



Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, July 27, 2023

10:30 AM

Metro Regional Center, Council chamber,
[https://www.youtube.com/live/_qAlgyEQ1gs?feature=share,](https://www.youtube.com/live/_qAlgyEQ1gs?feature=share)
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)

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://www.youtube.com/live/_qAlgyEQ1gs?feature=share

1. **Call to Order and Roll Call**
2. **Public Communication**

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.

3. **Consent Agenda**

- 3.1 Consideration of the May 4, 2023 Council Meeting Minutes [23-5914](#)
Attachments: [050423c Minutes](#)
- 3.2 Consideration of the May 18, 2023 Council Meeting Minutes [23-5912](#)
Attachments: [051823c Minutes](#)

- 3.3 Consideration of the June 22, 2023 Council Meeting Minutes [23-5913](#)
Attachments: [062223c Minutes](#)

4. Public Hearings

- 4.1 Public Hearing as Part of the Public Comment Period for the Draft 2023 Regional Transportation Plan and Draft 2023 High Capacity Transit Strategy [23-5911](#)
Presenter(s): Kim Ellis, Metro
Attachments: [Staff Report](#)
[Attachment 1](#)

5. Other Business

- 5.2 2024 Urban Growth Management Decision: Work Program Status Updates [23-5910](#)
Presenter(s): Malu Wilkinson (she/her), Equitable Development and Investment Program Director, Metro
Eryn Kehe (she/her), Urban Policy and Development Manager, Metro
Ted Reid (he/him), Principle Regional Planner, Metro
Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
- 5.1 Expo Future Project Update [23-5905](#)
Presenter(s): Paul Slyman (he/him), Metro
Giyen Kim, Metro,
Amy Nelson, Metro,
Jovian Davis, Metro
Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщощо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metro의 差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるように、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់តំបន់អំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tiax koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntxuj weekdays) 5 hnub ua hauj lwv ua ntej ntawm lub rooj sib tham.

Consideration of the May 4, 2023 Council Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, July 27th, 2023

Metro

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



Metro

Minutes

Thursday, May 4, 2023

10:30 AM

Gresham City Hall, Council Chambers 1333 NW Eastman Pkwy,
Gresham, OR 97030; <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.

Council President Peterson stated that they will not discuss Resolution No. 23-5320, but plan to on May 11, 2023. She also thanked the city of Gresham for hosting them and asked Mayor Travis Stovall to speak.

Travis Stovall, Mayor of Gresham welcomed the Metro Council. He noted some of the partnerships between Metro and the City of Gresham.

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items. There were no members of the public that wanted to testify.

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

3. Resolutions

- 3.1 **Resolution No. 23-5336**, For the Purpose of Proclaiming the Fifth of Every May as the National Day of Awareness for Missing and Murdered Indigenous People in the Greater Portland Area

Presenter(s): Katie McDonald (she/her), Metro
Rosanne Shields

Attachments: [Resolution No. 23-5336](#)

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

The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Council President Peterson called on Katie McDonald (she/her), Metro and Rosanne Shields to present to Council.

McDonald shared information and data about Missing and Murdered Indigenous Peoples (MMIP) epidemic, including the rates of violent crime experienced by Indigenous people. Shields discussed her experiences looking for missing people, helping those experiencing homelessness and her own experience being homeless. She stated that there needs to be more outreach.

Council Discussion:

President Peterson thanked Shields for sharing her stories. She mentioned that hearing lived experience is helpful.

Councilor Simpson thanked Shields for sharing. He suggested that the Council thinks about getting justice for people in addition to raising awareness. He agreed with Shields that they cannot expect people to get better when they are not healed.

Councilor Gonzales appreciated Shields for sharing and appreciated McDonald for her work.

President Peterson mentioned that the Councilors, who are interested, would appreciate visiting and hearing the stories of the people that Shields helps and works with.

Councilor Lewis also thanked Shields for being there and sharing. She commented on the need to connect their funding to the people that already provide services.

Councilor Rosenthal thanked Shields for sharing her story.

President Peterson commented that they also need to go further and consider the Missing and Murdered Indigenous Peoples (MMIP) epidemic every day in their work.

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

4. Presentations

4.1 Oregon Zoo Budget Presentation

Presenter(s): Heidi Rahn (she/her), Metro
Julie Fitzgerald, Oregon Zoo Foundation

Attachments: [Staff Report](#)

Council President Peterson called on Heidi Rahn (she/her), Metro and Julie Fitzgerald, Oregon Zoo Foundation to present to Council on the Oregon Zoo Budget Presentation.

Staff pulled up the ***Oregon Zoo FY 2023-24 Proposed Budget Powerpoint*** to present to Council.

Rahn explained the budget overview for the Zoo and the 5-year forecast. Most of their revenue come from enterprise revenues which includes general admission and special events. For the next fiscal year, they are not projected to not cover their operating expenses by about \$1.2 million. She explained that the key Equity Metric is community access program and that they also have a zoo internship program. The budget modifications are to add 1.0 FTE for a Marine Life Keeper and 1.5 FTE for Marketing staff. Rahn mentioned several major capital projects and explained the investments in economy and environment.

Fitzgerald reviewed the goals of FY22 Oregon Zoo Foundation annual report and explained the FY22 Financials. Fitzgerald gave several updates on philanthropy, membership, and advocacy.

Council Discussion:

President Peterson thanked staff and the Oregon Zoo Foundation for their work during the Covid-19 Pandemic.

Councilor Simpson commented on their recovery from the Covid-19 Pandemic and thanked them for their work.

Councilor Nolan thanked Rahn for her work.

Councilor Hwang commented on the community-based ticket allocation for the equity metrics. He asked about the considerations and the steps for ticket prices. He also asked how they are including equity and access in the decision-making process.

Rahn mentioned that they compare their ticket price to other zoos, aquariums, and other ticketed attractions in the region. She also mentioned that community partnership and changes in membership pricing was important.

Utpal Passi, Deputy director of the Oregon Zoo, mentioned that they are conscious of their pricing. Passi explained that they look at comparative zoo size, quality experience, and zoo membership. Passi mentioned that people can get discount tickets online and give out tickets to communities.

Councilor Lewis asked about the timeline to make big decisions on taking care of the facilities. She also asked when the accreditors will be back.

Rahn mentioned that they have been focused of getting caught up on maintenance. She mentioned some of the projects that staff are doing, but they do not have the capacity to invest in significant retrofits in the Zoo. Rahn noted that the accreditors want them to make some changes. They are currently working on their Campus Plan

and how to get funding.

Rahn noted that the accreditors will be back 2027, but they start looking at their work in 2025.

Councilor Rosenthal commented that he supports the Zoo and the Zoo Foundation.

Rahn mentioned that she visited about twenty zoos around the country. She also mentioned that parking is a constraint and that they will be looking at solutions.

Councilor Gonzales commented on their ability to get donations. He asked about their visions to improve performance.

Rahn explained that the ability to bring more funding partners is important to expanding the Zoo. She mentioned the work of the Zoo Foundation and staff to get more funding sources.

President Peterson asked if they will be able to start work or emergency plan with the resources they currently have.

Rahn mentioned that the Zoo has an emergency plan.

Passi mentioned that they are in the process of rebuilding and hiring.

President Peterson asked if it included partners in the city. Rahn noted that they are apart of the board of the Explore Washington Park that is working on an emergency plan. They also hired a public safety manager as well.

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

Presenter(s): Will Norris, Metro
Matthew Rotchford, Metro

Attachments: [Staff Report](#)

Council President Peterson called on Will Norris, Metro and Matthew Rotchford, Metro to present to Council on the Expo Center Budget Presentation.

Staff pulled up the *Portland Expo Center FY 2023-24 Proposed Budget Powerpoint* to present to Council.

Rotchford began the presentation by discussing several of the key themes of the budget. Norris gave an overview of the budget. He noted that there is no Metro General Fund support is requested for the budget. Sabrina Catholina (they/them), Metro gave information on the key equity metric and the work that has been done. Rotchford discussed several key equity metrics and their expected outcomes. He also mentioned several upcoming events. Rotchford explained that there are no FY 2024 budget modifications. He then discussed the investments in the target areas of economy, sustainability, and housing.

Council Discussion:

President Peterson asked Madrigal about the capital projects considering the futures project. She commented that she did not want to put money into something that may change. She also asked Madrigal how she expected Expo's programming to change over the next couple of years.

Madrigal explained that they need to make sure to protect the structure and the functioning of the building. For major capital projects, they would examine if they made sense for the facility's long-term future. She mentioned that until the marketing and feasibility study is done by the Expo Futures study project, they do not know what direction they should go in.

Madrigal mentioned that staff looking at the possibilities for different sporting events. She mentioned Councilor Simpson bring the Black rodeo and Sports Oregon. Madrigal noted that they can potentially do small sports equipment investments for different sports in the meantime.

Councilor Simpson thanked staff for getting 8-Second rodeo done. He also commented that he was relieved that there were no budget modifications

Rotchford mentioned that this is the first rodeo and that they will learn a lot.

Councilor Nolan asked how they will assess if people feel welcomed and safe in the next fiscal year. They also asked how the Council and MERC will be able to evaluate.

Rotchford mentioned that they put the word “welcome” in different languages. They also have talked about trainings and for the staff and their partners. He noted that there were different understandings of what it means to be welcomed or to feel safe amongst the line level staff.

Councilor Nolan asked what the number were.

Rotchford mentioned that there are at least 100 staff members to do the training, but they want to extend the training to their partners.

Councilor Nolan asked how they measure whether the guests get the benefit of the staff’s training.

Catholina mentioned that they have been thinking about how to tailor the training to the needs of Expo for training

staff and sub-contract workers. Catholina explained that they are still uncovering what information they need.

Rotchford mentioned that they can reach out the advanced ticket holders and ask them questions like if they felt welcomed.

Councilor Nolan asked what their total marketing and outreach budget was. They commented that they want them to ask for more money for outreach.

Rotchford noted that Expo's overall marketing budget was about \$55,000, which included advertising and outreach. He noted that their fund has been tight, and they want to make sure that they can meet all their goals.

Councilor Nolan mentioned that racial equity is a Council priority and that it is worth investing in.

Council President Peterson mentioned that she would want follow-up on what more they could do if they had more money.

Councilor Hwang asked how they know that outreach expenditures are successful at the end of the year. He noted that community partnerships and holding space for marginalized communities have \$5,000 line items. He suggested that they spend more money on meaningful engagement.

Rotchford mentioned that many of the items are subsidies or support for events that they often do not know. The fund allows staff to help the partners. For example, adding a bit more to food and beverage presentation or helping with signage.

Madrigal mentioned that they give discounts to community groups and asked Rotchford to clarify if those are included in the line items.

Rotchford stated that those are off the book. They do not necessarily track all of it because it results in negative listings.

Staff mentioned that they will look for a way to track and share that information.

Councilor Hwang commented that he wanted to see the broader impact to give them a better understanding of their investment and advancing their equity goals.

Councilor Gonzales commented that he appreciated the work that staff has done.

4.3 Public Comment on the FY 2023-24 Proposed Budget

Council President Peterson opened the meeting to members of the public wanting to testify on the FY 2023-24 Proposed Budget

No members of the public wanted to testify.

Council Discussion:

Councilor Nolan raised concerns about the lack of public comment. They mentioned that the Council has not succeeded in their goal to engage people.

5. Chief Operating Officer Communication

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

- The Metro-wide campaign for Mental Health Month

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Lewis** gave a funding update on the Carbon Reduction Program. She also gave updated on JPACT.
- **Councilor Rosenthal** gave an update on the MERC meeting and mentioned a staff report on Expo Futures.
- **Council President Peterson** gave an update on the regional tolling advisory committee (RTAC) and the delay in tolling.
- Carrie Maclaren, Metro Attorney, mentioned that the Department of Land Conservation and Development approved Metro's UGB exchange.
- **Council President Peterson** mentioned a wall with pictures of Gresham's mayors. She also mentioned the growth and diversity of the region and how the Metro Council has made progress.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:20 p.m.

Respectfully submitted,



Jemeshia Taylor, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 04, 2023

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	05/04/2023	Oregon Zoo - FY 2023-24 Proposed Budget Presentation	050423c-01
2.0	Powerpoint	05/04/2023	Portland Expo Center - FY 2023-24 Proposed Budget Presentation	050423c -02

Consideration of the May 18, 2023 Council Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, July 27th, 2023

Metro

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



Metro

Minutes

Thursday, May 18, 2023

10:30 AM

Metro Regional Center Council Chamber,
<https://www.youtube.com/live/x2CR4xt9t2g?feature=share>, <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.

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

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 wanted to testify.

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

3. Consent Agenda

3.1 Consideration of the April 6, 2023 Council Meeting Minutes

Attachments: [040623c Minutes](#)

3.2 Consideration of the April 11, 2023 Council Meeting Minutes

Attachments: [041123c Minutes](#)

3.3 Consideration of the April 25, 2023 Council Meeting Minutes

Attachments: [042523c Minutes](#)

3.4 Consideration of the April 27, 2023 Council Meeting Minutes

Attachments: [042723c Minutes](#)

3.5 **Resolution No. 23-5317**, For the Purpose of Adopting the Fiscal Year 2023-24 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

Attachments: [Resolution No. 23-5317](#)

[Exhibit A](#)

[Exhibit B](#)

[Staff Report](#)

Council President Peterson called for a motion to approve the Consent Agenda.

Council Discussion

Councilor Rosenthal asked to vote on Resolution No. 23-5317 separately.

Carrie MacLaren, Metro Attorney, noted that Councilors can request a withdraw at any time. She suggested to reset, restate the Consent Agenda, and ask for a motion again.

Council President Peterson called for a motion to approve the Consent Agenda without Resolution No. 23-5317.

A motion was made by Councilor Nolan, seconded by Councilor Lewis, that this was approved the Consent Agenda. The motion carried by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Council President Peterson called for a motion to adopt Resolution No. 23-5317.

Council Discussion:

Councilor Rosenthal stated he felt that he did not have the chance to review the resolution and will abstain. He added that he mentioned this to the COO's office yesterday.

Council President Peterson noted that the resolution had to go today because ODOT needed it.

A motion was made by Councilor Lewis, seconded by Councilor Simpson, that this Resolution was adopted. The motion carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Hwang, and Councilor Simpson

Abstain: 1 - Councilor Rosenthal

4. Presentations

4.1 Council Discussion of FY 2023-24 Approved Budget

4.1.1 Public hearing on the approved budget

Presenter(s): Marissa Madrigal (she/her/ella), Metro
Brian Kennedy (he/him), Metro

Attachments: [Staff Report](#)

Council President Peterson introduced Andrew Scott, Deputy Chief Operating Officer, Metro and Brian Kennedy (he/him), Metro to present Council Discussion of FY 2023-24 Approved Budget.

Staff pulled up the Council Discussion of the FY 2023-24 Approved Budget *Presentation Powerpoint* to present to Council.

Kennedy gave a timeline on the upcoming budget process and deadlines.

Council Discussion

There was no Council Discussion.

Council President Peterson opened the meeting to members of the public wanting to testify on the FY 2023-24 Approved Budget.

There were no members of the public that wanted to testify.

5. Resolutions

5.1 **Resolution No. 23-5322**, For the Purpose of Selecting Three Parks and Nature Bond Large Scale Community Visions Projects and Awarding Funding for the Initial Program Cycle

Presenter(s): Jon Blasher (he/him), Metro
MG Devereux (he/him), Metro

Attachments: [Resolution No. 23-5322](#)
[Staff Report](#)

A motion was made by Councilor Rosenthal, seconded by Councilor Gonzalez, that this Resolution be adopted. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Hwang, and Simpson

Council President Peterson called on Jon Blasher (he/him), Metro and MG Devereux (he/him), Metro to present to Council.

Staff pulled up the 2019 Parks and Nature Large Scale Community Vision Pilot Funding *PowerPoint* to present to Council.

Blasher began the presentation by explaining the background of the Large-Scale Community Visions Program. Devereux discussed the pilot round and the review process. Devereux explained the three proposed projects, which were the North Tualatin Mountains Forest Site Acquisition, the OMSI Waterfront Education Park and the Site acquisition readiness in Albina District. Devereux mentioned the Council's direction from the April 25, 2023, Work Session. He explained what Resolution No. 23-5322 would do and the future touchpoints with the Council.

Council Discussion:

Councilor Simpson noted that the three projects totaled \$15.5 million altogether. He asked what other sources staff is looking at for funding. He also asked when will the next round be open for the community to submit projects.

Devereux mentioned that in the next three to six months they would identify funding opportunities outside of the large-scale community vision program, such as the 2019 Parks and Nature Bond or 2040 Planning grants. He noted that they will not go above the 10 million thresholds in this round. Staff suggested that Chief Operating Officer come back to Council to discuss awards or needs outside of the 10 million.

Devereux mentioned that in the next phase they hope to speak to the community and Councilors about the successes, criteria changes, and ways to update lists of who they speak to. He noted that the goal is to have the next pilot round either by the end of calendar year 2023 or the first part of 2024.

Councilor Gonzales acknowledged the work that staff has done. He mentioned that he likes the projects and looked forward to working with staff.

Councilor Lewis thanked Blasher and Devereux for their work. She stated that she was supportive of the projects, especially the two projects along the Willamette River. Councilor Lewis mentioned that opportunity to be strategic with a public partner, in particular with the Albina Trust and Metro being an adjacent property owner. She noted their meetings with Tribal leaders on the OMSI project and suggested they also continue to collaborate with other governments.

Councilor Rosenthal mentioned that the projects show vision and their ability to work with people. He hoped that this will make other groups want to submit applications in the next round.

Councilor Hwang thanked staff and community. He asked how staff will manage expectations in the future. He commented that some of these visions are massive and need investment.

Blasher mentioned that they are making sure that if there is investment from Parks and Nature Bond that the public will get a great capital asset and some nature. He noted that there are unknowns but can be built into funding agreements and expectations.

Devereux mentioned that they have staff giving attention to each of the projects to have the structure to follow-up. In the next three to twelve months, staff will develop measurable funding agreements to set joint expectations with applications.

Councilor Hwang thought that the messaging to the public should be that they are looking for partners to make these visions real.

Council President Peterson commented on the 2040 growth concept, but it did not include parks. She noted their core mission of conservation and habitat restoration. President Peterson mentioned the Willamette Falls project. She suggested that staff start early and to encourage their regional partners to think of projects for future rounds. She also mentioned that Metro 2040 has shown that they can take one dollar and ensure multiple outcomes.

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

6. Ordinances (First Reading and Public Hearing)

- 6.1 **Ordinance No. 23-1493**, For the Purpose of Annexing to the Metro District Approximately 20.27 Acres Located in Hillsboro on the East Side of NE Sewell Ave

Presenter(s): Glen Hamburg (he/him), Metro

Attachments: [Ordinance No. 23-1493](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

- 6.2 **Ordinance No. 23-1494**, For the Purpose of Annexing to the Metro District Approximately 27.41 Acres Located in Hillsboro on the East Side of NE Sewell Ave and the North Side of NE Evergreen Rd

Presenter(s): Glen Hamburg (he/him), Metro

Attachments: [Ordinance No. 23-1494](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

Council President Peterson mentioned that the public hearings for both Ordinance No. 23-1493 and No. 23-1494 will be held together. She then called Carrie MacLaren, Metro Attorney, to give the procedural requirements for the meeting.

MacLaren explained the required procedures for the meeting. She also mentioned that Council members must declare if they have conflicts of interests or Ex Parte contacts.

Council President Peterson asked the Councilors if they had conflicts of interest or Ex Parte Contacts.

None of the Councilors had conflicts of interests or Ex Parte contacts.

Council President Peterson called on [Glen Hamburg \(he/him\), Metro](#) to present to Council.

Hamburg mentioned that both territories are in Hillsboro, are by the same applicant and are in similar locations. Hamburg explained that both applications meet the criteria to be annexed to the Metro District. He mentioned that there was one property owner with questions on Ordinance No. 23-1494. He mentioned that staff recommend approval for both.

Council Discussion

Councilor Gonzales thanked staff for their work. He mentioned an article about data centers in Hillsboro and commented on the importance of making the most of

industrial and employment lands.

Council President Peterson mentioned that many of the data centers have a 10-to-12-year lifespan, so the technology may be moving away from data centers.

Public Hearing:

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 23-1493 and/or Ordinance No. 23-1494.

No members of the public wanted to testify.

Council President Peterson stated that the second reading and vote will be on June 8th, 2023.

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

7. Chief Operating Officer Communication

Andrew Scott, Deputy Chief Operating Officer, provided an update on the following events or items:

- Metro has initiated a corrective action plan with Multnomah County regarding Supportive Housing Services program.

8. Councilor Communication

Councilors provided updates on the following meetings and events:

- **Councilor Rosenthal** mentioned he attended a WEA session on land use and UGB update. He also mentioned that North Plains is requesting that 855 acres be added to their urban growth boundary.

Councilor Discussion

President Peterson asked if North Plains had an agreement with Metro. She commented that it is good to have agreements, so they can be partners in growth.

MacLaren state that she would need to follow-up.

- **Councilor Gonzales** commented on the Multnomah County’s corrective action plan. He also mentioned updated from the JPACT meeting and a community talk hosted by Bienestar, an affordable housing developer and community-based organization in Hillsboro.
- **Councilor Lewis** commented on the corrective action plan. She also gave several legislative updates.
- **Councilor Rosenthal** attended a meeting with the City of Sherwood and mentioned that they will request Urban Growth Boundary expansion by the end of this year.

9. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 11:38 p.m.

Respectfully submitted,



Jemeshia Taylor, Legislative Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 18, 2023

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Powerpoint	05/18/2023	Council Discussion of the FY 2023-24 Approved Budget Presentation	051823c-01
2.0	Powerpoint	05/18/2023	2019 Parks and Nature Large Scale Community Vision Pilot Funding Presentation	051823c -02

Consideration of the June 22, 2023 Council Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, July 27th, 2023

Metro

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



Metro

Minutes

Thursday, June 22, 2023

10:30 AM

Metro Regional Center, Council Chamber,
https://www.youtube.com/live/5Peu_Ag6Mm0?feature=share
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or
888-475-4199 (toll free)
Council meeting

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://www.youtube.com/live/5Peu_Ag6Mm0?feature=share

1. Call to Order and Roll Call

Council President Lynn Peterson called the Metro Council Meeting to order at 10:30am

Present: Council President Lynn Peterson, Council Deputy Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

3. Consent

- 3.1 Resolution No. 23-5347 For the Purpose of Confirming Appointment of Community Representatives to the Metro Central Enhancement Committee (consent)

Attachments: [Resolution No. 23-5347](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Council President Lynn Peterson called for a motion to approve the Consent Agenda Resolution 23-5347

First: Councilor Simpson Second: Gonzales

Passed unanimously

4. Resolutions

- 4.1 Resolution No. 23-5332 For the Purpose of Approving the Regional Trails System Plan Map

Attachments: [Resolution](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Staff Report](#)

Council President Lynn Peterson called on Jon Blasher to present on the Regional Trail System Plan Map for Resolution 23-5332

Staff pulled up the presentation to Council.

Summary of Presentation:

The presentation is a 5-year update regarding the map update process around the 40 mile loop and how they applied racial equity to the trails and presented more upcoming trail projects.

Council Discussion:

Councilor Hwang asked what the resolution means and what the next step is beyond that regarding the regional plan trails map and what happens after the approval.

Jon Blasher explained that the goal is to keep the planning and coordination at a large level and then each local jurisdiction is responsible for building out the system and generate the ideas.

Councilor Gonzales expressed how excited he is about the plan going forward.

Councilor Rosenthal asked what the highest priority trails are incorporated into the RTP and if there is a way they get highlighted, and then he followed up with a second question asking if there are any restrictions or issues with electric

bikes on the trails and then asked if there are opportunities with the powerlines and if they can improve the inventory of powerlines.

Jon Blasher explained they do not manage most of the trails and explained he will check with the jurisdictions to get a better answer and explained he will have to direct the RTP question to Robert Spurlock.

Robert Spurlock explained most of the trails on the map have an RTP function and explained that trails are following federal guidelines and they implement the same top speeds as E-bikes so there are no conflicts.

Councilor Lewis asked what the future is for private investment.

Robert Spurlock explained he does not know the direct answer to that question.

Council President Peterson explained she would like to see a 5-year strategic plan and get ready for the 2025 transportation project.

End of Presentation.

4.2 Resolution No. 23-5333A For the Purpose of Adopting the Annual Budget for Fiscal Year 2023-24, Making Appropriations and Levying Ad Valorem Taxes

Attachments: [Resolution](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Exhibit D](#)
[Staff Report](#)

Council President Lynn Peterson called Brian Kennedy to present on Resolution 23-5333a For the Purpose of Adopting the Annual Budget for Fiscal Year 2023-24, Making Appropriations and Levying Ad Valorem Taxes

Staff pulled up the presentation to Council.

Summary of Presentation:

The presentation went over the adaptation of FY2023-24 Annual Budget, setting appropriations, and the levies ad valorem taxes.

Council Discussion:

Council President Peterson asked Brian Kennedy if he could do more research on the actual median of home prices.

Brian Kennedy explained it is difficult to assess the value of a home as the counties don't report those numbers out and the \$250,000 is not far out of the values of a median home however he does acknowledge it is low.

End of Presentation.

4.3 Resolution No. 23-5334 For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2023-24 Through 2027-28 and Re-Adopting Metro's Financial Policies

Attachments: [Resolution No. 23-5334](#)

[Exhibit A](#)

[Exhibit B](#)

[Staff Report](#)

Council President Lynn Peterson called Brian Kennedy to

present on Resolution 23-5334 For the Purpose of Adopting the Capital Improvement Plan for Fiscal Years 2023-24 Through 2027-28 and Re-Adopting Metro's Financial Policies

No Presentation.

Council Discussion:

Councilor Rosenthal asked if they adjusted a budget for the HVAC system for the Schnitzer Concert Hall

Brian Kennedy explained they are refining the cost estimates and they will bring the amendment back with the actual cost of the project.

End of Discussion.

5. Ordinances (Second Reading)

5.1 **Ordinance No. 23-1495**, For the Purpose of Annexing to the Metro District Boundary approximately 4.86 acres Located in Tigard on the West Side of SW 150th Ave

Attachments: [Ordinance No. 23-1495](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

Council President Lynn Peterson called for a motion to approve the Consent Agenda Ordinance 23-1495
First: Councilor Rosenthal Second: Gonzales
Passed unanimously

6. Chief Operating Officer Communication

Andrew Scott provided an update on the following events or items:

- There was no update given.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Lewis wanted to thank the workers at the transfer stations and staff.
- Councilor Simpson wanted to highlight the success of the Juneteenth second Rodeo and first ever black rodeo in Oregon.
- Councilor Rosenthal spoke about a project happening in Tualatin and a 480-unit development and explained everyone was very appreciative for it.

Council President Peterson spoke about the Affordable housing department helping families.

8. Adjourn

There being no further business, Council President Lynn Peterson adjourned the Metro Council Meeting at 11:47am

Respectfully submitted,

Sermad Mohamad

Sermad Mohamad, Legislative Assistant

**Public hearing for the 2023 Regional Transportation Plan and
High Capacity Transit Strategy**
Public Hearings

Metro Council Meeting
Thursday, July 27th, 2023

STAFF REPORT

PUBLIC HEARING AS PART OF THE PUBLIC COMMENT PERIOD FOR THE DRAFT 2023 REGIONAL TRANSPORTATION PLAN AND DRAFT 2023 HIGH CAPACITY TRANSIT STRATEGY

Date: July 17, 2023

Department: Planning, Development &
Research

Meeting Date: July 27, 2023

Prepared by:

Kim Ellis, RTP Project Manager

Kim.ellis@oregonmetro.gov

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. Over the last year, thousands of people who live, work and travel across greater Portland have shared their transportation needs and priorities. People want safe, affordable and reliable transportation – no matter where they live, where they go each day or how they get there. This input contributed to the draft 2023 Regional Transportation Plan’s vision and strategy for investing in a transportation system that serves everyone. The input will continue to be considered, along with feedback received during this public comment period, as the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy are finalized this fall.

On June 29, Metro Council approved Resolution No. 23-5343 releasing the draft 2023 Regional Transportation Plan and draft 2023 High Capacity Transit Strategy for public review and policy discussion. The public comment period is July 10 through Friday, August 25, 2023. The Metro Council will hold a public hearing on July 27 as part of the comment period. This public hearing is an opportunity for community members and other stakeholders to speak directly to decision-makers and inform finalizing the Regional Transportation Plan and High Capacity Transit Strategy for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in November. Other methods of participating in the comment opportunity are outlined in **Attachment 1**.

Legislative hearings will also be held as the 2023 Regional Transportation Plan legislation is brought before the Metro Council. A hearing for the first read of the legislation is expected September 28, 2023, and a hearing for the legislative action is expected November 30, 2023.

ANTICIPATED EFFECTS

The public hearing on July 27 is the first of three hearings that are planned prior to final action on the 2023 Regional Transportation Plan and 2023 High Capacity Transit Strategy. Following the comment period, Metro staff will prepare a Final Public Comment Report that includes transcriptions of verbal testimony provided during the public hearing, survey

results, online feedback and copies of all emails, letters, and transcriptions of voicemails received during the comment period as well as summaries of consultation meetings.

Metro staff will propose recommended actions to respond to substantive public comments received for consideration by Metro Council and Metro’s technical and policy advisory committees. The recommended actions will include amendments to the public review drafts of the Regional Transportation Plan and High Capacity Transit Strategy, recommendations for no change with an explanation as to why no change is recommended, and recommendations for future work.

STRATEGIC CONTEXT & FRAMING COUNCIL PUBLIC HEARING

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. Metro is the only regional government agency in the U.S. whose governing body is directly elected by voters. Metro is governed by a council president elected region-wide and six councilors elected by district. The Metro Council provides leadership from a regional perspective, focusing on issues that cross local boundaries and require collaborative solutions. As the federally designated MPO, Metro is responsible for leading and coordinating updates to the Regional Transportation Plan (RTP) every five years. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals and administrative rules, the Oregon Transportation Plan (OTP), and by extension state modal plans. As a result, the RTP serves as both the federally-required metropolitan transportation plan and the state-required regional TSP for the greater Portland region.

Shown in **Figure 1**, the region is entering the final adoption phase for the 2023 Regional Transportation Plan (RTP) and 2023 High Capacity Transit (HCT) Strategy.

Figure 1. Timeline for the 2023 RTP Update



ATTACHMENT

- Public Comment Opportunity Handout



Public comment opportunity - July 10 to Aug. 25, 2023

2023 Regional Transportation Plan

Your input will help guide decision-makers as they work together to finalize the policies, strategies and projects that will shape Greater Portland's transportation system through 2045.

How people get around shapes their communities and everyday lives. The economic prosperity and quality of life in greater Portland depend on a transportation system that provides every person and business with access to safe, reliable and affordable ways to get around.

Your voice is important

The Metro Council and other decision-makers want to hear from you. From July 10 through Aug. 25, 2023, provide your feedback on the [2023 Regional Transportation Plan](#) and [High Capacity Transit Strategy](#).

2023 Regional Transportation Plan

The Regional Transportation Plan is a blueprint that guides investments in for all forms of travel – driving, transit, biking and walking – and the movement of goods and services throughout the greater Portland region. This update to the plan

defines how the region will create a safe, reliable and affordable transportation system today through 2045.

During this comment period, the Metro Council will ask for public review and comment on the draft policies in the 2023 Regional Transportation Plan, draft strategy for high capacity transit and the projects recommended by transportation agencies to address the region's significant and growing transportation needs.

High Capacity Transit Strategy

High capacity transit is public transportation that moves a lot of people quickly and often, such as light rail or bus rapid transit.

The purpose of the High Capacity Transit Strategy is to provide a coordinated vision and a set of policies to make transit service faster and more reliable for more people in the greater Portland region.

Share your thoughts

There are a variety of ways to comment.

Take the online survey or use the online comment form

oregonmetro.gov/rtp

Write a letter

Metro Planning
600 NE Grand Ave Portland, 97232

Email

transportation@oregonmetro.gov

Call

503-797-1750

503-797-1804 TDD

Comment at a Metro Council public hearing

10:30 a.m. on July 27 or Sept. 28, 2023

Metro Council meets in person at Metro Regional Center, 600 NE Grand Ave., Portland, 97232 and online via Zoom.

Visit www.oregonmetro.gov/council.

To request language or other accommodations contact:
transportation@oregonmetro.gov
503-797-1750

Expo Future Project Update
Other Business

Metro Council Meeting
Thursday, July 27th, 2023

EXPO FUTURE PROJECT: PHASE 2 UPDATE

Date: 06/29/23
Department: COO
Meeting Date: 07/18/23

Prepared by: Paul Slyman, Giyen Kim
Presenter(s): Paul Slyman, Giyen Kim,
Amy Nelson, Jovian Davis
Length: 30 min

ISSUE STATEMENT

In 2003, 2014, and in the years following, Metro Council and the Metropolitan Exposition and Recreation Commission (MERC) studied the long-term sustainability of the Portland Expo Center (“Expo”). Under the current business model, the long-term prospects of Expo are challenging due to the large-scale capital needs of Halls A, B, and C and the routine maintenance of the newer buildings and campus infrastructure. Recognizing there is no identified funding source to meet these needs over time, Metro and MERC commissioned a series of activities in late 2019 to determine the highest, best use for the site that brings about financial sustainability. This launched the Development Opportunity Study (DOS), and a Request for Expressions of Interest (RFEI), also known as Phase 1 of the Expo Future project.

In February 2023, Council and MERC unanimously supported two overarching objectives proposed by Metro’s Chief Operating Officer as a result of Phase 1:

- Metro will recognize Expo Center’s Hall A as a site of national historical significance and meaningfully memorialize the site’s history of forced displacement during World War II and the Vanport Floods, as well as the site’s pre-colonial history and importance to Indigenous Peoples.
- Leveraging Oregon’s status as an international powerhouse in the sport and outdoor industry, Metro will pivot Expo’s future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports.

In addition, Council and MERC instructed Metro’s Chief Operating Officer to initiate this next phase of the Expo Future project, which focuses on the due diligence necessary to determine if the project’s objectives will result in a business, redevelopment, and capital investment plan that realizes the highest and best public use of the site and achieves financial sustainability for Expo. **Without further action or investment, Expo will continue to operate without a long-term plan for financial sustainability.**

ACTION REQUESTED

Continued support from Metro Council and MERC for Phase 2 of the Expo Future project.

IDENTIFIED POLICY OUTCOMES

Phase 2 of the Expo Future project will realize recommendations 1,2, 3 and 6, as proposed by Metro’s COO in February 2023. These recommendations advance the following project goals:

- Work with the communities most impacted by the site to develop a set of recommendations and priorities for Metro’s COO on how Expo’s future redevelopment should honor the historical and cultural legacy of the site.

- Complete a market and financial feasibility study and other due diligence activities that will help inform Expo’s future sports redevelopment priority and focus. This study will recommend other revenue streams and complementary site uses that will maximize revenue potential for the site and increase overall economic impact of Expo (e.g. anchor tenants, new site developments such as lodging, retail, training facilities, spectator amenities,).
- Complete broader community engagement and additional due diligence activities (operator analysis, funding analysis, site concept visioning, etc.) that will result in the integration of both project objectives into one or more cohesive site redevelopment and funding plan option(s) that Metro’s COO recommends to Metro Council and MERC.

POLICY QUESTION(S)

- Does Council or MERC have any feedback, additional considerations, or guidance on the near-term community engagement strategy as presented?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council and MERC have requested periodic updates on the status of Phase 2 throughout the next 18-months. During this meeting, the project team plans to share a status update on the RFP for the upcoming market feasibility study, as well as an overview of our project governance structure, and the community and business leaders that have agreed to support this work. In addition, we will provide an overview of the near-term community engagement strategy.

While specific policy direction is not requested, Metro Council and MERC’s feedback and guidance on any of the information presented is welcome.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

This project supports the **Council’s direction in finding the highest and best public use and long-term financial sustainability of Expo**. Phase 1 of the Expo Future project initially began as an internal assessment of potential “Expo Futures” consistent with community-driven Guiding Principles. It then transitioned to a Request for Expressions of Interest (RFEI) process, which resulted in a proposed set of recommended next steps for the 53-acre site by Metro’s COO.

In February 2023, Metro Council and MERC Commissioners held a joint meeting to discuss the COO’s recommendations on the future of Expo. In addition, Council and MERC heard community testimony in support of the COO’s recommended next steps from Lynn Fuchigami-Parks, a Japanese American community leader, Ed Washington, a former Metro Councilor and Vanport survivor and Katie Macdonald, Metro’s Tribal Liaison. The resulting discussion led to Council and MERC unanimously supporting the proposed next steps and initiating Phase 2 of the Expo Future project.

Phase 2 will include two primary bodies of work that correspond to COO recommendations #1 and #2.

Objective 1:

First, Metro recognizes Expo Center’s Hall A as a site of national historic significance and will meaningfully memorialize the site’s history of forced displacement during World War II and the Vanport Floods, as well as the site’s pre-colonial history and importance to Indigenous Peoples.

In doing so, Metro will take the lead in convening Tribal government partners, Black, Japanese American, and urban Indigenous communities to meaningfully memorialize the cultural significance of the site to our region and country. As part of this, Metro shall investigate support from federal, state, or other partners, including philanthropic partners, for financial or other opportunities for Hall A, and the land adjacent to the Columbia River.

Objective 2:

Second, recognizing Oregon’s status as an international powerhouse in the sport and outdoor industry, Metro will take measures to align Expo’s future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports.

As part of these efforts, Metro directs staff to conduct due diligence, which includes:

- Partnering with Sport Oregon and other sports organizations on a market and feasibility study to examine how Expo can best pivot its operations toward a sports facility as a primary market, with other uses such as consumer, live entertainment, and community events as secondary markets.
- Conduct an analysis of the benefits and drawbacks of contracting with a third-party venue operator versus maintaining Metro operation of the site.
- Explore additional revenue generating opportunities for the site.

In addition, Metro directs staff to work with community partners and stakeholders to align Expo’s new vision for the site with the project’s Guiding Principles, as adopted by resolution by Council and MERC.

BACKGROUND

Metro owns the Portland Expo Center (“Expo”) site – a well-positioned, 53-acre employment and exhibition site at the economic center of the Portland metro region. Prior to the pandemic, Expo generated approximately \$50M in economic impact annually through its 100+ public trade shows and community events. The site is adjacent to other popular sports assets such as the Portland International Raceway and the Delta Park, a multi-field outdoor sports complex hosting youth and adult tournaments throughout the year.

The site is the largest exhibition space in Oregon, boasting 333,000 square feet of existing building area and over a million square feet of paved parking lot. Halls A, B, and C have been in operation for over 100 years. Halls D and E are 22 and 26 years old, respectively.

Metro recognizes the site’s pre-colonial history and importance to Indigenous Peoples. This land was previously part of a dynamic and complex network of wetlands and river channels supporting Indigenous people and their ways of life since time immemorial. In addition, given Expo’s hundred-year operational history, many communities as well as partners in the greater Portland area and our region have unique and important historical and cultural ties to the venue and surrounding area.

Specifically, the nearby Vanport Floods and WWII Internment at the Portland Assembly Center have had lasting impacts on the Black, Indigenous and Japanese American communities. Metro and Expo recognize the past events and injustices that took place on or near the Expo property. Expo works with Vanport Mosaic and the Japanese Museum of Oregon to ensure these occurrences are never forgotten.

Throughout the process, Metro has been engaging key stakeholders and partners, including communities with historic and cultural ties and business interests. These include the Black, Indigenous and Japanese American communities, several Tribes, as well as Expo clients and business stakeholders to refine the project Guiding Principles. The outcome of this stakeholder and partner engagement was the development of the Guiding Principles which were adopted by resolution by MERC and Metro Council in April and May of 2022.

Under the current business model, the long-term prospects of Expo are challenging due to the large-scale capital needs of Halls A, B, and C and the ongoing routine maintenance of the newer buildings and campus infrastructure.

In 2022, Metro Council and the Metropolitan Exposition and Recreation Commission (“MERC”) adopted a set of Guiding Principles for the site’s future development and launched a Request for Expressions for Interest (RFEI) to seek creative ideas and partners to help determine Expo’s future use. Metro received eight submissions as part of this process, with ideas that ranged from film studios to real estate developers who wanted to maximize the site’s industrial zoning. At its conclusion, however, Metro did not select a development partner from this process.

Instead, Metro’s COO proposed a set of recommendations for the future of the Expo which aimed to honor the historical significance and cultural legacy of the site, while also pivoting the current operational focus to sports-centric events facility. These recommendations were unanimously supported by both Metro Councilors and MERC Commissioners.

In summary, the table below briefly outlines the history and relevant actions on this project:

2003	MERC completes study “Expo: A Vision for the Future” with Yost, Grube Hall architects, to replace the outdated facilities of Halls A B C, and East and West Halls with 255,000 square feet of new facilities, including an exhibit hall, meeting rooms, support facilities, landscaping and related improvements to augment Halls D and E.
2014	Metro commissioned the Hunden Study to provide an independent assessment of Expo governance and operations, a local competitive market analysis, and the possible impact of a new local headquarters hotel. The scope of work also included an analysis of the existing physical conditions.
2016 - 2019	During the period 2016-2019 a range of options to increase and diversify revenue streams, including long-term tenancies and flexible outdoor space, were studied.
Fall 2019	At the direction of Metro Council, the Portland Expo Center Development Opportunity Study (DOS) was launched in 2019 to seek opportunities for highest best use of the site that brought about long-term financial sustainability . The study’s purpose was to identify development options that could complement, support, or replace the current operations at Expo and assess its current value.
2020-2021	Metro engages with the communities and stakeholders most impacted by the site through meetings and listening sessions and a draft set of community-driven Guiding Principles is formed.
Spring 2021	The DOS report is published outlining nine different scenarios (from logistics to film studios) the site could accommodate. MERC and Metro Council deprioritize the “sell

	option” and directs staff to create a solicitation process to seek out creative ideas and public/private development partners for the site.
Spring 2022	MERC and Metro Council adopt the community-driven Guiding Principles developed during the DOS by resolution as part of their framework for decision-making.
Summer 2022	The Request for Expressions of Interest (RFEI) phase of the Expo Future Project is launched.
Fall 2022	Metro receives eight submittals in response to the RFEI process.
Fall 2022	Expo was selected as project to be studied by the Urban Land Institute (ULI). ULI and Metro hosted an all-day workshop with eight experts to consider specific strategies or lessons learned around creative public-private partnerships with a high level of community involvement and outreach.
Winter 2023	Metro engages staff, community members and government and Tribal partners in the evaluation of the RFEI submissions, culminating in the Phase 01: Expo Future RFEI process and findings report.
Spring 2023	Metro and MERC unanimously support the COO’s seven recommendations for the future of Expo and initiates Phase 2 of the Expo Future project.

ATTACHMENTS

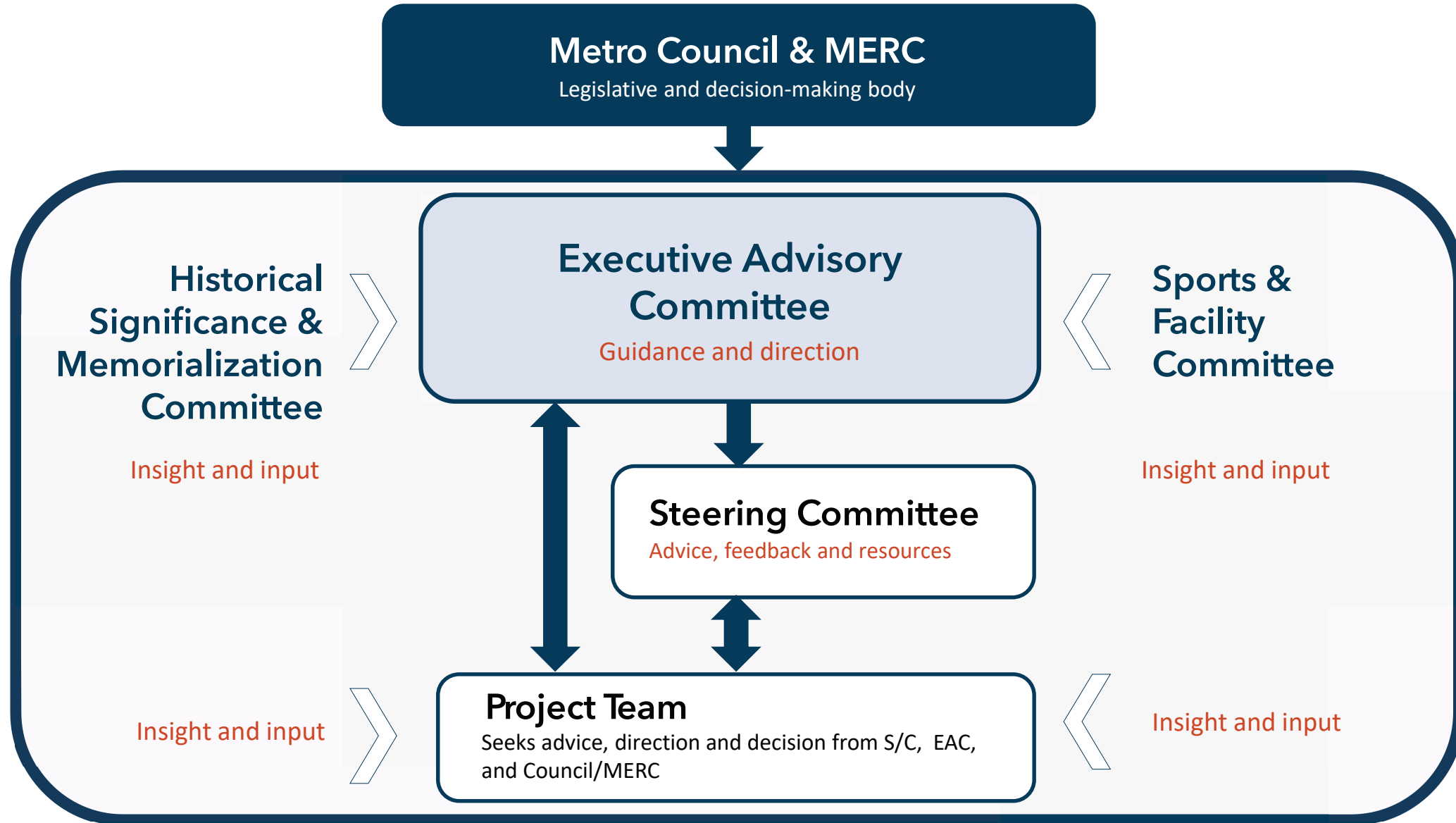
- Phase 2 Project Governance Structure
- Chief Operating Officer’s recommended next steps

[For work session:]

- Is legislation required for Council or Commission action? No
- If yes, is draft legislation attached? No
- What other materials are you presenting today? Powerpoint presentation

PHASE 2: PROJECT GOVERNANCE

DRAFT





Metro Chief Operating Officer's Expo Future Project recommended next steps

Based on the findings of the Phase 01: Expo Future Project RFEI report, Metro's COO is recommending range of actions to pursue as part of Phase 02 of the Expo Future project.

Recommendation # 1: Metro will recognize Expo Center's Hall A as a site of national historic significance and meaningfully memorialize the site's history of forced displacement during World War II and the Vanport Floods, as well as the site's pre-colonial history and importance to Indigenous Peoples.

In doing so, Metro will take the lead in convening Tribal government partners, the Black and Japanese American communities and urban Indigenous community to meaningfully memorialize the cultural significance of the site to our region and country. As part of this, Metro shall investigate support from federal, state, or other partners, including philanthropic partners, for financial or other opportunities for Hall A, specifically, and the land adjacent to the Columbia River.

Recommendation # 2: Recognizing Oregon's status as an international powerhouse in the sport and outdoor industry, Metro will take measures to align Expo's future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports. Metro will proceed to Phase 02 of the Expo Future project and directs staff to conduct due diligence, which includes –

- Partnering with Sport Oregon and other sports organizations on a market and feasibility study to examine how Expo can best pivot its operations toward a sports facility as a primary market, with other uses such as consumer, live entertainment, and community events as secondary markets.
- Conduct an analysis of the benefits and drawbacks of contracting with a third-party venue operator versus Metro.
- Explore additional revenue generating opportunities for the site.

Depending upon results of the market and feasibility study:

- Work with community partners and stakeholders to align Metro's new vision for the site as a community-centric venue with the project's Guiding Principles.
- Conduct a full capital needs assessment and determine a strategy for the site's future development.
- Develop a funding strategy and business plan to support the approved vision.
- Coordinate with other jurisdictions on activities related to the Expo Future project and identify potential public and private partnership opportunities.
- Conduct additional due diligence activities that support the core central concept's feasibility.

Recommendation # 3: COO's office will work with Metro Council President and the Chair of MERC to determine the appropriate governance structure and stakeholders to support the activities of Phase 02.

Recommendation # 4: In alignment with the recommendations from the Expo Future Community Partner review committee and the project Steering Committee, Metro shall prioritize the use of locally-owned contractors and vendors for the redevelopment of the site.

Recommendation # 5: Expo will continue to operate and book events after June 2024. Booking contracts should propose clear cancellation policies and flexibility to accommodate for redevelopment efforts. Upon identification of a capital improvements timeline, bookings and activities should be adjusted for consistency with redevelopment or other unforeseen impacts.

Where possible, Metro's Visitor Venues General Manager shall align Expo operations with a booking policy and communications strategy that supports the Expo Future Project's timeline and goals. In addition, every effort should be made to pursue the sports event market within the current venue constraints.

Recommendation #6: COO's Office shall continue to coordinate with Planning and Development staff working on the Interstate Bridge Replacement (IBR) Program, to identify project needs and ensure coordination between Expo booking and IBR project.

**2024 Urban Growth Management Decision:
Work Program Status Updates**
Other Business

Metro Council Meeting
Thursday, July 27th, 2023

2024 URBAN GROWTH MANAGEMENT DECISION:
WORK PROGRAM STATUS UPDATES

Date: July 3, 2023
Department: Planning, Development, and
Research
Meeting Date: July 20, 2023

Prepared by: Ted Reid, Principal Regional
Planner ted.reid@oregonmetro.gov
Presenter(s): Malu Wilkinson (she, her)
Eryn Kehe (she, her); Ted Reid (he, him)
Length: 60 minutes

ISSUE STATEMENT

Under state law, the Metro Council is required – at least every six years – to determine whether the urban growth boundary (UGB) has adequate land for expected housing and job growth over the next 20 years. The Metro Council last made this determination in December 2018 and is scheduled to do so again by the end of 2024. The Metro Council has directed staff to proceed with an approved work program and requested periodic updates, particularly related to engagement activities.

ACTION REQUESTED

Update the Council on implementation of the work program for the 2024 urban growth management decision, including:

- The proposed engagement plan, including the stakeholder roundtable
- Initial ideas for possible UGB conditions of approval

IDENTIFIED POLICY OUTCOMES

State law and regional policies require Metro to make efficient use of land inside the UGB and to only expand the UGB if there is a demonstrable regional need for more land to accommodate expected housing or job growth. The Metro Council makes this growth management decision for the region after significant public engagement. To ensure that areas added to the UGB are ready for growth, it is the Metro Council's policy to only expand the UGB in urban reserves that have been concept planned by a city or a county. Metro provides grant funding for local jurisdictions to complete concept planning.

The Council will make a growth management decision by the end of 2024. As part of that decision, the Council will need to also decide on conditions of approval if it adds any land to the UGB.

POLICY QUESTION(S)

- Does the Council have any feedback on the proposed engagement plan or the stakeholder roundtable that staff will convene later this summer?
- Does the Council have any initial direction on possible conditions of approval for any UGB expansions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Council may provide staff with direction on:

- The proposed engagement approach, including the stakeholder roundtable
- Possible UGB conditions of approval

STAFF RECOMMENDATIONS

- Staff recommends proceeding with the proposed engagement plan, including convening the proposed stakeholder roundtable beginning this summer.
- Staff recommends that the Council describe its policy interests regarding any potential UGB expansion areas so that staff can propose some options for UGB conditions of approval if an expansion is warranted.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Regional urban growth management decisions have long been one of the Metro Council's core responsibilities. The Metro UGB – first adopted in 1979 – is one of Metro's tools for achieving the 2040 Growth Concept's vision for compact growth, thereby protecting farms and forests outside the UGB and focusing public and private investment in existing communities. These are all key to reducing greenhouse gas emissions and expanding housing options.

The UGB is just one policy tool, however, and must be accompanied by other policies, partnerships, and investments to make good on the 2040 Growth Concept and to address challenges like housing affordability, displacement, houselessness, and economic development. Often, growth management processes provide a venue for identifying the need for new initiatives.

As the Council is aware, several stakeholder groups follow urban growth management decisions closely and staff expects this decision to be no different. While these stakeholders at times have differing opinions or interpretations, staff has found that a focus on city readiness and concentrating growth management discussions around actual expansion proposals makes practical sense to everyone. Consequently, that focus on city readiness is a consistent theme in the work program.

Metro strives for transparency in its growth management work, which can be challenging given the highly technical analysis that is required. The 2024 decision will provide opportunities for stakeholders to inform and understand the many technical and policy aspects of this work. Those opportunities include, not only standing advisory committees, but also groups formed for this decision process such as the Stakeholder Roundtable, the Land Use Technical Advisory Group, and the Youth Cohort.

BACKGROUND

At its March 7, 2023 work session, the Council directed staff to begin implementing the work program for the 2024 urban growth management decision. The Council also directed

staff to periodically update the Council on work program implementation, particularly related to engagement activities.

ATTACHMENTS

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - Proposed 2024 Urban Growth Management Decision Engagement Plan
 - Memo providing background on UGB conditions of approval

Memo

Date: July 3, 2023
To: Metro Council President Peterson and Metro councilors
From: Ted Reid, Principal Regional Planner
Subject: 2024 urban growth management decision: preliminary discussion of possible conditions of approval

Purpose

The Metro Council will make its next cyclical urban growth management decision in December 2024. As described in the work program endorsed by the Council, the Council’s decision will be supported by extensive analysis and public engagement. If the Council determines that there is a regional need to expand the urban growth boundary (UGB), it may choose among designated urban reserve areas for expansion. Per the Urban Growth Management Functional Plan, the Council will also place conditions of approval on any expansion. This memo is intended to begin a Council discussion about its priorities for any such conditions of approval.

Concept planning requirements

Since 2010, the Metro Council has had a policy to only expand the UGB into urban reserves that have been concept planned by a local jurisdiction. To ensure that this requirement is not a barrier, Metro provides grant funding to local governments for concept planning. Title 11 (Planning for New Urban Areas) of Metro’s Urban Growth Management Functional Plan describes what must be included in a concept plan. Those requirements cover topics like infrastructure locations, funding sources, ecological protection, transportation connectivity, parks, trails, affordability, housing choice, and a healthy economy. This concept planning requirement has proven crucial for ensuring that a city is ready to urbanize an expansion area.

However, notably absent from those provisions are specific requirements for housing or job densities, affordability, and housing mix. Title 11’s flexibility recognizes that these local plans need to respond to local contexts as well as regional needs. The potential flipside of this flexibility is that there may be a lack of clarity about what makes for a compelling UGB expansion proposal.

Some of this ambiguity is resolved by newer state laws and administrative rules. For example, when completing concept plans, local jurisdictions must comply with state laws that require allowing a variety of middle housing types in neighborhoods that allow single-family housing.

UGB conditions of approval

Title 14 (Urban Growth Boundary) of Metro’s Functional Plan (section 3.07.1455) directs the Metro Council to impose conditions of approval on UGB expansions to designate a 2040 Growth Concept design type for the expansion area, and to identify the number of dwelling units expected to be provided in the area. That code section goes on to provide that the Council may:

“(c) ... establish other conditions it deems necessary to ensure the addition of land complies with state planning laws and the Regional Framework Plan. If a city or county fails to satisfy a condition, the Council may enforce the condition after following the notice and hearing process set forth in section 3.07.850 of this chapter.”

The above-quoted code provision provides the Metro Council with broad authority to impose conditions of approval on UGB expansions to satisfy the goals and policies in the Regional Framework Plan. It also expressly provides the Metro Council with authority to enforce those conditions under Title 8 of the Functional Plan.

Policy considerations for the Metro Council

To clarify its policy interests for the future development of UGB expansion areas, the Metro Council may wish to consider what type of conditions of approval it might place on a UGB expansion if there is a need to expand in 2024. Initiating that discussion now provides the Council with an opportunity to consider its options and provide additional clarity to any cities that may propose a UGB expansion in 2024.¹ Conditions of approval may also provide an opportunity for the Council to require development that it believes will advance equity goals.

To facilitate the Council’s initial discussion, staff has identified several topic areas that the Council could address in UGB conditions of approval. The following list is illustrative and includes examples of topics that have been addressed in past UGB conditions as well as examples of topics that would be new. The Council may wish to direct staff to develop options around these or other topic areas for further discussion by the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC) and the Metro Council. Additional topics may emerge as the Council and advisory committees learn more about possible city proposals for UGB expansions.

- Minimum housing densities that exceed what would be required by compliance with state laws for middle housing.
- A specific mix of housing types that must be allowed, for instance specifying a minimum share of certain housing types.
- Requirements for planning for a mix of commercial and residential uses.
- Affordability provisions that could include, for instance, requirements for deed restrictions to ensure affordability for a specified time period.
- Industrial site protections that provide more specificity than current regional industrial land regulations. For example, there are no regional regulations that prohibit residential uses in industrial areas or that specify which types of industrial uses are allowed (e.g.,

¹ Per the work program endorsed by the Metro Council, letters of interest from cities will be due December 1, 2023 and UGB expansion proposals will be due April 5, 2024.

manufacturing, data centers, or fulfillment centers). Conditions of approval could provide additional clarity about intended uses.

- Site assembly requirements for large industrial sites.
- Public engagement expectations for city comprehensive planning after UGB expansion.
- Expected timelines for comprehensive planning.

Additional considerations for drafting conditions of approval

Over the last few growth management decisions, the conditions of approval adopted by the Council have become more specific, moving from requiring a minimum number of homes to requiring specific housing types. This specificity can be helpful for advancing Metro Council policy objectives and can provide clarity for cities as they proceed with comprehensive planning and zoning. However, this specificity can also result in unintended challenges since local market, connectivity, or ecological factors are not always fully understood at the concept planning stage or at the time that conditions are adopted.

Staff suggests the following considerations when contemplating possible conditions of approval:

- The adoption of UGB conditions of approval is one of the Metro Council's opportunities to advance its land use policy goals and to specify its expectations for any areas that it adds to the UGB. These conditions provide guidance to local jurisdictions and to Metro staff as we engage in subsequent local comprehensive planning efforts.
- Conditions of approval are developed without the benefit of the extensive analysis and engagement that a city undertakes when adopting comprehensive plan and zoning designations. Consequently, Metro should be mindful of how prescriptive its conditions of approval are so that cities can undertake more deliberate work to develop comprehensive plan and zoning designations. For instance, there may be legitimate questions about the market feasibility of certain housing types in certain locations.
- There is no need to reiterate or restate existing Metro regulations or state law requirements in conditions of approval. Doing so may create additional confusion. For instance, conditions of approval need not reiterate HB 2001 middle housing requirements. Conditions only need to address middle housing if they will establish requirements that exceed existing laws or regulations.
- Vague conditions can be hard to interpret by cities and difficult to enforce by Metro.
- Establishing deadlines for comprehensive planning can be useful for shortening the time between UGB expansion and development, but cities may also run into unexpected delays that are beyond their control. Consider including a specific mechanism for Metro staff (COO) to grant extensions when necessary.

Draft Public Engagement Plan

2024 Urban Growth Management Decision

July 2023

TABLE OF CONTENTS

Introduction.....	1
Urban growth management decision-making framework.....	1
Public engagement goals and objectives	2
Public engagement approach.....	3
Engagement activities.....	4
Project timeline.....	10
Engagement roles and responsibilities.....	12

INTRODUCTION

Regional readiness for population, housing, and job growth

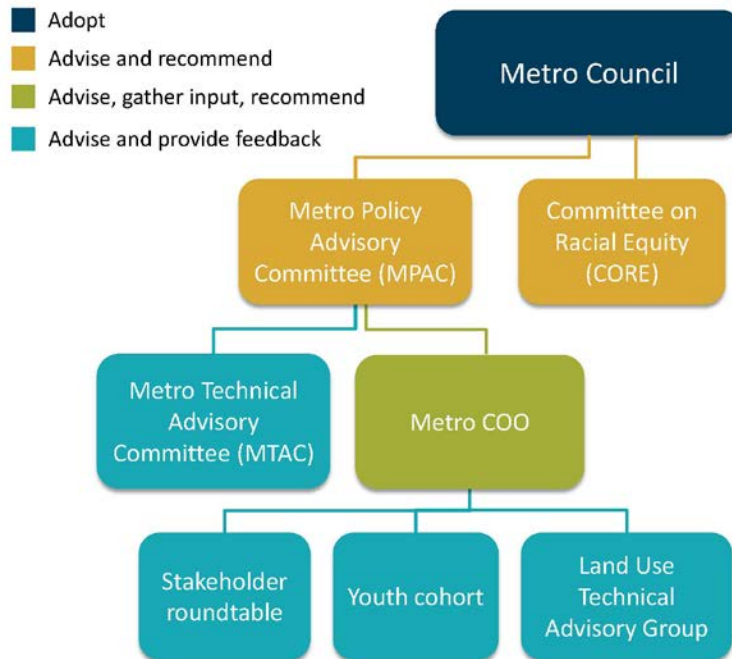
The Metro Council is required under state law to adopt – by the end of 2024 – an assessment of the region’s capacity to accommodate the next twenty years of housing and job growth inside the urban growth boundary (UGB). This engagement plan outlines the spectrum of activities that will inform the Council’s decision, from formal Metro Council and advisory committee meetings to presentations to outside organizations and outreach to local jurisdictions.

Metro seeks to improve its growth management practices every time it undertakes this cyclical process. As always, Metro will strive to improve the data analysis that informs decision makers. Likewise, Metro will continue its emphasis on land readiness to ensure that decisions emphasize the governance, market, and infrastructure conditions that must be present to produce housing and jobs. This process will differ from past decisions by applying a greater focus on the housing needs of all income groups, particularly households with lower incomes. This focus on affordability advances shared goals of increasing housing production for those that have the fewest choices.

The engagement approach during this project will encompass a variety of audiences with a priority to increase the transparency of the inputs and assumptions that make up the urban growth report. Traditionally, the general public has not shown much interest in this process. We don’t know whether the information has appeared too complex, or the proposed expansions do not seem personally relevant. Regardless, a goal for this project is to simplify the key messages to increase awareness and understanding of the decision-making process and highlight the relevant opportunities for input.

URBAN GROWTH MANAGEMENT DECISION-MAKING FRAMEWORK

Metro has a statutory responsibility to manage the UGB for the Metro region. Its existing decision-making framework is shown below.



The decision-making framework includes the Metro Council and three advisory committees (MPAC, MTAC, CORE) that will review, provide input and in some cases make recommendations on the development of the urban growth report. Integral to this decision-making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the technical and policy advisory committees prior to key decision milestones.

Metro’s Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion. CORE will provide input at key points in the urban growth management decision-making process. CORE’s input will be shared with Metro’s other advisory committees for consideration. The Metro Policy Advisory Committee (MPAC) advises and makes recommendations to the Metro Council on growth management and land use issues at the policy level, and the Metro Technical Advisory Committee (MTAC) provides input to MPAC at the technical level.

Metro staff, including the Chief Operating Officer, will receive feedback from the stakeholder roundtable, youth cohort, and land use technical advisory group and share this information with the Metro advisory groups with regularly scheduled update presentations. These groups will be described in the Engagement Activities section of the document.

PUBLIC ENGAGEMENT GOALS & OBJECTIVES

The plan is in alignment with Metro’s agency wide Strategic Plan to Advance Racial Equity, Diversity and Inclusion, and the Planning, Development and Research Departmental Strategy for Achieving Racial Equity. A youth cohort will be convened with diverse membership and representation across all three Metro counties. The stakeholder roundtable membership will reflect a range of voices, variety of experiences and perspectives, and regional representation.

The desired outcome of the engagement is to:

- Increase transparency of the assumptions and inputs of the analyses in the Urban Growth Report
- Expand outreach to a broader range of stakeholders and perspectives, including youth
- Simplify key messages for presentations and communication to a variety of audiences
- Capture feedback from across the region in advance of key milestones and share input with decisionmakers
- Increase communication and coordination with local jurisdictions to improve readiness of city proposals for expansion

The information gathered from engagement activities will be shared with decision-makers to ensure they have opportunity to contemplate and fully consider public input.

PUBLIC ENGAGEMENT APPROACH

Increase transparency of the decision-making process, assumptions, and analysis inputs

Advisory groups will serve as the primary engagement mechanisms for collaboration and consensus building for this UGM process. In addition to these groups, engagement with other interested individuals, communities and organizations will be an important element of the engagement strategy.

- Provide information to the public about urban growth management and its function in clear, engaging, and simplified ways
- Encourage public access to review city expansion proposals with opportunities to submit public comments
- Demystify the urban growth management decision-making process, correct common misunderstandings about the role of Metro and the UGB, and increase access to the background analysis and data that make up the Urban Growth Report
- Emphasize the Urban Growth Report (UGR) as a decision-support tool: The draft UGR that staff will release in the summer of 2024 will not be a conclusive determination of regional need for land. The draft UGR will provide high quality, peer-reviewed analysis that will serve as a decision support tool for policy makers
- Focus on readiness: Focus policy discussions on the readiness of cities to urbanize possible expansion areas (concept planned Urban Reserves)
- Deepen understanding of and access to Council decision-making process

- The Council’s decision will include a regional housing needs analysis. That analysis will inform a subsequent Regional Housing Coordination Strategy that Metro is required to complete by the end of 2025.
- Expand awareness of potential equity impacts

ENGAGEMENT ACTIVITIES

Summary

Group	Level of engagement (inform, consult, involve, collaborate, empower)	Discussion format and purpose
MPAC	Involve	Monthly or bimonthly updates; advice given to Council
MTAC	Consult	Monthly meetings; feedback given to MPAC
CORE	Involve	4-6 meetings over the course of the project; feedback given to staff and Council
Metro Council	Decision-maker	Bi-monthly work sessions; feedback given to staff; receive feedback from advisory committees; listening role on stakeholder roundtable; decision makers
Stakeholder roundtable	Involve	Monthly or bi-monthly meetings to provide input and feedback on urban growth report analyses; feedback given to staff
Youth cohort	Involve	8 meetings; feedback shared with staff, MPAC, and Council
Land use technical advisory group	Involve/Collaborate	Collaboration and technical advice given to staff
Metro cities and counties	Involve	Direct communication with Metro staff and Councilors

		through proposal process, surveys, interviews, and visits
General public	Inform and consult	Outreach via Metro website, social media, and open invites to public meetings

Metro advisory group meetings

MPAC

The Metro Policy Advisory Committee (MPAC) will be engaged in policy discussions like those that the Council engages in throughout the process. MPAC will be asked for its advice to the Metro Council in late summer 2024. MPAC’s advice will focus on policy options for increasing the region’s readiness for housing and employment growth and the merits of any city proposals for handling some of that growth through concept planned UGB expansions.

MTAC

The Metro Technical Advisory Committee (MTAC) will provide advice on technical aspects as needed. Local jurisdiction staff review of the buildable land inventory will be essential and Metro will reconvene the ad-hoc Land Use Technical Advisory Group, which has overlap with MTAC membership for this purpose. MTAC will also be asked to review of any city proposals for UGB expansions. Lastly, MPAC may request MTAC’s technical advice on topics.

CORE

Metro’s Committee on Racial Equity’s (CORE) advice will be sought on the formation of a diverse youth cohort to both learn about and advise on Metro’s growth management approach. After additional discussion with CORE, staff will identify the appropriate timing of further engagement with the committee over the course of this work program. CORE has, in particular, expressed an interest in reviewing city proposals for UGB expansions.

Metro Council meetings

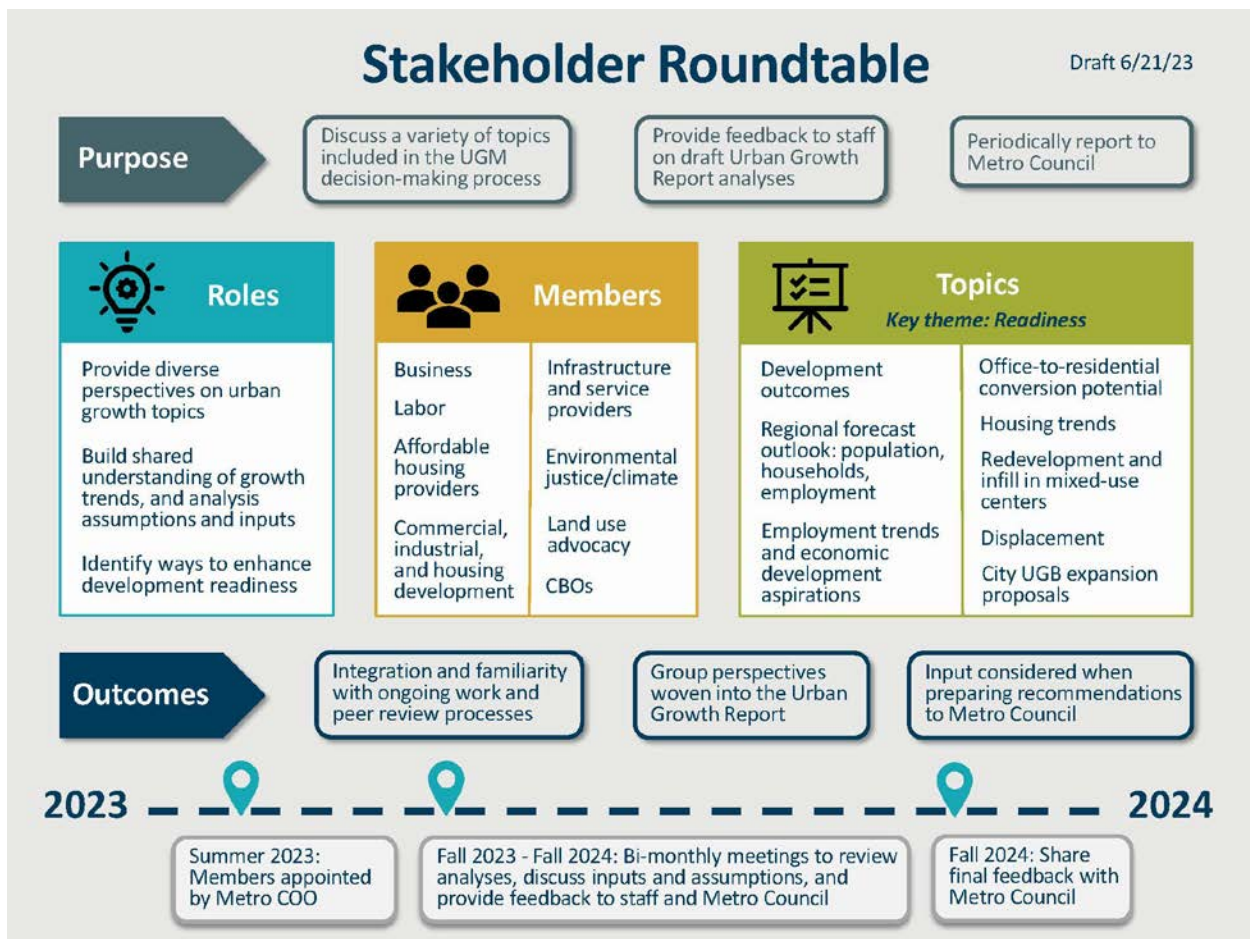
Leading up to the Council’s decision in late 2024, policy makers will engage in discussions of a variety of growth and development trends as well as reviewing any UGB expansion proposals submitted by cities. Policy maker discussions will focus on development readiness, additional actions that may be needed to increase housing production and economic growth inside existing urban areas, and specific city proposals for addressing housing and employment needs in UGB expansion areas. Metro Councilors will engage directly with their local elected counterparts throughout this process. Metro Councilors will also be invited to observe stakeholder roundtable discussions.

Stakeholder roundtable

For the 2024 urban growth management decision, Metro staff will convene a stakeholder roundtable to inform the content of the 2024 UGR through contributing their perspectives on the content and analyses. To facilitate stakeholder roundtable discussions, staff will convene the group throughout this process, bringing forward summaries of ongoing work around growth trends and other relevant topics.

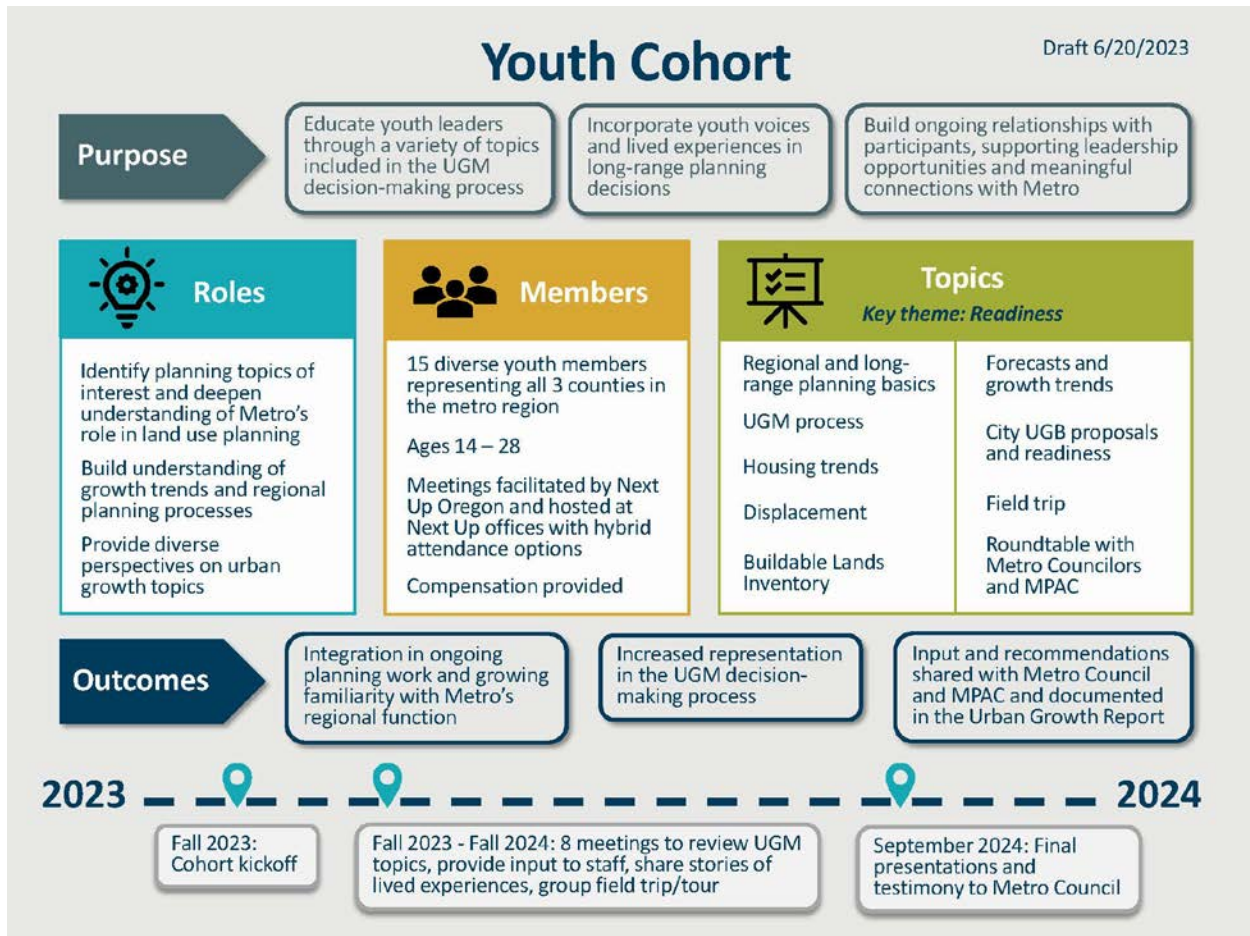
Stakeholder roundtable discussions and perspectives will be reflected in the 2024 UGR and the Metro COO will consider the group’s feedback on a variety of topics when preparing recommendations for the Metro Council. To provide that feedback, the committee will have regular opportunities to familiarize itself with ongoing work and peer review processes. Committee representatives will be asked to summarize the group’s discussions at Metro Policy Advisory Committee (MPAC) and Metro Council meetings.

Staff will consider the group’s feedback when preparing a recommendation for the Metro Council UGB decision.



Youth cohort

In addition to the stakeholder roundtable, staff will convene a youth cohort with the intention of providing leadership opportunities and seeking a younger generation’s perspective on long-range planning related topics. The youth cohort will support integration and growing familiarity with ongoing planning work and increase representation in the UGM decision-making process. Input and recommendations from the youth cohort will be shared with Metro Council, MPAC, and CORE.



Technical peer review groups

Several technical peer review groups will be engaged in the development of the 2024 UGR. Those will include:

Regional Forecast: a peer review group consisting of economists and demographers will review regional forecast methods and results.

Buildable land inventory: the Land Use Technical Advisory Group, consisting of local jurisdiction planning staff and other development specialists will review buildable land inventory and growth

capacity estimation methods and results. The draft inventory will also be made available for review by all local jurisdictions.

Additional interest group presentations

As different components of the project are completed, Metro staff will provide update presentations to various jurisdictions, professional associations, and other interest groups. Examples of these groups include County planning directors, Greater Portland Inc, Economic Development Local Practitioners, and the Commercial Association of Brokers.

These presentations will occur at various times leading up to the conclusion of the project. Metro staff will compile a final summary list of these presentations and audiences as part of the urban growth report engagement section.

Local jurisdiction engagement

As described in this engagement summary, this decision-making process is centered on city readiness. As such, there will be a heavy emphasis on the merits of city proposals for concept planned UGB expansions.

Metro staff, Councilors, and the Chief Operating Officer will conduct outreach to local elected officials and planning staff to understand plans for growth, challenges in their communities, and resource needs. These conversations will increase transparency and communication between Metro and local jurisdictions and help Metro to anticipate forthcoming expansion proposals. Additionally, this information will be used to update and improve the 2040 planning and development grants program to better meet the discussed needs.

Cities will be responsible for leading local engagement on concept planning Urban Reserve areas. Public engagement is a required component of developing and submitting a concept plan for a proposed expansion area. The concept plans for proposed expansion areas will be released as appendices to the Urban Growth Report and made available for region-wide public feedback.

Local jurisdiction staff will also have opportunities to provide peer review of the buildable land inventory.

Public communication

The public will have access to the progress of the urban growth report and accompanying analyses throughout the project as the Metro project page is periodically updated.

Metro website and news articles

The UGM project page could include a variety of elements to present the analyses and background information in a simplified, clear, engaging way. The purpose is to provide robust data and a comprehensive analysis of the region and its needs in a compelling format that invites greater understanding of the decision-making process and opportunities for feedback. Examples of potential web features include:

- Interactive map
- Urban Growth Boundary myth vs. reality “quiz”
- Quick learning guides about UGR components
- “What’s in a BLI?”
- Displacement analysis
- Our region in numbers
- Guide for submitting comments about the UGR

Social media

Metro’s social media channels, primarily Instagram, can be used to present key graphics to reach a broad audience and direct them to learn more about urban growth management and clarify common misconceptions or misunderstandings about this work. The goal of this outreach is to be eye-catching and accessible. Social media posts could include:

- UGB comic
- Youth cohort field trip footage
- Slideshow explainers of different analyses or interesting findings
- Time capsule series – look through UGB decisions of the past – “where are they now”

Public hearings

Most Metro advisory committee meetings during this process are open to the public. The most formal opportunity for testimony is the official public hearing in September 2024 to discuss the COO recommendations. However, beyond this opportunity, the public may participate in additional meetings through listening in to the presentations and are welcome to send comments and questions to the project team. The website will be kept current to provide information about relevant public meetings.

PROJECT TIMELINE



- Technical work and analysis**
 - Forecasts
 - Land inventories
 - Trends analysis
 - Modeling
- Stakeholder engagement**
 - Jurisdictional outreach
 - Stakeholder group
 - Youth cohort
- City expansion proposals**
 - Dec 2023: Letters of interest due
 - April 2024: Proposals due
 - 2040 Planning & Development Grants available*
- Metro Council decision**
 - Summer 2024: Draft UGR
 - Stakeholder group, COO recommendations
 - Fall 2024: MPAC, CORE recommendations
 - Council direction to staff
 - Public hearings
 - Dec 2024: Council decision

Detailed engagement timeline

Summer 2023: Convene stakeholder roundtable; Convene Land Use Technical Advisory Group to provide advice on methods for determining the buildable land inventory

Fall/winter 2023: Convene youth cohort; Local jurisdiction review of preliminary buildable land inventory results

December 1, 2023: Cities submit letters of interest for UGB expansions

Winter 2023/2024: Peer review of regional population, household, and employment forecast

April 5, 2024: City proposals for UGB expansions due

June 28, 2024: Release draft UGR and appendices

June 28, 2024: Public comment period open for the UGR and city expansion proposals

July 9, 2024: Council work session discussion of draft UGR

July 17, 2024: MTAC discussion of draft UGR

July (TBD), 2024: Stakeholder roundtable discussion of draft UGR

July 18, 2024: CORE discussion of draft UGR

July 24, 2024: MPAC discussion of draft UGR; request any MTAC advice

July 31, 2024: Public comment period for the UGR and city expansion proposals ends

August 23, 2024: Release COO recommendation

September 3, 2024: Council work session on COO recommendations

September 11, 2024: MPAC discusses recommendations to Council; request any final MTAC advice

September 18, 2024: MTAC advice to MPAC, if requested

September 19, 2024: CORE recommendation to Council

September 21, 2024: Council holds public hearing on COO recommendations

September 25, 2024: MPAC recommendation to Council

October 1, 2024: Council provides direction to staff at work session

Oct-Nov, 2024: Complete various required notice procedures

November 28, 2024: Council first reading of ordinance; public hearing

December 12, 2024: Council second reading of ordinance; decision

ENGAGEMENT ROLES AND RESPONSIBILITIES

<p>Policy partnerships: Council, MPAC, CORE</p> <ul style="list-style-type: none"> • Provide leadership and policy direction to staff • Build partnerships and collaborate • Engage partners and the public • Incorporate input from partners, advisory groups, and the public 	<p>Community partnerships: Stakeholder roundtable, youth cohort, interest groups, public</p> <ul style="list-style-type: none"> • Provide community values, needs and priorities • Provide youth lived experience and perspective • Provide ideas and solutions • Provide input and feedback to Metro staff and decision-makers
<p>Technical partnerships: MTAC, land use technical advisory group</p> <ul style="list-style-type: none"> • Implement policy direction to update urban growth report • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers 	
<p>Technical support: Metro staff, EcoNorthwest, Johnson Economics</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers and advisory groups 	

Materials following this page were distributed at the meeting.

Submitted as testimony to the Metro Council,
July 27, 2023

Joe Cortright

cityobservatory.org/metros-failing-climate-strategy/

Metro's failing climate strategy

By Joe Cortright

Metro's Climate Smart Strategy, adopted in 2014, has been an abject failure

Portland area transportation greenhouse gasses are up 22 percent since the plan was adopted: instead of falling by 1 million tons per year, emissions have increased by 1 million tons annually, to more than 7 million tons, putting us even further from our climate goals.

Metro's subsequent 2018 RTP has watered down the region's climate effort far below what is needed to comply with Oregon's statutory greenhouse gas reduction goal, based on the assumption that 90 percent of emission reductions would be accomplished with cleaner vehicles.

All of Metro's key assumptions about transit, vehicle turnover, technology adoption, and driving, have been proven wrong.

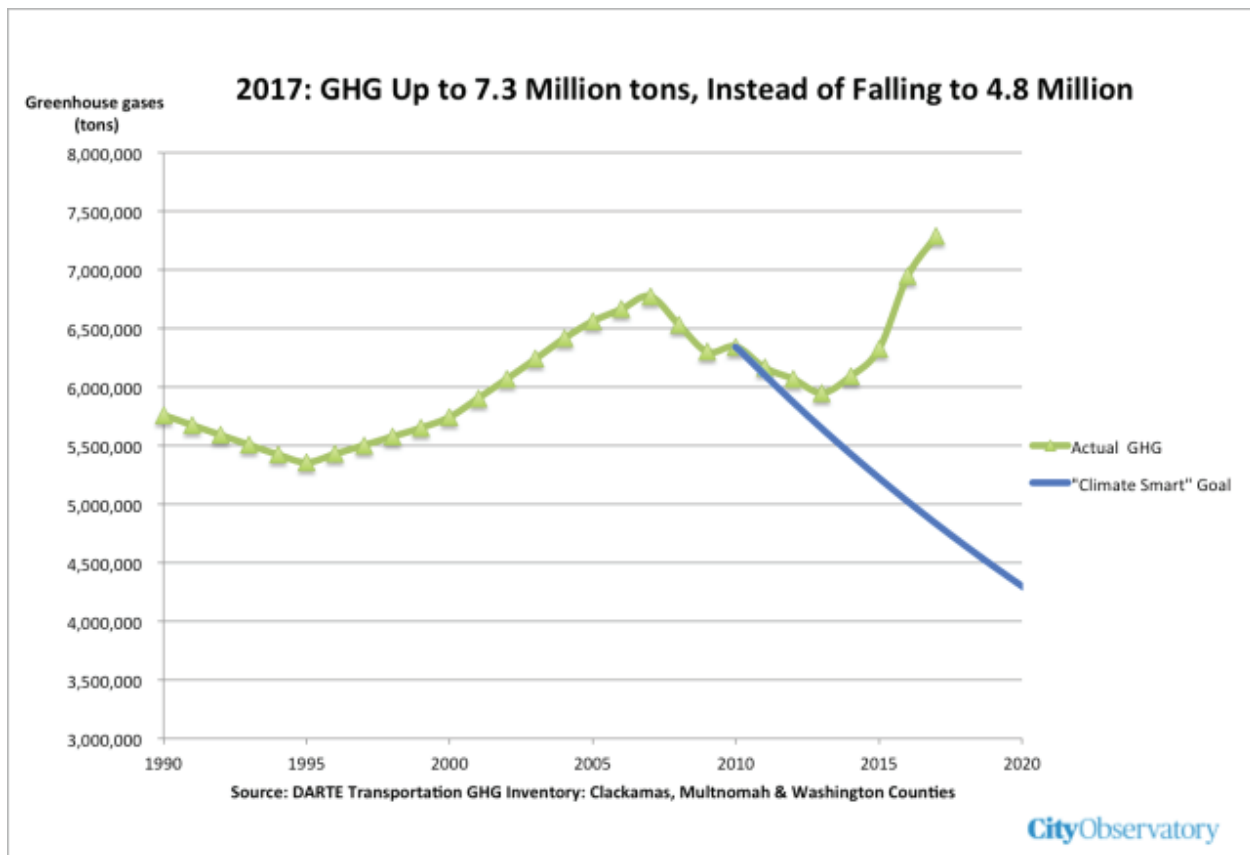
The plan has set a goal for reducing vehicle miles traveled that is actually weaker than the reductions the region achieved in the decade prior to the adoption of the "Climate Smart Strategy."

The agency has not acknowledged the failure of its climate efforts, and is at the same time moving forward to allow the Oregon Department of Transportation to build a series of freeway widening projects that will add more than 140,000 tons of greenhouse gasses per year.

Metro, Portland's regional government, talks a good game when it comes to climate. It has adopted a so-called "Climate Smart" strategy, and a regional transportation plan that it claims will lead to a reduction in greenhouse gasses. But a close analysis of the Metro's planning documents and other independent information shows the plan is failing, and is far too feeble to come anywhere close to achieving the state's adopted legal goal of reducing greenhouse gasses by 75 percent by 2050.

1. We're going in the wrong direction: Portland transportation GHG up 22 percent

The clearest measure of failure is the one million ton increase in annual greenhouse gas emissions in Portland over the past few years. Carbon emissions accounting is technical and complex, but for Portland, for the past five years, when it comes to transportation greenhouse gas emissions, and whether we're making progress, there are just three numbers you need to know: 6, 5, and 7. In 2010, (the base year for Metro's Climate Smart Plan), the tri-county area produced about 6 million tons of greenhouse gasses from transportation. The plan set a goal of reducing transportation greenhouse gasses by about 63 percent by 2035 (the plan's terminal year), which means that to be on track, the region would need to lower its emissions to about 5 million tons of transportation GHGs by 2017. But the data from the [DARTE national transportation greenhouse gas inventory](#) shows that the region's emissions increased to more than 7 million tons. So instead of reducing greenhouse gasses by at least a million tons, we've actually increased greenhouse gasses by more than a million tons. We're not just "not making progress," we're going rapidly in the wrong direction. Since 2010, we've fallen about 2.5 million tons behind the path we need to be on in order to meet the goal laid out in Metro's Climate Smart Strategy.



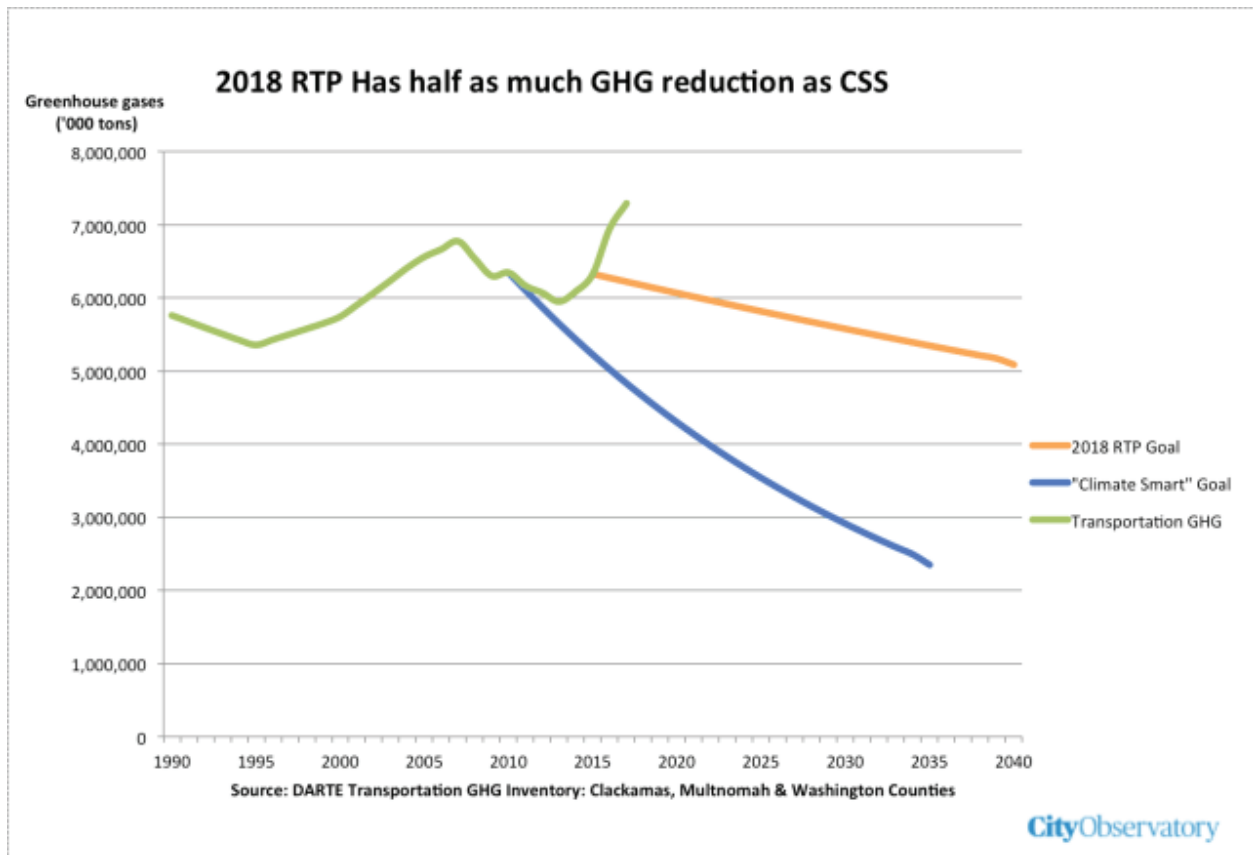
Metro’s [monitoring report](#), prepared as part of the 2018 Regional Transportation Plan, fails to acknowledge that the region is manifestly failing to reduce GHGs.

2. Metro’s 2018 Regional Transportation Plan doesn’t even propose to get us to the adopted state GHG Goal

Metro’s climate plans are spelled out in two documents, a “*Climate Smart Strategy*” (CSS) adopted in 2014, which proposed a 20 percent reduction in vehicle miles traveled, and a subsequent 2018 *Regional Transportation Plan* (RTP). The adopted 2018 Regional Transportation Plan borrowed much of the rhetoric from the 2014 Climate Smart Strategy, but without any announcement or fanfare, radically watered down the region’s greenhouse gas reduction objective. The CSS set a goal of reducing GHG’s by 63 percent by 2035; the 2018 RTP modified this to a GHG reduction of only 19 percent by 2040 (RTP Table 7.31 “Projected Mobile Source Greenhouse Gas Emissions by Investment Strategy.”).

The following chart shows the difference in the two plans. The starting dates for the two plans are set to the base years for their climate calculations (2010 for the CSS, 2015 for the

RTP). The glide slope lines are computed as the average annual percentage reduction in greenhouse gases needed to reach the end year target.



Metro's Climate Smart goal falls far short of what's needed to meet Oregon's statutory greenhouse gas emissions reduction, and even further short of meeting Governor Brown's Climate Emergency Executive Order—which calls for an 80 percent reduction in greenhouse gas emissions by 2050. Metro is relying as its justification for these goals a claim *that is following guidance from LCDC*. But in fact, Metro is planning for a reduction in vehicle miles traveled than is only one-fifth as much as called for in state regulations (see #4 below), and our analysis shows that overly optimistic assumptions used by LCDC mean that VMT reductions actually need to be much larger than specified in the LCDC targets (Appendix B). Not only is it failing to comply with the LCDC regulations (as explained here), those regulations have set planning goals that are now inadequate. Also: LCDC's regulations don't supersede or repeal the state statutory mandate to reach a 75 percent reduction in GHG by 2050, and Metro's Climate Smart Strategy and 2018 Regional Transportation Plan are inadequate to put the region on track to do its share to achieve the 2050 goal of a 75 percent reduction in transport greenhouse gas emissions.

3. Metro’s plans assumes other people will reduce transport GHGs, not Metro, and its assumptions have been proven wrong

Both the Regional Transportation Plan and the earlier Climate Smart Strategy rely almost entirely on optimistic assumptions about vehicle fuel economy, electrification, fewer trucks and SUVs, and cleaner fossil fuels. Roughly 90 percent of the reduction in per capita greenhouse gasses claimed by Metro come from actions over which it has no control. Its strategy is far less about what it will do to address climate change, and almost entirely wishful thinking about what others will do.

Metro’s 2014 Climate Smart Strategy was based on assumptions that other entities (some unspecified combination of the federal government, state government, auto makers, car buyers) would take actions that reduce greenhouse gas emissions per vehicle mile traveled by 38 percent between 2010 and 2035. Metro’s plan actually contains no actions that influence per vehicle mile vehicle emissions.

FLEET AND TECHNOLOGY ADVANCEMENTS ASSUMED IN THE CLIMATE SMART STRATEGY

Strategy assumptions		2010	2035	2020
		Base Year <small>Reflects existing conditions</small>	Climate Smart Strategy	Actual
Fleet	Fleet mix (proportion of autos to light trucks)	auto: 57% light truck: 43%	auto: 71% light truck: 29%	auto: 25% light truck: 75%
	Fleet turnover rate (age)	10 years	8 years	12 years
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg	Current Fleet: 22.2 MPG
	Carbon intensity of fuels	90 g CO ₂ e/megajoule	72 g CO ₂ e/megajoule	NA
	Light-duty vehicles that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV)	EV or PHEV auto: 1% light truck: 1%	EV or PHEV auto: 8% light truck: 2%	NA
	Electric vehicle battery range (miles)	auto: 50 miles light truck: 25 miles	auto: 215 miles light truck: 144 miles	NA

(Source: Metro Climate Smart Strategy (2014). Right hand column data supplied by City Observatory; sources noted in Appendix B).

Similarly the 2018 RTP is based on even more aggressive assumptions about cleaner vehicles, drawn from the Oregon Department of Transportation’s Statewide Transportation Strategy.

None of the key assumptions in Metro’s climate plans are being realized. Federal fuel economy standards are being watered down, SUV and light truck sales are more than double market share assumed in Metro’s modeling, older, dirtier vehicles are lasting longer and being driven further, and vehicle electrification is proceeding too slowly to achieve adopted goals. Further data for each of these points is provided in Appendix B.

- Metro assumed that average vehicle fuel economy would more than double. Actual fuel economy has barely moved in the past decade.
- Metro assumed that people would buy new cars more often, and scrap old cars more quickly causing average vehicle age to decline (get newer) by 25 percent, with average age declining from 10 years to 8 years. Instead, average vehicle life has increased to almost 12 years.
- Metro assumed most people would buy more small and efficient passenger cars, and fewer trucks and SUVs. Metro assumed that lighter more efficient passenger cars would make up 70 percent of the market, outselling trucks and SUVs more than 2-to-1. The opposite has happened: the market for passenger cars has collapsed to less than 30 percent market share.
- Metro didn’t make explicit predictions about vehicle electrification, but data from ODOT show that by 2029, no more than 3 percent of the state’s light duty vehicle fleet is expected to be electric.



4. Metro has a feeble and ever-shrinking goal for reducing vehicle miles traveled.

There are basically two ways to reduce greenhouse gas emissions: Cleaner cars or less driving. Metro policies have almost no influence on cleaner cars; in contrast, Metro’s policies, including land use planning, permitting more road capacity, and assuring alternatives, like biking, walking and transit, can all influence the amount of driving.

It’s a bit of a simplification, but these two concepts can be reduced to two measures: Grams of carbon per vehicle mile (cleaner cars), and vehicle miles traveled (less driving). As discussed above, Metro’s RTP is overwhelmingly counting on “cleaner cars” as providing roughly 90 percent of the reduction in transportation GHGs through 2040, and counting on less driving to provide only about 10 percent of greenhouse gas reductions.

For any given level of pollution per mile, increases in vehicle miles traveled result in increases in greenhouse gas emissions. Transportation planners focus on “vehicle miles traveled per capita” to measure the level of driving in a metropolitan area.

Metro’s initial plan, the 2014 Climate Smart Strategy, set a goal of reducing per capita VMT by 20 percent by 2035. As presented in the original Climate Smart Strategy, Metro identified a goal of reducing VMT per capita by 20 percent from 2010 levels, from 20 miles per person per day to 16 miles per person per day. (This is from page 65 of Metro’s 2014 Climate Smart Strategy).

December 2014

Summary of Key GreenSTEP Inputs & Outputs

Input/Output Factor	2010 Baseline	2035 SCENARIO A Recent Trends	2035 SCENARIO B Adopted Plans (as of 2010)	2035 SCENARIO C New Plans and Policies	2035 CLIMATE SMART STRATEGY
Streets and highways					
<i>Freeway and arterial expansion (freeway lane miles/arterial lane miles added)</i>	n/a	12/31	15/336	46/409	52/386
<i>Percent of delay reduced by traffic management strategies</i>	10%	10%	20%	35%	35%
Household vehicle miles traveled per capita per day	20	17	16	14	16
Percent change in daily VMT per capita from 2010	--	-15%	-19%	-30%	-20%

Model **Inputs** in ITALICS; Model **Outputs** in REGULAR type.

In the [2018 RTP](#), Metro changed the yardstick and twice moved the goalposts on VMT reductions. First, it changed the yardstick, measuring VMT per capita in a much narrower way (looking only at miles traveled by regional residents inside the metropolitan planning area). The new yardstick looked at a base of 13 miles per person per day, compared to 20 miles per person per day. This new system of measurement excludes looking at about one-third of all vehicle travel in the Portland region.

Second, it retroactively changed the reported goals for the Climate Smart Strategy, lowering the baseline level of travel to 19 miles per person per day, and raising the 2035 “monitoring target” to 17 miles per day. So while the as published 2014 Climate Smart Strategy visualized a 20 percent reduction in VMT from 20 to 16 miles per day; the 2018 RTP reported that the Climate Smart Strategy envisioned only about a 10 percent reduction in VMT, by two miles per person per day, from 19 to 17 miles.

Third, the 2018 RTP presented the 10 percent reduction as a goal, but then substituted the new yardstick (i.e. 13 miles per person per day in the base year, now 2015, and pushed out the terminal year for reaching the new goal of 12.4 miles per person per day to 2020. 2018 RTP (Chapter 7 “Outcome Measures”) and Appendix J “Climate performance monitor”).

Table 2. Climate Smart Strategy Implementation and Performance Monitoring

This table documents expected progress implementing the Climate Smart Strategy, using observed data sources to the extent possible for the RTP 2015 Base Year, and expected progress that would be achieved by 2040 if planned projects included in the 2018 RTP financially constrained list are fully implemented together with anticipated improvements in fleet and technology. Fleet and technology assumptions used in the analysis are described in the previous section.

	Climate Smart Strategy Baseline (2010)	Climate Smart Strategy Monitoring Target (2035)	2018 RTP Base year (2015)	2018 RTP Constrained (2040)	2018 RTP Strategic (2040)
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans					
a. Share of households living in a walkable mixed used development in the UGB ¹	26%	37%	41%	47%	48%
b. New residential units built through infill and redevelopment in the UGB	58%	65%	76%	78%	78%
c. New residential units built on vacant land in the UGB	42%	35%	24%	22%	22%
d. Acres of urban reserves	Not applicable	12,000	Not applicable	4,739	4,739
e. Daily vehicle miles per capita ²	19	17	13	12.4	12.3

But while Metro proclaimed as its *goal* reducing vehicle miles traveled by 10 percent, the plan’s *analysis* concluded that the measures included in the RTP would only reduce driving by a fraction of that amount by 2040. The climate analysis contained in the 2018 RTP called for reducing VMT by 10 percent per capita, but the [performance monitoring report](#) in Appendix J of the 2018 RTP concludes that full implementation of the RTP would result in a decrease of more than 5 percent, “not reaching the target.” The actual figures shown in the report (a decline from 13 miles per person per day to 12.4 miles per person per day) amounts to a 4.6 percent decline in VMT per capita.

Target or desired direction: By 2040, reduce vehicle miles traveled per person by 10% compared to 2015.

Findings: Overall travel (person miles traveled – all modes) per capita is increasing in future strategies while vehicle miles traveled per capita decreases over 5 percent between 2015 and the 2040 Constrained strategies – making progress towards the target but not reaching it. That means that other modes such as transit and bicycling are increasing. In

Elsewhere, the RTP concedes that the plan will reduce per capita VMT by about 4 percent.

2. The RTP makes progress toward the Climate Smart Strategy performance monitoring targets, but is not expected to meet regional policy targets for vehicle miles of travel, mode share and completion of the active transportation network by 2040, as shown in Chapter 7 of the plan.

- By 2040, the plan is expected to **achieve a 4 percent reduction in daily vehicle miles traveled (VMT) per person**, making progress toward the 10 percent per capita VMT reduction target in the RTP.

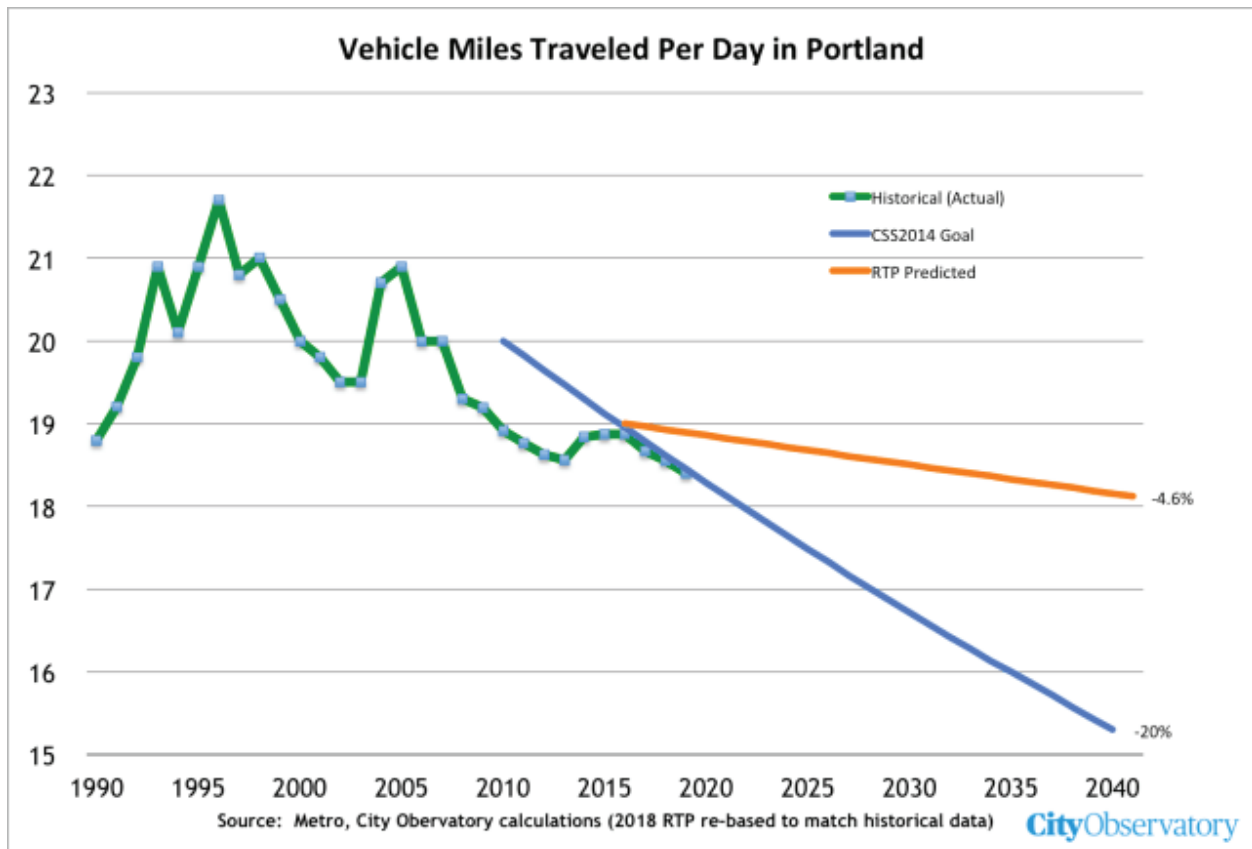
The reductions in vehicle miles traveled anticipated in the 2018 RTP are far smaller than needed to comply with LCDC regulations guiding climate planning. Metro would need to achieve VMT reductions of about 20 percent per capita to comply with these guidelines. The projected 4 percent decline in VMT/capita envisioned in the 2018 RTP is less than one-fourth

the progress needed to meet the state guideline. In addition, as explained in Appendix B, the state target for VMT reduction is far too low to achieve the state’s greenhouse gas emission reduction requirements because state and local agencies have dramatically over-estimated likely progress in reducing vehicle emissions.

Actual Performance Compared to Metro Goals

To evaluate the VMT goal, it is necessary to put the vehicle miles traveled per person per day statistic in context. Metro, using data from the Federal Highway Administration has produced a data series showing historical VMT per capita for the Portland area going back to 1990.

Vehicle Miles Traveled, a core measure of transportation activity, which has been trending down since the late 1990s, has essentially stopped declining. In the decade before the Climate Smart Strategy was adopted, Portland area VMT per capita was declining at a rate of about 1.2 percent per year. The Climate Smart Strategy failed to even plan for continuing that trend; according to Metro’s own estimates, since 2014, VMT per capita has almost flat-lined, declining just 0.15 percent per year. The 2018 RTP has even lower expectations, lowering VMT by just 4.6 percent over the 25-year period from 2015 to 2040, which works out to an annual decline of 0.2 percent per year.



Metro’s 2018 RTP predicts that the agency’s policies will produce a far slower rate of VMT reduction than the region accomplished over the period 2004-2013 (prior to the adoption of the first Climate Smart Strategy). The 2018 RTP lowers the VMT reduction goal set in the 2014 CSS by more than 75 percent, from a 20 percent reduction over 25 years to a 4.6 percent reduction. That’s not enough of a reduction in driving to meet the targets called for in LCDC regulations, nor is it enough to achieve the state’s goal of reducing greenhouse gas emissions to 25 percent of their 1990 levels by 2050.

Summary of Metro Area VMT Reduction Performance and Goals

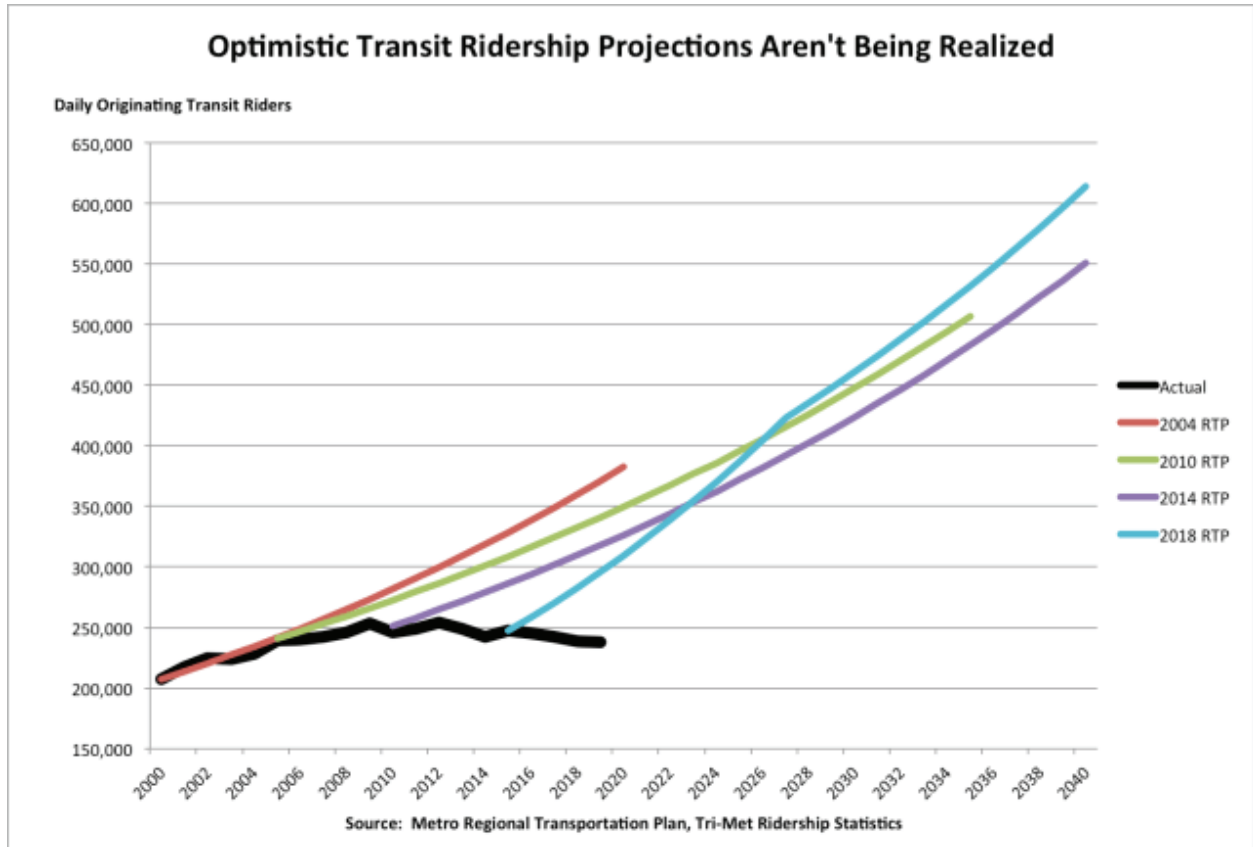
	Actual VMT	2014 CSS (As adopted)	2018 CSS (Per 2018 RTP)	2018 RTP Goal	2018 RTP Predicted
Base/Final Year	2004-2013	2010-2035	2010-2035	2015-2040	2015-2040
Geography	All Metro	All Metro	All Metro	Intra-Metro	Intra-Metro
2004	20.7				
2010		20.0	19.0		13.0
2013	18.6				
2015				13.0	13.0
2035		16.0	17.0		
2040				11.7	12.4
Change from Base Year					
25-Year Reduction		-20.0%	-10.5%	-10.0%	-4.6%
Annual Rate	-1.2%	-0.9%	-0.4%	-0.4%	-0.2%

5. Transit Ridership, a key factor in reducing GHG, is failing to meet projections.

One key strategy to reduce greenhouse gas emissions is to shift trips from private automobiles to mass transit. Metro’s regional transportation plan calls for reducing vehicle miles traveled and decreasing greenhouse gas emissions by increasing the share of the region’s trips taken by bus and light rail. Each successive regional transportation plan since 2004 has projected that transit ridership levels under the plan will double in the next ten to twenty years.

Metro’s transit ridership projections have been grossly overstated in every Regional Transportation Plan, and TriMet’s operating plans show it has no intention (or ability) to carry as many passengers as the RTP assumes in order to make progress. The RTP assumes transit ridership will more than double between 2015 and 2040, from 250,000 originating riders to more than 600,000 originating riders, which shows no signs of happening. Even prior to the Covid pandemic, transit ridership was falling, down 7 percent from its peak in

2012. Rather than growing at more than three and a half percent per year—pre-pandemic—ridership has been declining at about one percent per year.



Every RTP has consistently predicted high levels of transit growth that have not materialized. The 2004 RTP predicted 2020 ridership would be 383,000, the 2010 RTP predicted 2020 ridership would be 349,000, the 2014 RTP predicted ridership in 2020 would be 326,000; actual ridership (as noted) is about 250,000 (pre-Covid).

The consistent failure of the region to realize the gains in transit ridership called for in the last four RTPs suggests that we will need to do much more to reduce VMT and greenhouse gasses. It also suggests that Metro's transit ridership model is biased and inaccurate.

6. Approving more highway capacity would increase greenhouse gas emissions

Even though its climate plan is failing, Metro is giving the Oregon Department of Transportation the greenlight to spend billions of dollars expanding area freeways that are likely to lead to huge increases in greenhouse gas emissions. The RMI induced travel

calculator, calibrated based on [award-winning, peer-reviewed research from the University of California, Davis](#), estimates that the [Rose Quarter Freeway widening project](#) will produce an addition 40,000 tons of greenhouse gasses per year and the revived Columbia River Crossing will likely produce a further 100,000 tons of greenhouse gasses per year.

The [Induced Travel Calculator](#) shows that revived Columbia River Crossing project (now rebranded as “[I5 Bridge Replacement Program](#)“) would produce an additional 155 to 233 million miles of travel annually, leading to burning an additional 11 million gallons of gas. That in turn would translate into additional annual greenhouse gasses of about 100,000 tons (at roughly 20 pounds of CO₂e per gallon of gas).

155 to 233 million additional VMT/year

(Vehicle Miles Travelled)

Portland-Vancouver-Hillsboro, OR-WA currently has **715 lane miles** of Interstate highway on which **~4.6 billion** vehicle miles are travelled per year.

A project adding **30 lane miles** would induce an additional **155 to 233 million** vehicle miles travelled per year. Under today's conditions, the annual emissions from this are the same as **~21,100** passenger cars and light trucks or **~11 million** gallons of gas.

The same calculator shows that the proposed widening of I-5 at the Rose Quarter will likely produce 60 to 90 million additional vehicle miles of travel per year, lead to burning about 4 million additional gallons of gas per year, and generate about 40,000 tons of additional greenhouse gases.

62 to 93 million additional VMT/year

(Vehicle Miles Travelled)

Portland-Vancouver-Hillsboro, OR-WA currently has **715 lane miles** of Interstate highway on which **~4.6 billion** vehicle miles are travelled per year.

A project adding **12 lane miles** would induce an additional **62 to 93 million** vehicle miles travelled per year. Under today's conditions, the annual emissions from this are the same as **~8,400** passenger cars and light trucks or **~4 million** gallons of gas.

7. Metro isn't pursuing pricing, which has been proven to be effective

Metro has taken no action to implement any of the pricing options that its own research rates as “highly effective” in reducing greenhouse gas emissions, including road pricing, gas taxes, vehicle miles traveled fees, parking charges and pay as you drive insurance. It's gone out of its way to [gainsay effective pricing measures](#), and used its public relations budget to promote [false claims about vehicle idling](#).

One key reason for the increase in driving since 2014 has been the [significant decline in oil and gasoline prices](#). Metro's model, calibrated based on behavioral responses to the earlier higher prices, and the assumption that [declining prices wouldn't affect demand](#) for travel, have failed to predict the increase in driving.

8. Metro has done nothing to fix its failing climate strategy

In spite of the failure to advance its goals, Metro has proposed no new or stronger measures to reduce GHGs, even though its climate smart initiative says it will do so. Metro's 2014 [Climate Smart Strategy](#) (on page 1) promised to periodically check to see whether progress was being made toward the goals it laid out. It further promised:

If the assessment finds the region is deviating significantly from the Climate Smart Strategy performance monitoring target, then Metro will work with local, regional and state partners to consider the revision or replacement of policies, strategies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

Similarly, the [2018 RTP \(Appendix J\)](#) makes the same commitment on page 10.

Recommendations for future performance monitoring

To monitor and assess implementation of the Climate Smart Strategy, Metro will continue to use observed data sources and existing regional performance monitoring and reporting processes to the extent possible. These processes include regularly scheduled updates to the Regional Transportation Plan and Urban Growth Report and reporting in response to ORS 197.301 and ORS 197.296. When observed data is not available, data from regional or state models may be reported.

If future assessments find the region is deviating significantly from the Climate Smart Strategy performance monitoring targets, then Metro will work with local, regional and state partners to consider the revision or replacement of policies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

In addition, Metro staff will monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT and continue to improve emissions analysis methods, data and tools through its air quality and climate change program.

The data from DARTE show that Metro is plainly not meeting the initial greenhouse gas reduction goals set in the initial Climate Smart Strategy, nor is it on track to meet the much watered-down goal laid out in the 2018 RTP. Similarly the “fleet and technology assumptions” built into both the CSS and the RTP have been proven wrong. Yet the Metro has not acknowledged either of these basic facts, nor has it proposed any additional steps to reduce current high levels of greenhouse gasses to get them back on track. Instead, it is going along with proposals from the Oregon Department of Transportation to spend billions widening area highways—which will add to Metro area greenhouse gasses. (As explained in Appendix B, both the Land Conservation and Development Commission and the Oregon Department of Transportation have likewise failed to acknowledge increasing transportation greenhouse gas emissions, and have failed to update their incorrect modeling assumptions, and to revise policy targets, as both have committed to in their plans and regulations).

Appendix A. Sources, Data and Methodology

Metro’s description of its climate strategy is taken from the 2014 Climate Smart Strategy and the 2018 Regional Transportation Plan.

Data on Portland area transportation greenhouse gasses are from the [DARTE](#) national transportation greenhouse gas emissions inventory, which contains estimates covering the years 1990 through 2017 at a very fine geographic scale. [DARTE is the most comprehensive and uniform](#) national estimate of local transportation greenhouse gas emissions. We report DARTE data for Clackamas, Multnomah and Washington counties, the geography most closely corresponding to the Portland “metropolitan planning area” used in Metro’s 2018 RTP. For purposes of comparison, we factor up Metro’s figures by 18-20% (depending on year) to be directly comparable to the larger geography of the DARTE database.

We compute emission reduction trajectories needed to meet state greenhouse gas requirements, and trajectories implied by Metro's plans by computing a constant annual (negative) growth rate—or “glide slope”—needed to move from base year to final year emissions levels. For example, in 1990, Portland area transportation GHGs were 5.7 million tons; a 75 percent reduction from that level (to meet the state goal) implies a 2050 level of emissions of 1.4 million tons. To reach that level from 2013 actual emissions of 6.0 million tons requires a reduction of 3.8 percent per year for each year from 2013 through 2050. We compute glide slopes for other plans (ODOT's STS; Metro's RTP) in the same fashion.

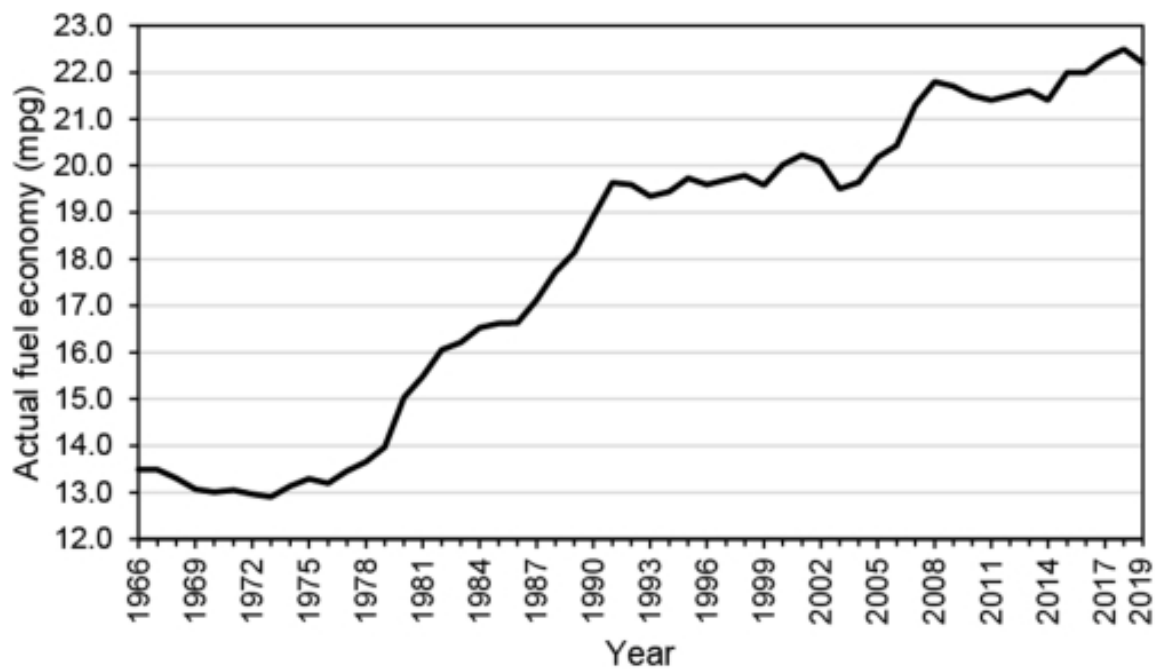
The 2018 RTP contains two conflicting estimates of how much reduction the plan will actually provide. Chapter 7 of the RTP says that the 2015 level was 13 VMT per capita per day, and that the plan would reduce this to 12.3 VMT per capita per day by 2040. The Climate Smart Appendix to the report, Appendix J, says that the 2015 baseline level was 12.7 VMT per capita per day, and would be reduced to 12.3 VMT per capita per day by 2040. Chapter 7 figures imply a 4.6 decline in VMT by 2040; Appendix J implies the decline will be only 2.3 percent. We assume that the correct level of VMT in the base years is 13 VMT per person per day, corresponding to a 4.6 percent decline in VMT by 2040.

Appendix B: Metro and State incorrect assumptions about cleaner vehicles

Guided by state rules, Metro's emissions modeling assumes “cleaner cars” through a combination of improved fuel economy (higher MPG standards), faster vehicle turnover (replacing dirty old cars with cleaner new ones), and smaller, more efficient vehicles (more cars, fewer trucks and SUVs). None of these assumptions have been realized in the time since Metro and state climate plans were published.

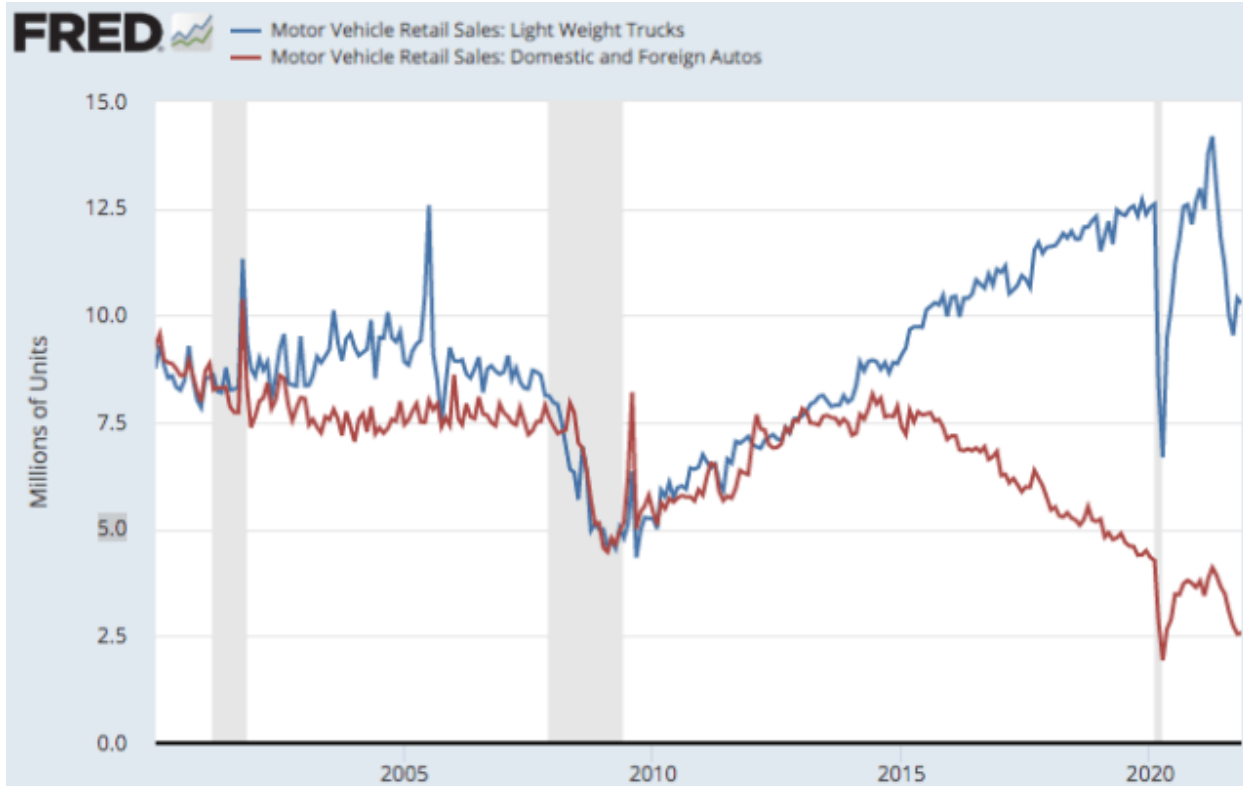
1. Fleet fuel economy has not measurably improved. Modeling for the climate smart initiative assumed rapid and prolonged improvements in vehicle fuel economy, due to rising federal fuel economy standards. But the impact of increased new car standards on actual levels of real-world fuel efficiency have been modest. Here is the data on actual average [fuel economy](#) through 2019. Average fleet economy was about 22.2 miles per gallon in 2019, far short of the targets set in the Metro modeling.

The graph below shows the changes in actual vehicle fuel economy from 1966 through 2019.



2. Average vehicle age is 50 percent older than assumed modeling. According to the [Bureau of Transportation Statistics](#), the average age of an automobile in the United States is now 11.9 years, up from 10 years in 2004. The Metro Climate Smart Plan assumed that the average age of a vehicle would decline by about 25 percent, from 10 years to 8 years; instead, the average age of a vehicle has increased by almost 20 percent, from 10 years to almost 12. The average vehicle today is now 50 percent older than assumed in the Metro climate plan.

3. Trucks and SUVs are displacing passenger cars, not the other way around. A critical assumption in the Climate Smart Plan and the RTP is that consumers would buy more and more passenger cars, and fewer trucks and sport utility vehicles. In fact, the opposite has happened: since 2015—when sales of cars and SUVs/Trucks were roughly equal—it's now the case that truck/SUV sales account for roughly 75 percent of all new vehicle sales.



4. Vehicle electrification is occurring very slowly. Many like to assume that electric vehicles will quickly and easily reduce carbon emissions. Yet electrification is happening too slowly and on far too small a scale to materially affect transportation greenhouse gas emissions. ODOT's [October 2019 revenue forecast](#) predicts the size and composition of Oregon's light duty vehicle fleet through 2029. They forecast that in 2029 Oregon will have about 3.9 million light duty vehicles, but only about 120,000 of them (total) will be electric vehicles. That's just 3 percent of the fleet; 97 percent will still be internal combustion engines. The slow adoption of electric vehicles, as depicted in ODOT's official revenue forecasts, means the agency believes that its efforts to promote EVs won't have a significant effect on the state's greenhouse gas emissions any time in the next decade, at least.

5. State forecasts of future vehicle emissions have been proven wrong. A critical part of any transportation greenhouse gas emission strategy is assumptions about the improvements in the cleanliness of future vehicles.

Metro's climate planning is based, in part, on [rules adopted](#) by the State Land Conservation and Development Commission (LCDDC) directing metropolitan planning organizations around the state to work toward complying with the state's adopted greenhouse gas emission goals.

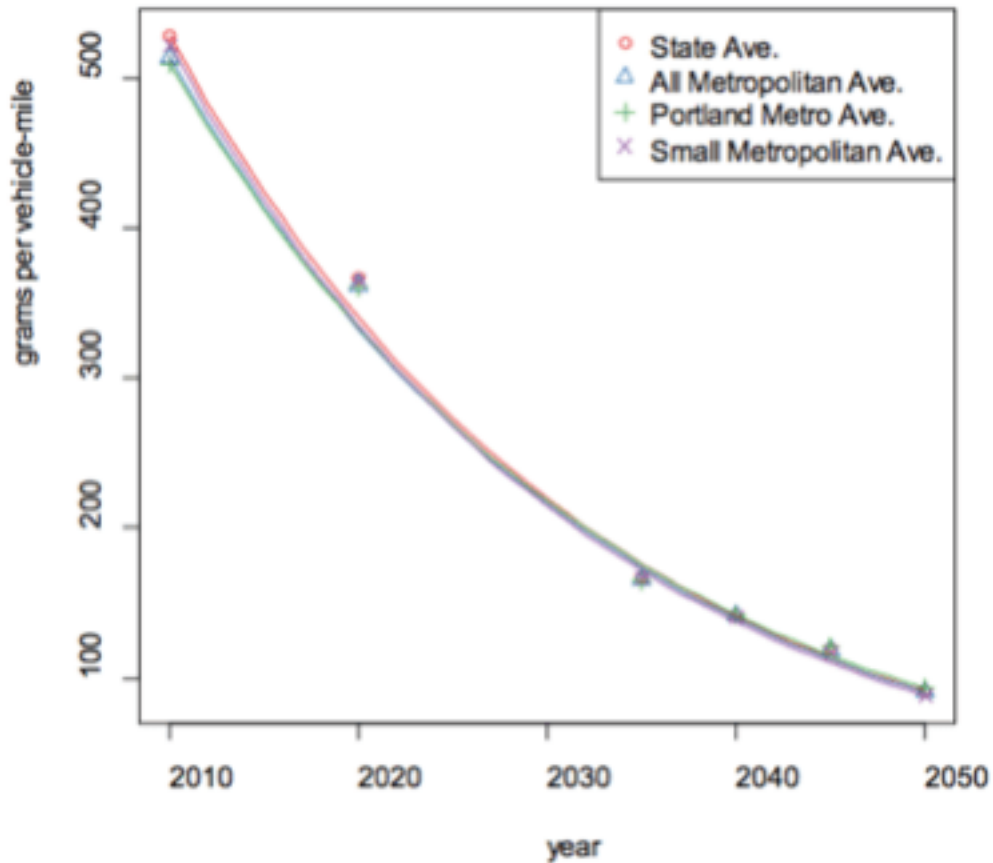
In 2017, LCDDC produced a [report](#) detailing its analysis of how these planning organizations were to plan for reducing transportation-related greenhouse gas emissions. As directed by

the Legislature, the planning process was to give local planners guidelines on the proportion of reduction in greenhouse gasses that could be expected from changes in vehicle efficiency and electrification.

LCDC based its rules on emission reduction assumptions taken from the Oregon Department of Transportation's 2012 [State Transportation Strategy](#) (STS). LCDC constituted a technical committee and retained Brian Gregor (formerly of ODOT) to prepare a technical analysis, drawing on the STS to estimate how much reduction in greenhouse gasses could be expected from improving technology and changing vehicle mix. Gregor's analysis predicted that vehicles would become dramatically cleaner over the next several decades, with a reduction in greenhouse gasses per mile traveled of more than 80 percent by 2050. Gregor's analysis concluded that LCDC should assume that emissions per vehicle mile would decline by 67 percent by 2035, the terminal year for local land use plans. Importantly, LCDC wrote Gregor's assumptions about future vehicle emissions into its administrative rules (OAR 660-044-0020).

Gregor's analysis assumed that average vehicle emissions would decline to about 90 grams per mile by 2050. Gregor reached these conclusions by assuming that fuel efficiency and zero emission vehicle regulations would steadily improve *new vehicle* emissions, and that over time, these would change *overall fleet* emissions. The report assumed that average vehicle age would be 11 years, and that average fleet vehicle economy in any year would be equal to the average new car fuel economy for vehicles sold 11 years earlier. Gregor's calculations imply a base level of emissions of about 520 grams per mile in 2005. New cars would be assumed to achieve 100 grams per mile in 2035, and the fleet as a whole would achieve 100 grams per mile in 2046, and about 90 grams per mile by 2050. Gregor summarized his assumptions in this chart:

Figure 2: Fleet-wide Average Light-duty Vehicle Emissions Rates Modeled for the STS Recommended Scenario and Future Trend Lines

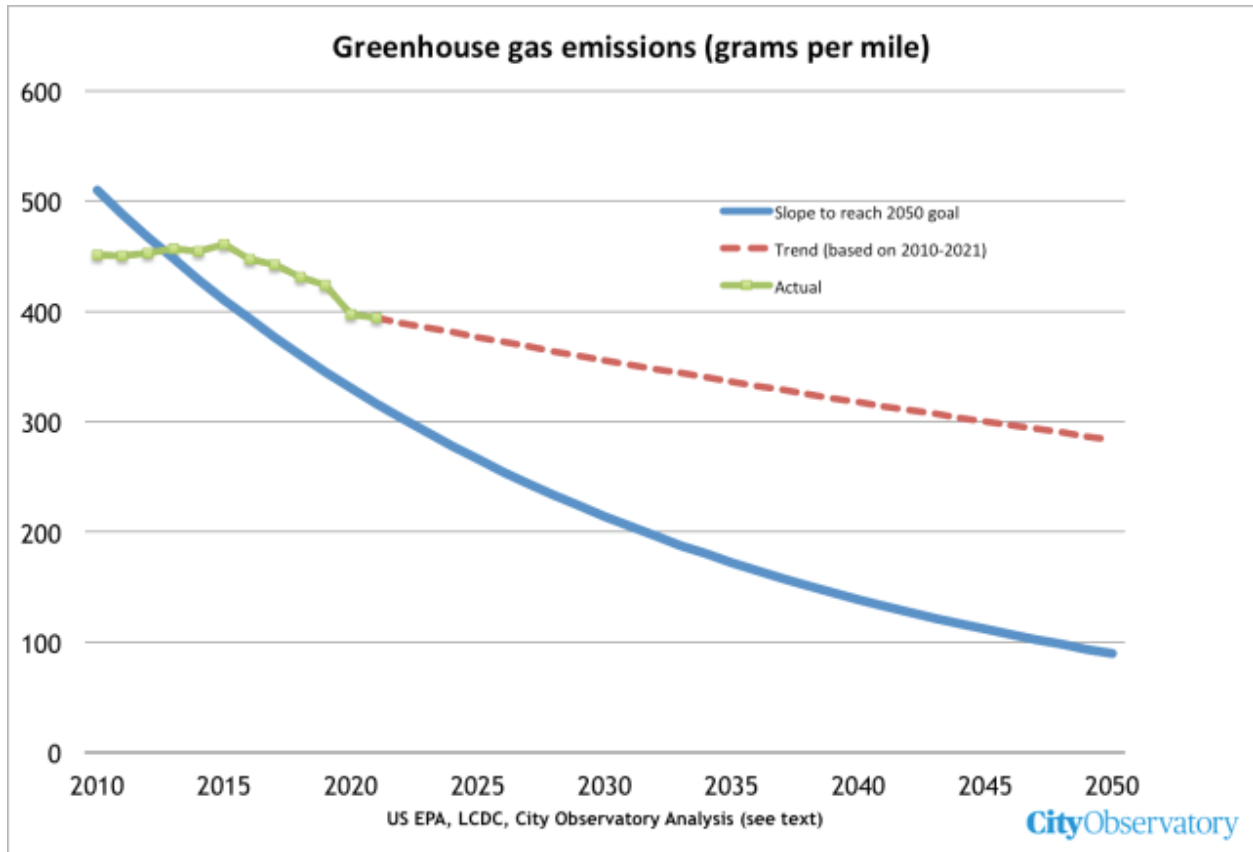


As Gregor writes:

Average vehicle emissions rates would need to decline by a little over 4% per year from the 2010 estimated average in order to achieve the recommended level in 2050.

It is now 2021, and we have roughly a decade of data on the actual rate of improvement in new vehicle emission rates. According to the Environmental Protection Agency, average emissions for new light vehicles have fallen from about 450 grams per mile in 2005 to about 348 grams per mile in 2021. By Gregor's approach, at that rate of improvement, average fleet efficiency in 2032 (eleven years from now) will be about 348 grams per mile. In the past decade (2010 through 2021), the number of grams per mile has declined at about a 1.1 percent annual rate. This is roughly only *one-fourth* the rate of improvement assumed in Gregor's calculation and LCDCs target rules.

The following chart shows the difference between Gregor’s estimate of the path of vehicle emissions (blue), and the actual improvement in emissions between 2010 and 2021 (green). The red dashed line shows the trend in vehicle emissions based on the 2010 to 2021 growth rate of -1.1 percent per year extended through 2050.



At current rates of improvement, per mile emissions are likely to be almost three times higher in 2050 than forecast in Gregor’s model, i.e. almost 300 grams per mile, rather than less than 100 grams per mile.

Achieving a reduction in greenhouse gas emissions is driven by the combination of cleaner vehicles and less driving. If vehicles become cleaner at a slower rate, then bigger decreases in driving (VMT/capita) are needed to achieve state goals. Gregor creates an equation showing how these factors determine the expected reduction in emissions.

Equation 2: Relationship between the Goal for Reducing Per Capita Emissions, the Change in the Vehicle Emissions Rate, and the Change in VMT.

$$Goal = Rate * Target \quad (2)$$

$$0.28 = 0.35 * 0.8$$

- A ratio of 0.28 of future to base year per capita emissions is equivalent to a 72% reduction.¹¹
- A ratio of 0.35 of future to base year vehicle emissions per mile is equivalent to a 65% reduction.
- A ratio of 0.8 of future to base year vehicle miles traveled per capita is equivalent to a 20% reduction.

Gregor estimates that we need to reduce per capita emissions to 28 percent of base levels (i.e a 72 percent reduction). He assumes that cleaner vehicles will do the lion’s share of this work. His assumed 66 percent reduction in the rate of emissions per mile, means miles per capita need to be reduced about 20 percent.

The much lower rate of improvement in cleaning up vehicle emissions that we’ve actually experienced means that proportionately more of the task of reducing greenhouse gasses will need to be met, per Gregor’s own methodology, by reducing vehicle miles of travel. At the current rate of improvement of vehicle emission reduction, in 2035, the average vehicle will still emit about 336 grams per mile, just a 25 percent reduction from base levels. In order to meet the state’s target of reducing per capita emissions to 28 percent of base levels by 2035, that means per capita vehicle miles of travel need to fall by 66 percent. (The following table uses Gregor’s Equation 2 to compute the needed “target” level of VMT reductions consistent with various rates of improvement in vehicle emissions).

Reductions from 2005 Levels by 2035

	GOAL	RATE	TARGET	Implied annual emission reduction
	GHG/Person	grams/mile	miles/capita	Annual rate
Adopted Gregor/LCDC estimate	-72%	-65%	-20%	4.25%
Trend based on actual 2010-2020	-72%	-25%	-63%	1.10%
Effect of doubling actual trend	-72%	-34%	-58%	2.00%

As show in the final line of the table, even if the annual rate of improvement doubles from its current rate to 2 percent per year from now through 2035, we would have to reduce vehicle miles traveled per capita by more than 50 percent.

In effect, the dramatic shortfall between Gregor's 2016 report, and the actual 1.1 percent improvement in GHG/mile is the combined effect of the factors described in this section (a heavier, truck and SUV oriented fleet, slow improvements in fuel efficiency, slower vehicle turnover and slow electric vehicle adoption.

LCDC and ODOT have failed to re-examine their policies in light of forecast errors

It is difficult and uncertain to make reliable and accurate projections about the future. That is why analysts typically couch their predictions in terms of the assumptions made to produce them, and why policies and reports relying on such forecasts frequently promise to revise their estimates as more and better information becomes available.

It's important to note that Gregor's predictions are based only partially on current law or policy, and rely heavily on assumptions that federal and state governments will devise, adopt, implement and enforce a whole series of new and more stringent policies to reduce vehicle emissions. Gregor's report made it clear that assumptions about improving vehicle economy were based on optimistic speculation about future federal and state policy.

The members on the Core Tech Team from the Departments of Environmental Quality and Energy agreed that the STS "trend line" is a reasonable reflection of **goals** that California, Oregon, and other states participating in the multi-state ZEV standards **wish** to achieve. They caution, however, that this planning trend **does not reflect recent trends** in vehicle fuel economy. Substantial efforts on the part of states and the federal government will be necessary to make this planning trend a reality. [Emphasis added].

A footnote on page 30 of the report makes this point even more clearly:

It is important to note that these 'trend lines' represent the trend in the model results given the vehicle assumptions in the STS recommended scenario. **They do not represent an extrapolation of past trend.** [Emphasis added].

The LCDC report relying on Gregor's estimates implicitly acknowledges the need to update these forecasts as better information becomes available. The LCDC goals were developed over several years from 2011 through 2016; The final rules were revised from earlier drafts explicitly because of the availability of additional information on vehicles and vehicle emission rates. LCDC elected to tie its estimates of vehicle emission rates to those in ODOT's STS for consistency with state efforts, and so that as the STS was updated, so too would be expectations about local targets.

If the STS is adjusted to account for changing assumptions to vehicles, fuels, and technology, the targets **can be similarly adjusted to compensate** for the updated assumptions. (page 9). [Emphasis added].

However, while the responsible state agencies (ODOT and LCDC) acknowledged the need to change targets as new information became available when targets and the STS were first prepared a decade ago (in 2011 and 2012), they've done little since to respond to new information. ODOT prepared its first [STS Monitoring Report in 2018](#) and found that progress on fleet, fuels and vehicle technology was much less than what it had forecast in the STS in 2012, and as a result that the state was way behind in meeting emissions goals. Since that finding ODOT has done nothing to either revise its estimates of future vehicle emissions rates to reflect this new information or, more importantly, identify actions needed to get the state back on track. Instead, ODOT's Monitoring Report [obliquely concludes that unspecified](#) state policy-makers will need to decide what to do next.

LCDC's decision to tie its targets to the STS—a decision which at least promotes consistency—means that ODOT's failure to update the STS means LCDC policy remains based on outdated, inaccurate estimates until ODOT chooses to update the forecasts in the STS—something not on ODOT's schedule, despite Governor Brown's [Executive Order](#) which directs the agency to do everything in its power to implement the STS. LCDC has also failed to follow its own administrative rules which require it to re-appraise the validity of the emissions assumptions on which the rules were predicated:

[660-044-0035](#)

Review and Evaluation of Greenhouse Gas Reduction Targets

(1) The commission shall by June 1, 2021, and at four year intervals thereafter, conduct a review of the greenhouse gas emissions reduction targets in OAR 660-044-0020 and 660-044-0025.

(2) The review by the commission shall **evaluate whether revisions** to the targets established in this division **are warranted considering** the following factors: . . .

(e) Additional studies or analysis conducted by the Oregon Department of Transportation, the Department of Environmental Quality, the Oregon Department of Energy or other agencies regarding greenhouse gas emissions from light vehicle travel, including but not limited to **changes to vehicle technologies, fuels and the vehicle fleet**; [Emphasis added].

ODOT's own STS monitoring report concedes that vehicle technologies, fuels and the composition of the vehicle fleet are not changing as anticipated in the STS, making the assumptions underlying LCDC's rules invalid. LCDC (and ODOT) have both ignored data from "other agencies"—in this case, the US Department of Energy, sponsor and publisher of the DARTE transportation greenhouse gas database—showing that Oregon greenhouse gas emissions have increased, rather than decreasing, as called for in both agency's plans, and state statute.

Hi. My name is Lesley McClintock and I am sending this written statement to the Metro Council to advocate for our fellow Liuna 483 park workers and rangers, plus additional staff in our union.

We deserve higher wages due to the tremendous increase in food, rent, car insurance, and health costs. Our rent, car insurance, food, utilities, and health care costs have increased dramatically in the past year due to inflation. I was even charged \$20 for emailing a question to my doctor at Providence, with insurance. I did not even see or talk to her. This has never happened before.

We deserve higher pay due to hazardous conditions, sometimes life endangering. At one of our parks we regularly run into four people at a time doing fentanyl in the bathroom. I feared for my life one day at the same park where a man was on drugs, shaking, and agitated. He was throwing a double bladed sword in the air and proceeded to walk into the park on trails we are required to patrol. I had to stay close and hide near my truck in case he were to run towards me.

Our staff last year dealt with people building fires in the middle of the trail plus being threatened with a large stick/ club by a belligerent visitor. We regularly have to clean human feces off of the floor or walls of the bathroom because people have missed. We have also had to deal with blood and other bodily fluids in the bathrooms. As well, we have to clean human feces off the trails and near benches. At all of our parks we have to unclog toilets and deal with disgusting trash on the ground or dumped in the forest. Some of our staff have had to address animal carcasses illegally dumped by the side of the road at Chehalem.

In addition, our hourly seasonal workers have to deal with the conditions aforementioned with no health insurance and lower pay. They deserve higher pay for retention which ultimately will save Metro time and money in training and recruitment. All of the above can be considered hazardous conditions and biohazards. Plus, we have to work in inclement smoky and hazardous air.

In addition, we deserve the exact same vacation accrual hours as our hardworking administrative, science, and management staff at Metro who are able to work from the comfort of a safe home or office with air conditioning with no biohazards nor threats of Fentanyl exposure, nor threats of physical violence.

Thank you,

Lesley McClintock

To Metro Council,

My name is Rafael Lopez. I'm a member of Laborers' Local 483, and I'm providing written testimony today on my own time in support of our union bargaining team.

Our Union's top priorities are:

- The Need for Higher Wages – it has been disheartening to see in the last few years a tremendous difficulty in hiring due to the lack of competitive wages for entry level staff members. I started as a seasonal park worker and was made aware that the local Target and fast food industries were offering greater starting pay than our entry level positions. Given that parks provide such a respite for our communities before, especially during the pandemic, and now as we move back to our customary recreational practices, it is imperative to provide competitive wages to attract talented and competent workers to serve the public.
- The Need for Hazardous Conditions Language – I started working in the summer of 2021 and had to endure working in a historic heat wave (116 degree record), and the following year there were wildfires to the south and east that created very poor air quality. As we are considered essential employees, I was at work every work shift and out in the elements as my work and responsibilities cannot be accomplished virtually.
- Our Union Needs Traumatic Incident Leave – In my former capacity as a Park Ranger, I had the unfortunate experience of being a first responder to a suicide in the park. Although Metro provided me with opportunities for support, they did not provide me with any paid trauma leave. If I wanted to take anytime off after the incident it was welcomed, but would have to be sick leave or vacation leave. Although this is an extreme incident, Park Workers, and Park Rangers alike face many difficult events and situations during their work and some of these essential employees should be protected with very basis trauma informed care.

Good Morning Metro Council. My name is Ted C. Thompson. I'm a member of Laborers' Local 483, and I'm appearing today on my own time to provide testimony in support of our union bargaining team. I am a limited hour employee as part of the Blue Lake Regional Park maintenance team. During the past 18 to 24 month period I have definitely felt the pinch of inflation, for necessities such as food, to gasoline, to water and sewer, to taxes, to electricity etc. The hourly wage I am currently making is indeed proving to be challenging to pay these bills leaving little left for personal enjoyment or more importantly upkeep and maintenance of my home, vehicle, etc. I am here to appeal to the Metro Council to take into consideration these needs and increase the hourly wage for these positions and provide a reasonable cost of living adjustment as soon as possible.

Sincerely,

Ted.

Name * Aleah Hesse

Email * aleahhesse@yahoo.com

Your testimony

Good morning Metro Council. My name is Aleah Hesse. I am a member of Laborers Local 483, I am also a Park Ranger. I am writing to provide testimony in support of our union bargaining team.

Our jobs as Park Rangers looks very different now with the changes from the economy, climate, houseless crisis, and COVID. We are having to handle the highest numbers of park visitors at our sites, while working in record setting hot temperatures, unhealthy air conditions, flash floods, and tornado warnings. The severity of these conditions are entirely new hazards to try and work through, regardless, we continue to work through them.

In the Summer of 2021, temperatures reached 117°F, the heat fried the channel on our radios we used to keep in contact during emergencies. I discovered it wasn't working when I needed help to respond to an incident for a park guest but couldn't get ahold of anyone. We managed to work around this issue enough though it put us in an unsafe situation.

I never had a sensitivity to wildfire smoke before this year. I have been exposed so much, that I now get headaches from the smoke.

I would like to know why Metro has 'no desire' to pay for our continual exposure to unsafe conditions.

We have to see things and help people through situations other people won't have to experience in their lifetime. I have worked for Metro for 2 years and in that time I have already experienced many traumatic situations. I've had to intervene for domestic disputes. I've had to clean-up after people brutally tortured then murdered wildlife at one of our parks. I've been the first responder when a person drove their car into the Columbia River. I've witnessed 2 people die, one was a young child no older than 5. I was in Blue Lake Park when the body of someone who committed suicide was found by another Park Ranger.

Please recognize the need for traumatic incident leave, we encounter so many experiences on the job that are devastating for our mental well-being.

Thank you.

Is your testimony related to an item No

Name *	Amador Marquez
Email *	marquezaskkd@gmail.com
Address	<input type="checkbox"/>
Your testimony	I think that the increase of pay. Should be given because all other things are increasing also. People want stay in a job that can maintain them instead looking for another job.
Is your testimony related to an item on an upcoming agenda? *	I'm not sure

Name *	Amy Fitzpatrick
Email *	amydianefitzpatrick@gmail.com
Address	<input type="checkbox"/>

Your testimony

Good morning Metro Council. My name is Amy Fitzpatrick and I'm a seasonal park worker. Although I've only worked for Metro for a short time, there are a few things I've learned. One – the employees here are a dedicated and amazing group of people. Two – they risk their health and safety almost daily in order to keep the public as safe and happy as possible. Three – they are significantly underpaid comparable to the market and to the changing financial times. I, myself, make a higher hourly rate driving food delivery than I do working with large machinery, heavy equipment, hazardous human waste, and I've found two hypodermic needles in the span on two days in our public spaces. Inflation, combined with lower than market wages, is forcing full time employees to work side gigs after a physical and tiring ten hour day. This is not safe. This is not sustainable. The dedicated employees here are tired and won't be able afford to stay with Metro for much longer, especially with inflation and market changes. Employee shortages lead to more significant and far reaching employee shortages rather quickly, as the ones who stay end up getting burned out and eventually apathetic to the jobs they previously were passionate about. Please keep this in mind while deciding our fates. Thank you for your time.

Is your testimony related to an item on an upcoming agenda? *	Yes
---	-----

First name: Dana

Last name: Rokosny

danarokosny@afm99.org

Subject: Support for MERC Visitor Center public service mandate

Comment or question:

Dear Commissioners,

My name is Dana Rokosny and I am a member and President of the Musicians Union Local 99 (American Federation of Musicians). This note is in support of the testimony that Mont Chris Hubbard delivered a few days ago. Below is his testimony and I hope you will thoughtfully consider the equity issue at the heart of it.

"The members of my union work for many of the resident companies and featured tenants of P5, including the Oregon Symphony, Portland Opera, Oregon Ballet Theatre, Stumptown Stages, and others. Our employers, and many not ALL, but many of the local arts organizations that use P5 actually pay their performers a living wage. They are unfortunately in the minority of performing arts organizations in our city.

Please consider the MERC Visitor Venue's public service mandate to promote access, support the arts, and drive economic development. Sustaining living wage performing arts jobs falls into all three of those categories. I'd like to especially point out that if artists are not making a living wage, the people who can afford to make art are not going to reflect the true diversity of our community. Paying artists a living wage is an equity issue.

We know that P5 supports local organizations by giving discounts on rent, but rent is actually only a small portion of the cost that P5 charges. You saw this in Mr. Norris's presentation, where direct costs passed on to users far exceed rent. The average is about 1.5x what the rent is (and can be much higher); on average, a non-profit org that is given a 20% discount on rent actually only receives a 6% discount on total expenses. A 6% discount on expenses that have increased FAR more than that in recent years? That is not living up to MERC's public service mandate. Please consider this as you re-examine the discount tiers so that they will apply to all of their expenses and keep P5 accessible for local organizations that support living wage jobs for local performing artists."

Thank you for your care and thoughtfulness to truly support the performing arts in the Portland Metro area.

Sincerely,

Dana Rokosny

###

Name *	Emily Van Cleve
Email *	emvancleve@gmail.com
Address	<input type="checkbox"/>

Your testimony

Dear Metro Council, My name is Emily Van Cleve. I am a Metro Park Ranger and a member of Laborers' Local 483. I am writing in support of our union bargaining team. I can attest to my own financial insecurities, and those of many members of the ranger team. I love my job, but I don't see myself here long term because of the salary. With the current ranger salary I cannot save for a home, I cannot marry my partner, and I cannot start a family. After I pay my bills, car insurance, car payment, groceries, gas, I barely have enough to pay for my rent. I worry that I am only one bad injury and a couple lost paychecks away from being houseless. I have seen the effects of financial insecurity among my coworkers. Although everyone's heart is committed to the job, the stress of finances does affect our ability to show up as our best versions of ourselves. A raise in wages will go a long way to supporting the parks operations staff, otherwise we will be the ones filling up all of Metro's low income housing. Thank you for your support,
Emily Van Cleve

Is your testimony related to an item on an upcoming agenda? *	Yes
---	-----

Good morning Metro Council. My name is Kendra Strahm. I'm a member of Laborers' Local 483, and I'm writing to you today on my own time to provide testimony in support of our union bargaining team.

I could write pages about the indifference that Metro shows its employees, but today I will stick to a few priorities.

In the most recent collective bargaining agreement, a Variable Hour Employee is defined as "an employee hired for the purpose of meeting emergency, non-recurring or short term workload needs, or to replace an employee during an approved leave period."

I am a Variable Hour Employee and I'm approaching my third season with the Oregon Zoo as an Events Laborer. We work on one of the largest annually recurring events in the Portland area, Zoolights. Labor for this one event starts in July and runs through March or later. The work we do is not emergency, short term, or non-recurring work. We work like full time employees but without seeing any of the benefits. We are incorrectly classified and treated as expendable.

We work outdoors in hazardous conditions including extreme temperatures, inclement weather, and wildfire smoke. This past winter, we were expected to come into work during the snowstorm that shut down the rest of the city. If we were unable to make it into work in the unsafe conditions many of us were unpaid for the canceled shifts. We need hazardous conditions language in the contract to protect all of us whose work takes place outdoors.

These conditions are also one of the many reasons for the need for higher wages. I make \$17.12 an hour. 95% or more of our work is outside and it's skilled labor.. We work with heavy equipment and electricity. This past zoolights season, I was shocked while working on a light fixture and sent to the hospital. I received one day off from work which was paid from my accrued sick leave. I couldn't take more days off because I couldn't afford to and went back to work still suffering the side effects of electrical shock. We face these risks at work every day but we don't have hazard pay, healthcare, or traumatic incident leave.

The need for higher wages, hazard pay, healthcare, and traumatic incident leave couldn't be more urgent, especially for VHEs. Many of us skip meals to pay our bills and that is unacceptable as employees of the state's top paid attraction. I hope that Metro will take this into consideration during upcoming negotiations and show its workers that it appreciates and respects their hard work.

Thank you for your time.

Name *	Mary Coolidge
Email *	peregrinity@gmail.com
Address	<input type="checkbox"/>

Your testimony

Good morning Metro Council. My name is Mary Coolidge. I'm a member of Laborers' Local 483, and I am providing testimony on my own time in support of our union bargaining team.

I have been a Variable Hour Employee (VHE) at the Oregon Zoo since February 2015, and have had a consistent weekly schedule for the duration of my employment with the exception of a 3 month layoff at the onset of Covid. I have worked right alongside my coworkers through wildfire smoke, extreme heat, snow and ice and related power outages, emergency animal evacuations, and traumatic animal events.

Over the course of these 9 years of service, I have had no job protection, no raises (apart from COLAs), no paid time off, no health benefits, and I earn a fraction of what my coworkers earn for holiday pay. I am not eligible for opportunities that regular employees enjoy like paid vacation, and networking and professional development opportunities in spite of the fact that I have been at the OZ for as long or longer than 2/3 of my coworkers. Historic investments I have made into my own professional development have literally been chuckled at by zoo leadership because of my VHE status. Though I do think that leadership attitudes toward VHEs have improved considerably in recent years, the reality of VHE working conditions have not.

Not only is the class system that VHEs work under fundamentally disrespectful and morale-eroding, it also has real consequences for our lives. Although I have another 20 hour per week job at a nonprofit organization where I do enjoy full health benefits, many other VHEs at the OZ may not be so fortunate. The other basic inequities outlined above (including pay rates, PTO, holiday pay and access to professional development) absolutely affect both my own and other VHEs earning potential and career trajectories. That Metro can justify using VHEs in long term positions at the Zoo without promise of a clear pathway to permanent employment (and all the benefits permanent employment would bring) is an unfair and unjust labor practice and overlooks the real value that VHEs' combined years of service bring to Metro and to the Oregon Zoo.

Thank you for your time and consideration of these comments.

All the best,
Mary Coolidge

Is your testimony related to an item on an upcoming agenda? * Yes

I am concerned about the group "her voice mvmt" that was hosted at the Oregon Convention Center. My reasoning is rooted in the violence they have perpetuated in their speech. With the radical ideology that puts minority groups in more danger, I am afraid of groups with this type of messaging being hosted again. Lou Engel specifically targeted the LGBTQIA+ community by suggesting that LGBT members be put to death or even receive life in prison. This is not a matter of "free speech", this is enticing violence towards people that they don't agree with. I am pleading that groups with this type of messaging would not be given a platform to speak again. Every human has a right to feel safe.

Public Hearing

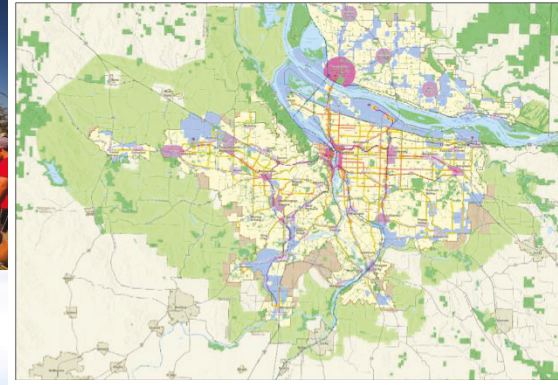
2023 Regional Transportation Plan and High Capacity Transit Strategy

Metro Council

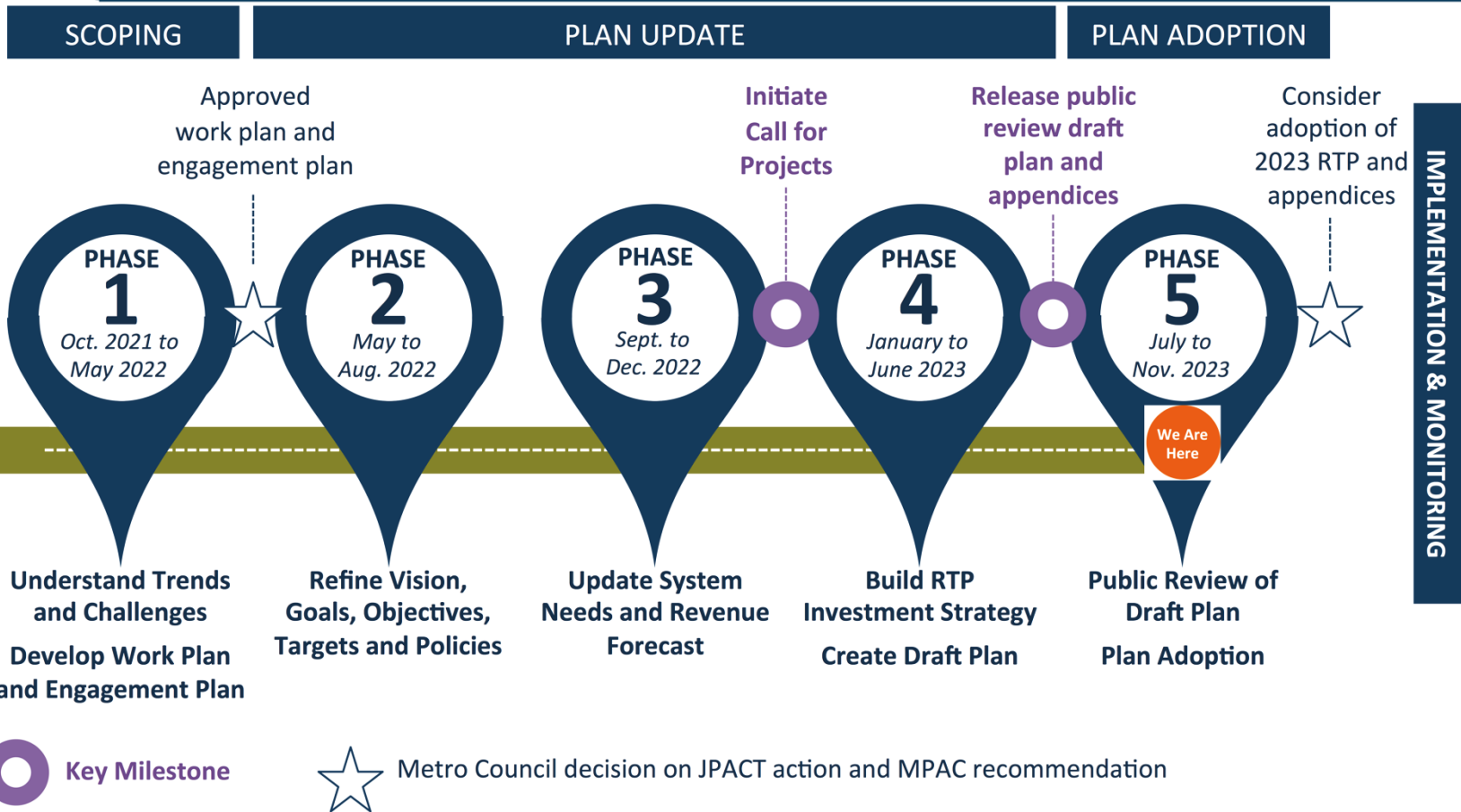
July 27, 2023

Catherine Ciarlo, Director

Kim Ellis, RTP Project Manager



Timeline for the 2023 RTP update



Public Review Draft documents

oregonmetro.gov/rtp

PUBLIC REVIEW DRAFT
**2023 Regional
Transportation Plan**
*A blueprint for the future of transportation in
the greater Portland region*

July 10, 2023 oregonmetro.gov/rtp

**HIGH CAPACITY TRANSIT
Strategy**

REPORT **PUBLIC REVIEW DRAFT - July 10, 2023**

Appendices and supporting documents

Many meaningful opportunities to listen, learn and collaborate



From Oct. 2021 to June 15, 2023

What we've heard from community outreach and engagement

Safety is the top concern

Traffic safety is a concern while walking and biking

Personal safety – including hate crimes, harassment, and unsafe interactions with others – is a concern for people taking transit, or walking to / waiting at stations

We are facing a climate emergency

Major RTP projects do not do enough to reduce emissions

Prioritize maintenance

Streets and sidewalks need repair; **Buses and MAX cars** need maintenance

Invest more in transit service

The **transit network** needs to be more **affordable, efficient and accessible**

Walking is a priority

Many parts of the region **need more sidewalks**, and all sidewalks need to be **ADA accessible**.

New and updated policies that reflect what we heard

Added **new policies** for **pricing, mobility, and resilience**

Updated **policy maps** for **equity focus areas, high injury corridors and networks**

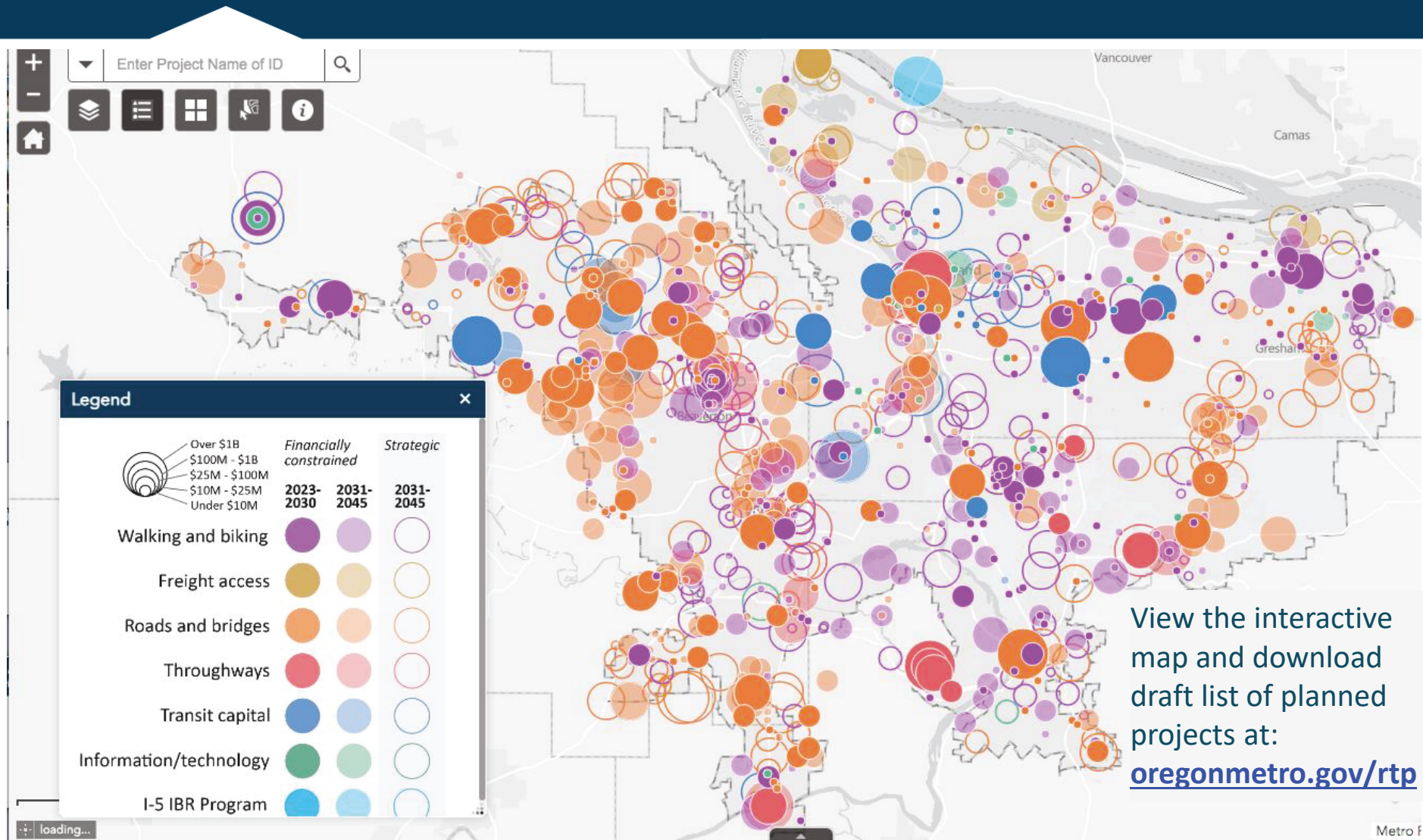
Updated **transit policies** to reflect updated **high capacity transit strategy**

Clarified existing policies for **throughways and arterials** related to mobility

Made minor updates to **other** policies



More than \$68 billion planned by 2045 to address needs and priorities



View the interactive map and download draft list of planned projects at: oregonmetro.gov/rtp

45-day comment period builds on engagement conducted since 2021

The public comment period for the RTP is from July 10 - Aug. 25, 2023.

SUBMIT YOUR PUBLIC COMMENT HERE 



- Online survey
- Online comment form
- Email, letters and phone
- Public hearing on 7/27/23
- Metro Council and regional advisory committee discussions
- Consultation with Tribes
- Consultation with federal, state, regional and resource agencies
- County-level coordinating committee briefings

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



oregonmetro.gov/rtp



Metro

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

oregonmetro.gov



Metro



THE EXPO FUTURE PROJECT

Metro Council & MERC Work Session

July 2023

Paul Slyman

Giyen Kim

Jovian Davis

Jaime Mathis

Amy Nelson

Expo Future Updates

- Partnerships
- Market analysis and feasibility update
- Governance structure and committees
- Strategic communications
- Community engagement

Partnership Updates

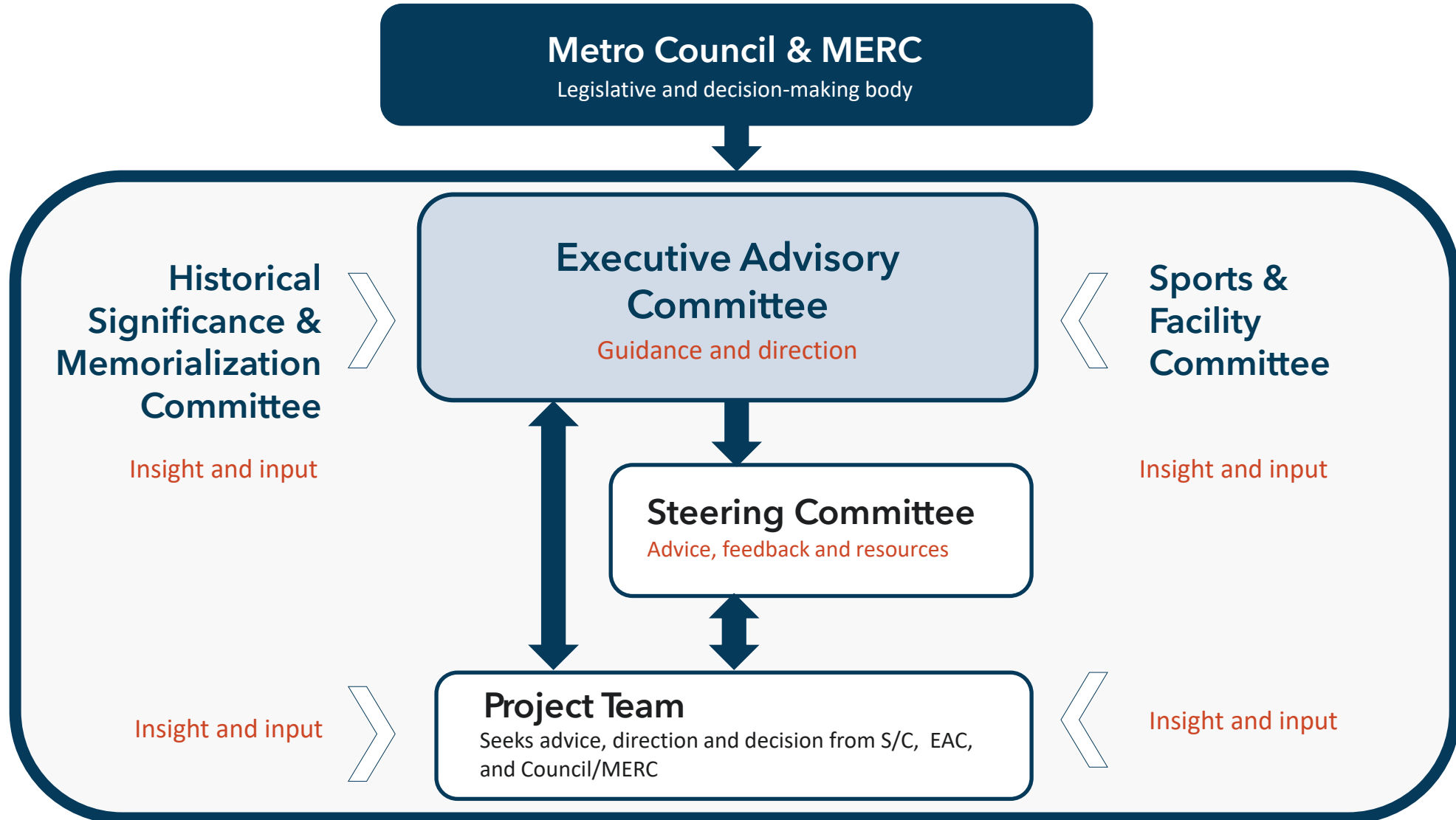
- Urban Indigenous & Tribal government relations
- Community Based Organizations
- Interstate Bridge Replacement project
- Sport Oregon
- Bonneville Foundation
- Urban Land Institute



Feasibility RFP

- **Current:** Review stage
- **Next:**
 - Interviews
 - Selection
 - Negotiation
 - Contract execution

PHASE 2: PROJECT GOVERNANCE



Phase 2: Strategic Communications

- Develop communications tools to help us speak about the Expo Future project with one voice
- Keep consistent information flowing with our constituents and key audiences
- Capture and incorporate the stories and voices from our community

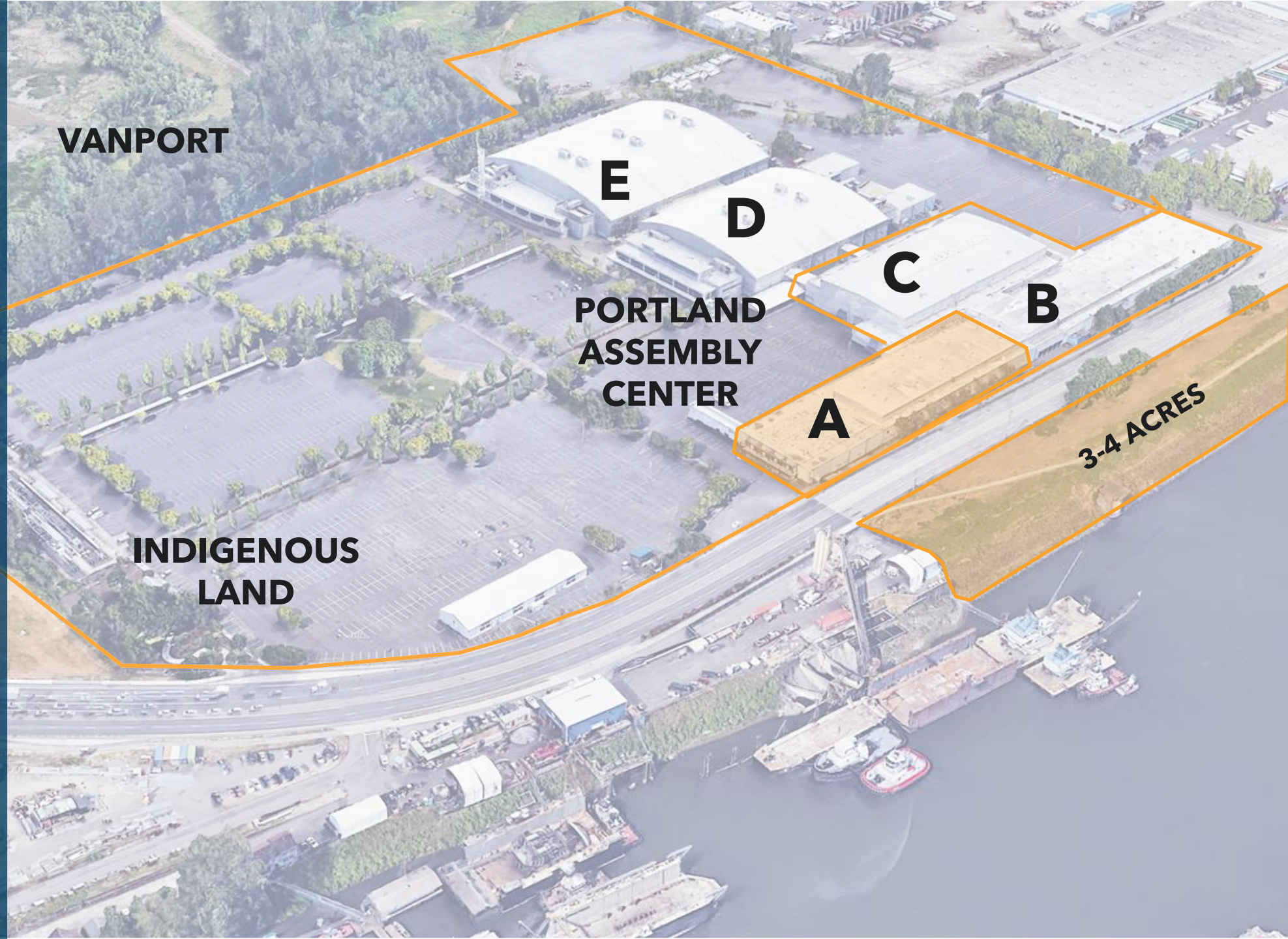
Community Engagement

Communities and tribes most impacted by the site's history

- Japanese-American community
- Vanport Descendants & Black community
- Urban Indigenous community
- Tribal Government partners

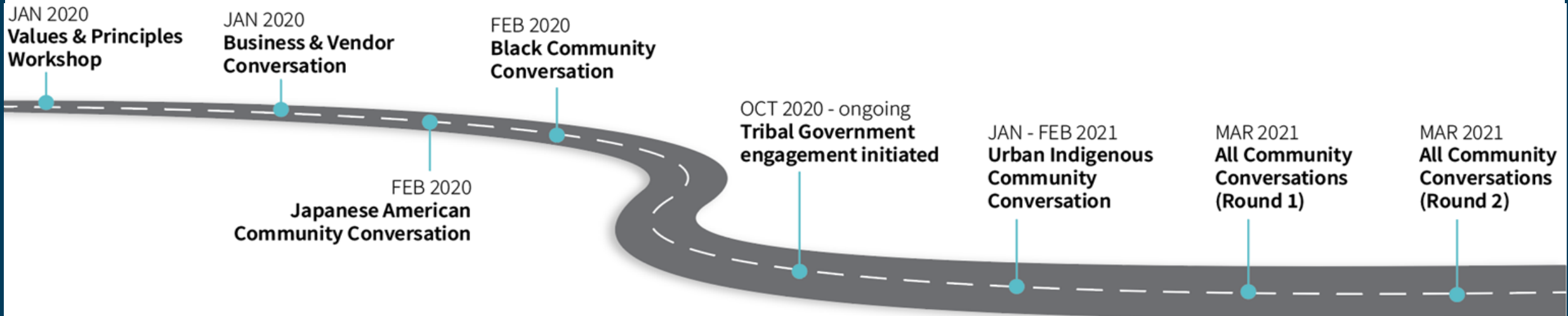
Additional

- Clients/vendors/users
- Project partners
- North Portland district/neighborhood
- Broader community

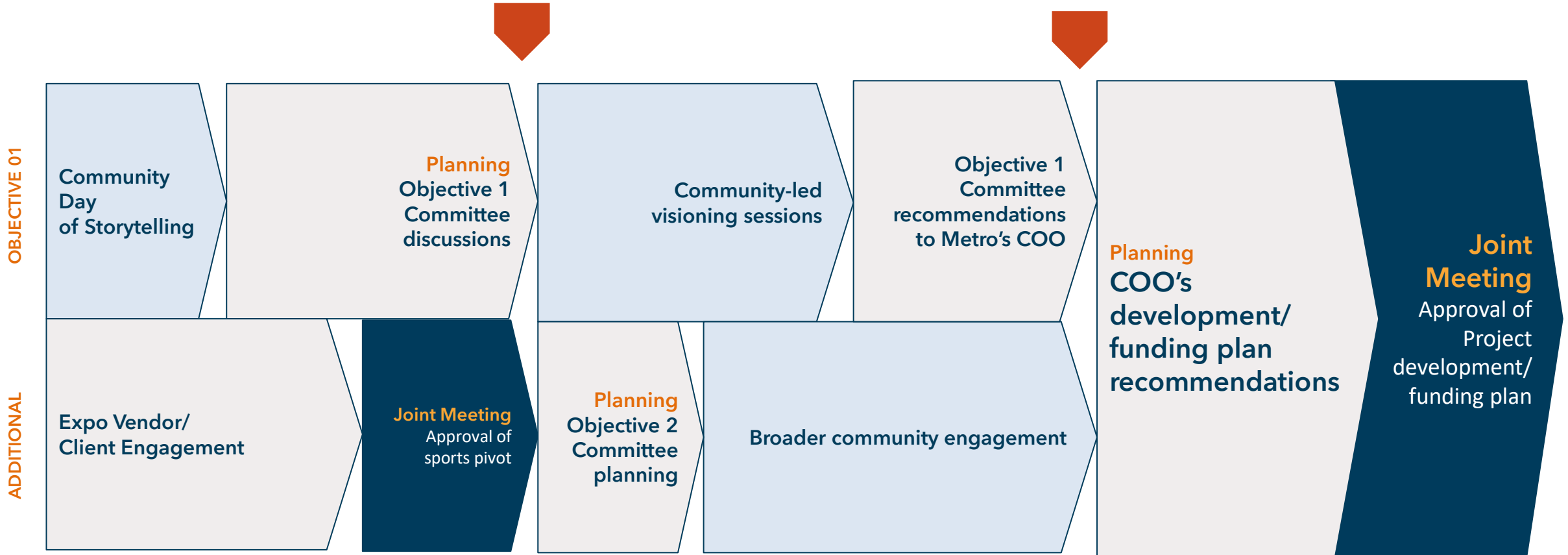


Phase 1: Community engagement

- The Guiding Principles (GPs) started with a set of goals and principles developed by Metro Council and MERC
- In early 2020, key stakeholders met in a series of meetings to provide feedback and ideas for the GPs
- In 2021, all stakeholders convened in Community Conversations designed to further refine agreed-upon GPs
- In early 2022, Metro Council formally adopted the GPs as the guiding framework for the project



Phase 2: Community engagement



○ External/community

○ Internal or committee

● Recommendation or decision

RFP: Objective 1 Community Engagement

1

**Community
day of
storytelling**

2

**Refine engagement
strategy and
approach**

3

**Engage with the
communities most
impacted by the site**

4

**Facilitated
discussion**

5

**Recommendations
to Metro's COO**

6

**Incorporated into Phase 2
recommendations**

Do you have any near-term
guidance about the community
engagement process?

Reference Slides

Recommendation # 1

Metro will recognize Expo Center's Hall A as a site of national historic significance and meaningfully memorialize the site's history of forced displacement during World War II and the Vanport Floods, as well as the site's pre-colonial history and importance to Indigenous Peoples.

In doing so, Metro will take the lead in convening Tribal government partners, the Black and Japanese American communities and urban Indigenous community to meaningfully memorialize the cultural significance of the site to our region and country. As part of this, Metro shall investigate support from federal, state, or other partners, including philanthropic partners, for financial or other opportunities for Hall A, specifically, and the land adjacent to the Columbia River.



Recommendation # 2

Recognizing Oregon’s status as an international powerhouse in the sport and outdoor industry, Metro will take measures to align Expo’s future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports. Metro will proceed to Phase 02 of the Expo Future project and directs staff to conduct due diligence, which includes –

- a. Partnering with Sport Oregon and other sports organizations on a market and feasibility study to examine how Expo can best pivot its operations toward a sports facility as a primary market, with other uses such as consumer, live entertainment, and community events as secondary markets.
- b. Conduct an analysis of the benefits and drawbacks of contracting with a third-party venue operator versus Metro.
- c. Explore additional revenue generating opportunities for the site.

Depending upon results of the market and feasibility study:

- d. Work with community partners and stakeholders to align Metro’s new vision for the site as a community-centric venue with the project's Guiding Principles.
- e. Conduct a full capital needs assessment and determine a strategy for the site's future development.
- f. Develop a funding strategy and business plan to support the approved vision.
- g. Coordinate with other jurisdictions on activities related to the Expo Future project and identify potential public and private partnership opportunities.
- h. Conduct additional due diligence activities that support the core central concept's feasibility.

COO RECOMMENDATIONS: FULL TEXT

Recommendation # 3

COO's office will work with Metro Council President and the Chair of MERC to determine the appropriate governance structure and stakeholders to support the activities of Phase 02.

Recommendation # 4

In alignment with the recommendations from the Expo Future Community Partner review committee and the project Steering Committee, Metro shall prioritize the use of locally-owned contractors and vendors for the redevelopment of the site.

Recommendation # 5 (GMVV deliverable)

Expo will continue to operate and book events after June 2024. Booking contracts should propose clear cancellation policies and flexibility to accommodate for redevelopment efforts. Upon identification of a capital improvements timeline, bookings and activities should be adjusted for consistency with redevelopment or other unforeseen impacts.

Recommendation # 5 (continued)

Where possible, Metro's Visitor Venues General Manager shall align Expo operations with a booking policy and communications strategy that supports the Expo Future Project's timeline and goals. In addition, every effort should be made to pursue the sports event market within the current venue constraints.

Recommendation # 6

COO's Office shall continue to coordinate with Planning and Development staff working on the Interstate Bridge Replacement (IBR) Program, to identify project needs and ensure coordination between Expo booking and IBR project

What guiding principles should be at the root of how we weigh different development options?

PORTLAND EXPO FUTURE SCENARIO GUIDING PRINCIPLES

Updated March 17, 2022



EXPO FUTURE: PROJECT TIMELINE



Other considerations

EXPO CENTER (RECOMMENDATION #5)

VENUES VISIONING

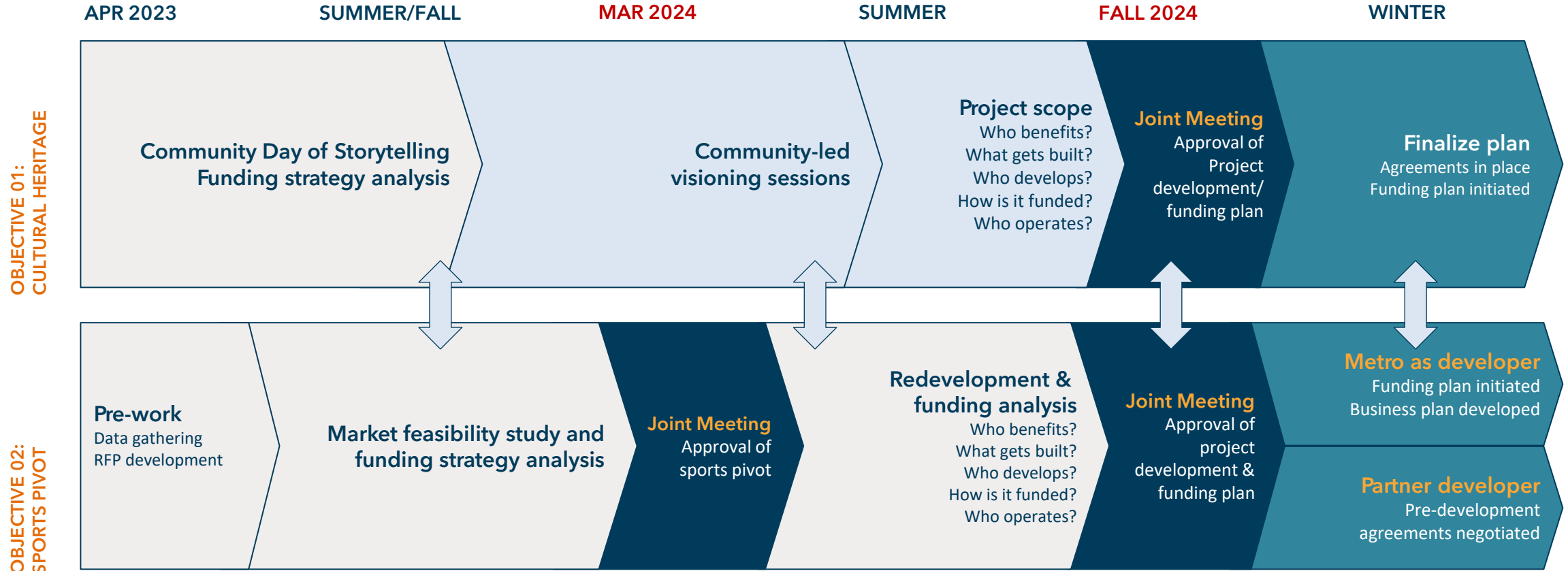
INTERSTATE BRIDGE
 REPLACEMENT

Pivot operations thru (TBD)

Planning process thru 2024+

Pre-construction | Construction thru 2033

EXPO FUTURE: PROJECT MILESTONES





FY 23-24 Budget

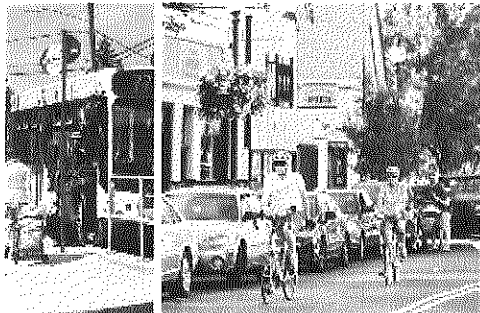
DESCRIPTION	PROPOSED BUDGET
Market, financial and feasibility study	\$200,000
Community engagement	\$120,000
Strategic communications	\$120,000
Project concept marketing and branding	\$75,000
Stipends	\$20,500
Misc. administrative costs	\$12,500
TOTAL	\$548,000



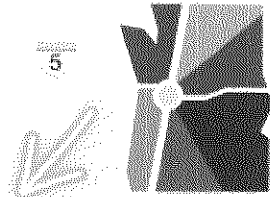
is important.

ouncil and other decision-makers want to
. From July 10 through Aug. 25, 2023,
eedback on the 2023 Regional
Plan (RTP) and draft strategy for high
t.

jects recommended by transportation
dress the region's significant and

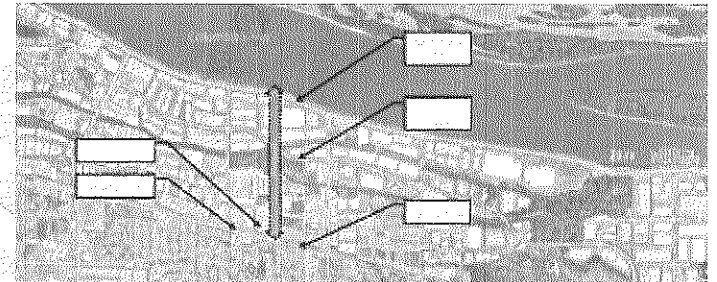


INTERSTATE BRIDGE \$3.6B



Vancouver

PARKROSE GREENWAY \$8M



COLUMBIA CORRIDOR (IN LIGHT GREEN)

Portland



84



ult

- Access
- Technology
- Replacement
- Bridges
- Highways
- Capital
- Biking