5. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- November 20 is the Metro employee Zoo Lights night.
- Blue Lake Park will be closed for the day due to high winds.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Rosenthal** noted that the Zoo Brew, a wine and beer festival, was occurring over the upcoming weekend.

- **Councilor Hwang** informed the Council that he is having a series of engagement events with the Chinese American community discussing Lone Fir Cemetery.
- **Councilor Craddick** commented on the importance of continuing work at Lone Fir Cemetery. She then discussed the events of the November 17th JPACT meeting.
- **Councilor Rosenthal** reported that he attended the West Side Economic Alliance forum.

7. Adjourn

There being no further business, Deputy Council President Lewis adjourned the Metro Council Meeting at 11:19 p.m.

Respectfully submitted,



Jeffrey Kain, Legislative Assistant

Council meeting action update

Thursday, November 17, 2022 **Metro Regional Center Council Chamber,**
10:30 AM

<https://youtu.be/nc7JliKc4Fk>,
<https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID:
615079992)

1. Call to Order and Roll Call

Present: 6 - Councilor Shirley Craddick, Councilor Christine Lewis,
Councilor Juan Carlos Gonzalez, Councilor Mary Nolan,
Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Council President Lynn Peterson

3. Consent Agenda

**A motion was made by Councilor Gonzalez, seconded by
Councilor Craddick, to adopt items on the consent agenda.
The motion passed by the following vote:**

Yes: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez,
Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

3.1 Consideration of the October 6, 2022 Council Meeting Minutes

3.2 Consideration of the October 20, 2022 Council meeting minutes

3.3 **Resolution No. 22-5292**, For the Purpose of Replacing the Clackamas
County Board and Metro Council Representatives to the Supportive
Housing Services Tri-County Planning Body (TCPB)

This item was postponed by Deputy Council President Lewis

4. Resolutions

4.1 **Resolution No 22-5288**, For the Purpose of Amending the FY 2022-23
Budget and Appropriations Schedule and Fiscal Year 2022-23 Through
Fiscal Year 2026-27 Capital Improvement Plan to Provide for Changes in
Operations by Supplemental Budget

A motion was made by Councilor Rosenthal, seconded by Councilor Gonzalez, that this Resolution was adopted.

The motion carried by the following vote:

Yes: 6 - Councilor Craddick, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Council President Peterson

4.1.1 Public Hearing for Resolution No. 22-5288

PLEASE NOTE: Official copies of legislation will be available in electronic format via format via [Metro Online Records](#). For assistance, please contact Becky Shoemaker, Metro Records Officer at ext. 1740.

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 17, 2022

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	PowerPoint	11/17/2022	Resolution 22-5288, FY 2022-23 Supplemental Budget Amendment	111722c-01

Agenda Item No. 4.3

Resolution No. 22-5290 For the Purpose of Appointing Two New Members and Reappointing Five Members to the Metro Supportive Housing Services Community Oversight Committee
Consent Agenda

Metro Council Meeting
Thursday, December 15, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING FOUR NEW MEMBERS AND REAPPOINTING THREE MEMBERS TO THE METRO SUPPORTIVE HOUSING SERVICES COMMUNITY OVERSIGHT COMMITTEE) RESOLUTION NO. 22-5290
)
) Introduced by Chief Operating
) Officer Marissa Madrigal with the
) Concurrence of Metro Council
) President Lynn Peterson

WHEREAS, Metro’s Supportive Housing Services Program has a Regional Oversight Committee to oversee the program, with the following responsibilities: reviewing local implementations plans, accepting and reviewing annual reports from the local implementation partners, monitoring financial aspects of program administration, and providing annual reports to the Metro Council; and

WHEREAS, the Regional Oversight Committee’s membership is governed by Metro Code Section 2.19.280; and

WHEREAS, the Regional Oversight Committee is composed of 15 members (five each from the three counties in the region) along with one representative each from the Clackamas, Multnomah and Washington County Boards of Commissioners, Portland City Council and Metro Council; and

WHEREAS, Metro Code Section 2.19.280 authorizes the Metro Council President to appoint and reappoint members to the Regional Oversight Committee; and

WHEREAS, the Metro Council President has reappointed three members to the Regional Oversight Committee and appointed four new members to the Committee, with terms to begin on January 1, 2023, and to end on December 31, 2024; and

WHEREAS, these reappointed and new committee members satisfy the membership attributes set forth in Metro Code Section 2.19.280; and

WHEREAS, the Metro Council desires to confirm those reappointments and new appointments; now therefore

BE IT RESOLVED:

1. That the Metro Council confirms the reappointments of certain members to the Supportive Housing Services Regional Oversight Committee to a two-year term as set forth on Exhibit A attached to this Resolution. The term will begin on January 1, 2023, and end on December 31, 2024.
2. That the Metro Council confirms the appointments of new members to the Supportive Housing Services Regional Oversight Committee to a two-year term as set forth on Exhibit A attached to this Resolution. The term will begin on January 1, 2023, and end on December 31, 2024.

ADOPTED by the Metro Council this 15th day of December 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren Metro Attorney

Exhibit A to the Resolution No. 22-5290

**Supportive Housing Services Regional Oversight Committee
Committee Member Appointments and Reappointments**

The following persons will serve two-year terms from January 1, 2023 through December 31, 2024. Each are eligible thereafter to serve one additional two-year term:

1. Becky Wilkinson
2. Maria Hernandez
3. Mike Savara
4. Stef Kondor

The following three persons served an initial term of two-years from November 19, 2020 to November 18, 2022. With Council approval of an extended first term, they are currently serving through December 31, 2022. They will then serve a second term from January 1, 2023 through December 31, 2024.

1. Susan Emmons
2. Jeremiah Rigsby
3. Kathy Wai

IN CONSIDERATION OF RESOLUTION NO. 22-5290 FOR THE PURPOSE OF APPOINTING FOUR NEW MEMBERS AND REAPPOINTING THREE MEMBERS TO THE METRO SUPPORTIVE HOUSING SERVICES COMMUNITY OVERSIGHT COMMITTEE

Date: November 28, 2022
Department: Housing
Meeting date: December 15, 2022

Prepared by: Breanna Hudson

ISSUE STATEMENT

Resolution No. 22-5290 appoints 4 new members and reappoints 3 members to serve two-year terms on the Supportive Housing Services Regional Oversight Committee.

The new oversight committee members are:

1. Becky Wilkinson
2. Maria Hernandez
3. Mike Savara
4. Stef Kondor

Metro staff have confirmed interest and availability of the following Oversight Committee members to be reappointed to serve an additional term of two years:

1. Susan Emmons
2. Jeremiah Rigsby
3. Kathy Wai

Current and past committee members

Below is a summary of current members and their terms. Current members who are to be reappointed through this resolution are in bold.

Committee members	County they represent	Appointment
Dan Fowler	Clackamas	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term.
Seth Lyon	Clackamas	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term.
Mandrill Taylor	Clackamas	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term.

Kathy Wai	Clackamas	Appointed to a two-year term in 2022; eligible to be reappointed for a second two-year term to start in January 2023.
Susan Emmons (co-chair)	Multnomah	Appointed to a two-year term in 2022; eligible to be reappointed for a second two-year term to start in January 2023.
Jenny Lee	Multnomah	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term.
Carter MacNichol	Multnomah	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term.
Jeremiah Rigsby	Multnomah	Appointed to a two-year term in 2022; eligible to be reappointed for a second two-year term to start in January 2023.
Roserria Roberts	Multnomah	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term.
Felicita Monteblanco	Washington	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term.

Two members resigned from the committee (Ellen Johnson and Jahed Sukhun) and two members were removed from the committee roster due to absences (Gabrielle Bates and Heather Brown).

Fall 2022 recruitment and evaluation

Based on a survey of current committee members and evaluation of current perspectives and / expertise on the committee, staff identified gaps in required member representation and therefore priorities for the current recruitment:

- Lived and / or worked in Clackamas or Washington counties
- People who have lived experience of houselessness
- People with experience overseeing, providing or delivering supportive housing services

The application was open from September 28 through October 21, 2022, and the recruitment was announced through the housing interested parties email list (audience approximately 1500 people), social media, and via extensive outreach to jurisdiction and community-based organization partners and current oversight committee members.

Metro received 24 applications representing a diversity of professional and lived experience, and demographics. Candidates were evaluated for individual experience and expertise.

ACTION REQUESTED

Adopt Resolution No. 22-5290, reappointing 3 members to the Supportive Housing Services Oversight Committee for a two-year term, and appointing 4 new members. Through adoption of this resolution, the new term for these 7 members will be January 1, 2023 through December 31, 2024.

IDENTIFIED POLICY OUTCOMES

The Regional Oversight Committee performs the following duties as charged by the Metro Council:

- Evaluate local implementation plans, recommend changes as necessary to achieve program goals and guiding principles, and make recommendations to Metro Council for approval;
- Accept and review annual reports for consistency with approved local implementation plans;
- Monitor financial aspects of program administration, including review of program expenditures; and
- Provide annual reports and presentations to Metro Council and Clackamas, Multnomah, and Washington County Boards of Commissioners assessing performance, challenges, and outcomes.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The proposed Resolution is based on numerous policies previously adopted by the Metro Council, including but not limited to:

- Ordinance No. 20-1453 amending Metro Code Chapter 2.19 to establish the Supportive Housing Services Regional Oversight Committee
- Resolution No. 20-5136 appointing members to the Supportive Housing Services Oversight Committee by the Council President

ATTACHMENTS

None.

Agenda Item No. 4.4

Resolution No. 22-5297 For the Purpose of Accepting the November 8, 2022, General
Election Abstract of Votes for Metro
Consent Agenda

Metro Council Meeting
Thursday, December 15, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE)	RESOLUTION NO. 22-5297
ABSTRACT OF VOTES AND PROCLAIMING)	
THE RESULTS OF THE NOVEMBER 8, 2022,)	Introduced by Metro Attorney Carrie
GENERAL ELECTION FOR BALLOT)	MacLaren in Concurrence with Council
MEASURE 26-225)	President Lynn Peterson

WHEREAS, on August 4, 2022, the Metro Council passed Resolution No. 22-5279, “For the Purpose of Referring to the Voters of the Metro Area Renewal of Metro’s Local Option Levy for Protecting Water Quality, Restoring Fish and Wildlife Habitat and Connecting People to Nature”; and

WHEREAS, on November 8, 2022, a General Election was held in the State of Oregon on the renewal of the Metro Local Option Levy (Ballot Measure 26-225); and

WHEREAS, ORS 255.295 requires that the Multnomah County Director of Elections prepare an abstract of votes cast for Multnomah, Clackamas and Washington Counties (Metro Area), and deliver the abstract of votes to Metro; and

WHEREAS, the abstract of votes of the General Election for the Metro Area certifying the election results was received by the Metro Council, and the abstract of votes indicates that the renewal of the Metro Local Option Levy passed by a majority of voters in the Metro Area; and

WHEREAS, under Metro Code Section 9.02.040(d), the Metro Council must now “proclaim the results in the records of the Metro Council”; now therefore,

BE IT RESOLVED:

1. That the Metro Council accepts the abstract of votes for the November 8, 2022 General Election, attached as Exhibit A;
2. That the Metro Council proclaims that the voters of the Metro Area have approved the renewal of the Metro Local Option Levy (Ballot Measure 26-225).

ADOPTED by the Metro Council this ___ day of December 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Multnomah County Official Precinct Results
November 2022 - General Election
All Precincts, Metro District, All ScanStations, Question 26-225, All Boxes
Total Ballots Cast: 363823

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Question 26-225 (Vote for 1)

Precinct	Total Votes	Yes	No	Over Votes	Under Votes
Precinct 2801	5955	4575 76.83%	1380 23.17%	1	278
Precinct 2802	960	653 68.02%	307 31.98%	0	43
Precinct 2803	1808	1537 85.01%	271 14.99%	0	95
Precinct 2804	5737	4021 70.09%	1716 29.91%	1	265
Precinct 2805	6892	5226 75.83%	1666 24.17%	1	307
Precinct 2806	6760	5438 80.44%	1322 19.56%	1	302
Precinct 3301	853	577 67.64%	276 32.36%	0	51
Precinct 3302	5893	4681 79.43%	1212 20.57%	2	234
Precinct 3303	4973	4385 88.18%	588 11.82%	2	250
Precinct 3304	6216	4434 71.33%	1782 28.67%	1	295
Precinct 3305	24	14 58.33%	10 41.67%	0	0
Precinct 3306	4122	3569 86.58%	553 13.42%	3	246
Precinct 3307	3852	3289 85.38%	563 14.62%	0	178
Precinct 3308	2588	2190 84.62%	398 15.38%	0	124
Precinct 3401	563	395 70.16%	168 29.84%	0	30
Precinct 3402	135	88 65.19%	47 34.81%	0	5
Precinct 3801	998	593 59.42%	405 40.58%	0	44
Precinct 3802	1632	1198 73.41%	434 26.59%	0	84
Precinct 3803	6775	4865 71.81%	1910 28.19%	2	255
Precinct 3804	2643	1918 72.57%	725 27.43%	1	123
Precinct 3805	5047	3956 78.38%	1091 21.62%	0	246
Precinct 3806	99	65 65.66%	34 34.34%	0	2
Precinct 4101	2530	1947 76.96%	583 23.04%	0	95
Precinct 4102	2417	2077 85.93%	340 14.07%	1	92
Precinct 4103	3135	2394 76.36%	741 23.64%	0	123
Precinct 4104	4461	3670 82.27%	791 17.73%	0	182
Precinct 4105	5516	4709 85.37%	807 14.63%	0	228
Precinct 4201	4215	3837 91.03%	378 8.97%	0	186
Precinct 4202	6583	5858 88.99%	725 11.01%	0	261
Precinct 4203	5915	5174 87.47%	741 12.53%	0	222
Precinct 4204	5782	5063 87.56%	719 12.44%	3	219
Precinct 4205	5570	5129 92.08%	441 7.92%	1	236
Precinct 4206	4225	3715 87.93%	510 12.07%	0	161
Precinct 4207	2899	2349 81.03%	550 18.97%	1	117
Precinct 4208	2858	2360 82.58%	498 17.42%	2	105
Precinct 4301	3160	2767 87.56%	393 12.44%	2	131
Precinct 4302	4217	3791 89.90%	426 10.10%	0	216
Precinct 4303	5781	5152 89.12%	629 10.88%	1	254
Precinct 4304	5546	4864 87.70%	682 12.30%	1	223
Precinct 4305	5903	5007 84.82%	896 15.18%	2	247
Precinct 4306	5985	4973 83.09%	1012 16.91%	0	217
Precinct 4307	6134	5218 85.07%	916 14.93%	0	246
Precinct 4401	3670	3066 83.54%	604 16.46%	1	156
Precinct 4402	4688	3910 83.40%	778 16.60%	0	193
Precinct 4403	5638	4632 82.16%	1006 17.84%	1	233
Precinct 4404	5663	4685 82.73%	978 17.27%	1	206

Multnomah County Official Precinct Results
November 2022 - General Election
All Precincts, Metro District, All ScanStations, Question 26-225, All Boxes
Total Ballots Cast: 363823

Question 26-225 (Vote for 1)

Precinct	Total Votes	Yes	No	Over Votes	Under Votes
Precinct 4405	6174	5393 87.35%	781 12.65%	1	262
Precinct 4406	4636	3548 76.53%	1088 23.47%	0	220
Precinct 4407	22	17 77.27%	5 22.73%	0	3
Precinct 4501	7422	5989 80.69%	1433 19.31%	0	283
Precinct 4502	6701	5617 83.82%	1084 16.18%	0	299
Precinct 4503	6141	4807 78.28%	1334 21.72%	1	310
Precinct 4504	496	383 77.22%	113 22.78%	0	21
Precinct 4505	1926	1640 85.15%	286 14.85%	0	87
Precinct 4506	6278	5093 81.12%	1185 18.88%	0	301
Precinct 4507	257	204 79.38%	53 20.62%	0	24
Precinct 4508	4621	3155 68.28%	1466 31.72%	1	286
Precinct 4509	693	441 63.64%	252 36.36%	0	50
Precinct 4601	5569	4646 83.43%	923 16.57%	0	232
Precinct 4602	5021	4168 83.01%	853 16.99%	0	215
Precinct 4603	3518	2950 83.85%	568 16.15%	0	165
Precinct 4604	5017	3891 77.56%	1126 22.44%	0	232
Precinct 4605	3643	2743 75.30%	900 24.70%	0	193
Precinct 4606	3784	2809 74.23%	975 25.77%	1	292
Precinct 4607	2730	2048 75.02%	682 24.98%	0	131
Precinct 4608	27	12 44.44%	15 55.56%	0	1
Precinct 4701	36	29 80.56%	7 19.44%	0	4
Precinct 4702	1549	1124 72.56%	425 27.44%	0	122
Precinct 4703	3507	2136 60.91%	1371 39.09%	0	304
Precinct 4704	2556	1555 60.84%	1001 39.16%	0	193
Precinct 4705	2612	1733 66.35%	879 33.65%	1	164
Precinct 4706	2308	1511 65.47%	797 34.53%	0	119
Precinct 4707	3997	2915 72.93%	1082 27.07%	4	261
Precinct 4708	3980	2546 63.97%	1434 36.03%	0	241
Precinct 4709	755	475 62.91%	280 37.09%	0	40
Precinct 4710	886	607 68.51%	279 31.49%	0	61
Precinct 4801	475	314 66.11%	161 33.89%	0	22
Precinct 4802	3495	2301 65.84%	1194 34.16%	0	256
Precinct 4803	1995	1264 63.36%	731 36.64%	0	137
Precinct 4804	3629	2212 60.95%	1417 39.05%	1	244
Precinct 4805	148	86 58.11%	62 41.89%	0	23
Precinct 4806	4017	2391 59.52%	1626 40.48%	0	297
Precinct 4807	263	114 43.35%	149 56.65%	0	12
Precinct 4808	1353	784 57.95%	569 42.05%	0	90
Precinct 4809	6	2 33.33%	4 66.67%	0	2
Precinct 4901	57	37 64.91%	20 35.09%	0	2
Precinct 4902	235	143 60.85%	92 39.15%	0	8
Precinct 4903	3279	2004 61.12%	1275 38.88%	0	287
Precinct 4904	963	616 63.97%	347 36.03%	0	121
Precinct 4905	4691	2597 55.36%	2094 44.64%	1	526
Precinct 4906	1577	974 61.76%	603 38.24%	0	177
Precinct 4907	2661	1602 60.20%	1059 39.80%	0	208

Multnomah County Official Precinct Results
 November 2022 - General Election
 All Precincts, Metro District, All ScanStations, Question 26-225, All Boxes
 Total Ballots Cast: 363823

Question 26-225 (Vote for 1)

Precinct	Total Votes	Yes	No	Over Votes	Under Votes
Precinct 4908	4087	2540 62.15%	1547 37.85%	1	293
Precinct 4909	2668	1803 67.58%	865 32.42%	0	221
Precinct 4910	157	100 63.69%	57 36.31%	0	14
Precinct 5001	73	45 61.64%	28 38.36%	0	8
Precinct 5002	3206	2035 63.47%	1171 36.53%	0	261
Precinct 5003	272	179 65.81%	93 34.19%	0	14
Precinct 5004	2575	1492 57.94%	1083 42.06%	0	226
Precinct 5005	4128	2609 63.20%	1519 36.80%	0	296
Precinct 5006	4228	2391 56.55%	1837 43.45%	0	290
Precinct 5007	4133	2420 58.55%	1713 41.45%	0	299
Precinct 5008	4194	2353 56.10%	1841 43.90%	0	322
Precinct 5009	164	60 36.59%	104 63.41%	0	7
Precinct 5201	1659	828 49.91%	831 50.09%	0	121
Precinct 5202	1480	665 44.93%	815 55.07%	0	102
Total	345746	265160 76.69%	80586 23.31%	44	18008

Certificate

I certify that the votes recorded on this abstract correctly summarize the tally of votes cast at the election indicated.



**Tim Scott, Director of Elections
 Multnomah County, Oregon**

Ballots Cast per Contest with Precincts
 Washington County November 8, 2022 General Election
 All Precincts, All Districts, All Counter Groups, All ScanStations, All Contests, All Boxes
 Official Election Results
 Total Ballots Cast: 257479, Registered Voters: 387173, Overall Turnout: 66.50%

Question 26-225 (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Yes	No	Over Votes	Under Votes
Precinct 302	2288	3884	2182	1473 67.51%	709 32.49%	0	106
Precinct 303	119	177	110	64 58.18%	46 41.82%	0	9
Precinct 304	957	1488	925	614 66.38%	311 33.62%	0	32
Precinct 306	499	785	479	384 80.17%	95 19.83%	0	20
Precinct 307	3966	6312	3788	2516 66.42%	1272 33.58%	0	178
Precinct 309	3687	5577	3516	2447 69.60%	1069 30.40%	0	171
Precinct 310	0	0	0	0 0.00%	0 0.00%	0	0
Precinct 312	9	13	9	4 44.44%	5 55.56%	0	0
Precinct 313	4	4	4	4 100.00%	0 0.00%	0	0
Precinct 314	18	21	18	5 27.78%	13 72.22%	0	0
Precinct 317	59	90	58	25 43.10%	33 56.90%	0	1
Precinct 318	3195	5241	3062	2119 69.20%	943 30.80%	0	133
Precinct 319	4300	7143	4094	2980 72.79%	1114 27.21%	0	206
Precinct 320	1534	2398	1463	1040 71.09%	423 28.91%	0	71
Precinct 322	50	92	50	18 36.00%	32 64.00%	0	0
Precinct 323	19	24	18	18 100.00%	0 0.00%	0	1
Precinct 325	102	244	97	81 83.51%	16 16.49%	0	5
Precinct 327	3795	6049	3634	2614 71.93%	1020 28.07%	0	161
Precinct 329	6521	9759	6224	4642 74.58%	1582 25.42%	1	296
Precinct 331	1992	3252	1903	1397 73.41%	506 26.59%	0	89
Precinct 332	2004	3587	1925	1587 82.44%	338 17.56%	0	79
Precinct 333	2593	5024	2473	2086 84.35%	387 15.65%	1	119
Precinct 335	2932	3961	2804	1844 65.76%	960 34.24%	0	128
Precinct 336	2526	3998	2400	1615 67.29%	785 32.71%	0	126
Precinct 337	840	2043	792	573 72.35%	219 27.65%	0	48
Precinct 338	3846	7447	3681	2466 66.99%	1215 33.01%	1	164
Precinct 339	4037	7413	3792	2559 67.48%	1233 32.52%	0	245
Precinct 340	6071	8583	5792	3682 63.57%	2110 36.43%	0	279
Precinct 341	63	101	60	31 51.67%	29 48.33%	0	3
Precinct 342	32	43	31	19 61.29%	12 38.71%	0	1
Precinct 343	2203	3362	2118	1423 67.19%	695 32.81%	0	85
Precinct 344	2386	4096	2275	1668 73.32%	607 26.68%	0	111
Precinct 346	149	237	137	62 45.26%	75 54.74%	0	12
Precinct 348	24	33	24	17 70.83%	7 29.17%	0	0
Precinct 349	526	789	507	380 74.95%	127 25.05%	0	19
Precinct 350	5581	8710	5331	4119 77.27%	1212 22.73%	0	250
Precinct 351	2559	5160	2431	1868 76.84%	563 23.16%	1	127
Precinct 352	904	1944	865	755 87.28%	110 12.72%	0	39
Precinct 353	2036	2850	1968	1525 77.49%	443 22.51%	0	68
Precinct 354	1660	2287	1593	1182 74.20%	411 25.80%	0	67
Precinct 355	1231	1758	1191	916 76.91%	275 23.09%	0	40
Precinct 356	1438	2451	1385	938 67.73%	447 32.27%	0	53
Precinct 357	658	1319	623	454 72.87%	169 27.13%	0	35
Precinct 358	2157	3317	2083	1495 71.77%	588 28.23%	0	74
Precinct 359	1905	3080	1818	1351 74.31%	467 25.69%	0	87
Precinct 360	2299	3916	2228	1732 77.74%	496 22.26%	0	71
Precinct 361	1674	3008	1582	1384 87.48%	198 12.52%	0	92
Precinct 362	5692	7901	5476	4197 76.64%	1279 23.36%	1	215
Precinct 363	2610	3714	2478	1898 76.59%	580 23.41%	0	132
Precinct 364	3947	5207	3824	2657 69.48%	1167 30.52%	0	123
Precinct 365	4273	5344	4099	3100 75.63%	999 24.37%	2	172
Precinct 366	1409	2122	1326	1064 80.24%	262 19.76%	0	83
Precinct 367	3661	5226	3498	2345 67.04%	1153 32.96%	1	162
Precinct 368	3200	4702	3040	2239 73.65%	801 26.35%	0	160
Precinct 369	1468	2072	1407	1005 71.43%	402 28.57%	0	61
Precinct 370	1860	2565	1794	1298 72.35%	496 27.65%	0	66
Precinct 371	1847	2528	1792	1352 75.45%	440 24.55%	0	55
Precinct 372	1520	1950	1475	1119 75.86%	356 24.14%	0	45
Precinct 374	7	9	7	6 85.71%	1 14.29%	0	0
Precinct 375	241	311	236	157 66.53%	79 33.47%	0	5
Precinct 376	1617	2221	1558	1128 72.40%	430 27.60%	0	59
Precinct 377	2076	2783	2001	1393 69.62%	608 30.38%	0	75
Precinct 378	833	1088	809	617 76.27%	192 23.73%	0	24



EXHIBIT A TO RESOLUTION NO. 22-5297

Ballots Cast per Contest with Precincts
 Washington County November 8, 2022 General Election
 All Precincts, All Districts, All Counter Groups, All ScanStations, All Contests, All Boxes
 Official Election Results
 Total Ballots Cast: 257479, Registered Voters: 387173, Overall Turnout: 66.50%

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Question 26-225 (Vote for 1)

Precinct	Ballots Cast	Reg. Voters	Total Votes	Yes	No	Over Votes	Under Votes
Precinct 379	3356	5129	3235	2482 76.72%	753 23.28%	0	121
Precinct 380	2753	3600	2634	1842 69.93%	792 30.07%	0	119
Precinct 381	351	481	337	244 72.40%	93 27.60%	0	14
Precinct 382	3199	6013	3048	2175 71.36%	873 28.64%	0	151
Precinct 383	1345	1900	1289	1028 79.75%	261 20.25%	0	56
Precinct 384	4135	5517	3980	3147 79.07%	833 20.93%	0	155
Precinct 385	684	870	661	469 70.95%	192 29.05%	0	23
Precinct 386	1887	2288	1827	1378 75.42%	449 24.58%	0	60
Precinct 387	13	38	12	11 91.67%	1 8.33%	0	1
Precinct 388	206	389	197	165 83.76%	32 16.24%	0	9
Precinct 389	6406	9362	6080	4255 69.98%	1825 30.02%	1	325
Precinct 390	1902	2625	1812	1328 73.29%	484 26.71%	0	90
Precinct 391	342	588	332	277 83.43%	55 16.57%	0	10
Precinct 392	88	142	82	69 84.15%	13 15.85%	0	6
Precinct 393	595	705	578	458 79.24%	120 20.76%	0	17
Precinct 394	169	308	163	125 76.69%	38 23.31%	0	6
Precinct 395	4521	6955	4285	3199 74.66%	1086 25.34%	0	236
Precinct 396	740	1113	718	523 72.84%	195 27.16%	0	22
Precinct 397	2586	3556	2491	1636 65.68%	855 34.32%	0	95
Precinct 398	1554	2161	1498	891 59.48%	607 40.52%	0	56
Precinct 399	1929	2841	1856	1360 73.28%	496 26.72%	1	72
Precinct 400	3075	4908	2954	2156 72.99%	798 27.01%	0	121
Precinct 401	1645	2032	1598	1237 77.41%	361 22.59%	0	47
Precinct 402	5647	7870	5415	3522 65.04%	1893 34.96%	0	232
Precinct 403	1179	1648	1125	787 69.96%	338 30.04%	0	54
Precinct 404	4796	7490	4554	3325 73.01%	1229 26.99%	1	241
Precinct 405	6719	9226	6414	4496 70.10%	1918 29.90%	0	305
Precinct 406	1739	2551	1657	1409 85.03%	248 14.97%	0	82
Precinct 407	756	924	718	533 74.23%	185 25.77%	0	38
Precinct 408	320	426	306	210 68.63%	96 31.37%	0	14
Precinct 409	3800	5882	3629	2542 70.05%	1087 29.95%	0	171
Precinct 410	1125	1730	1082	745 68.85%	337 31.15%	0	43
Precinct 411	854	1333	803	580 72.23%	223 27.77%	0	51
Precinct 412	1599	2219	1534	1060 69.10%	474 30.90%	1	64
Precinct 413	1270	1822	1204	858 71.26%	346 28.74%	0	66
Precinct 414	433	600	418	269 64.35%	149 35.65%	1	14
Precinct 415	735	1194	716	512 71.51%	204 28.49%	0	19
Precinct 416	324	568	307	211 68.73%	96 31.27%	0	17
Precinct 417	324	536	313	241 77.00%	72 23.00%	0	11
Precinct 418	2690	3722	2598	1782 68.59%	816 31.41%	0	92
Precinct 419	1686	2094	1574	1136 72.17%	438 27.83%	0	112
Precinct 420	2842	4108	2738	1802 65.81%	936 34.19%	0	104
Precinct 421	405	642	384	294 76.56%	90 23.44%	0	21
Precinct 422	7	10	7	2 28.57%	5 71.43%	0	0
Precinct 423	2446	4324	2320	1668 71.90%	652 28.10%	0	126
Precinct 424	3937	5668	3713	2405 64.77%	1308 35.23%	0	224
Precinct 425	43	68	41	13 31.71%	28 68.29%	0	2
Precinct 426	48	78	45	19 42.22%	26 57.78%	0	3
Precinct 427	915	1390	862	551 63.92%	311 36.08%	0	53
Precinct 428	1099	1931	1039	749 72.09%	290 27.91%	0	60
Precinct 429	2298	3733	2196	1454 66.21%	742 33.79%	0	102
Precinct 432	235	407	223	172 77.13%	51 22.87%	0	12
Precinct 433	1964	2697	1886	1185 62.83%	701 37.17%	0	78
Precinct 434	3825	5737	3676	2558 69.59%	1118 30.41%	0	149
Precinct 435	3550	4902	3369	2210 65.60%	1159 34.40%	1	180
Precinct 436	2009	2581	1931	1082 56.03%	849 43.97%	1	77
Precinct 437	62	82	59	39 66.10%	20 33.90%	0	3
Precinct 438	466	645	446	218 48.88%	228 51.12%	0	20
Precinct 439	1587	2439	1506	1207 80.15%	299 19.85%	0	81
Precinct 440	1193	2045	1140	815 71.49%	325 28.51%	0	53
Precinct 441	57	80	55	40 72.73%	15 27.27%	0	2
Precinct 442	2270	3291	2162	1426 65.96%	736 34.04%	0	108
Precinct 444	0	0	0	0 0.00%	0 0.00%	0	0

Ballots Cast per Contest with Precincts
Washington County November 8, 2022 General Election
All Precincts, All Districts, All Counter Groups, All ScanStations, All Contests, All Boxes
Official Election Results
Total Ballots Cast: 257479, Registered Voters: 387173, Overall Turnout: 66.50%

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Question 26-225 (Vote for 1)

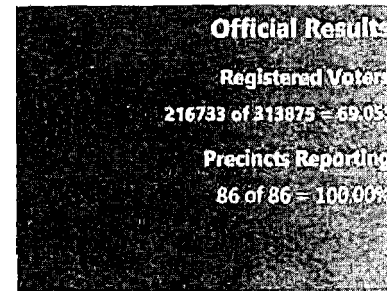
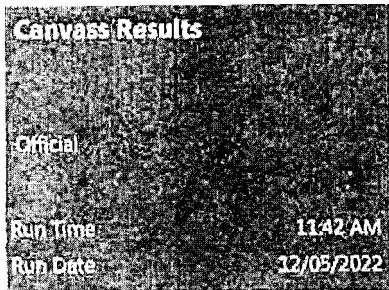
Precinct	Ballots Cast	Reg. Voters	Total Votes	Yes		No		Over Votes	Under Votes
Precinct 445	0	0	0	0	0.00%	0	0.00%	0	0
Precinct 446	79	207	70	55	78.57%	15	21.43%	0	9
Precinct 448	684	911	649	423	65.18%	226	34.82%	0	35
Precinct 451	873	1444	841	645	76.69%	196	23.31%	0	32
Precinct 452	100	135	95	58	61.05%	37	38.95%	0	5
Precinct 453	10	11	10	5	50.00%	5	50.00%	0	0
Precinct 454	2	7	2	1	50.00%	1	50.00%	0	0
Precinct 455	1207	2161	1134	887	78.22%	247	21.78%	0	73
Total	237399	359903	226996	162407	71.55%	64589	28.45%	15	10388

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11/8/2022

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Measure 26-225: Metro

Precinct	Yes	No	Cast Votes	Undervotes	Overvotes	Miscellaneous Write-ins	Vote by Mail Ballots Cast	Total Ballots Cast	Registered Voters	Turnout Percentage
100	1,187	590	1,777	101	0	0	1,878	1,878	2,733	68.72%
101	2,572	1,050	3,622	235	0	0	3,857	3,857	6,187	62.34%
102	557	312	869	52	0	0	921	921	1,512	60.91%
103	2,011	994	3,005	174	1	0	3,180	3,180	4,527	70.25%
104	296	138	434	16	0	0	450	450	614	73.29%
105	1,244	541	1,785	88	0	0	1,873	1,873	2,751	68.08%
131	3,327	1,704	5,031	282	0	0	5,313	5,313	7,110	74.73%
132	2,638	1,146	3,784	182	0	0	3,966	3,966	5,111	77.60%
133	1,111	472	1,583	69	0	0	1,652	1,652	2,199	75.13%
135	3,068	1,399	4,467	184	2	0	4,653	4,653	5,882	79.11%
151	1,557	642	2,199	113	0	0	2,312	2,312	2,885	80.14%
153	3,474	1,494	4,968	238	0	0	5,206	5,206	6,524	79.80%
155	2,034	689	2,723	165	0	0	2,888	2,888	3,859	74.84%
156	2,832	965	3,797	225	0	0	4,022	4,022	5,106	78.77%
158	2,608	823	3,431	209	0	0	3,640	3,640	4,935	73.76%
159	1,573	709	2,282	100	1	0	2,383	2,383	3,098	76.92%
160	1,045	379	1,424	74	0	0	1,498	1,498	1,961	76.39%
201	2,503	817	3,320	201	0	0	3,521	3,521	4,912	71.68%
202	2,656	939	3,595	255	0	0	3,850	3,850	6,119	62.92%
203	1,367	618	1,985	122	0	0	2,107	2,107	2,488	84.69%

CERTIFIED COPY OF THE ORIGINAL SHERRY HALL, COUNTY CLERK

BY: *Sherry Hall*



EXHIBIT A TO RESOLUTION NO. 22-5297

Canvass Results

Official

Run Time 11:42 AM
Run Date 12/05/2022

Clackamas County

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11/8/2022

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Official Results

Registered Voters
216733 of 313875 = 69.05%

Precincts Reporting
86 of 86 = 100.00%

Measure 26-225: Metro

Precinct	Yes	No	Cast Votes	Undervotes	Overvotes	Miscellaneous Write-ins	Vote by Mail Ballots Cast	Total Ballots Cast	Registered Voters	Turnout Percentage
204	1,398	650	2,048	115	0	0	2,163	2,163	3,286	65.82%
251	1,136	530	1,666	84	1	0	1,751	1,751	2,258	77.55%
280	761	274	1,035	62	0	0	1,097	1,097	1,525	71.93%
281	768	295	1,063	49	0	0	1,112	1,112	1,488	74.73%
282	298	108	406	13	0	0	419	419	583	71.87%
283	237	126	363	9	0	0	372	372	473	78.65%
284	202	65	267	8	0	0	275	275	343	80.17%
321	1,425	1,081	2,506	107	0	0	2,613	2,613	3,333	78.40%
322	0	0	0	1	0	0	1	1	3	33.33%
323	21	11	32	0	0	0	32	32	39	82.05%
400	1,760	1,834	3,594	206	0	0	3,800	3,800	5,301	71.68%
404	202	218	420	25	0	0	445	445	620	0.00%
405	911	962	1,873	116	0	0	1,989	1,989	2,760	0.00%
410	1,859	772	2,631	178	0	0	2,809	2,809	5,114	54.93%
411	1,498	878	2,376	164	0	0	2,540	2,540	3,794	66.95%
412	1,243	805	2,048	119	0	0	2,167	2,167	4,558	47.54%
416	2,121	1,112	3,233	240	0	0	3,473	3,473	5,358	64.82%
417	7	0	7	1	0	0	8	8	28	0.00%
418	1,080	614	1,694	96	0	0	1,790	1,790	2,840	63.03%
420	1,583	623	2,206	100	0	0	2,306	2,306	3,665	62.92%

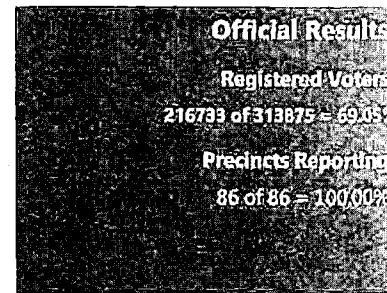
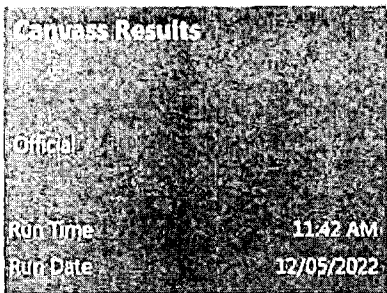
EXHIBIT A TO RESOLUTION NO. 22-5297

Clackamas County

November 8, 2022 General Election

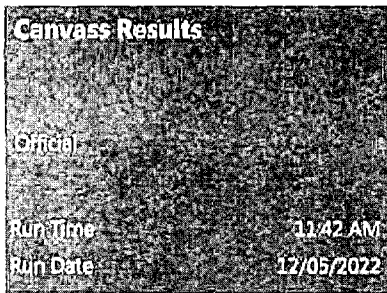
11/8/2022

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Measure 26-225: Metro

Precinct	Yes	No	Cast Votes	Undervotes	Overvotes	Miscellaneous Write-ins	Vote by Mail Ballots Cast	Total Ballots Cast	Registered Voters	Turnout Percentage
421	1,398	514	1,912	142	0	0	2,054	2,054	4,150	49.49%
422	763	291	1,054	55	0	0	1,109	1,109	1,986	55.84%
423	1,060	392	1,452	86	0	0	1,538	1,538	3,008	51.13%
500	750	296	1,046	54	0	0	1,100	1,100	1,741	63.18%
501	2,522	694	3,216	150	0	0	3,366	3,366	4,827	69.73%
502	2,556	1,015	3,571	163	0	0	3,734	3,734	5,537	67.44%
503	2,091	1,077	3,168	155	0	0	3,323	3,323	4,458	74.54%
504	2,808	1,212	4,020	239	0	0	4,259	4,259	6,408	66.46%
506	1,737	970	2,707	162	0	0	2,869	2,869	4,617	62.14%
510	325	263	588	25	0	0	613	613	902	67.96%
512	638	354	992	38	0	0	1,030	1,030	1,616	63.74%
600	2,623	1,319	3,942	185	0	0	4,127	4,127	6,608	62.45%
602	2,079	1,246	3,325	152	0	0	3,477	3,477	4,877	71.29%
604	138	84	222	10	0	0	232	232	296	78.38%
606	1,209	705	1,914	129	0	0	2,043	2,043	3,247	62.92%
608	2,539	1,641	4,180	218	0	0	4,398	4,398	5,920	74.29%
610	771	378	1,149	72	0	0	1,221	1,221	2,031	60.12%
614	1,288	624	1,912	97	0	0	2,009	2,009	3,293	61.01%
616	2,096	1,002	3,098	190	1	0	3,289	3,289	4,938	66.61%
618	321	143	464	23	0	0	487	487	733	66.44%

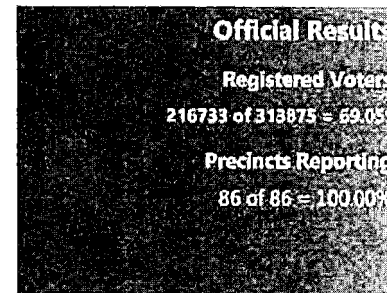


Clackamas County

November 8, 2022 General Election

11/8/2022

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Measure 26-225: Metro

Precinct	Yes	No	Cast Votes	Undervotes	Overvotes	Miscellaneous Write-ins	Vote by Mail Ballots Cast	Total Ballots Cast	Registered Voters	Turnout Percentage
620	119	100	219	16	0	0	235	235	369	63.69%
622	1,405	506	1,911	103	0	0	2,014	2,014	2,833	71.09%
626	2,757	731	3,488	186	0	0	3,674	3,674	5,444	67.49%
630	3,870	1,471	5,341	248	0	0	5,589	5,589	7,946	70.34%
632	1,277	658	1,935	97	0	0	2,032	2,032	3,656	55.58%
Totals	97,310	45,065	142,375	7,773	6	0	150,154	150,154	219,323	69.46%

Agenda Item No. 5.1

Resolution No. 22-5298 For the Purpose of Confirming the Reappointment of Damien Hall
to the Metropolitan Exposition Recreation Commission
Resolutions

Metro Council Meeting
Thursday, December 15, 2022

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 22-5298
REAPPOINTMENT OF DAMIEN HALL TO THE) Introduced by Council President Lynn
METROPOLITAN EXPOSITION RECREATION) Peterson
COMMISSION

WHEREAS, the Metro Code, Section 6.01.030(a) provides that the Metro Council President shall appoint all members to the Metropolitan Exposition Recreation Commission; and

WHEREAS, the Metro Code, Section 6.01.030(b) provides that the Metro Council President's appointments to the Commission are subject to confirmation by the Metro Council; and

WHEREAS, pursuant to Metro Code, Section 6.01.030(d)(2) the City of Portland has nominated Damien Hall for reappointment on the Commission; and

WHEREAS, pursuant to Metro Code, Section 6.01.030(e)(1), the Metro Council President has the authority to concur with the City of Portland's nomination of Mr. Hall or reject it; and

WHEREAS, the Metro Council President has concurred with the City of Portland's nomination of Damien Hall and submitted the reappointment of Mr. Hall to the Metro Council for confirmation; and

WHEREAS, the Council finds that Damien Hall has the experience and expertise to make a substantial contribution to the Commission's work; now therefore,

BE IT RESOLVED that the Metro Council hereby confirms the Council President's reappointment of Damien Hall as a member of the Metropolitan Exposition Recreation Commission, for a 4-year term as provided by the Metro Code, commencing on January 1, 2023, and through December 31, 2026.

ADOPTED by the Metro Council this 15th day of December 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 22-5298, FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENT OF DAMIEN HALL TO THE METROPOLITAN EXPOSITION RECREATION COMMISSION

Date: December 8, 2022

Prepared by: Steve Faulstick
General Manager, Metro Visitor Venues

BACKGROUND

The Metro Code, Section 6.01.030(a), gives the Metro Council President sole authority to appoint all members of the Metropolitan Exposition Recreation Commission, subject to confirmation by the Council. Section 6.01.030 (d)(2) of the Code allows the City of Portland to nominate a candidate for appointment for the Council President's consideration. Under Section 6.01.030(e)(1) of the Metro Code, the Metro Council President has the authority to concur with the City of Portland's nomination and submit it to the Council for confirmation or reject it.

The City of Portland has nominated Damien Hall for reappointment on the Commission. The Council President has concurred with this nomination and accordingly submitted her appointment of Mr. Hall to the Metro Council for confirmation. A copy of the nomination letter from the City of Portland is attached as Attachment 1 to this Staff Report. If confirmed, Mr. Hall will, pursuant to the Metro Code, serve a 4-year term beginning January 1, 2023, through December 31, 2026.

ANALYSIS/INFORMATION

- **Known Opposition.** None
- **Legal Antecedents.** Metro Code as referenced above.
- **Anticipated Effects.** Reappointment of Mr. Hall to the Metropolitan Exposition Recreation Commission, in the manner provided by the Metro Code.
- **Budget Impacts.** None

RECOMMENDED ACTION

The Metro Council President recommends approval of Resolution 22-5298 to confirm the reappointment of Damien Hall to the Metropolitan Exposition Recreation Commission for a four-year term beginning on January 1, 2023 and ending December 31, 2026.



Office of Mayor Ted Wheeler
City of Portland

November 17, 2022

Lynn Peterson, President
Metro Council
600 NE Grand Ave
Portland, OR 97232

Dear President Peterson,

I am pleased to present Damien Hall as the City of Portland's nominee to the Metropolitan Exposition and Recreation Commission (MERC), for a new four-year term ending on December 31, 2026. Earlier this week, the Portland City Council, through Resolution 37600, unanimously approved Mr. Hall as the City's nominee.

Mr. Hall has served on MERC since 2015 and expressed his interest in continuing his service as one of the two City representatives on the Commission. Mr. Hall is a partner of the Ball Janik law firm specializing in land use, real estate and municipal law. He has served the interests of the City's travel and tourism interests well over the past seven years, and seeks to use his insights to assist in the efforts of the city and region to rebound from pandemic-related impacts. Mr. Hall is a Portland resident, which meets the residency requirements for this position.

Please accept our recommendation to appoint Mr. Hall to the Commission.

Sincerely,

Ted Wheeler
Mayor, City of Portland

Agenda Item No. 6.1

2023 Regional Transportation Plan Call for Projects Policy Framework
Other Business

Metro Council Meeting
Thursday, December 15, 2022

STAFF REPORT

POLICY FRAMEWORK FOR 2023 REGIONAL TRANSPORTATION PLAN CALL FOR PROJECTS

Date: December 5, 2022

Department: Planning, Development & Research

Meeting Date: December 15, 2022

Prepared by: Kim Ellis,
kim.ellis@oregonmetro.gov

Presenters:

- Margi Bradway, Deputy Director
- Kim Ellis, RTP Project Manager
- Ted Leybold, Resource Development Manager
- Molly Cooney-Mesker, Senior community engagement specialist

Length: 45 minutes

ISSUE STATEMENT

A major update to the [Regional Transportation Plan](#) (RTP) is underway and must be completed by Dec. 6, 2023 when the current plan expires.

The RTP is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2018 RTP [Emerging Transportation Trends Study](#). As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 RTP update provides an opportunity for all levels of government to work together to deliver a better transportation future.

A key next step in the process of developing the 2023 RTP is updating the near-term and long-term investment priorities for greater Portland through the Call for Projects. These investment priorities will include two lists of transportation projects that have been prioritized for funding in the near-term (next seven years) and long-term (next 22 years). A third list will include additional priorities that advance RTP policy priorities or need further study but that do not fit within the financial budget of the plan. The policy framework in **Attachment 1** is recommended to guide development of the investment



Draft 2023 RTP Goals developed by JPACT and Metro Council

priority lists. The policy framework reflects the culmination of significant research, engagement¹, and policy discussions by the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and Metro Council during the past year.

ACTION REQUESTED

Metro Council action on the pending recommendation from JPACT:

- accept the RTP Call for Projects Policy Framework (see Attachment 1) and
- direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.

On Dec. 15, JPACT is anticipated to make a recommendation to the Metro Council. Staff will present any changes recommended by JPACT. With JPACT and Metro Council support, the policy framework in Attachment 1 will guide the Call for Projects early next year.

POLICY QUESTIONS

Does Council support moving forward as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Policy options for Council to consider include:

- **Option 1**: Council supports moving forward as recommended by JPACT.
- **Option 2**: Council supports moving forward with changes or conditions.
- **Option 3**: Council does not support moving forward.

STAFF RECOMMENDATION

Staff recommends that Council support moving forward as recommended by JPACT.

ANTICIPATED EFFECTS

Pending JPACT and Council action, Metro will release a “Call for Projects” on Jan. 6, 2023. As noted in the recommendation above, additional work is needed to fully develop the technical and financial assumptions needed to complete the Call for Projects. An update on next steps for that work will be presented at the meeting.

The Call for Projects kicks off the window of time for local, regional and state partners to collaboratively update their near-term and long-term investment priorities in the 2023 RTP. This process includes updating existing projects and adding new priority projects to the RTP to advance shared goals for equity, safety, climate, mobility and economy and address identified needs.

In addition to updating the RTP project and program priorities, technical work, engagement and policy discussions will continue in 2023 to further develop new policies related to mobility and pricing, update the High Capacity Transit Strategy and Climate Smart Strategy, and prepare a draft 2023 RTP for public review in July 2023. MPAC, JPACT and Metro Council will have additional opportunities to provide policy feedback on

¹ Summaries of engagement on the vision and goals, needs and priorities for investment are available at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement>

development of key aspects of the 2023 RTP, including the updated project priorities submitted during the Call for Projects.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

This action represents a significant milestone in development of the 2023 RTP. During the past year, the RTP project team has worked with stakeholders and decision makers to update the region’s vision and goals for the transportation system and understand the region’s transportation trends² and needs³ and ⁴, and priorities for investment. The policy framework reflects extensive engagement with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large. Community engagement activities completed in phases two and three of the RTP update are summarized in **Attachment 2** as well as key planned engagement activities in phase 4.



A number of activities have been completed and work in several areas will continue into 2023. This work will inform the RTP Call For Projects. Following is a summary of this work with links to more information.

2023 RTP draft vision and goals - An updated vision and five goals are guiding the 2023 RTP. The revised vision and goals are informed by the input of the public, agency staff and consulting agencies, and shaped by MPAC, JPACT and Metro Council. The revised vision and goals serve as the foundation for the policy framework for the 2023 RTP Call for Projects. Work will continue in 2023 to review and refine the plan’s objectives and performance targets to align with the revised vision and goals.

Research - Research is foundational to the 2023 RTP and for Metro’s ongoing transportation planning. In the first three phases of the RTP update, Metro worked with regional partners and industry experts to build from recent stakeholder input and develop the following:

- [Emerging transportation trends technical memo](#) and [summary](#)
- Safe and Healthy Urban Arterials [policy brief](#) and [fact sheet](#)
- [Equitable transportation funding research report](#)
- [Expert review panel on the climate and transportation](#)
- [Regional Freight Delay and Commodities Movement Study](#)

² The emerging transportation trends research summary is available at: https://www.oregonmetro.gov/sites/default/files/2022/10/12/Metro-Emerging-Trends-summary-final_1.pdf

³ Factsheets summarizing the regional transportation needs assessment are available at: <https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf>

⁴ Research about trends and needs of the region’s urban arterials is available at: <https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf>

Needs Assessment – Presented to Council in November, the draft needs assessment uses the latest available data organized around the updated RTP goals of safety, equity, climate, mobility and a thriving economy. The region’s transportation needs are conveyed using maps, data and input from stakeholders. A [set of fact sheets](#) provides an overview of the assessment work done to-date, and are provided in **Attachment 3**. The needs assessment provides information for use by local, regional and state partners as they work together to update the RTP investment priorities. The needs assessment will continue to be developed into 2023.

Policy updates - The 2023 Regional Transportation Plan will continue to build on the [2018 RTP](#) to develop policies and strategies that address transportation needs and priorities in the region. Some of the new and updated policies in the 2023 RTP include the following. Work on each of these policy areas will continue into 2023:

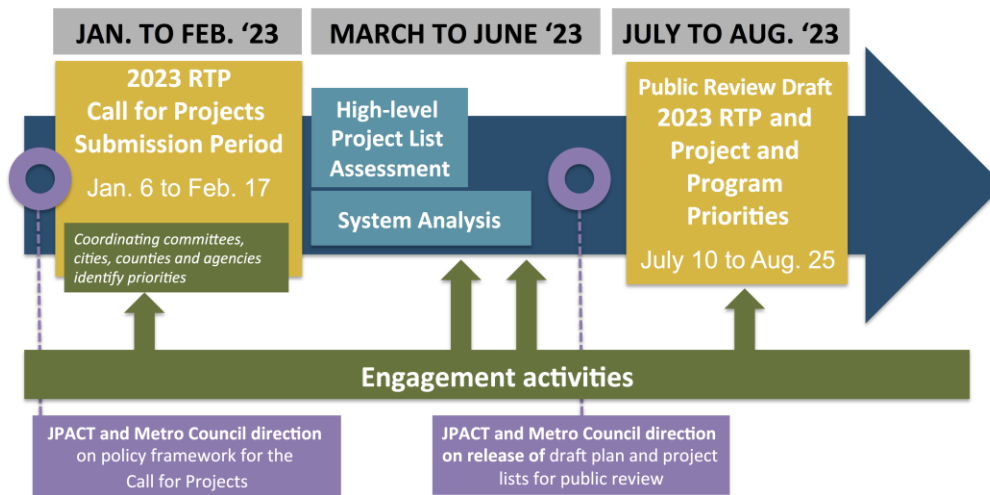
- **Regional Mobility Policy:** The 2023 RTP will test and refine an updated [Regional mobility policy](#). The updated policy takes a holistic approach to measuring mobility, using vehicle miles traveled per capita, system completeness for all modes and reliability of the region’s throughways. The updated policy will support the region in advancing shared goals for transportation and land use. One key outcome of the policy update is cross-agency coordination and collaboration to implement updated transportation plans and state land use rules. This policy work will continue in 2023.
- **Climate Smart Strategy:** The 2023 Regional Transportation Plan will include an update to the [Climate Smart Strategy](#) and policies to help the greater Portland region advance its climate goals and meet the greenhouse gas emissions reduction targets mandated by the state. In June 2022, Metro held an expert panel to learn from national experts about the best practices and tools being used nationally to assess and monitor climate impacts of transportation. A [recording](#) and [summary](#) of the panel discussion are available. In November 2022, JPACT and Metro Council discussed and provided feedback on top strategies for updating the Climate Smart Strategy and next steps. This work will continue in 2023.
- **High Capacity Transit Strategy:** Metro is updating the high capacity transit component of the Regional Transportation Plan (RTP). This [High Capacity Transit Strategy](#) update will address new policy questions about the future of high capacity transit, such as light rail and rapid bus, in the greater Portland region. The strategy will re-envision the network with the addition of bus rapid transit and establish a “pipeline” of investments that will help the region develop the future high capacity transit system. Metro Council, JPACT, and MPAC have provided feedback at key milestones. This work will continue in 2023.
- **Regional Pricing Policies:** Metro has been developing draft regional pricing policies for the 2023 RTP, working with Metro’s technical and policy advisory committees and Metro Council. This work incorporates the findings and recommendations from the [Regional Congestion Pricing Study](#) accepted by Joint Policy Advisory Committee on Transportation and the Metro Council in 2021. Draft pricing policies will be subject to further discussion and refinement along with other

RTP polices starting in March 2023. This work is being coordinated with ODOT's Tolling Program and Urban Mobility Office.

MPAC, JPACT and Metro Council will have additional opportunities to provide feedback on these efforts next year.

Updating the RTP Project List: A key next step in the process of developing the 2023 RTP is updating the near-term and long-term investment priorities for greater Portland through the Call for Projects. The timeline for this work is shown in **Figure 2**.

Figure 2. Overview of the call for projects timeline



Each city, county, coordinating committee and transportation agency (ODOT, TriMet, SMART and Port of Portland) will have the opportunity to provide recommendations to JPACT and Metro Council on which projects reflect their priorities and advance achievement of the RTP vision, goals and policies of the RTP.

Staff from each coordinating committee, the city of Portland and transportation agencies (ODOT, TriMet, SMART and Port of Portland) have been asked to work together and with their policymakers and county-coordinating committees to develop a coordinated, draft project list to advance local, regional and state priorities for the regional transportation system on behalf of their jurisdiction or agency.

Projects primarily come from local transportation system plans, but also from transit service and master plans, park and trail plans, corridor plans, and other transportation studies that were developed and adopted through a public process with opportunities for public comment.

Staff have already started reviewing the adopted 2018 RTP project list as a starting point to determine which projects have been completed, which projects are likely to be carried over to the 2023 RTP Project List and which projects may need to be updated as part of the process. While many of the projects and programs in the 2018 RTP will be carried forward, with updated costs and, sometimes, refinements to project details and construction timeframes, new projects identified in local transportation system plan updates and other public planning processes since 2018 may be added.

Initial draft lists must be submitted by ODOT, TriMet, SMART, the City of Portland and county coordinating committees **by Feb. 17**. Staff from each jurisdiction must also submit updated or new details about the project and documentation of public engagement **by Feb. 17** through an on-line project hub to support the evaluation and public review process that will follow.

For 2018 RTP projects⁵ already in the RTP Project Hub database, much of the information will already be available. Some information will need to be updated, or added for new projects. Several resources and tools are being developed and will be available to support jurisdictional partners. Examples of the types of investments that will address local, regional and state transportation needs on the regional transportation system and regional transportation challenges is provided in **Figure 3**.

Figure 3. Examples of RTP Projects and Programs



⁵ Existing 2018 RTP Projects can be viewed at:
<https://www.arcgis.com/apps/webappviewer/index.html?id=73e94a0343ea487e82b4830fead7c88e&extent=-13751666.1848%2C5656339.7069%2C-13586562.2037%2C5748675.6371%2C102100>

All agencies, cities and counties who are sponsoring a project for consideration in the RTP must have their Board or Council endorse those projects by providing a letter of support to Metro **by May 23**. Additional draft project list changes may be submitted at this time if changes are recommended by the governing body through the endorsement process in response to public feedback and/or findings from the technical analysis. This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects. MPAC, JPACT and Metro Council will have opportunities to provide feedback on the draft project list as part of shaping the final 2023 RTP for public review next July.

Development of the revenue forecast for the 2023 RTP financially constrained project list - Development of the draft revenue forecast and “budget” for the 2023 RTP Call for Projects is underway. The region has limited transportation funding, which must be used strategically to meet the extensive needs of the people who live and work here.

The RTP revenue forecast is an important part of the call for projects process, providing an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system. The RTP revenue forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

The draft forecast is being developed through extensive consultation and coordination with local governments, the Oregon Department of Transportation (ODOT), TriMet and SMART staff that is still underway. Metro convened two workshops with local agency staff and individual meetings with ODOT and TriMet staff to support this work. Forecasted local revenues come from local TSPs and capital improvement programs in consultation with local agencies. Some of these revenues are already committed to individual projects. The federal and state revenues were identified through a statewide funding working group convened by ODOT that included transit providers and Metropolitan Planning Organizations (MPO)s, including Metro. In addition, Metro is working with ODOT to estimate a range of potential tolling revenues that are reasonably expected to be available to fund ODOT capital projects (e.g., I-5 Interstate Bridge Replacement (IBR) Program, I-205/Abernethy Bridge, I-205 Widening) and investments to address the impacts of those projects.

Consistent with the adopted RTP work plan, three levels of investment will be defined for the 2023 RTP, with each level representing a statement of priority. The first and second levels, together, are known as the financially constrained project list under federal and state law. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list. In addition, the total cost of the updated financially constrained RTP project list must meet the financial constraints identified by the revenue forecast being developed for the 2023 RTP – e.g., the cost of the financially constrained project list cannot exceed the revenue forecast.

Defining terms

Constrained budget

The budget of federal, state and local funds the greater Portland region can reasonably expect through 2045 under current funding trends – presumes some increased funding compared to current levels

Constrained list

Projects that can built by 2045 within the constrained budget – makes up the federal and state constrained transportation plan

Strategic list

Additional priority projects that could be achieved with additional resources

The RTP Constrained Priorities project list will be prioritized into near-term and long-term priorities – based on the financially constrained revenue forecast in the RTP:

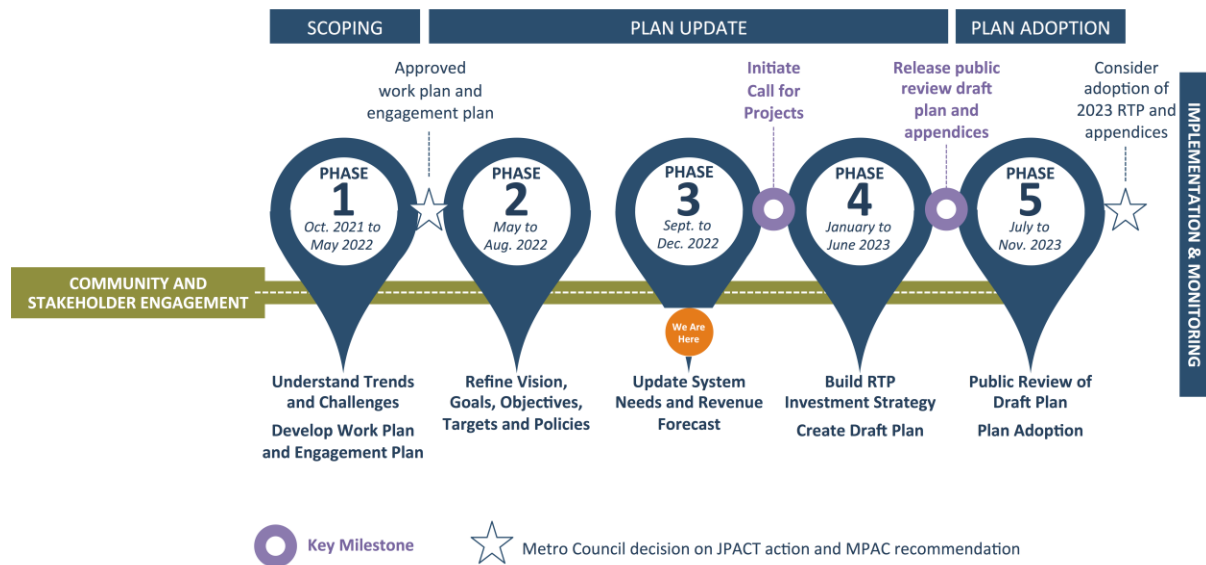
- The first level of priority, the ***Near-term Constrained Priorities*** represent the highest priority transportation project and program investments for near-term (2023-2030) given the revenues expected to be available.
- The second level of priority, the ***Long-term Constrained Priorities*** represent the highest priority transportation project and program investments for long-term (2031-2045) given the revenues expected to be available.
- The third level of priority, the ***Long-term Strategic Priorities***, represent additional investments that advance RTP policy priorities or need further study but that do not fit within the financially constrained revenue forecast. Being included in the Strategic Project list means the region agrees to work together to complete remaining planning work and identify funding to advance these priorities in the 2031-2045 time period.

An update on this work will be provided at the meeting. The revenue forecast may continue to be revised as additional information becomes available throughout the development of the 2023 RTP.

NEXT STEPS

The timeline for updating the RTP is provided in Figure 4.

Figure 4. 2023 Regional Transportation Plan Timeline



A summary of key dates and next steps follows.

Dec. and Jan.	TPAC continues development of the financially constrained revenue forecast and other technical assumptions needed to support the RTP Call for Projects
Dec. 14, 2022	MPAC discussion on Policy Framework for 2023 RTP Call for Projects
Dec. 15, 2022	JPACT action on TPAC recommendation on the Policy Framework for 2023 RTP Call for Projects
Dec. 15, 2022	Metro Council action on JPACT recommendation
Jan. 6, 2023	Metro releases the call for projects
Feb. 17, 2023	DEADLINE: County Coordinating Committees, the City of Portland, ODOT, the Port of Portland, TriMet and SMART submit draft project lists to Metro; individual city, county and agency staff also submit updated project information for their projects to Metro through online system called the RTP Project Hub
May 24, 2023	DEADLINE: All agencies who are sponsoring a project for consideration in the 2023 RTP must have their Board or Council or other governing body endorse those projects by submitting a letter of support
March-June 2023	<p>Metro conducts outcomes-based technical analysis of the draft project list and system performance, including equity, climate and environmental analysis</p> <p>Metro engages policymakers, regional advisory committees, community members and other stakeholders on the draft project list. Metro will also host an on-line comment opportunity that provides an opportunity for the public to provide input on the draft project list. Community based organizations start engaging community members in transportation priorities and telling community stories.</p> <p>Input on the assessment of projects, along with public input on the system analysis findings will be considered by decision-makers and project agencies as they continue to work together to finalize the draft RTP project priorities for public review in Summer 2023</p> <p>Metro continues to work with technical and policy advisory committees and Metro Council to develop the 2023 RTP Public Draft Plan, including policies (Ch.3), the financial plan (Ch.5) and future planning work (Ch.8)</p> <p>JPACT and Metro Council consider public input and technical analysis before providing direction on release of the draft RTP and list of project and program priorities for public review</p>

July 10 to Aug. 25	45-day public comment period on the public review draft plan (and draft list of project priorities); engagement activities will include a public hearing, online comment opportunity and other activities
September	MTAC and TPAC discuss public comments and staff recommendations for refinement of draft RTP and project list Metro Council, JPACT and MPAC discuss public comments and staff recommendations for refinement of draft RTP and project list
October TBD	Metro Council discussion of staff recommended refinements to draft RTP and project list
October 6	TPAC considers public comments and begins making recommendation to JPACT
October 18	MTAC considers public comments and makes recommendation to MPAC
October 25	MPAC recommendation to the Metro Council
November 3	TPAC considers public comments makes recommendation to JPACT
November 16	JPACT considers final action and recommendation to the Metro Council
November 30	Metro Council considers final action

ATTACHMENTS

1. Draft Policy Framework for the 2023 RTP Call for Projects
2. RTP Community Engagement Summary
3. RTP Needs Assessment Factsheets



DRAFT Policy Framework for the 2023 Regional Transportation Plan Call for Projects

On December 2, 2022, TPAC recommended that JPACT accept this policy framework for the 2023 RTP Call for Projects.

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state, and federal funding. All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as programs. The current list includes more than 1,100 projects.

This document provides more information about the policy framework that will guide updating the list of Regional Transportation Plan project and program priorities. Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2023 RTP [Emerging Transportation Trends Study](#). As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 Regional Transportation Plan update provides an opportunity for all levels of government to work together to deliver a better transportation future.

An outcomes-based approach

An outcomes-based approach means updating the plan’s project priorities guided by a vision and goals that describe what communities want greater Portland to be in the future. Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years.

Figure 1 shows the elements of this outcomes-based approach.



Figure 1. 2023 RTP outcomes-based planning approach

Vision and goals

The people of greater Portland have said they want a better transportation future, no matter where they live, where they go each day, or how they get there. The vision and goals, shown in Figure 2, describe what people have said is most important to achieve with the updated RTP – more equitable transportation, a safer system, a focus on climate action and resilience, a thriving economy and options for mobility. Developed by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2022, this vision and five goals, along with other RTP policies, will guide updating the list of RTP project and program priorities.



Figure 2. 2023 RTP vision and goals

Policy Framework for the 2023 RTP Call for Projects

The policy framework for the Call for Projects includes:

- **RTP outcomes-based approach** described above;
- **Draft 2023 RTP vision and goals** developed by JPACT and Metro Council for the 2023 RTP:
 - Goals** (developed in 2022 by JPACT and Metro Council)
 - **Equitable Transportation** - Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.
 - **Climate Action and Resilience** - People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.
 - **Thriving Economy** - An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.
 - **Safe System** - Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.
 - **Mobility Options** - People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.
 - **Supporting measurable objectives and performance targets** that the region wants to achieve with investments in the transportation system to realize the plan's vision and goals – these will continue to be reviewed and refined in 2023; and
 - **Supporting policies** that guide planning and investment in each part of the regional transportation system to achieve the plan's vision and goals include:
 - **2040 Growth Concept map and supporting policies** that identify priority areas and investments to support current and planned land uses, including centers, downtowns and main streets, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections;
 - **RTP transportation network maps and supporting RTP modal and design policies** that designate the regional system for transit, motor vehicle, freight, bicycle and pedestrian travel and priorities for investment;
 - **Equity Focus Areas map and supporting RTP equity policies** that identify priority areas and investments to advance equity;
 - **High Injury Corridors and Intersections map and supporting RTP safety policies** that identify priority corridors to improve safety;

- **High capacity transit network map (draft) and supporting RTP policies (draft)** that identify priority corridors ready for high capacity transit investment; these will continue to be reviewed and refined in 2023 ;
- **Congestion management network map and supporting RTP congestion management policies** that identifies priority corridors to comprehensively manage congestion consistent with congestion management process policies in Chapter 3 of the RTP;
- **Draft policies related to pricing and regional mobility** that will continue to be reviewed and refined in 2023; and
- **Other existing Chapter 3 policies** that will be reviewed and may be refined in 2023.

In addition to the RTP policy framework, the call for projects is informed by public engagement, adopted regional plans, strategies, policies, federal and state policies and requirements, the RTP needs assessment, the revenue forecast, and other elements as illustrated in Figure 3. Many of these elements have been under development since the adoption of the 2018 RTP.

Figure 3. Elements informing the 2023 RTP call for projects



These elements come together to inform the policy framework for call for projects and provide additional information to guide how investments in roads, bridges, bikeways, sidewalks, transit service and other needs are addressed and prioritized. The elements reflect extensive engagement with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large.



2023 REGIONAL TRANSPORTATION PLAN

Community Engagement Summary

December 6, 2022

Engagement for the 2023 Regional Transportation Plan is guided by the [public engagement plan](#) approved by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in May 2022.

Community engagement activities completed in phases two and three of the RTP update are summarized below as well as key planned engagement activities in phase 4. Additional engagement is planned for phase 5, as part of the RTP adoption process.

- **Online public survey #2** (September 7 to October 17, 2022)
The online interactive survey asked for input on transportation needs and priority investments. It was available in English, Spanish, Vietnamese, Simplified Chinese, and Russian and collected responses from 1,191 participants. Metro partnered with Community Engagement Liaisons to increase survey participation among underserved and underrepresented communities. Liaisons organized survey engagement activities for community members in Multnomah, Clackamas and Washington Counties. [A summary report is available here.](#)
- **Community leaders' forum #2** (October 13, 2022)
The second community leaders' forum for the 2023 RTP shared how community input has helped to shape the updated RTP vision and goals and provided participants with information to support community organizations in engaging in the 2023 RTP project list development and refinement. [A summary report is available here.](#)
- **Community events and advisory committees** (September – November 2023)
Community members have been engaged in the High Capacity Transit (HCT) Strategy policy framework and draft vision at events across the region. The in-person events were hosted in partnership with TriMet and community organizations including Portland Community College Cascade, Rosewood Initiative, Centro Cultural and Slavic Family. The TriMet Transit Equity Advisory Committee and TriMet Committee on Accessible Transportation have also been engaged in the HCT Strategy policy framework and vision. [More information about the HCT Strategy is available here.](#) A summary of engagement on the HCT policy framework and vision is forthcoming.
- **Black Indigenous and People of Color business forum** (August 10, 2022)
The listening session asked business owners/leaders of color throughout the region to share their transportation-related needs and experiences. [A summary report is available here.](#)
- **Joint Policy Advisory Committee on Transportation and Metro Council Workshops Series** (5 workshops in 2022)
Metro Council and JPACT members discussed key policy topics in support of the RTP update at a series of five workshops. Community members presented at the workshops

focused on regional pricing, safe and healthy urban arterials and high capacity transit, to introduce each topic from community perspectives. [Recordings of the workshops are available here.](#)

- **Tribal engagement** (ongoing)

The project team has been working closely with Metro's Tribal Policy Advisor to understand the Tribes interests in regional transportation planning and build relationships between the Tribes and Metro planning staff. Meetings to-date have focused on receiving input on the RTP vision and goals, potential environmental mitigation strategies identified in the RTP, and data and resources for the environmental analysis on RTP project and program priorities in 2023.

Upcoming engagement

Community engagement in spring 2023 will seek feedback on the draft investment priorities and ask community members and other stakeholders if the draft lists reflect projects that will advance the region's desired outcomes. Engagement will include continued conversations with public agencies, Tribal governments, community-based organizations, business representatives and the community at large. Key engagement activities will include:

- **Community Based Organization-led engagement** (Dec 2022 - June 2023)

Engagement led by community-based organizations is an important strategy for Metro meaningfully engaging Black, Indigenous and people of color (BIPOC) community members. Metro is partnering with seven community based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners will engage and elevate the voices of communities of color in Clackamas, Multnomah and Washington Counties, with a focus on engaging people at the intersection of multiple communities who have been historically underrepresented in decision-making processes. Community partners will engage throughout the winter and spring of 2023 and input will be shared the agency staff and decisions makers. This engagement is also intended to continue growing the capacity of communities of color to engage in regional and local transportation decisions, including future decisions beyond the 2023 RTP.

- **Online public survey** (April 2022)

A third interactive public survey will invite broad engagement in the draft investment strategy. The survey will again be promoted in collaboration with Community Engagement Liaisons to increase survey participation among communities who are typically underrepresented in online survey feedback.

Engagement of businesses, public agencies and other stakeholders has occurred through other activities. **Summaries of all engagement conducted to date can be found at:** <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement>.



EQUITY

2023 Regional Transportation Plan Update

The region's goals are only met when everyone shares in the benefits. Investing in transportation for marginalized communities will get us there.

The greater Portland region has made progress in restoring transportation justice, but some deep-seated inequities remain.

The region's approach to equity

The Regional Transportation Plan (RTP) directs Metro and its transportation agency partners to “prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low incomes.” Metro has engaged marginalized communities across the region to better understand their transportation needs. These communities have emphasized the need for fast, frequent, affordable, and reliable transit connections to key destinations and safer walking and biking infrastructure, particularly near transit stops.



Equity Focus Areas

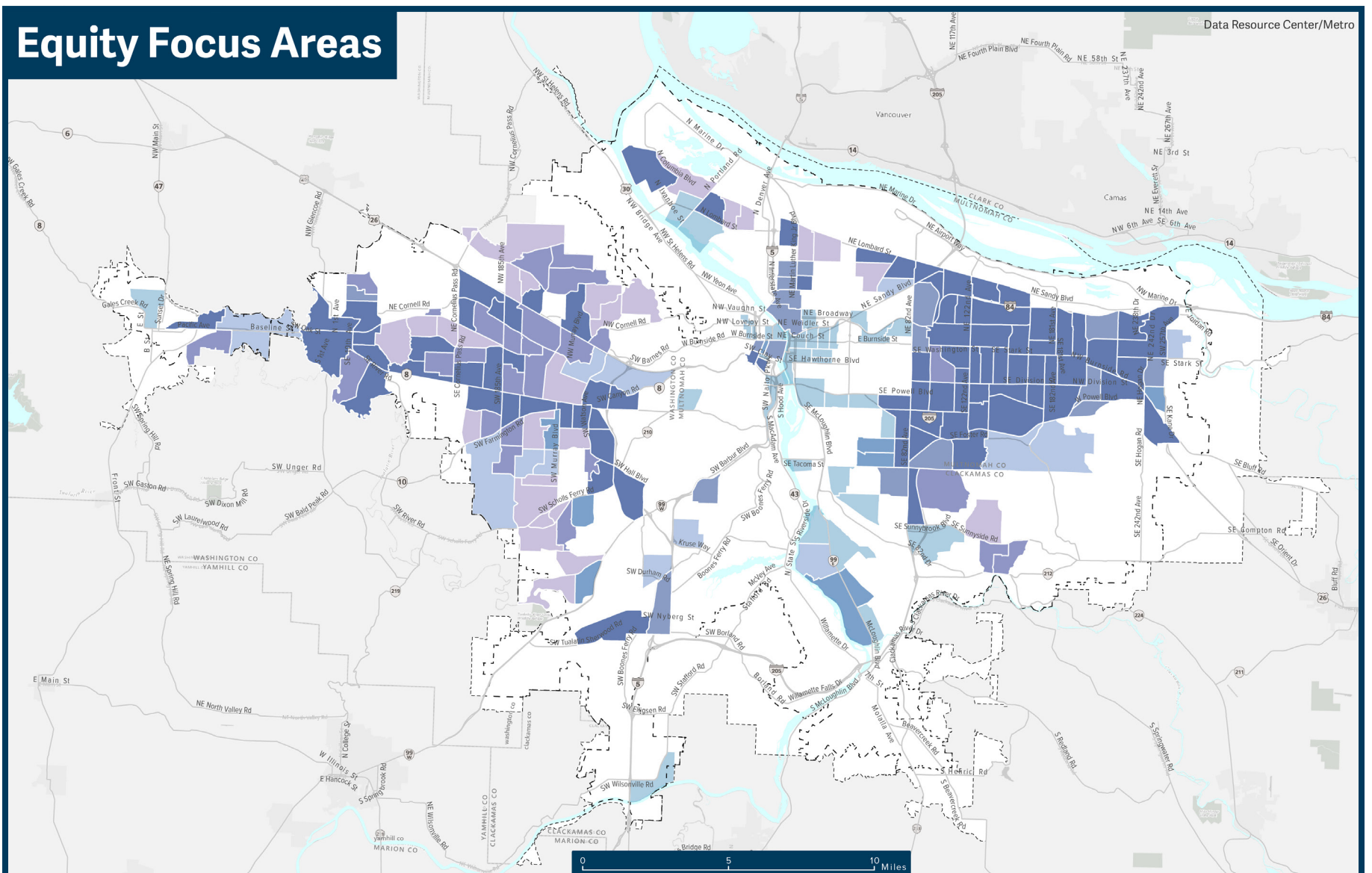
Equity Focus Areas (EFAs) are places where people of color, people with low incomes, and people with limited English proficiency are concentrated. These communities have been excluded from decisions, and negatively impacted by transportation projects. EFAs were identified to guide transportation plans and investments toward meeting these communities' needs, while accounting for regional growth and change. Figure 1 shows which marginalized groups are present in each EFA. EFAs are located throughout the region, and there are concentrations of EFAs in East Portland and Multnomah County and along Tualatin Valley Highway in Washington County.



Did you know...

- ◆ Home values rose by 48% from 2015 to 2020 and continued to increase during the pandemic. Home ownership rates are lower among people of color than they are among white people.
- ◆ The region is aging. The share of people 65 and older is growing, while all other age groups are declining. However, people under 44 will continue to be in the majority through 2045.
- ◆ The COVID-19 pandemic had particularly severe and long-lasting impacts on people of color and workers with low incomes. Black and Latino Americans were twice as likely to be hospitalized and three times as likely to die due to COVID-19 as white Americans.

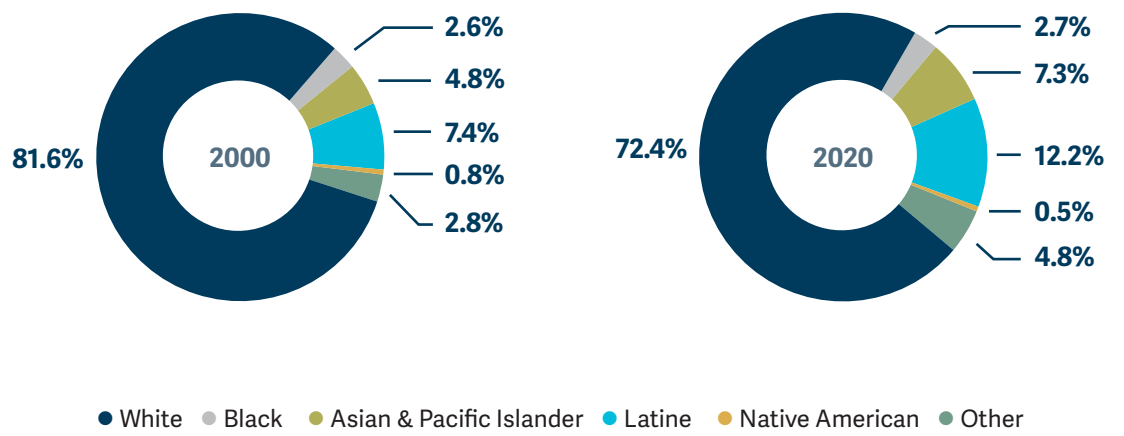
Figure 1. Equity focus areas, 2020 ([explore this map in more detail here](#))



Recent demographic and economic changes

The region continues to grow more racially and ethnically diverse. The share of residents who identify as people of color has been increasing steadily over the past several decades; from under 1% in 1960 to 28% in 2020. Figure 2 shows how the racial and ethnic makeup of the region's population changed between 2000 and 2020, during which the share of residents who identify as people of color grew from 18% to 28%.

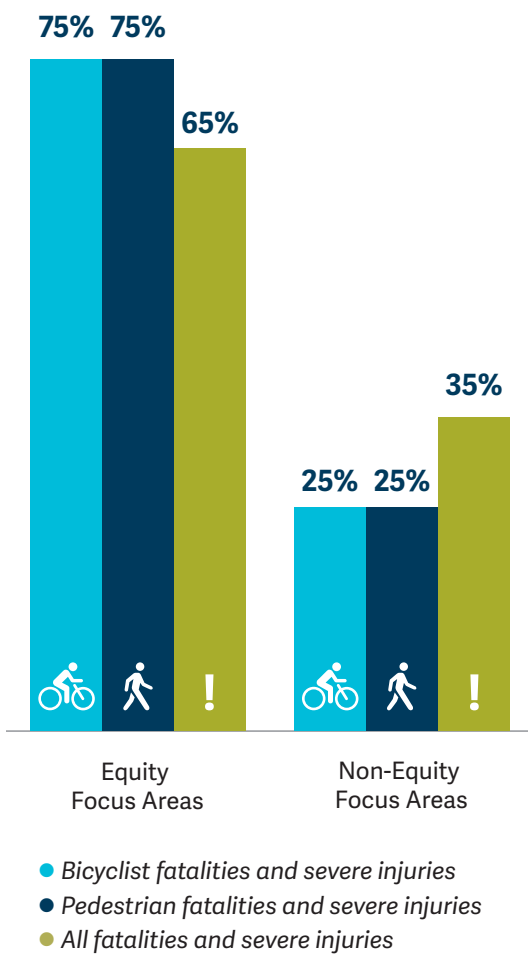
Figure 2. Population by race and ethnicity in the seven-county region, 2000 and 2020



Crashes and equity

A majority (65%) of fatal and severe injury crashes—and 75% of those crashes that involve pedestrians and bicyclists—are in EFAs (Figure 3). Addressing high-crash locations in these areas makes the transportation system safer for all users and makes the region more equitable.

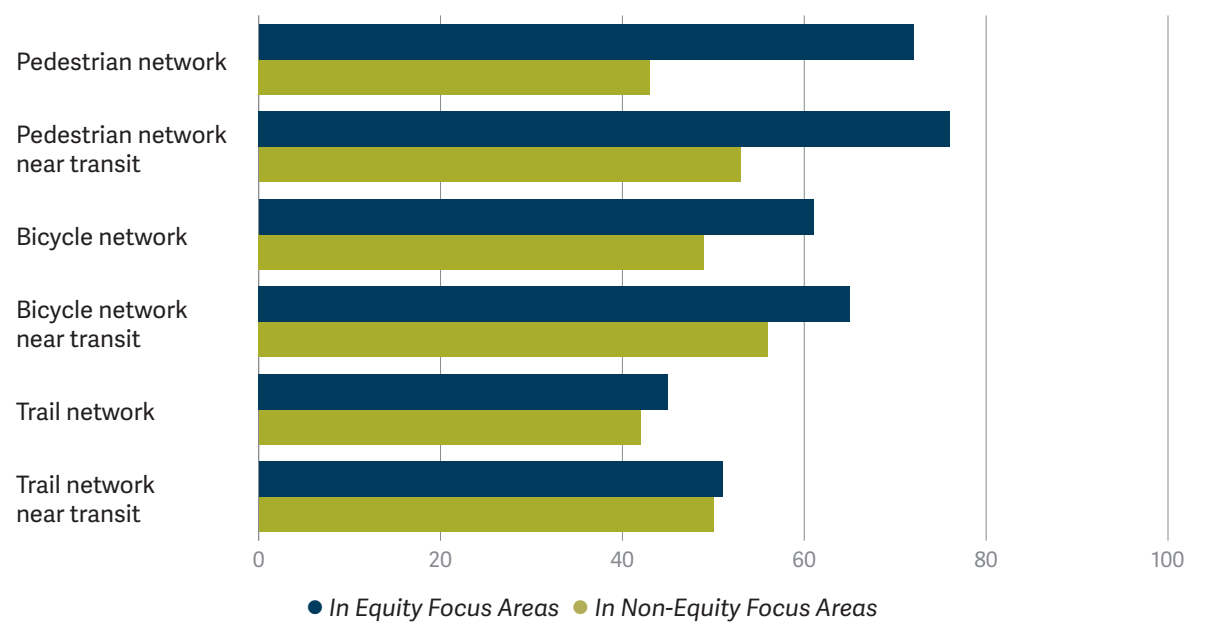
Figure 3. Percentage of average annual traffic fatalities and severe injuries in EFAs



System completeness in Equity Focus Areas

The active transportation network is generally more complete in EFAs than in other communities (Figure 4). However, significant portions of the network still need to be completed for everyone in the region to benefit from high-quality walking and biking connections.

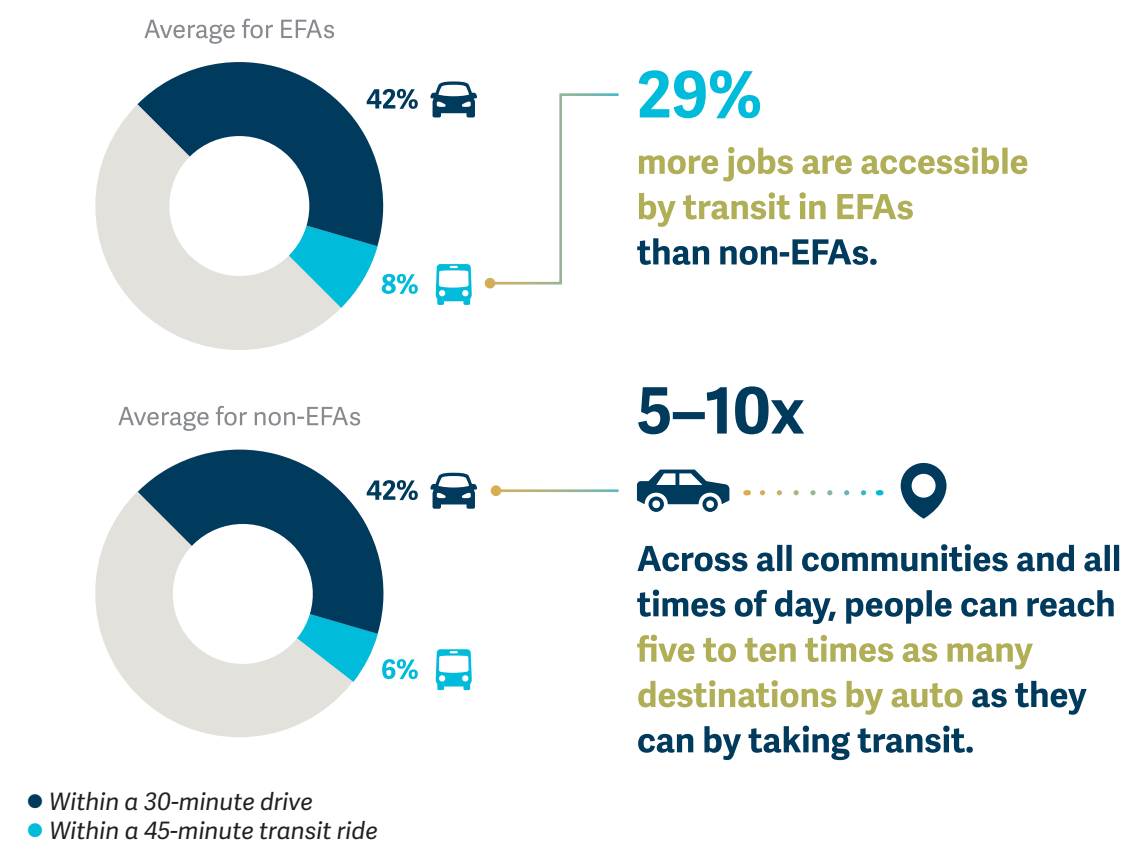
Figure 4. System completeness by network type and geography



Access to destinations via transit

EFA residents say that they need better transit connections between their communities and their destinations. Transit is the most affordable mode for longer-distance trips in the region. EFAs have better access to destinations by transit than other communities, but the transit system does not connect people to destinations nearly as well as driving does (Figure 5).

Figure 5. Percentage of jobs accessible during rush hour





SAFETY

2023 Regional Transportation Plan Update

Zero is the region's goal. A safe system is how we get there.

In the greater Portland region, traffic fatalities and severe injuries are on the rise. People walking are more likely to die in crashes than people using other modes of transportation.

The region's approach to safety

In 2018, the Metro Council and Joint Policy Advisory Committee on Transportation adopted a target to reach zero traffic deaths and serious injuries by 2035. To achieve this goal, Metro and the region's transportation agencies employ a Safe System approach. The Safe System approach prevents the most serious crashes by holistically considering street design, speeds, people's behavior, and vehicles (Figure 1). Transportation agencies in the region use proven safety countermeasures to reduce roadway fatalities and serious injuries, including speed management, medians, crosswalk visibility enhancements, bicycle lanes, sidewalks, and more.

The guiding principles of the Safe System approach (Figure 2) acknowledge that people will make mistakes and may have road crashes—but the system should be designed

Figure 1. Components of the Safe System approach



so that those crashes will not result in death or serious injury. The Safe System approach emphasizes separation between people walking and bicycling and motor vehicles, access management and median separation of traffic, and survivable speeds.

Adopted Regional Transportation Plan (RTP) policies identify strategies and actions for regional partners to improve traffic and personal safety on the region's roadways. Actions include improving arterials with complete streets designs, managing speeds for safety, investing in Safe Routes to Schools, and increasing access to transit.

Figure 2. Guiding principles of the Safe System approach

Safe System Approach



It is possible to PREVENT ALL traffic deaths



Proactively integrate HUMAN FAILING into design



FOCUS on analyzing FATAL and SEVERE CRASHES



PROACTIVELY design a forgiving system



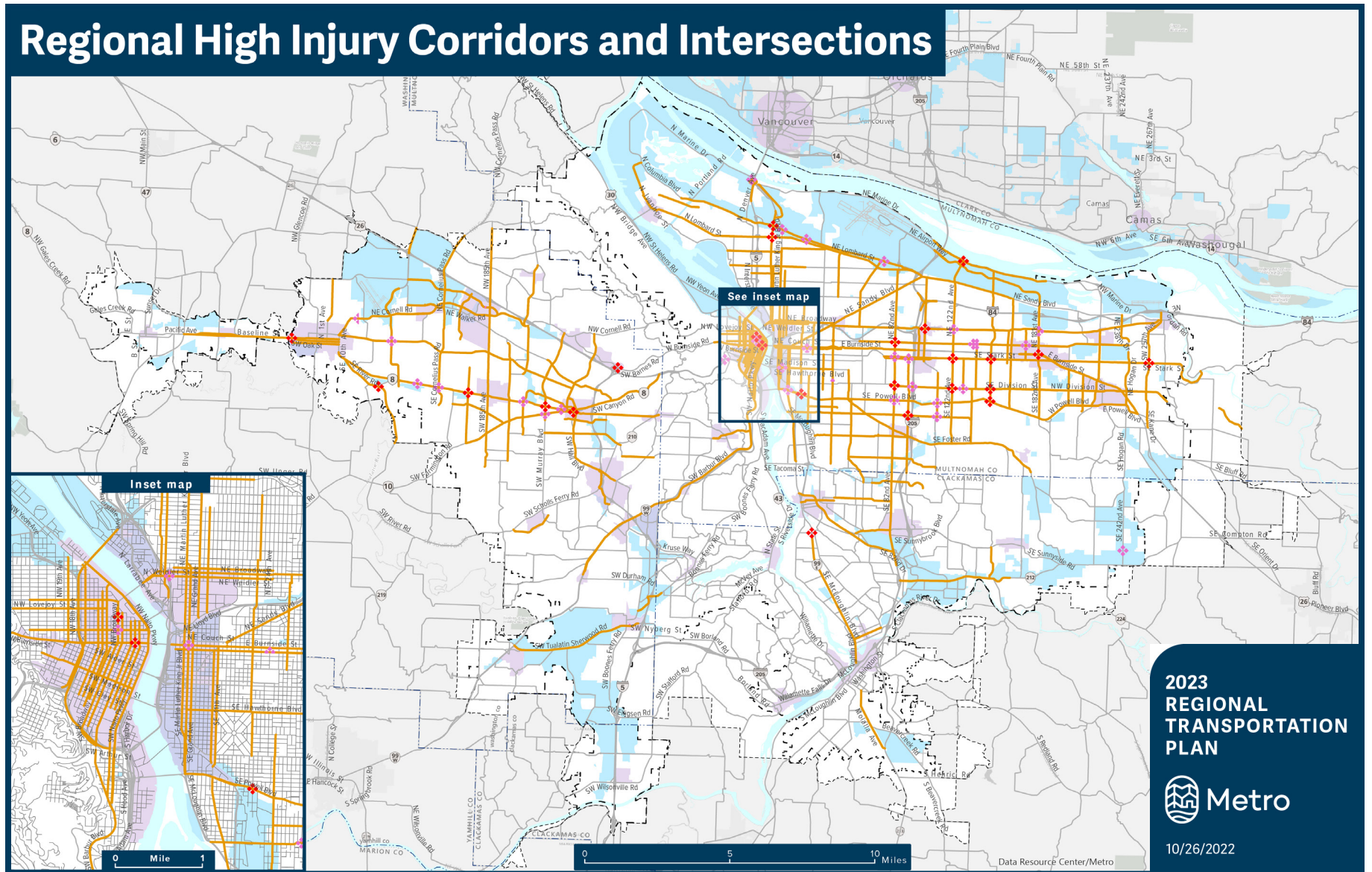
Saving lives is NOT EXPENSIVE

Did you know...

- ◆ About half (51%) of planned capital investments in the financially constrained 2018 RTP were safety benefit projects.
- ◆ Traffic fatalities in the Portland region have been increasing, except among people bicycling.
- ◆ Speeding, alcohol, and drugs are the most common contributing factors for crashes in the region. From 2016 to 2020, speed was involved in 35% of fatal crashes.
- ◆ Total crashes fell during the COVID-19 pandemic because fewer people were driving. However, the crashes that occurred were more likely to be fatal.
- ◆ The Portland region has fewer fatal crashes than other metro regions. Though it is the 25th most populous region in the US, it has the 50th highest rate of pedestrian traffic fatalities. This is in part because our commitment to compact urban growth is working.
- ◆ The regional pedestrian fatality rate increased from 1.22 in 2011-15 to 1.83 in 2016-20. This seems to be part of a national trend—the pedestrian fatality rate also rose across the US and in almost all peer metro regions during that same time period. Larger vehicles may be making crashes more dangerous for pedestrians.



Figure 3. High injury corridors and intersections in the region (explore this map in more detail here)



Regional High Injury Corridors

A majority of traffic deaths occur in a relatively small number of locations, mostly along arterial roads. Making these streets and intersections safer is critical to reducing crashes in the region. Figure 3 shows High Injury Corridors (where 60% of the region's fatal and serious crashes occur) and High Injury Intersections (those that are in the top 5% for severe injury rates are marked in pink; those that are in the top 1% are marked in red).

Traffic deaths and serious injuries

Regional partners are working together to eliminate traffic deaths and serious injuries on our streets. The latest data show that there is more work to do.

Traffic deaths are increasing (Figure 4). Severe injuries are also increasing, but more slowly, and there have been some declines during recent years. Overall, the region is not on track to meet its Vision Zero goal.

People who are walking and biking are particularly vulnerable

The vast majority of crashes in the region only involve vehicles. However, bicyclists, motorcyclists, and especially pedestrians are vulnerable travelers who face significantly higher risk of death when they are involved in crashes. As Figure 5 shows, though only 2% of crashes involve pedestrians, pedestrians represent 38% of traffic deaths. Protecting pedestrians is critical to preventing serious crashes.

- ◆ Top 1% High Injury Intersections
- ◆ Top 5% High Injury Intersections
- High Injury Corridors
- Central city; Regional center; Town center
- Employment/Industrial
- County boundary
- Urban growth boundary
- Metropolitan Planning Area

Figure 4. Annual traffic fatalities, compared to the trend, and target, 2009-2020 region

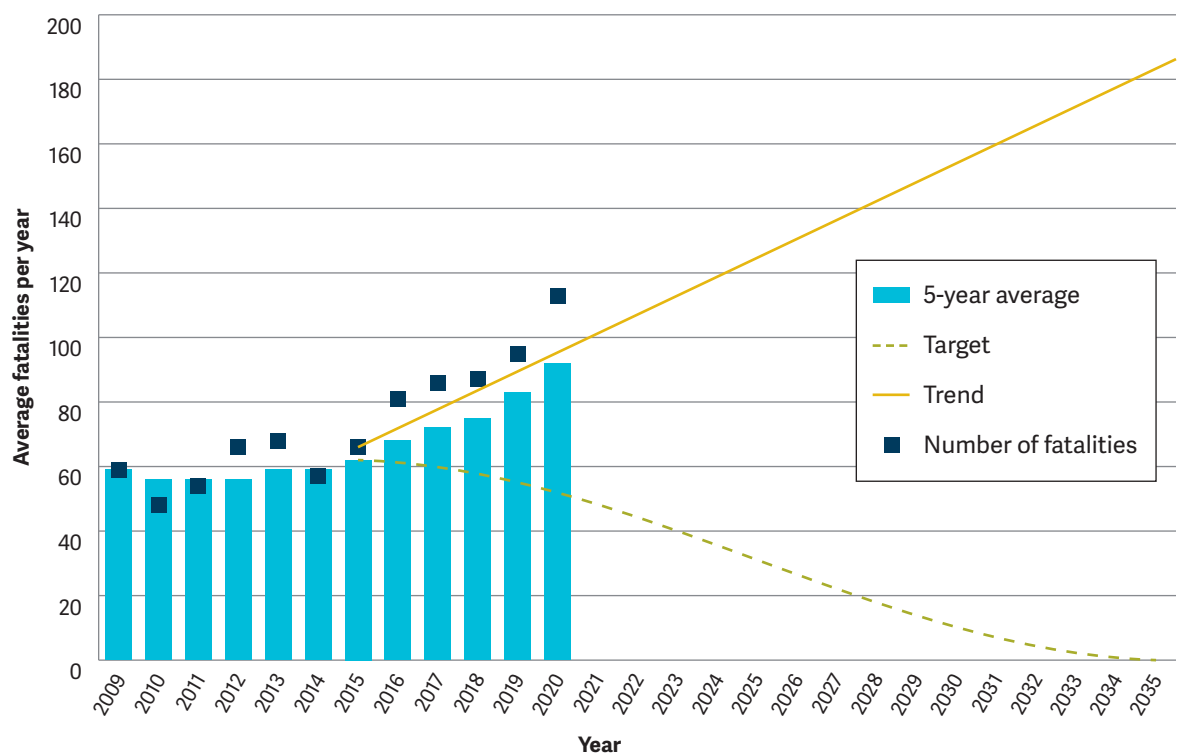
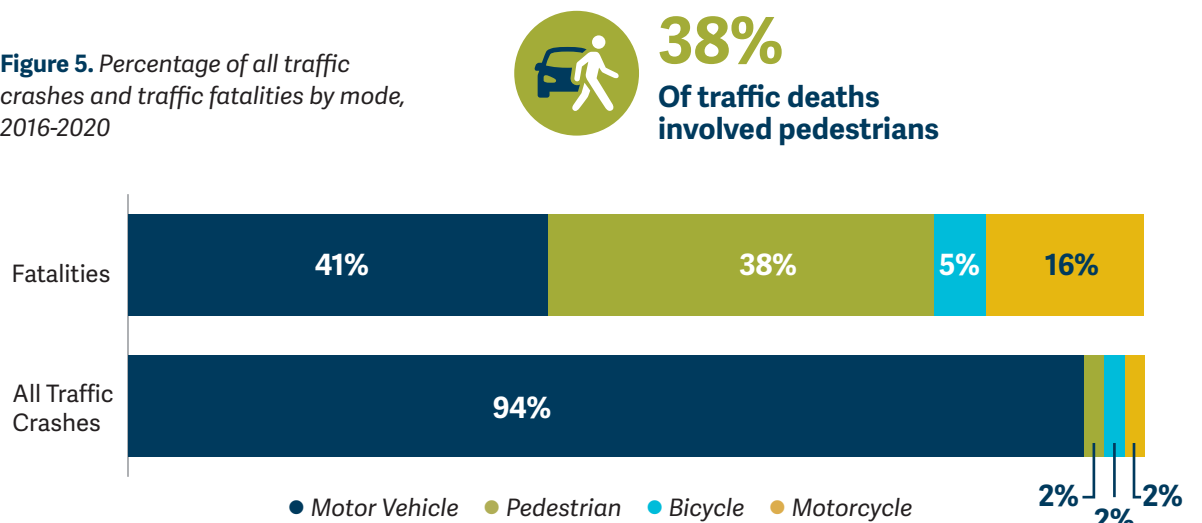


Figure 5. Percentage of all traffic crashes and traffic fatalities by mode, 2016-2020





MOBILITY AND CLIMATE

2023 Regional Transportation Plan Update

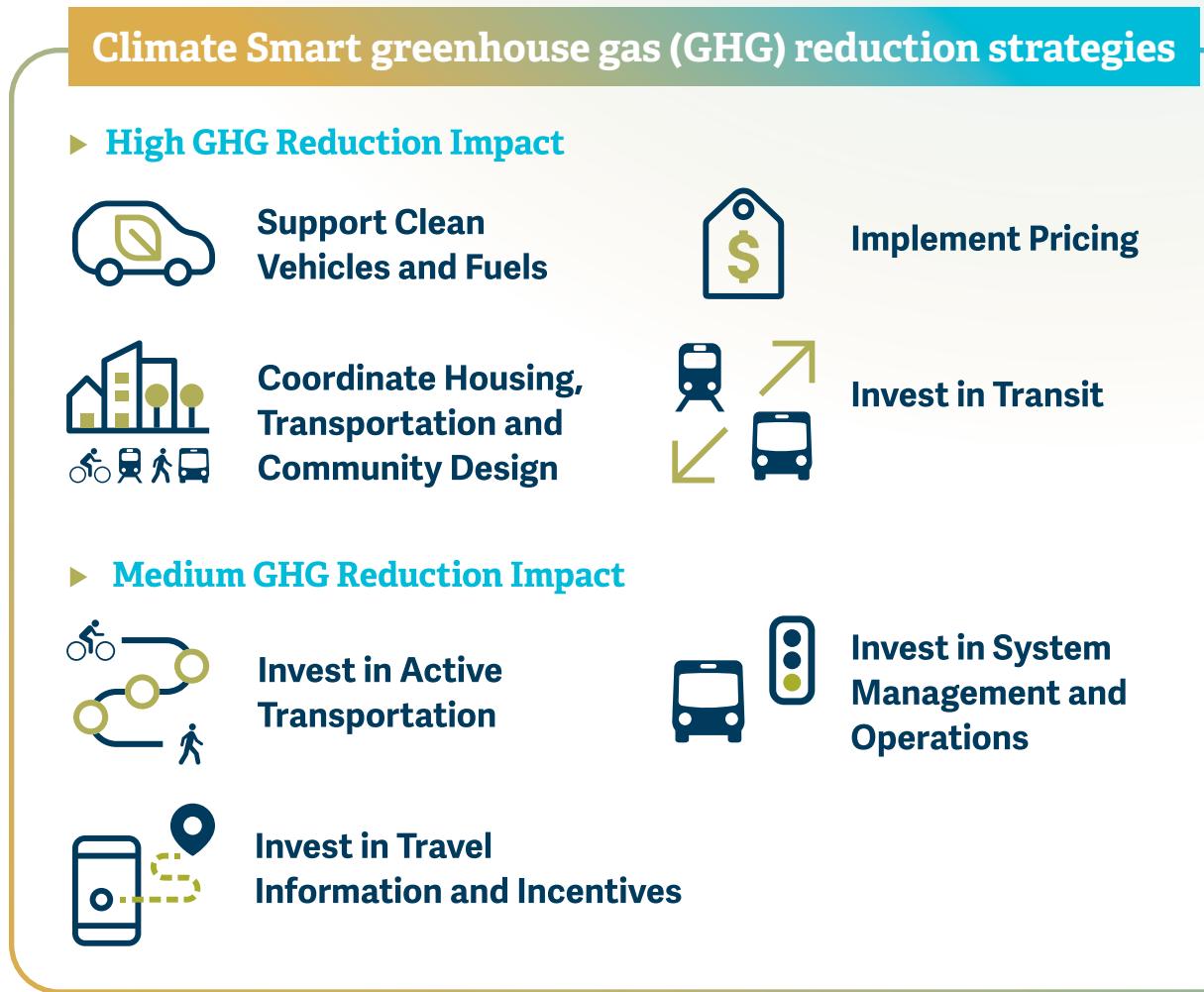
Creating and improving transit and active transportation connections between where people live and important destinations is fundamental to achieving mobility and climate goals.

Mobility and climate policy context

The 2023 Regional Transportation Plan (RTP) update includes significant changes to regional mobility and climate policies. The updated Regional Mobility Policy replaces an interim policy that was focused on reducing congestion for drivers with standards that address a greater variety of modes and outcomes. The Climate Smart Strategy is being updated in response to new state climate policies and updated greenhouse gas reduction targets. The strategy identifies a range of approaches, many of which involve making it more convenient for people to use transit and active transportation, to meet these targets. These approaches are shown in Figure 1.

The updated Regional Mobility policy recommends new performance measures to assess mobility for the region, including vehicle miles traveled (VMT) per capita and system completeness, which are also measures the region uses to track the implementation of the Climate Smart Strategy.

Figure 1. Greater Portland Climate Smart Strategies



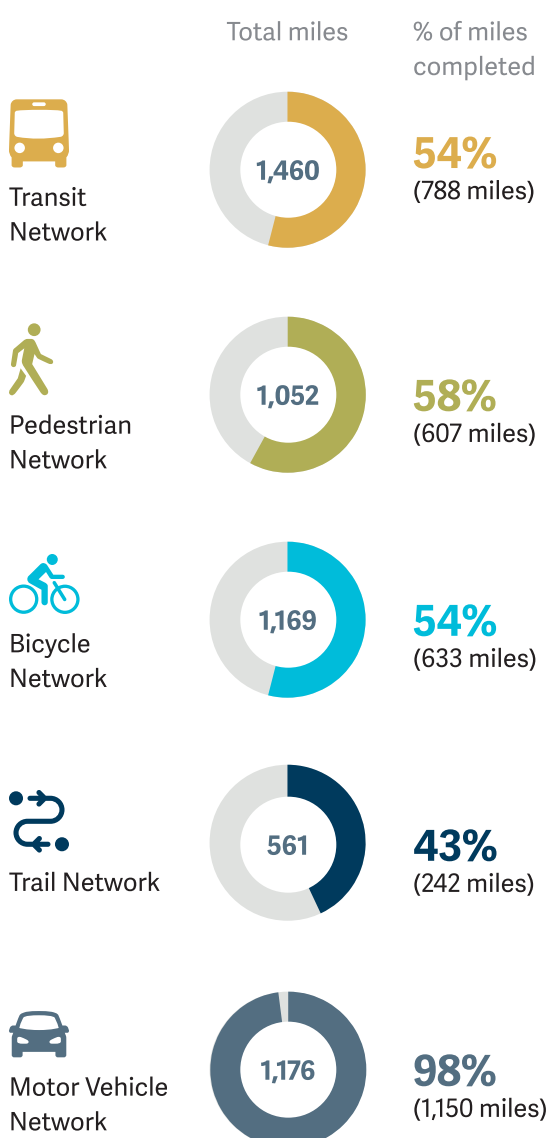
Transportation system completeness

Meeting mobility and climate goals depends on completing the multimodal transportation system so that people have multiple options for making trips. Figure 2 summarizes the completeness of different regional modal networks.

The RTP prioritizes completing bicycle and pedestrian connections in the places where they are most useful for people, including near transit, along arterials, and within urban centers. The regional bicycle and pedestrian networks are 60% to 70% complete in these key areas— which is greater than the regional averages between 50% and 60% that are shown in Figure 2.

Metro creates maps of the gaps in the region's different transportation systems as part of the RTP call for projects to help partner agencies identify opportunities to complete the transportation system.

Figure 2. System completeness by modal network



Did you know...

- Between 2015 and 2020, the region grew significantly—by 135,000 people (an 8.4% increase); 57,000 households (8.9%); and 90,000 jobs (10.1%)—and this growth is projected to continue.
- Overall, the planned motor vehicle network is much more complete than the transit or active transportation networks.
- Teleworking is a fast-growing mode. In 2020, 10% of workers teleworked, and that number rose dramatically during the COVID-19 pandemic.
- Per capita VMT in the greater Portland region has been significantly lower than the national average since 1997 and has mostly been flat or declining, even during times when the region has grown rapidly.
- During rush hour, the average traveler can reach 43% of jobs in the region by driving and 7% by transit.

Vehicle miles traveled trends

VMT per capita measures how many miles the average person in the Portland region drives each day. As shown in Figure 3, per capita VMT in the region has been significantly lower than the national average since 1997. There has been a general downward trend, with a few exceptions during economic booms, over the past 25 years. However, between 2010 and early 2020 (see below) there was little or no decline in VMT per capita.

In an era when high housing costs make it challenging for many people to live in transportation-rich neighborhoods, the region may need to take new approaches (such as congestion pricing) or prioritize high-impact strategies (such as expanding frequent transit, creating more affordable housing in regional centers, and increasing the use of parking pricing) to meet ambitious greenhouse gas and VMT reduction targets.

Figure 3. VMT per capita for the region and the US

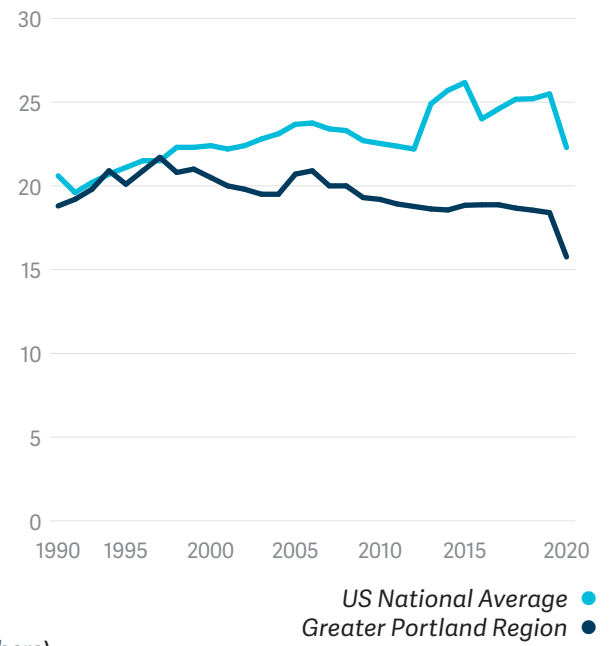


Figure 4. Home-based VMT per capita by Metro transportation analysis zone (TAZ) (explore this map in more detail here)

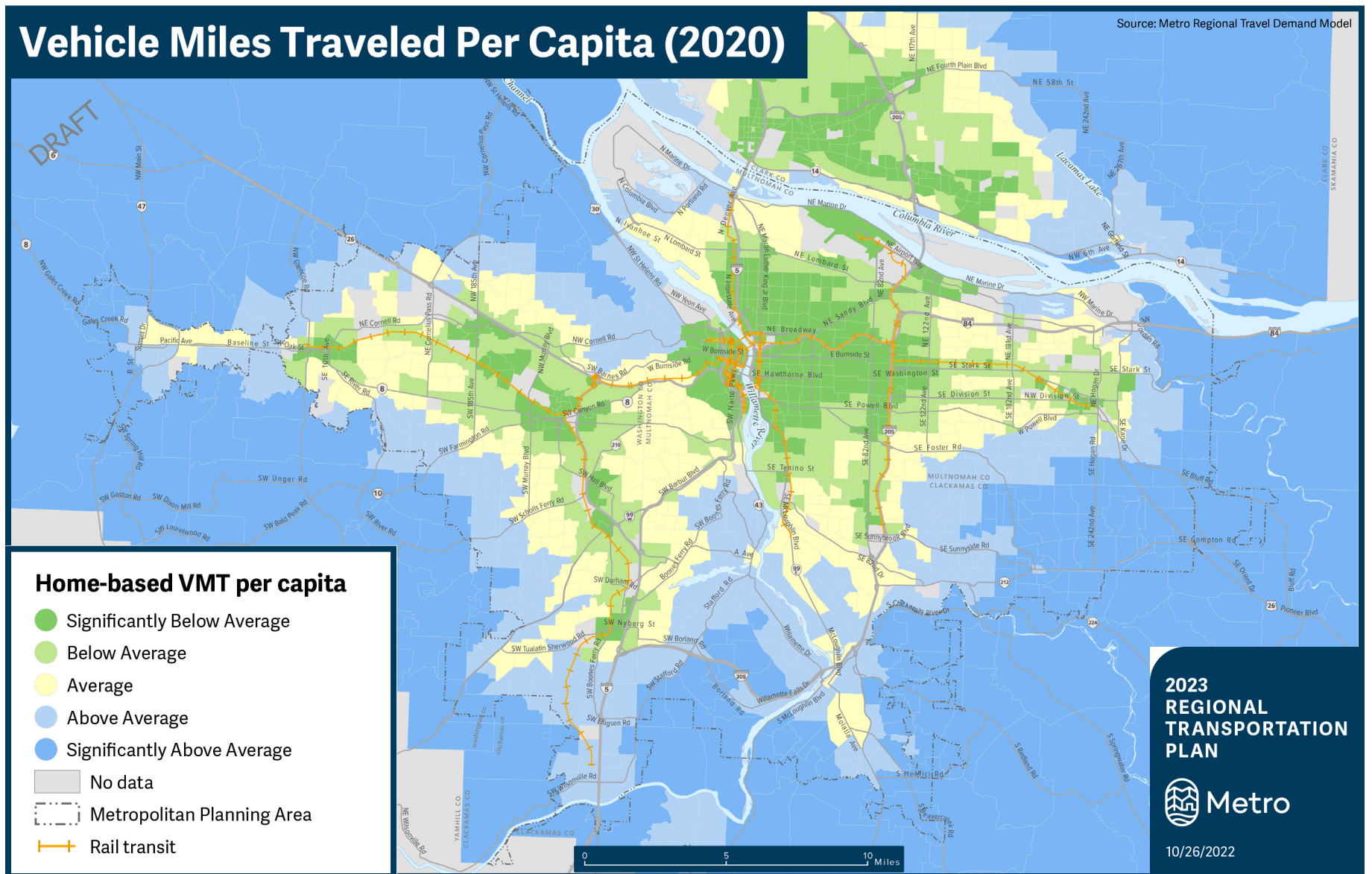
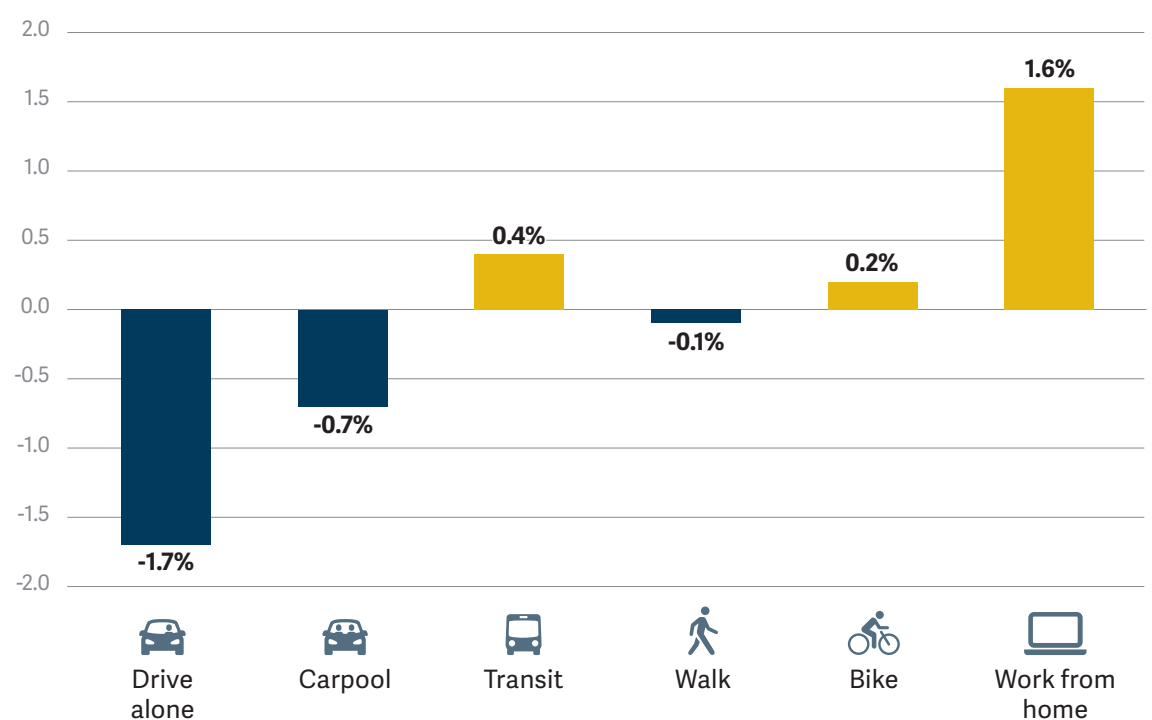


Figure 4 shows how home-based VMT per capita varies across the region. VMT per capita is lower in regional centers, along frequent transit lines, in many of the region's older neighborhoods, and in other communities that are rich with travel options.

VMT per capita is determined in large part by the share of trips that people take by modes other than driving. Reducing private vehicle trips is a significant part of reducing VMT per capita. Figure 5 shows change in regional mode shares for commute trips over the past decade. The share of people who drove to work, whether alone or in a carpool, fell, while the share of people who worked from home rose.

Figure 5. Change in mode share, 2010-2019



Based on US Census Bureau's 5 Year American Community Survey Estimates 2006-2010, and 2015-2019 for all tracts that intersect the Metro boundary

Materials following this page were distributed at the meeting.



Metro

2022 Progress Report: Strategic Plan to Advance Racial Equity, Diversity and Inclusion

December 15, 2022

Raahi Reddy, Director, Diversity, Equity, and Inclusion Department

Tristan Penn, CORE Co-chair

Jamila Dozier, CORE Co-Chair

Strategic Plan to Advance Racial Equity, Diversity and Inclusion

Goal A

Metro convenes and supports regional partners to advance racial equity

Goal B

Metro meaningfully engages communities of color

Goal C

Metro hires, trains and promotes a racially diverse workforce

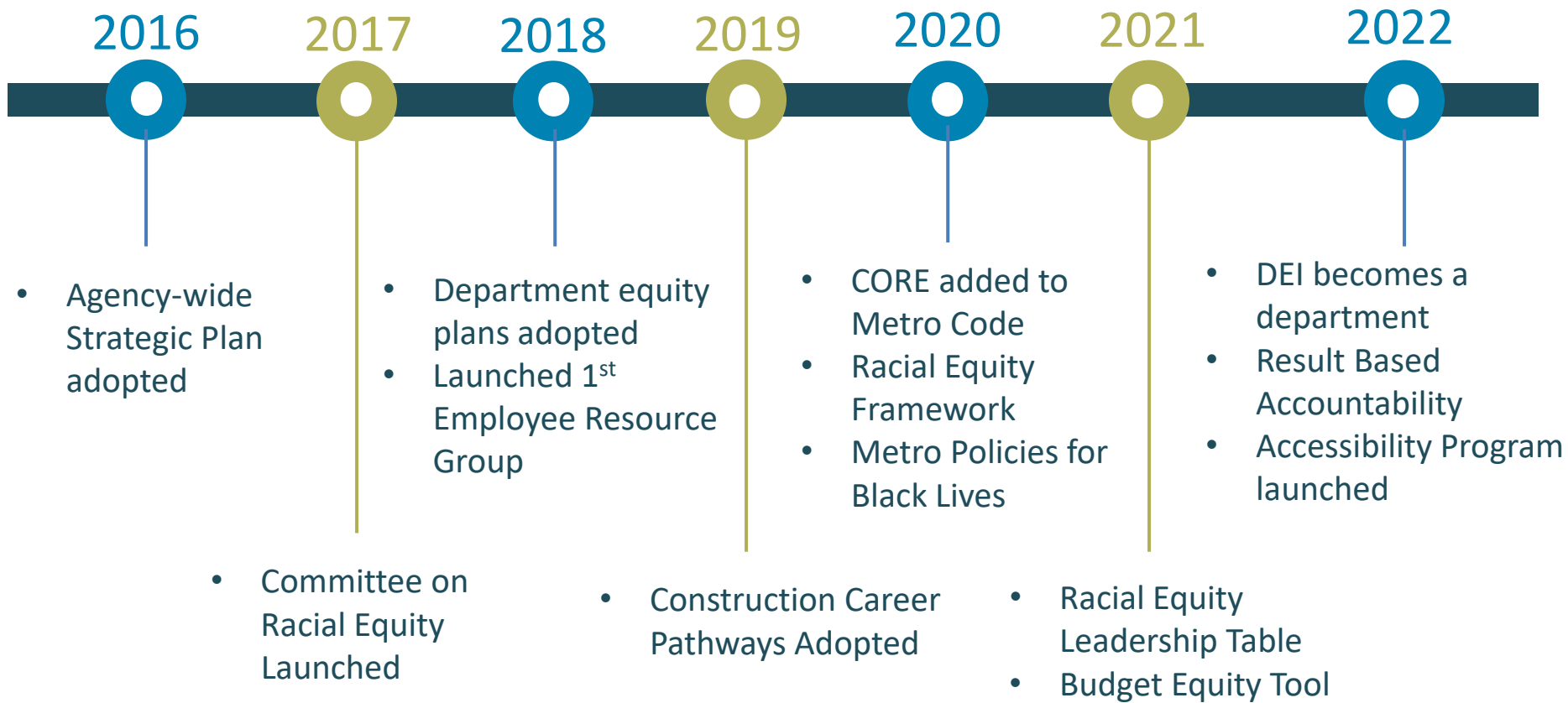
Goal D

Metro creates safe and welcoming services, programs and destinations

Goal E

Metro's resource allocation advances racial equity

Key Milestones



Year In Review: Systems Change Within Metro

Racial Equity Framework

Training for Metro project leads and staff

Results Based Accountability

Agency-wide training, coaching and train-the-trainer series

Budget Equity Tool

Year 2 of agency-wide implementation



Year In Review: Systems Change in the Region



Reimagining Policing, Security & Incarcerated Labor

Council approved vision,
developing action plan

Regional Workforce Equity Agreement

Approved and implemented by
three agencies

Parks & Nature Bond Implementation: A new way to do business

Construction Careers on Taking Care of Metro Parks & Local Share
Direct support for COBID firms

Year In Review: Culture Change and Belonging

Mandatory Training for Supervisors implemented across Metro

Racial Equity Leadership Table launched and coordinating across departments and venues

Accessibility Program launched and new Program Manager Hired



Year In Review: Shared Prosperity and Community Impact

Regional Equity Officer Collaboration

Washington, Clackamas and Multnomah Counties, City of Hillsboro, PPS, Port of Portland, Prosper Portland and City of Portland



April 2022 john.a.powell event hosted by Regional Equity Officer Collaboration

Construction Careers Regional Collaborative Committee raised \$2.9 million for workforce funding

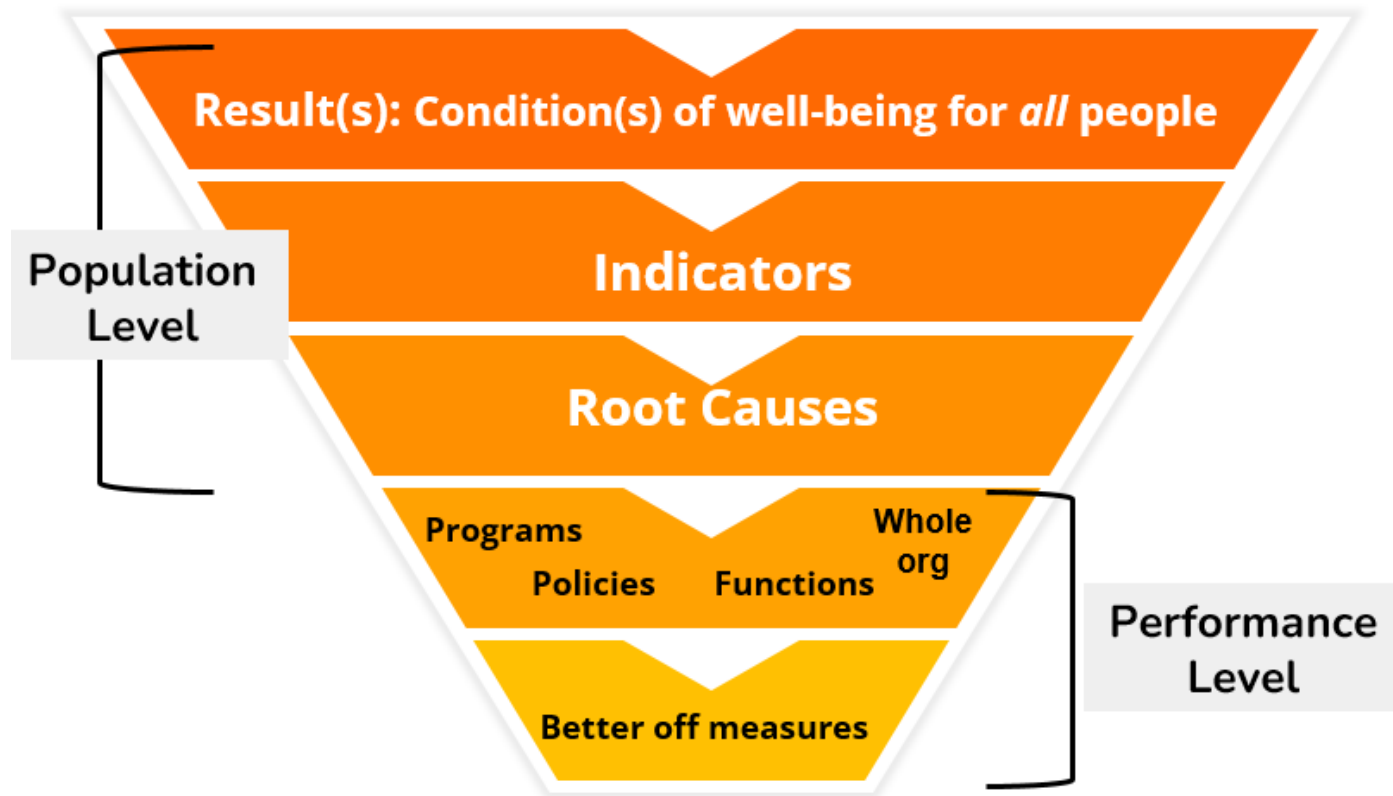
Black Worker Center Collaborative funded and building toward an East County-based worker hub

Metro green jobs research initiative and working group launched

Second year of **Civic Engagement Capacity Building** grants in action

Looking ahead: Measuring our impact

Anti-racist Results Based Accountability



Source: Equity & Results

Looking ahead: Strategic Plan to Advance Racial Equity, Diversity and Inclusion Update

Targeted Universalism

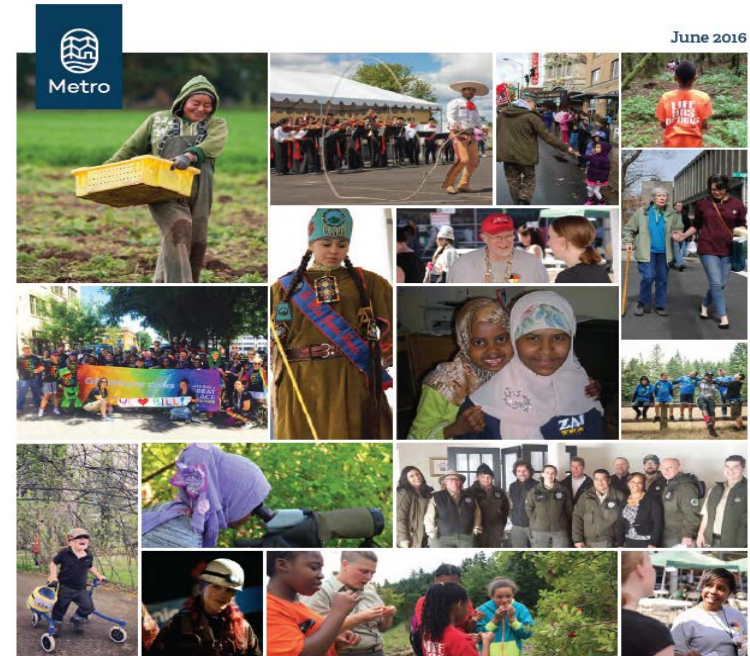
Environmental Justice

Shared Prosperity

Tribal Nations and Indigenous Peoples Lens and Voices

Community Benefits

Disability Justice

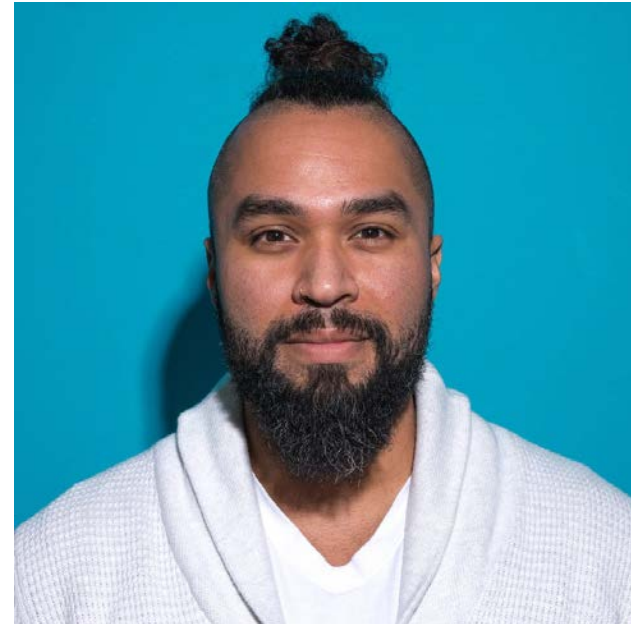


Strategic plan to advance racial equity, diversity and inclusion

Committee on Racial Equity Highlights



CORE Co-chair
Jamila Dozier



CORE Co-chair
Tristan Penn

Thank you Councilor Craddick!



Questions?

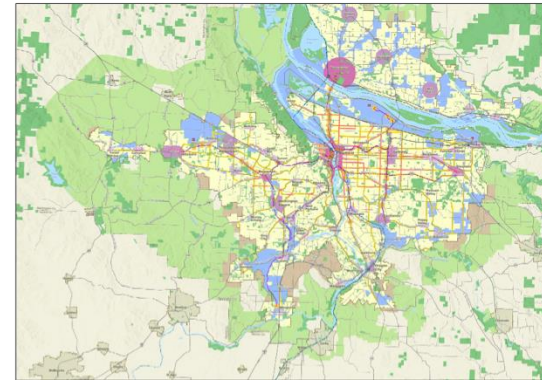
oregonmetro.gov



2023 Regional Transportation Plan

2023 RTP Call for Projects

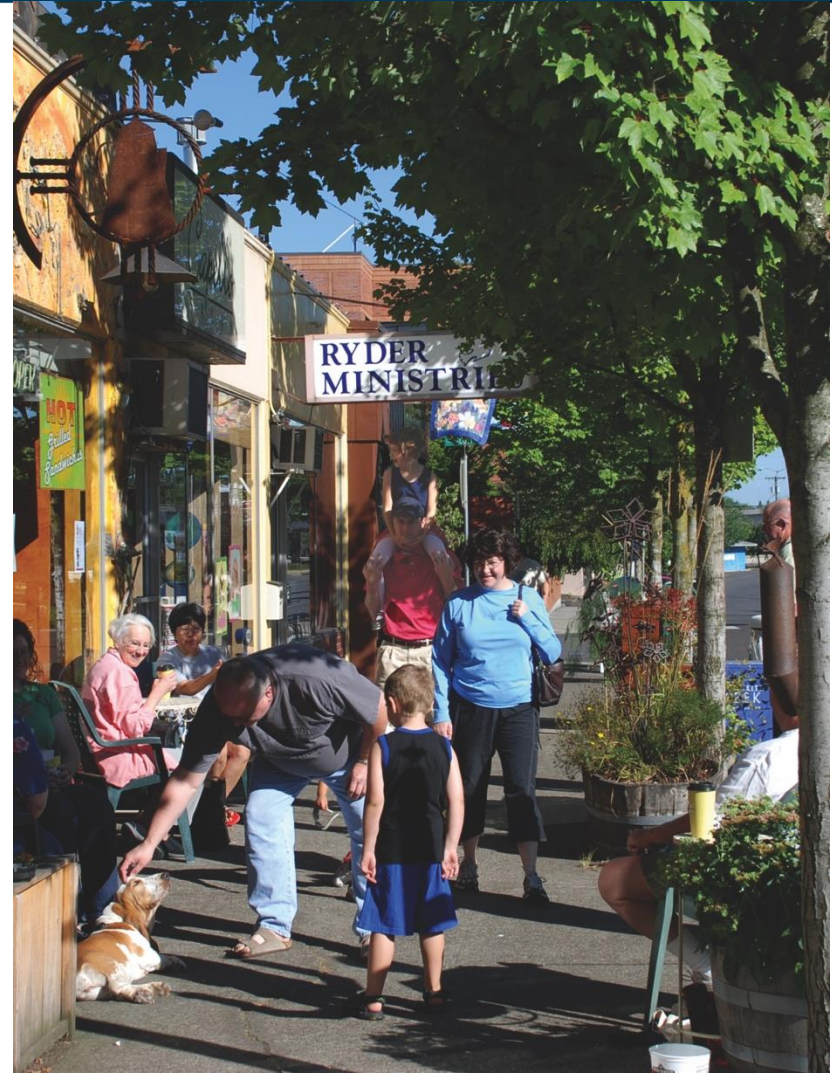
Metro Council
Dec. 15, 2022



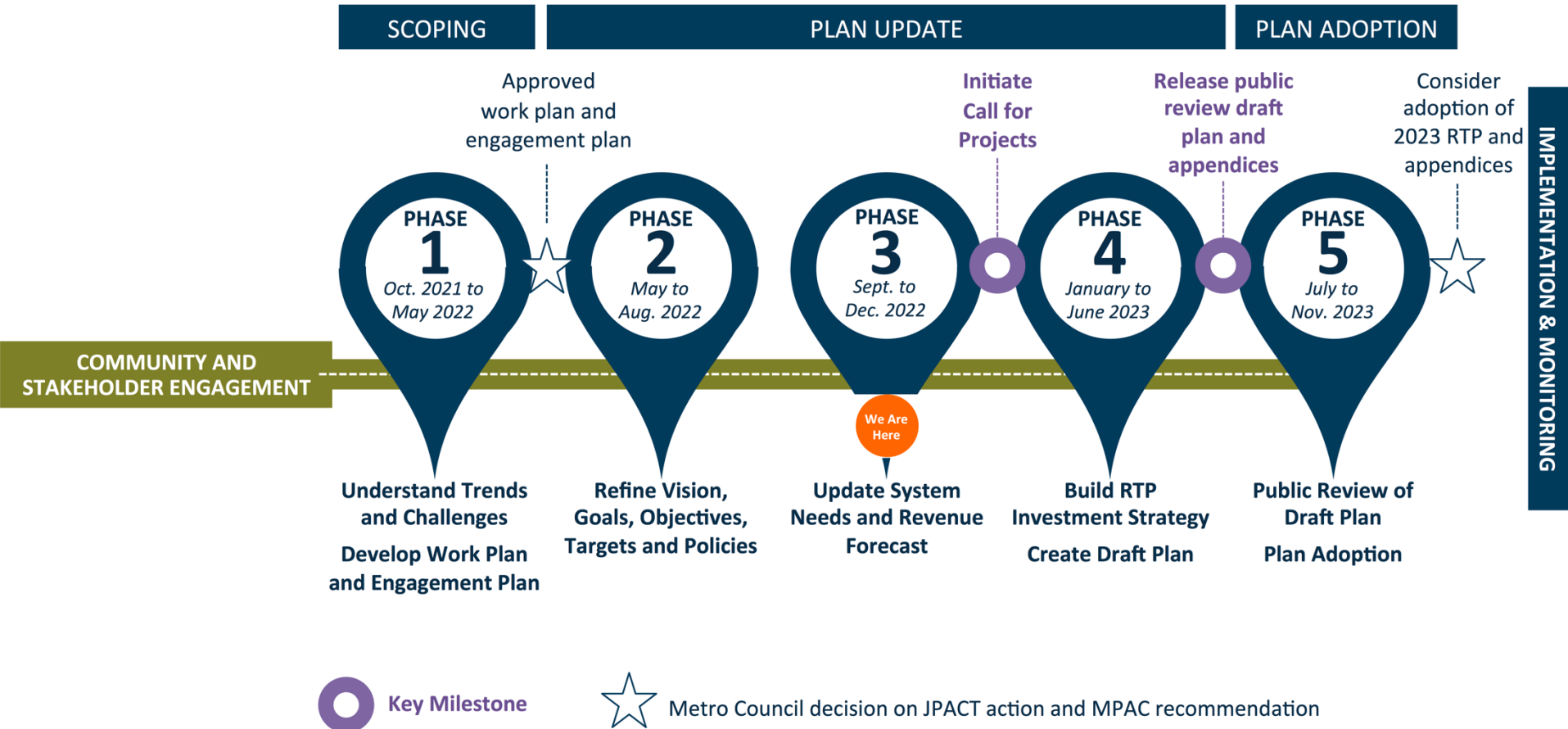
Today's purpose

Seek Metro Council support for JPACT's recommendation:

- accept the RTP Call for Projects Policy Framework (*see Attachment 1*) and
- direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.



Timeline for the 2023 RTP update



2023 RTP Call for Projects

Where we are going

JAN. TO FEB. '23

**2023 RTP
Call for Projects
Submission Period**
Jan. 6 to Feb. 17

*Coordinating committees,
cities, counties and agencies
identify priorities*

MARCH TO JUNE '23

High-level
Assessment
of Projects

System Analysis

JULY TO AUG. '23

**Public Review Draft
2023 RTP and
Project and
Program
Priorities**
July 10 to Aug. 25

Engagement activities

JPACT and Metro Council direction
on policy framework for the
Call for Projects

JPACT and Metro Council direction
on release of draft plan and project
lists for public review

2023 RTP Call for Projects

Where we are now

SEPT. TO DEC. '22

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

Engagement activities

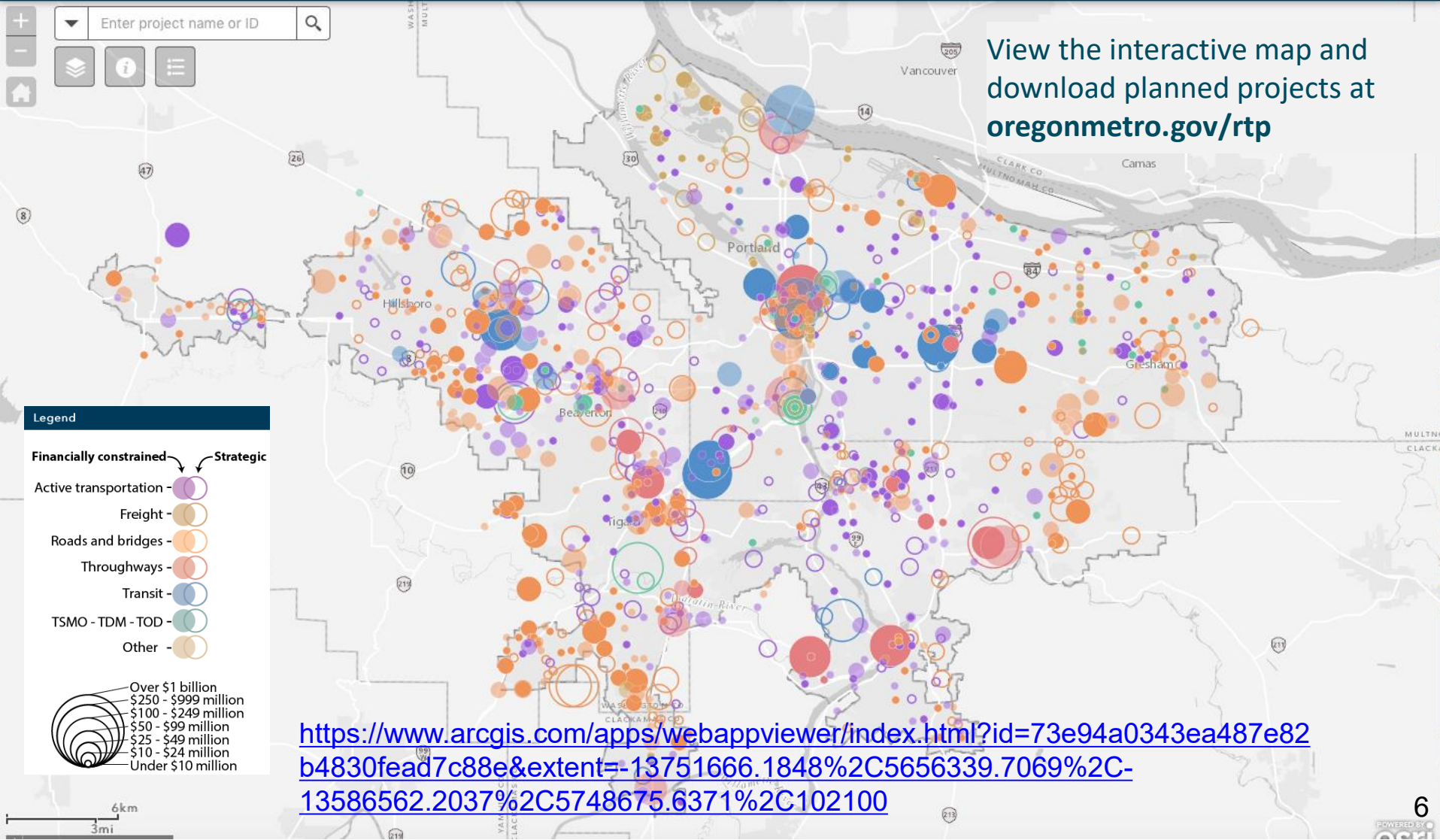
JAN. TO FEB. '23

RTP
Call for Projects
Submission
Period

Jan. 6 to Feb. 17

JPACT and Metro Council direction
policy framework for the
Call for Projects

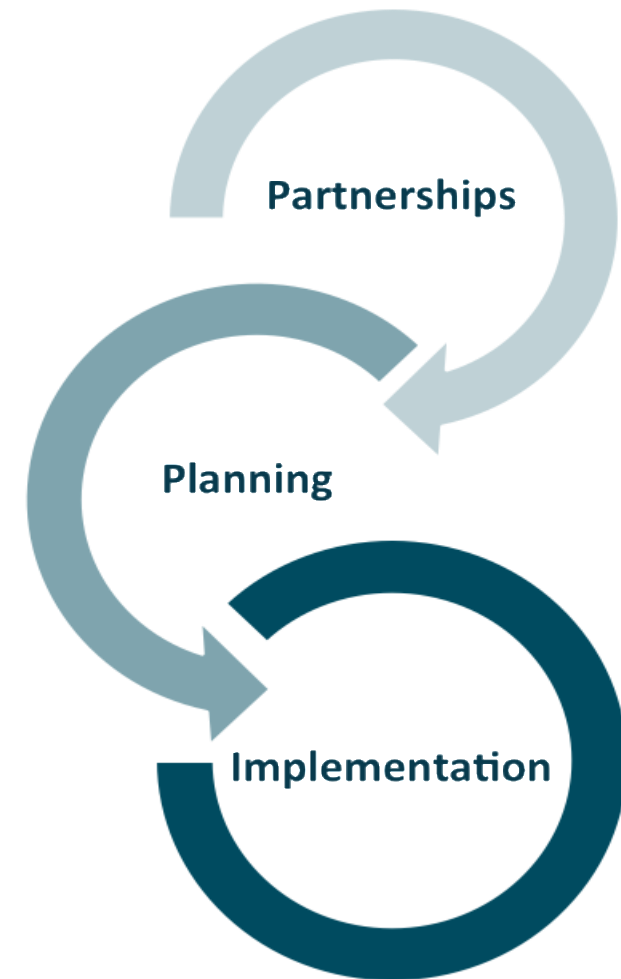
2018 RTP Projects – our starting point



2023 RTP Call for Projects

Updating the region's priorities

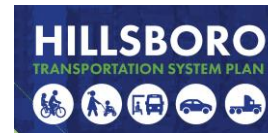
- **Call for Projects from Jan. 6 to Feb. 17, 2023**
- **Cities, counties, agencies and county coordinating committees build draft RTP list for evaluation, review, and refinement:**
 - **Constrained priorities** – region's top priorities given current funding outlook
 - **Near-term** (2023 to 2030)
 - **Long-term** (2031 to 2045)
 - **Strategic priorities** – additional priorities the region agrees to work together to advance (2031 to 2045)
- **Capital costs targets set budget** based on draft revenue forecast and determine how many projects may be submitted



2023 RTP Call for Projects

Where do RTP projects come from?*

- Transportation system plans
- Regional planning
- Concept planning
- Subarea, corridor and topical plans and studies
- Comprehensive plans
- Capital improvement plans
- Project development
- Transit service plans
- Legislature

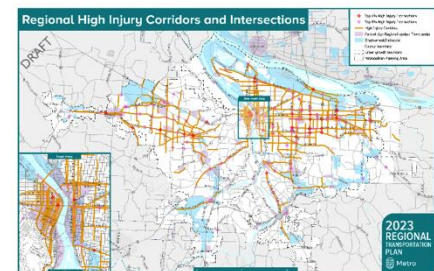
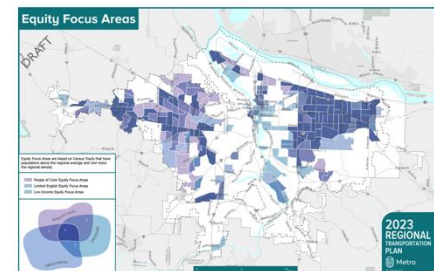


*All projects come from adopted plans, strategies or studies that had a public process with opportunities for public comment

2023 RTP Call for Projects Policy Framework

Policy framework for 2023 RTP

- RTP vision and goals
- Supporting measurable objectives and targets
- Supporting policies
 - 2040 Growth Concept map and policies
 - RTP transportation network maps and modal and design policies
 - Equity Focus Areas map and RTP equity policies
 - High Injury Corridors map and RTP safety policies
 - High capacity transit network map (draft) and RTP transit policies (draft)
 - Congestion management network map and RTP CMP policies
 - Other existing and new draft policies related to pricing and mobility



2023 RTP Call for Projects Policy Framework

Draft vision and goals for 2023 RTP



Vision →

Everyone in the greater Portland region will have **safe, reliable, affordable, efficient, and climate-friendly** travel options that allow people to **drive less** and support **equitable, resilient, healthy and economically vibrant communities and region.**

Developed in 2022 by JPACT and Metro Council with input from MPAC

Outcomes-based technical analysis

High-level project list assessment

- Show how individual projects and draft project list advance each RTP goal
- Highlight projects that advance multiple goals

System analysis

- Transportation analysis
- Equity analysis
- Climate analysis
- Environmental analysis



*Developed by JPACT and Metro Council
in 2022*

2023 RTP Call for Projects

Key dates

- Jan. 6** Call for Projects begins and online Project Hub database available
- Feb. 17** Deadline #1 Nominating agencies submit required project information through online Project Hub and **coordinating committees** email project lists and endorsement letters to Metro
- March-May** Metro conducts technical analysis, Metro and CBOs seeks public input on draft lists, and reports findings to Metro Council, and technical and policy committees, including county coordinating committees
- May 24** Deadline #2 Nominating agencies submit letters of endorsement from governing bodies (if not already submitted) and **final project list changes** in the Project Hub based on feedback and analysis
- June 15/29** **Milestone:** JPACT/Metro Council consider input and technical findings and support releasing the draft RTP and updated priorities for public review and adoption

12/15/22 JPACT Recommendation

Seek Metro Council support for JPACT recommendation to:

- accept the RTP Call for Projects Policy Framework (*see Attachment 1*) and
- direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.



Learn more about the **Regional Transportation Plan** at:



Metro

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp

2023 RTP Call for Projects

What projects are eligible?

Projects that:

- ❑ are located on the designated regional system and within the MPA boundary*
- ❑ help achieve RTP vision, goals, targets and policies
- ❑ come from adopted plans or strategies that had opportunities for public input
- ❑ cost at least \$2 million or be bundled with like projects

*The metropolitan planning area (MPA) is designated as the Portland urbanized area under federal law and designated by the Governor of Oregon.



RTP Transportation Networks

Role of coordinating committees

- ❑ **Build a coordinated, sub-regional list of city and county project and program priorities** for the 2023-2045 time period in collaboration with state and regional partners
- ❑ **By Feb. 17, submit three packages within respective cost targets:**
 - 1 – “Constrained” priorities for 2023 to 2030
 - 2 – “Constrained” priorities for 2031 to 2045
 - 3 – “Strategic” priorities for 2031 to 2045
- ❑ **Submit endorsement letter stating packages are sub-region’s agreed upon priorities** for 2023 RTP, by Feb. 17

Role of cities and counties

- ❑ **Identify local priorities for regional system** for near-term and long-term in collaboration with each other and agencies
- ❑ **Work within coordinating committees/City of Portland to build a coordinated, sub-regional list of project and program priorities** for the 2023-2045 time period, by Feb. 17
- ❑ **Submit updated project information** for your priorities, by Feb. 17
- ❑ **Submit public engagement documentation**, by Feb. 17
- ❑ **Submit congestion management process form**, if applicable, by Feb. 17
- ❑ **Submit endorsement letter from city council/county board on priorities submitted on behalf of jurisdiction** for 2023 RTP by May 24

Role of ODOT, TriMet, SMART and Port

- Identify agency priorities for regional system** for near-term and long-term in collaboration with cities and counties and each other
- Seek opportunities to partner with and/or leverage priorities** identified by county coordinating committees and City of Portland and each other
- Submit updated project information** for your priorities, by Feb. 17
- Submit public engagement documentation**, by Feb. 17
- Submit congestion management process form**, if applicable, by Feb. 17
- Submit endorsement letter from governing body on priorities submitted on behalf of agency** for 2023 RTP, by May 24

2023 RTP Call for Projects

Resources and tools to support partners

RTP Hub online system and web page with resources:

- **Project Submission Guide** – *a how to guide with more details about information to be updated/submitted in the hub*
- **RTP Map Tool** – *online resource maps and geospatial data of 2018 RTP projects, policy framework maps and data*
- **Cost estimate guidance** and workbook
- **RTP Call for Projects staff liaisons** – *Lake McTighe and Ally Holmqvist*

Information will be available at: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects>