

LANE TRANSIT DISTRICT
COMMUNITY STEERING COUNCIL (CSC)
MEETING NO. 2
Wednesday, September 27, 2023
5:30pm-7:30pm

LTD Board Room
3500 E. 17th Avenue
Eugene, OR

PRE-MEETING PACKET

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II. RECOMMENDED CSC BYLAWS FOR ADOPTION 3
III. EXAMPLES OF SHARED VALUES AND PRINCIPLES FOR COMMUNITY
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The logo for the Lane Transit District (LTD) Community Steering Council. It features the letters "LTD" in a stylized, bold, white font on a blue background, followed by the text "Community Steering Council" in a white sans-serif font.

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AGENDA

Zoom: Link to watch live (no participation) provided on the web calendar at www.LTD.org.

5:30pm	Welcome & Housekeeping
5:45pm	Guided Conversation on Transportation & Mobility for You and Your Community
6:25pm	Idea Ignition Warm-Up Exercise: What does community engagement mean to you?
6:45pm	Small Groups Discussion: Shared Values and Principles for Community Engagement
7:30pm	Meeting Adjourns

II. Recommended CSC Bylaws for Adoption

BYLAWS

COMMUNITY STEERING COUNCIL OF LANE TRANSIT DISTRICT

SEPTEMBER 27, 2023

Section 1 – NAME

The name of this committee shall be the Community Steering Council (hereafter referred to as the “CSC”) of Lane Transit District (LTD).

Section 2 – PURPOSE AND FUNCTIONS

The CSC provides LTD staff and project team with independent input, advice, and recommendations on the development of a Community Outreach Framework. The central task for the CSC is to play a meaningful role in shaping this framework and working collaboratively toward achieving consensus around the framework. The CSC works directly with LTD staff and project team on the issues being addressed at CSC meetings. Given that the CSC’s primary purpose is to provide input into the development of a Framework, it is intended to be a temporary ad hoc council that will dissolve once the framework is drafted. The CSC is advisory in nature. Feedback to LTD staff should reflect the full range of perspectives. We anticipate kind, robust, vigorous discussions amongst CSC members where there will be areas of consensus, as well as areas of disagreement.

To ensure broad input on the development of a Community Outreach Framework, the CSC will be LTD’s partner in providing community outreach. Therefore, a key responsibility of all CSC members will be to broadly disseminate information to and solicit input from their networks and communities.

Section 3 – MEMBERSHIP

- A. The CSC shall consist of at least 12 and not more than 22 members, all of whom must reside or work within the LTD service district area.
- B. Attendance is required to maintain an informed and active membership. If a member misses two meetings see Section 8 – Termination.
- C. Alternates will not be assigned due to the ad hoc and limited number of meetings of the council.
- D. In exchange for time and effort and to decrease barriers to participation, CSC members will receive a stipend of \$50 per meeting attended, up to \$400. Stipends will be distributed when the CSC dissolves, after the final meeting.

Section 4 – RECRUITMENT

- A. Applicants for positions applied by submitting a form provided by LTD. LTD then selected and appointed members to serve for the duration of the ad hoc council, which is estimated to be approximately three-month terms, or over the course of six meetings. If more than six meetings are required for the council to complete its work, the council and LTD may jointly agree to extend the duration of the council.
- B. The Council includes a diverse set of stakeholders. The targeted interest areas include, but are not limited to, the following:
 - Business / Chambers / Industry / Large Employers
 - LTD Customers / Frequent Transit Riders

- Diversity: Race/ Ethnicity/ Persons with disabilities / Low-Income / Gender / Age / Families with children
 - Housing / Development / Affordable Housing
 - Non-profit
 - Eugene and Springfield Areas
 - Students at all levels
 - Sustainability / Equity/ Environmental Justice
 - Transit Advocate
 - Transportation Options / Bike / Ped / Carpool / Vanpool
 - Those with strong technical or academic backgrounds in public transit policy and planning
- C. Selection of Committee members met the requirements of Title VI of the Civil Rights Act of 1964, and other applicable federal requirements concerning public outreach for public transit districts.

Section 5 – OFFICERS

The officers shall consist of a Chair and a Vice-Chair. The role of the Officers is to run the meetings of the CSC, liaise between LTD staff and other CSC members, coordinate with LTD staff and project team on the agenda for the CSC and any materials that will be distributed.

- A. The council is authorized to select its own officers from its membership.
- B. The Chair shall preside over all meetings and participate in the agenda setting with LTD staff.
- C. The Vice-Chair shall perform all duties of the Chair in her/his absence.
- D. In the event of the absence of both the Chair and Vice-Chair, the Committee shall select a member to perform the duties of the Chair.

Section 6 – ELECTION OF OFFICERS

Officers shall be elected to serve throughout the duration of the ad-hoc council, which is estimated to be for approximately three months, or around six meetings.

- A. Officers of the CSC shall be elected at the first meeting held on September 13, 2023, or as needed to fill vacancies. The term of office shall begin upon election and extend until the last scheduled meeting of the ad hoc council.
- B. Prospective officers will be nominated, and a poll will determine the selection of Chair and Vice-Chair by majority vote.
- C. In the event of a vacancy in the Office of Chair, Vice Chair, or both, a special election shall be held at the next regularly scheduled meeting. Officers elected in a special election shall serve until the last scheduled meeting of the ad hoc council.

Section 7 – MEETINGS

- A. Scheduled meetings will be every other week, for approximately three months, resulting in approximately six meetings in Fall/Winter 2023. Meetings will take place on Wednesdays, from 5:30pm to 7:30pm.
- B. Notice of meetings shall be sent to all members at least one calendar week prior to all meetings.
- C. Agenda shall be sent to all members at least 48 hours prior to each meeting.
- D. Notice, agenda, minutes and other materials may be delivered electronically.

- E. All meetings shall be open to the public.
- F. Meetings will be conducted according to the most current edition of Robert’s Rules of Order.
- G. The proceedings of each meeting shall be summarized by a designated note taker and made available to all Committee members approximately one week in advance of the next meeting.
- H. The Committee may choose to create subcommittees composed of existing committee members and set meetings and agendas for those subcommittees at their discretion.

Section 7 - AUTHORITY

- A. The authority of the CSC is advisory in nature. The scope of the council’s authority is limited to making recommendations and/or resolutions regarding their own operation and public outreach by LTD. Recommendations and resolutions outside the scope will be addressed at the CEO’s discretion.
- B. Any recommendations and resolutions approved by the council will be sent to the CEO for a response. The response will indicate whether the recommendation or resolution can be considered, and if so, how, and if not, why not.
- C. The CSC is intended to operate by consensus rather than voting when possible. Consensus refers to agreement on some decision by all members of a group, rather than a majority or a select group of representatives. The consensus process is what a group goes through to reach this agreement. The elements of a consensus-based-decision are that that all parties agree with the proposed decision and are willing to carry it out, no one will block or obstruct the decision or its implementation, and everyone will support the decision and implement it. There are varying levels of consensus, which range for an unqualified “yes” to “I can accept this decision” “I can live with the decision” or “I do not fully agree with the decision, however, I will not block it and will support it.” If consensus cannot be reached, the CSC may choose to vote, continue discussion, ask for additional technical work, and/or note majority and minority positions and move on.

Section 8 – TENURE AND TERMINATION

- A. Community Steering Council member terms shall be continuous across the estimated three-month term except under the following conditions:
 - a. A member’s unexcused absence from two meetings shall be considered as a de facto resignation. Before a member is dropped for reasons of absence, he/she/they shall be notified in writing.
 - b. Change in status of the member so they no longer hold one of the required positions outlined under Section 3A.
 - c. The member submits his/her/their resignation.
 - d. Removal by Lane Transit District. LTD reserves the right to revoke membership of disruptive participants, defined as those that violate the established meeting expectations.
- B. Given the limited number of meetings of the ad hoc council, should any member resign, there will be no replacement appointed.

Section 9 – AMENDMENTS & APPROVAL

- A. Recommendations for amendments to these Bylaws shall be passed by 2/3 vote of the membership of the Council.
- B. Approval and adoption of Bylaws shall be passed by 2/3 vote of the membership of the Council.

III. Examples of Shared Values and Principles for Community Engagement

What is the Community Outreach Framework?

- The Community Outreach Framework will serve as a foundational guide for how LTD conducts community engagement around its projects, policies, and programs in order to build community trust and confidence in its day-to-day work to serve the community.
- While there is no one-size-fits-all approach to public involvement, a scalable framework is envisioned to standardize practices and make engagement efforts more effective.
- The Community Outreach Framework will be shared with collaborating consultants and community partners as projects are kicked-off and specific engagement plans are developed, allowing a check on the completeness and integrity of future LTD efforts.

What is a shared value or principle for community engagement?

- A shared value or principle, in the context of the community outreach framework, is a fundamental belief, guideline, or standard that both the CSC and LTD agree upon and commit to upholding throughout the engagement process.
- Establishing shared values can help create a foundation of trust, accountability, and collaboration. They set the tone for how engagement efforts will be conducted in the future.

What are some examples of shared values or principles for community engagement?

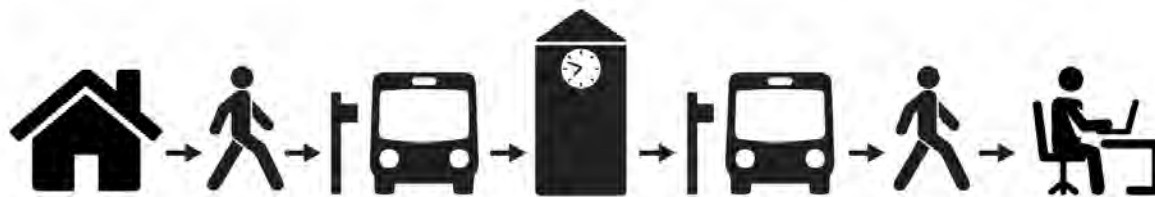
- **Transparency:** Being clear and open about the process, data that was relied upon, and how decisions were made.
- **Collaboration:** Actively seeking out, pursuing, and encouraging partnerships and collaborative efforts with community organizations, advocacy groups, the public, and other stakeholders.
- **Impact:** Ensuring engagement efforts have a real potential to make a difference and are more than a “check-the-box” exercise.
- **Inclusivity:** Understanding community demographics and involving a broad representation of community, including people who are traditionally underserved in the transportation decision-making process.

IV. Responsive Data Requests

- How LTD rider demographics compare to general Lane County population, including English-speaking statistics – See attached “LTD 2019 Passenger Survey” from Lane Council of Governments
- Projections and data sources for how Lane County demographics will change over next 5-10 years, including population growth – See attached “Oregon Office of Economic Analysis: Update on Population Growth in 2023” by Josh Lehner, dated August 8, 2023
- Tourist/visitor population trends – *Forthcoming*



2019 Passenger Survey



Methodology

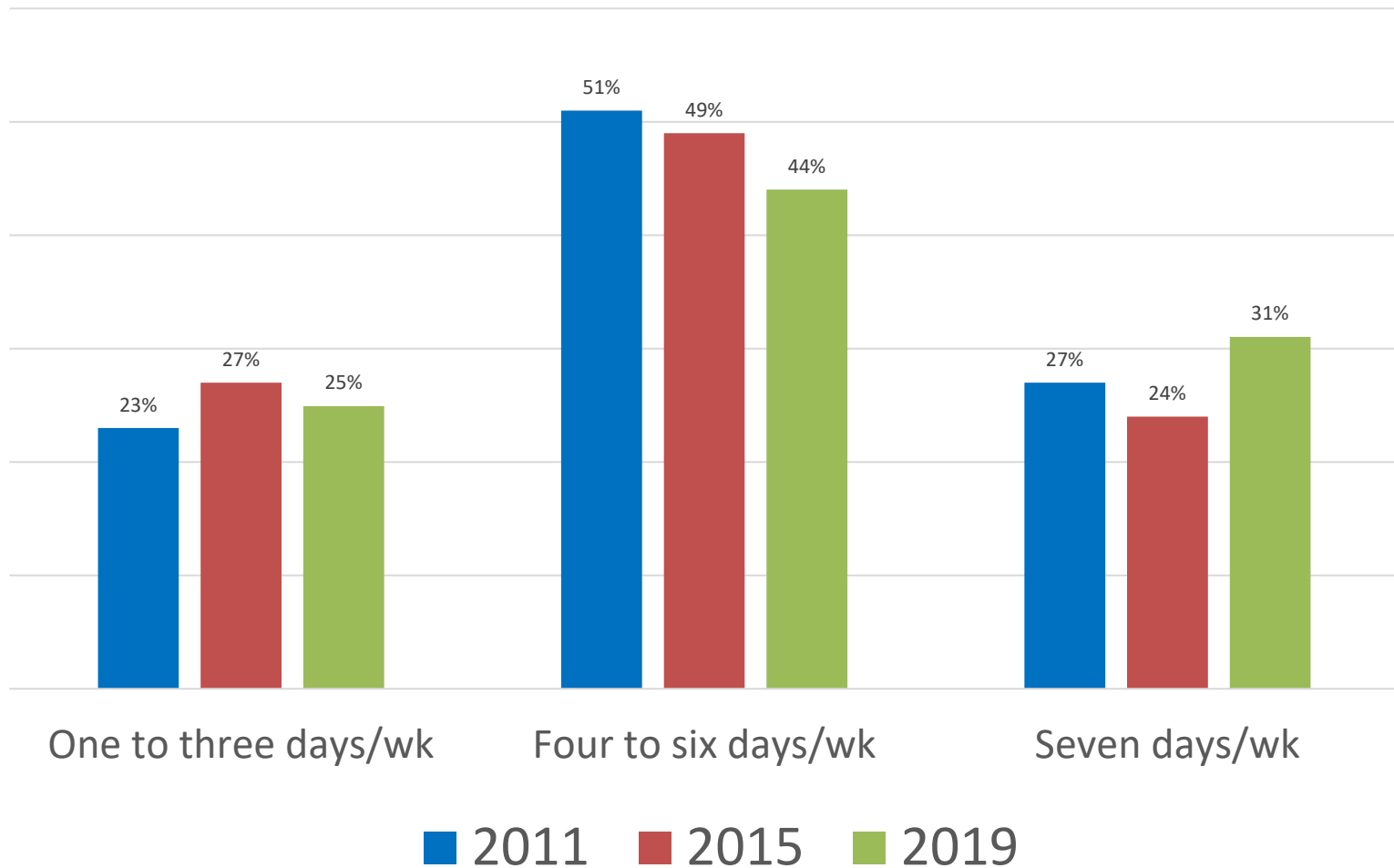
- Self-Administered Survey
- Distributed/Collected by Trained Surveyors
- Bi-lingual Questionnaire
- Modified Random Sample of Runs
 - Including Weekday, Sat and Sun
- 22-days of survey collection

Sample Characteristics

- Sample Size
 - 7,627 completed questionnaires
- 79% response rate
- 0.8% completed in Spanish
- Analysis
 - Summary Analysis of responses
 - Geo-coded data provided to LTD
 - Route by Route Data Utilization

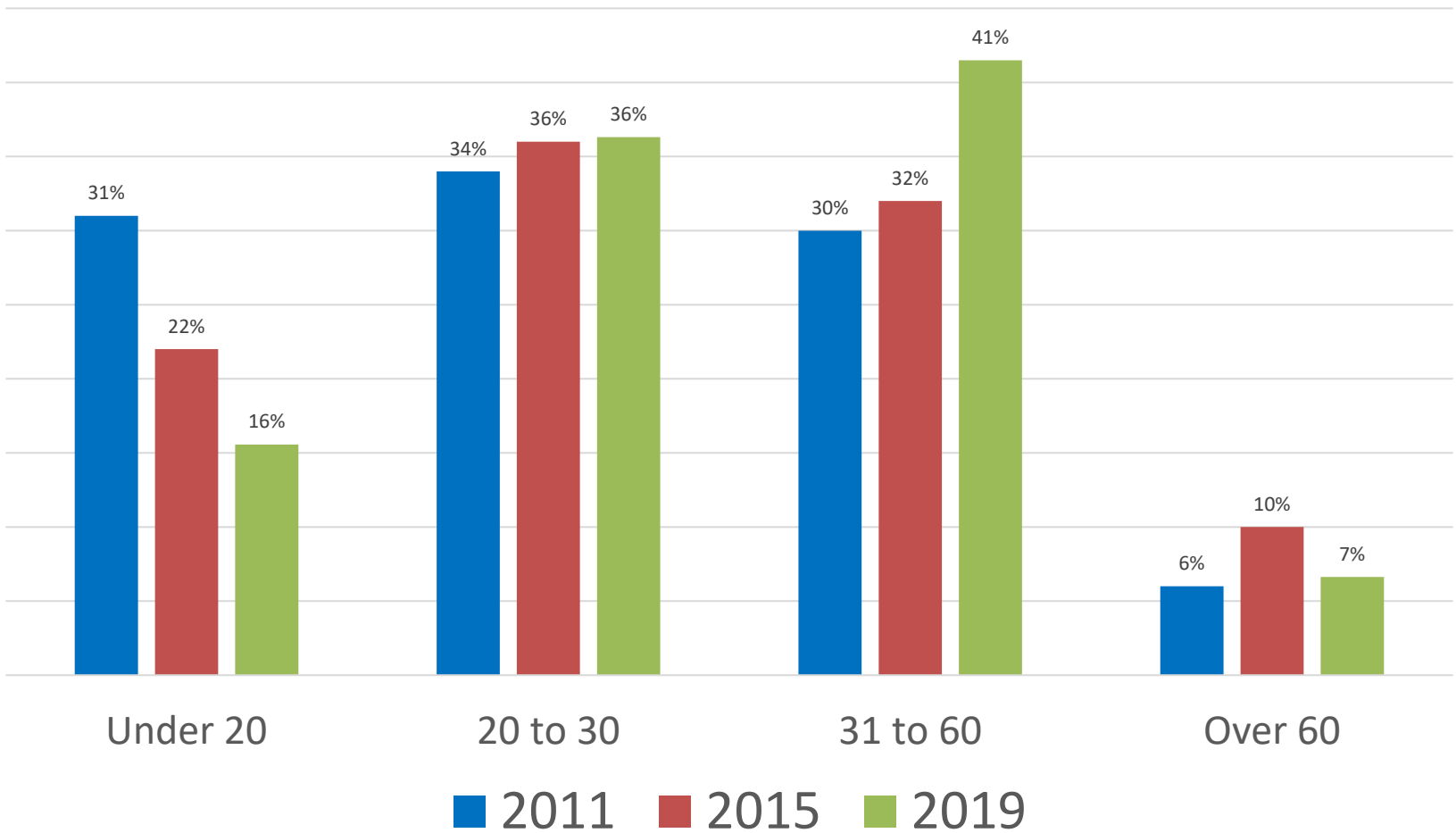
Frequency Segments

How Frequently do Riders Use LTD?



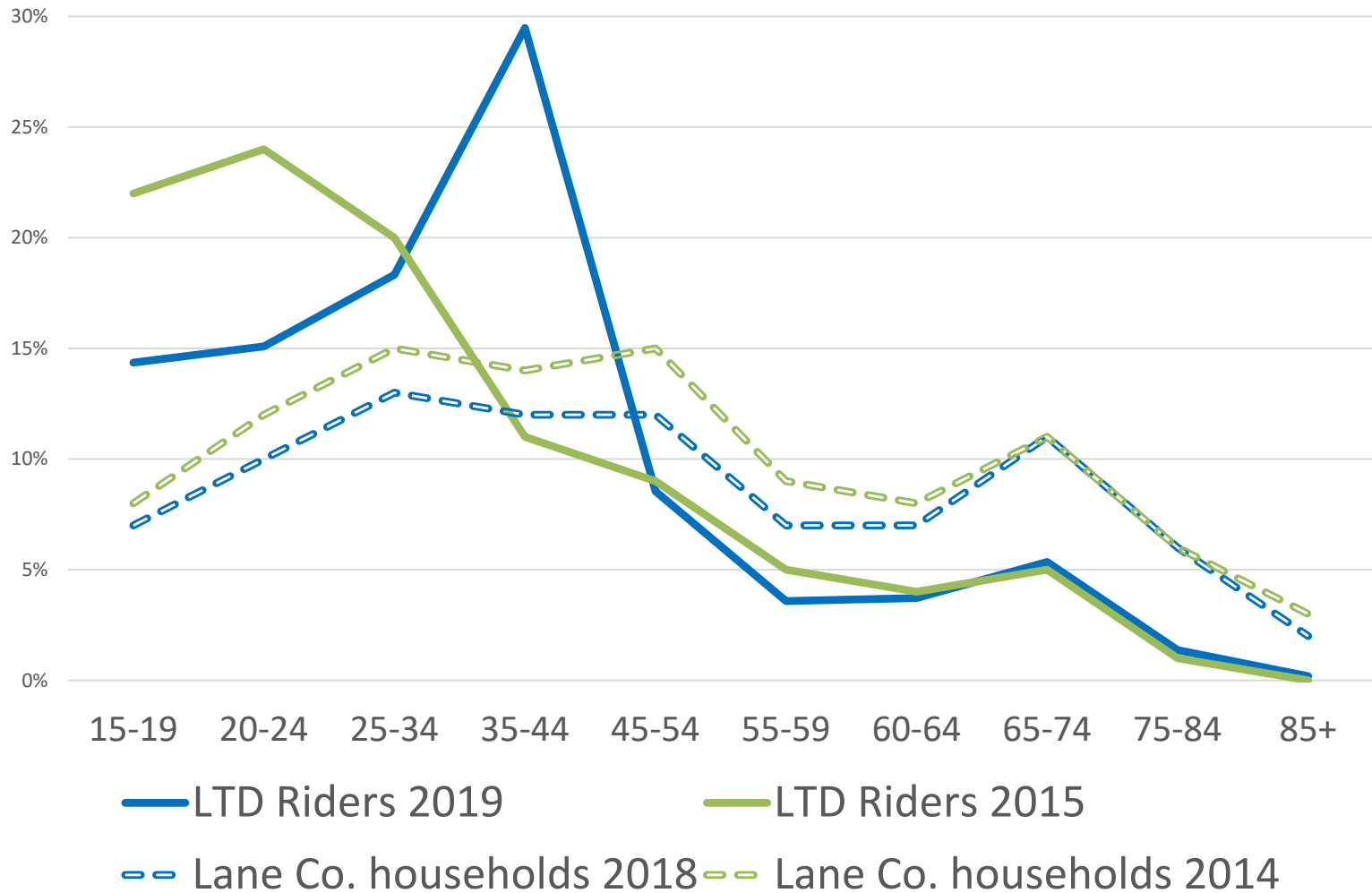
Age Groups

Ridership by Age

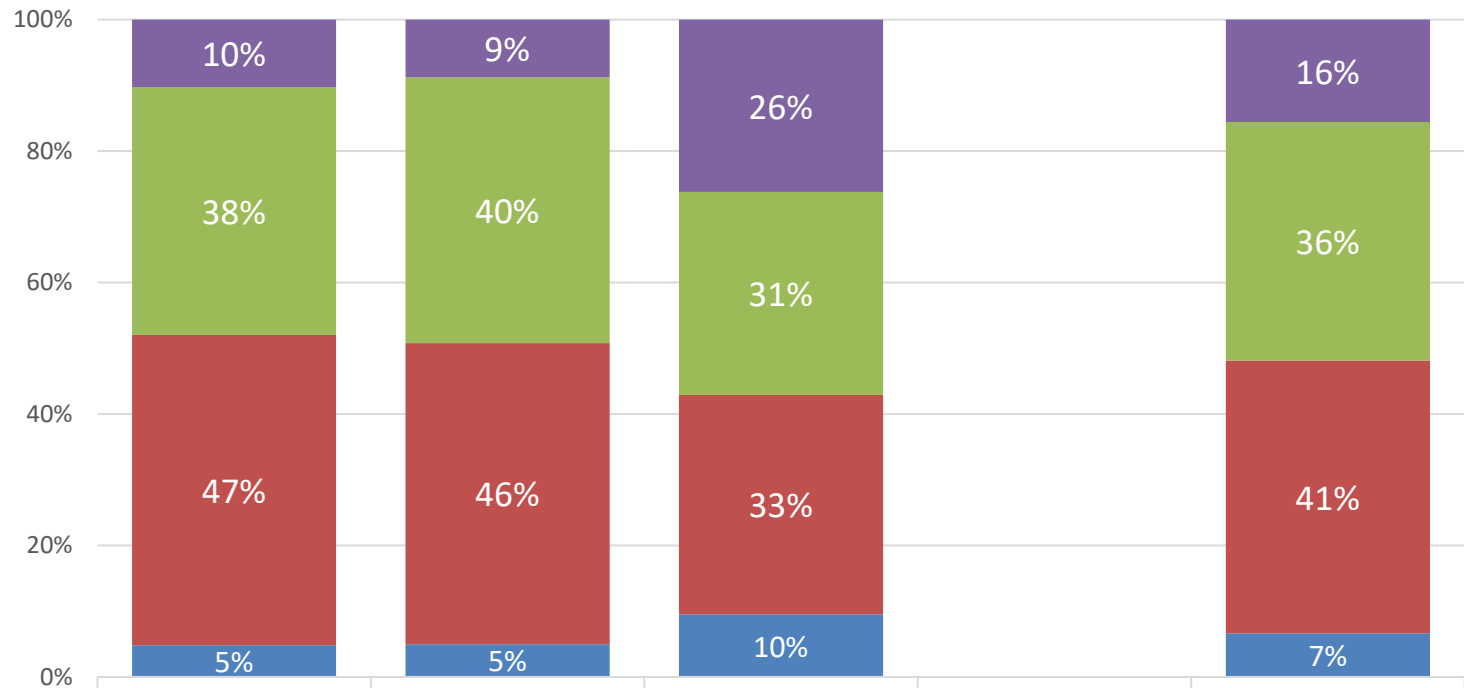


Rider Profile

Age of Riders Compared to Lane County

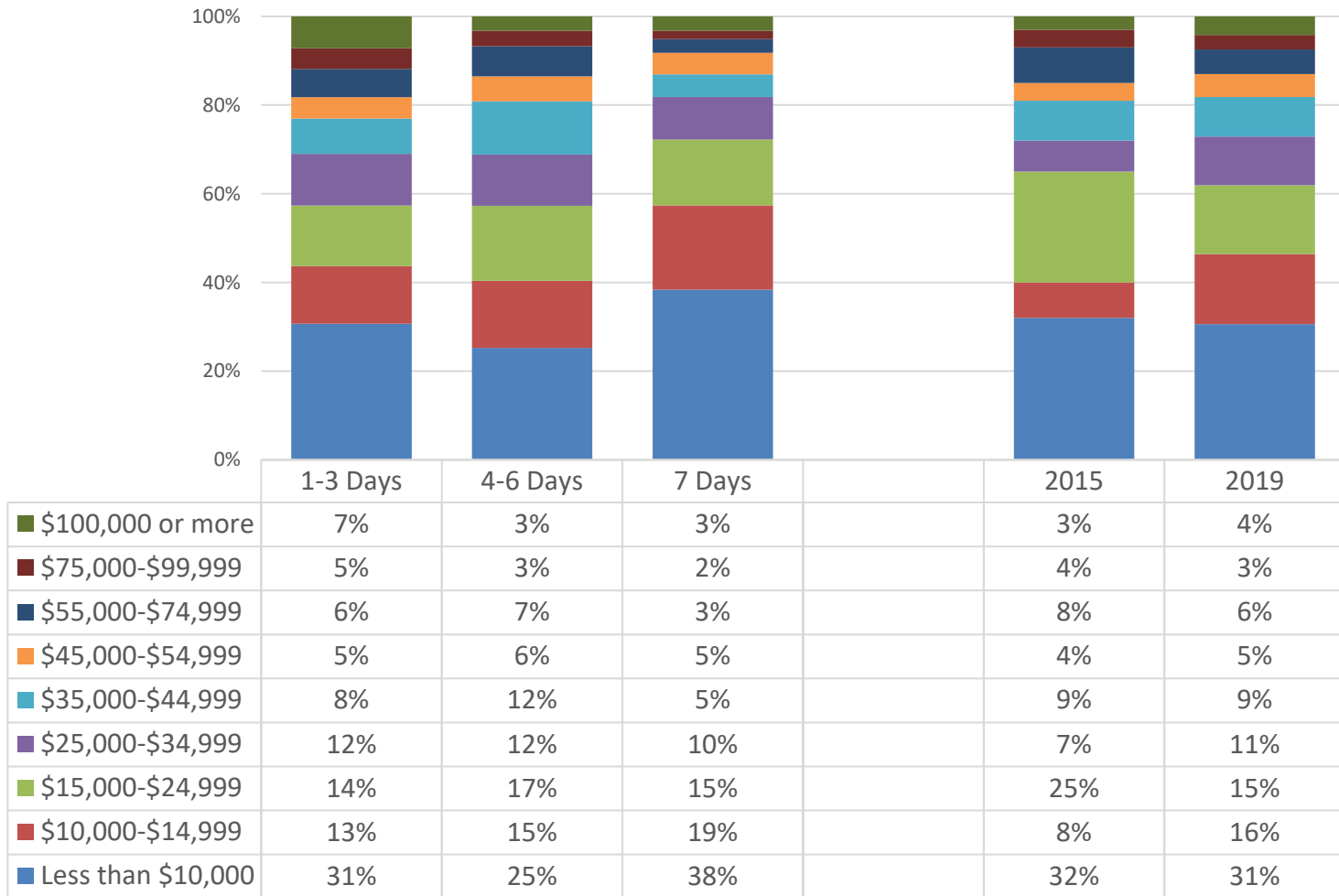


Age and Frequency

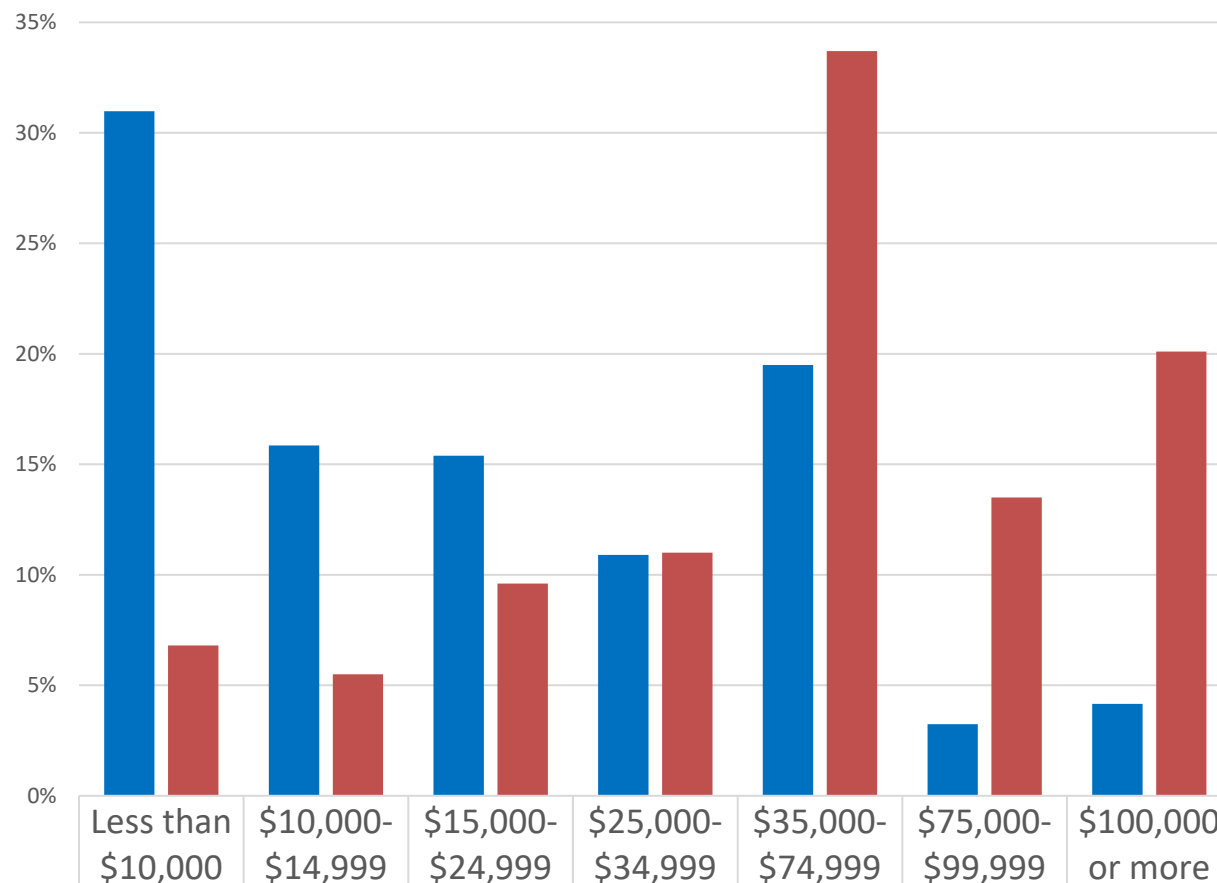


	1-3 days	4-6 days	7 days		2019
Under 20	10%	9%	26%		16%
20 to 30	38%	40%	31%		36%
31 to 60	47%	46%	33%		41%
Over 60	5%	5%	10%		7%

Household Income



Household Income Compared to Lane County



■ 2019 Riders	31%	16%	15%	11%	19%	3%	4%
■ Lane County (ACS, 2018)	7%	6%	10%	11%	34%	14%	20%

Household Income

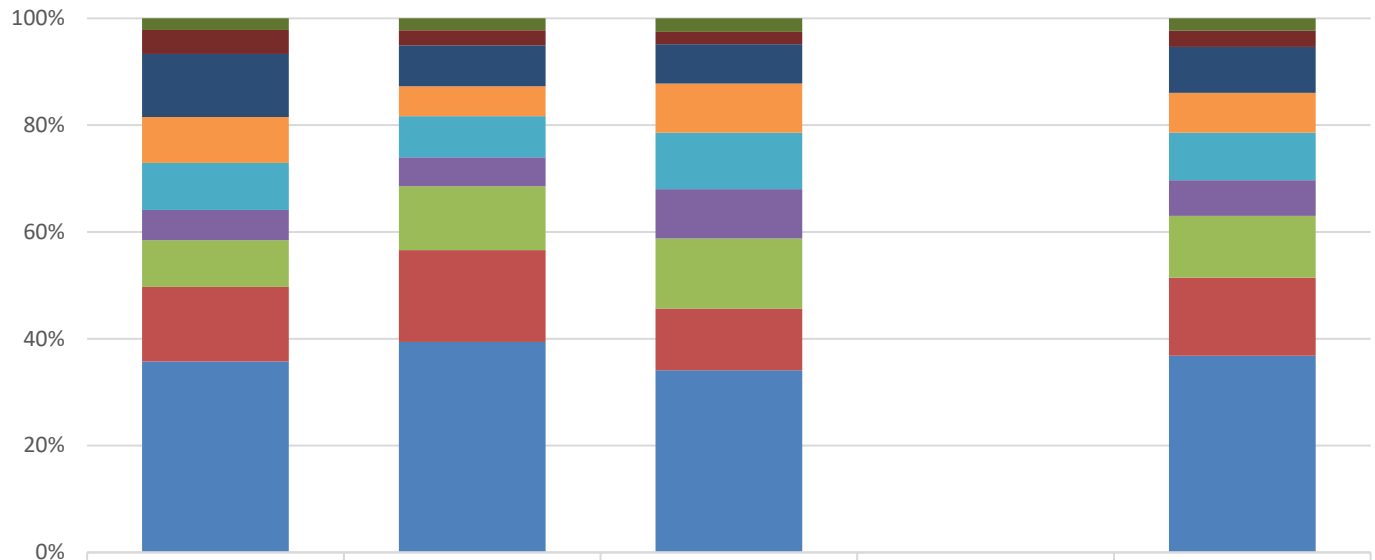
Students, Non-Students & Lane County



■ Student riders 20 and older	35%	14%	18%	9%	17%	2%	4%
■ Non-student riders 20 and older	27%	18%	16%	12%	21%	3%	4%
■ Lane County (ACS, 2018)	7%	6%	10%	11%	34%	14%	20%

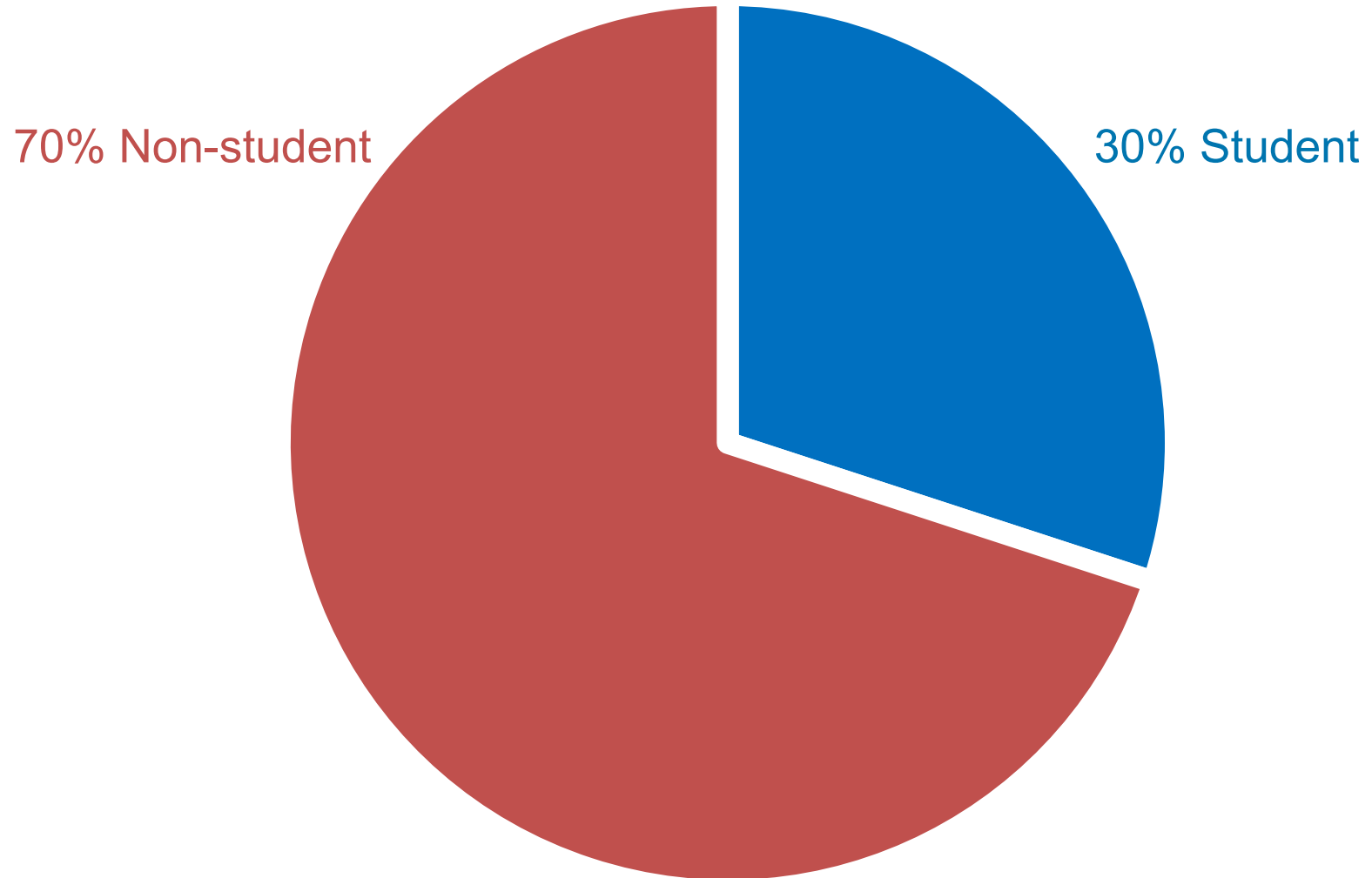
Employment Status

73% of riders are employed, students or both (82% in 2015)

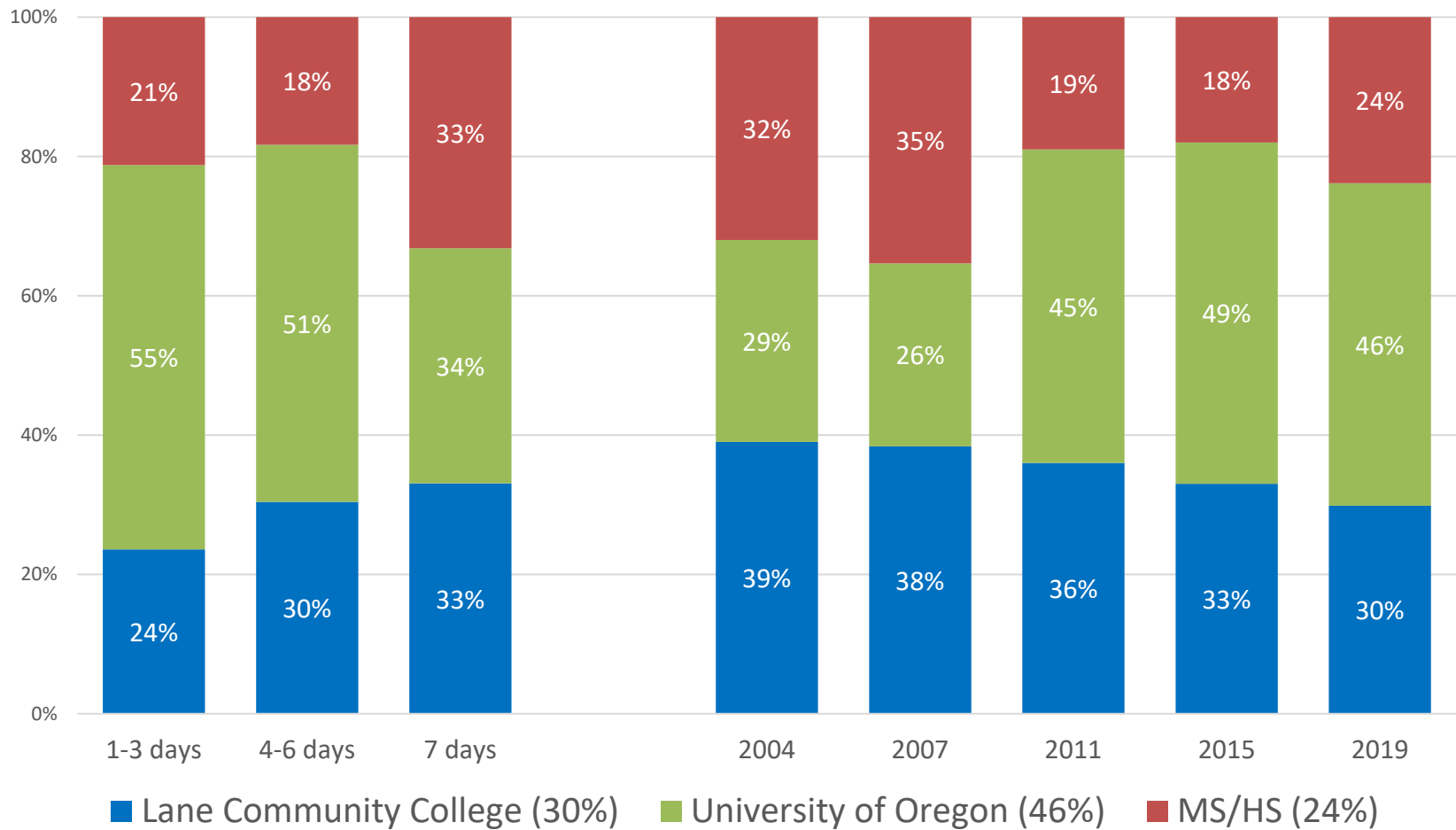


	1-3 days	4-6 days	7 days		2019
Homemaker	2%	2%	3%		2%
Employed at home	4%	3%	2%		3%
Retired	12%	8%	7%		9%
Unemployed	9%	6%	9%		7%
Disabled	9%	8%	11%		9%
MS/HS or other student	6%	5%	9%		7%
Student and employed	9%	12%	13%		12%
College student	14%	17%	12%		15%
Work outside home	36%	39%	34%		37%

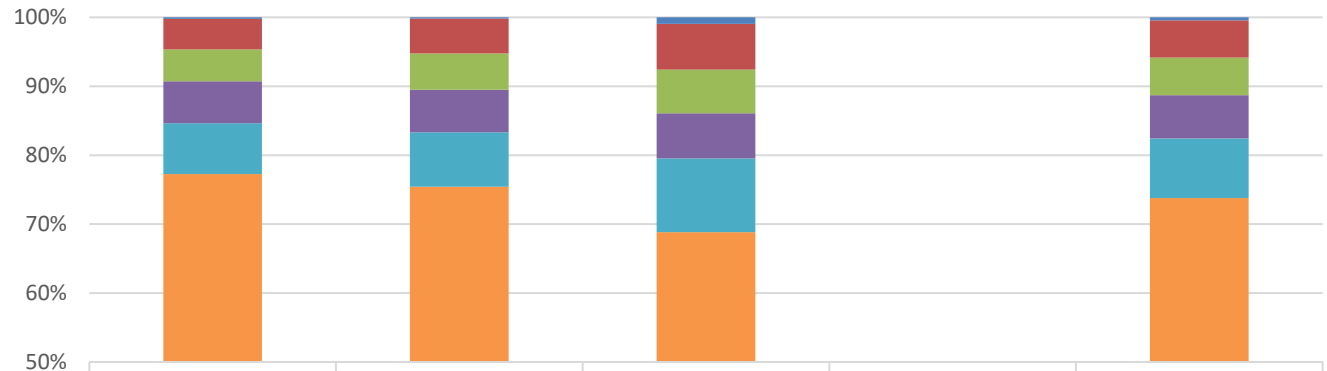
Student Status



Students by School



Race & Frequency

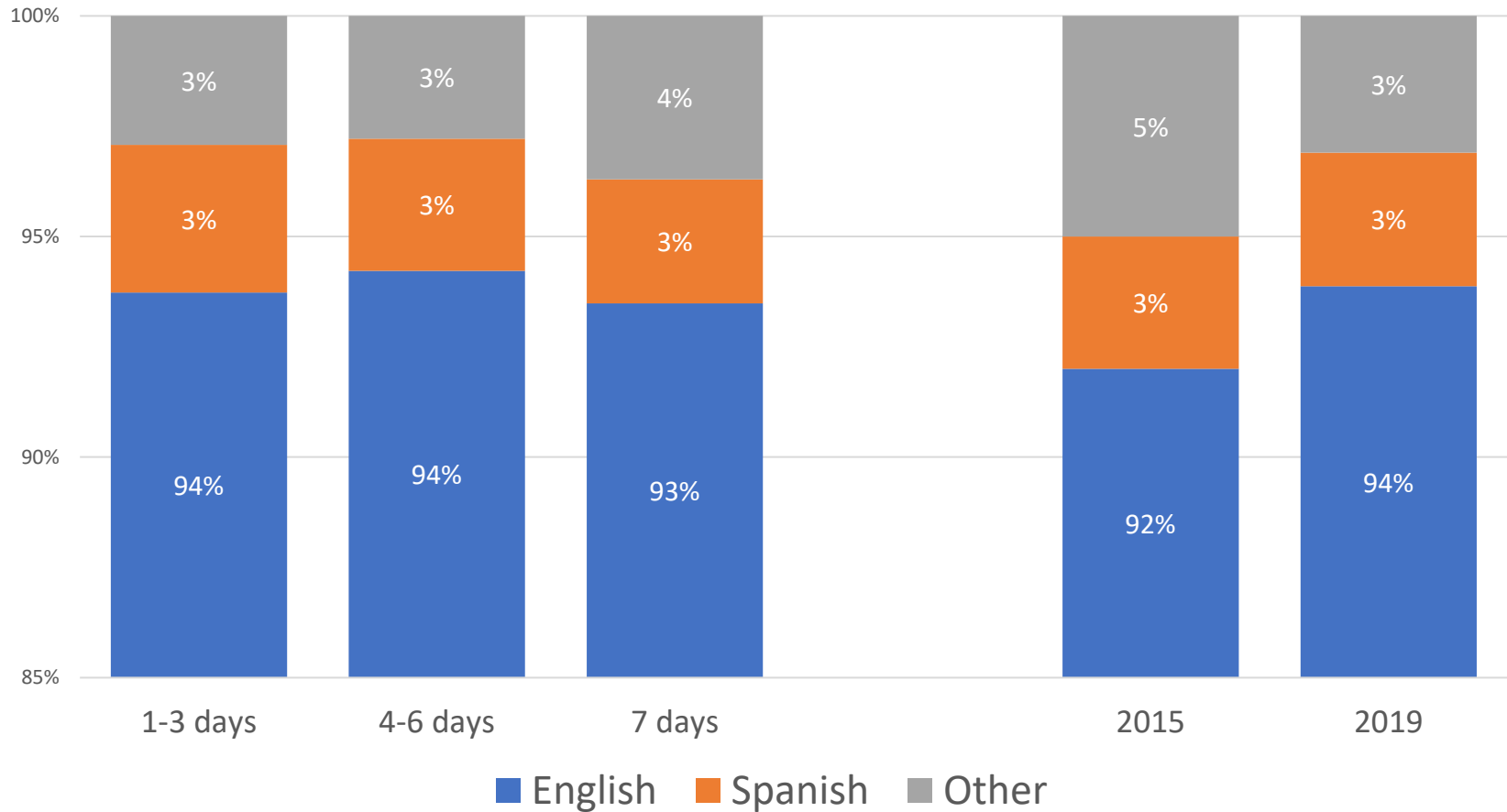


	1-3 Days	4-6 Days	7 days		2019
Alaska Native	0.2%	0.2%	0.9%		0.4%
Native American Indian	4%	5%	7%		5%
African American	5%	5%	6%		5%
Asian	6%	6%	7%		6%
Other	7%	8%	11%		9%
Caucasian/White	77%	75%	69%		74%

Ridership is 26% minority, down from 33% in 2015

Lane County is 11% minority

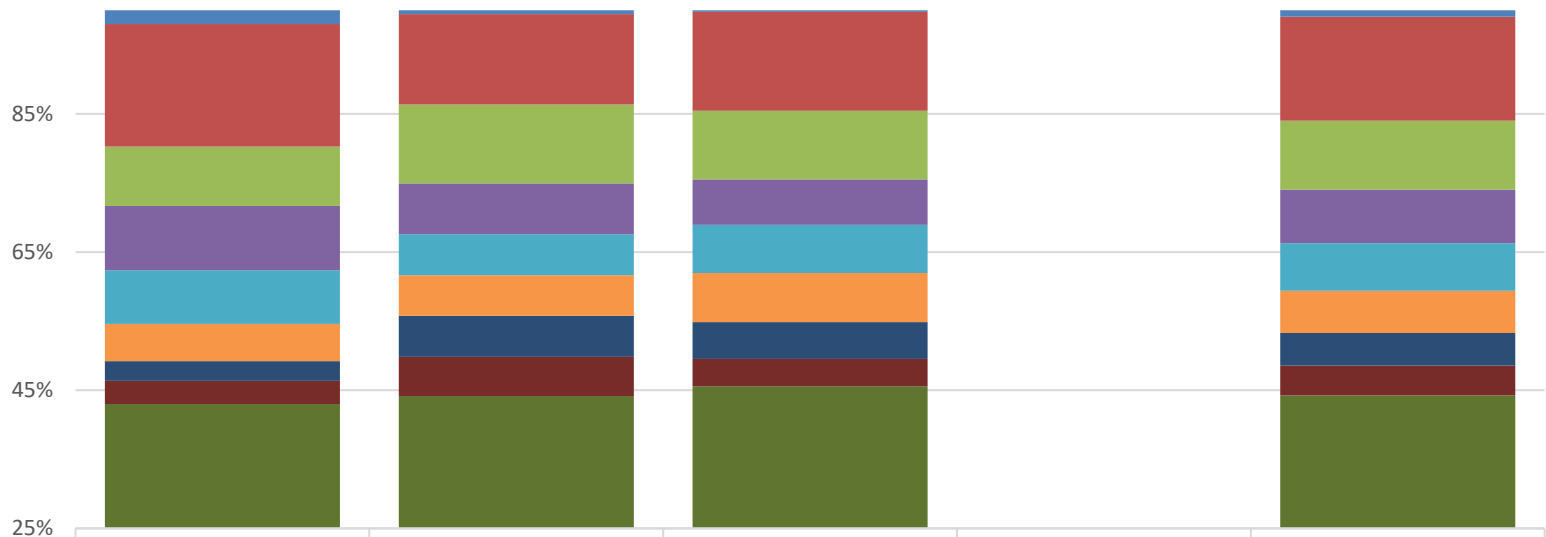
Language Spoken Most Often at Home



99% of riders speak English well or very well

Travel Profile

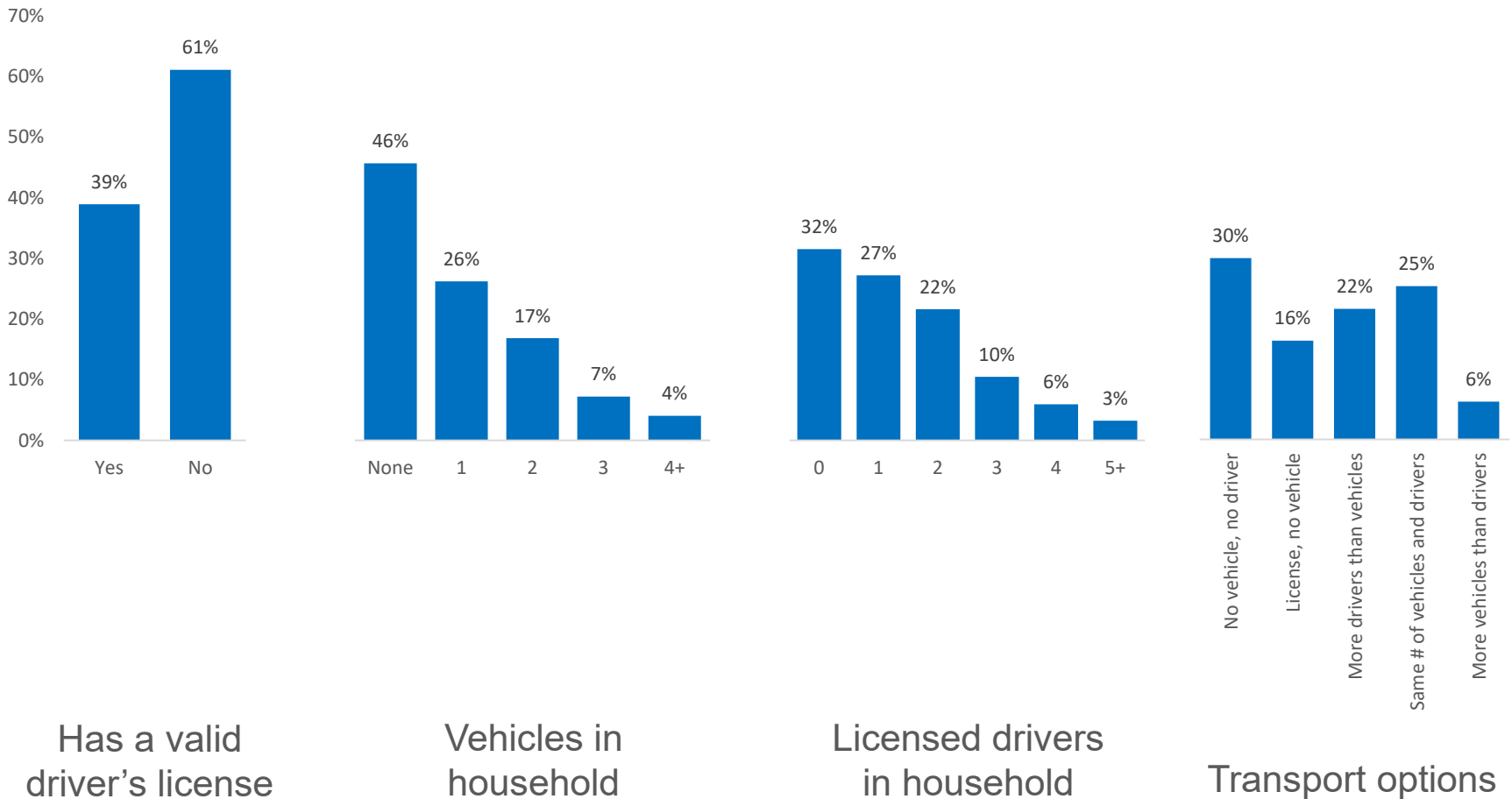
Duration of Ridership



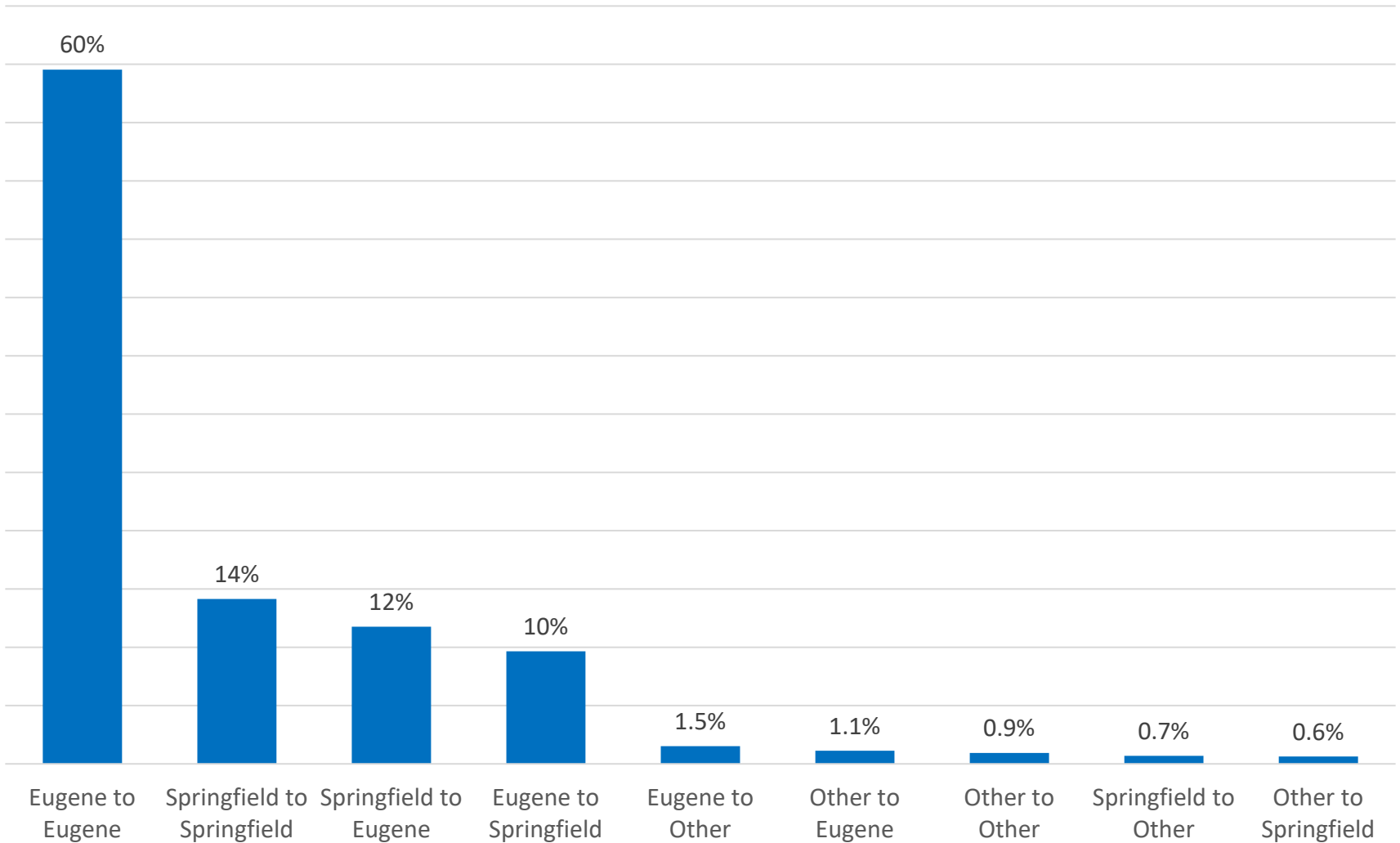
	1-3 Days	4-6 Days	7 Days		2019
■ First time riding	2%	1%	0%		1%
■ <1 year	18%	13%	14%		15%
■ 1 year	9%	11%	10%		10%
■ 2 years	9%	7%	7%		8%
■ 3 years	8%	6%	7%		7%
■ 4 years	5%	6%	7%		6%
■ 5 years	3%	6%	5%		5%
■ 6 years	3%	6%	4%		4%
■ 7+ years	43%	44%	46%		44%

26% of riders have been riding LTD less than 2 years

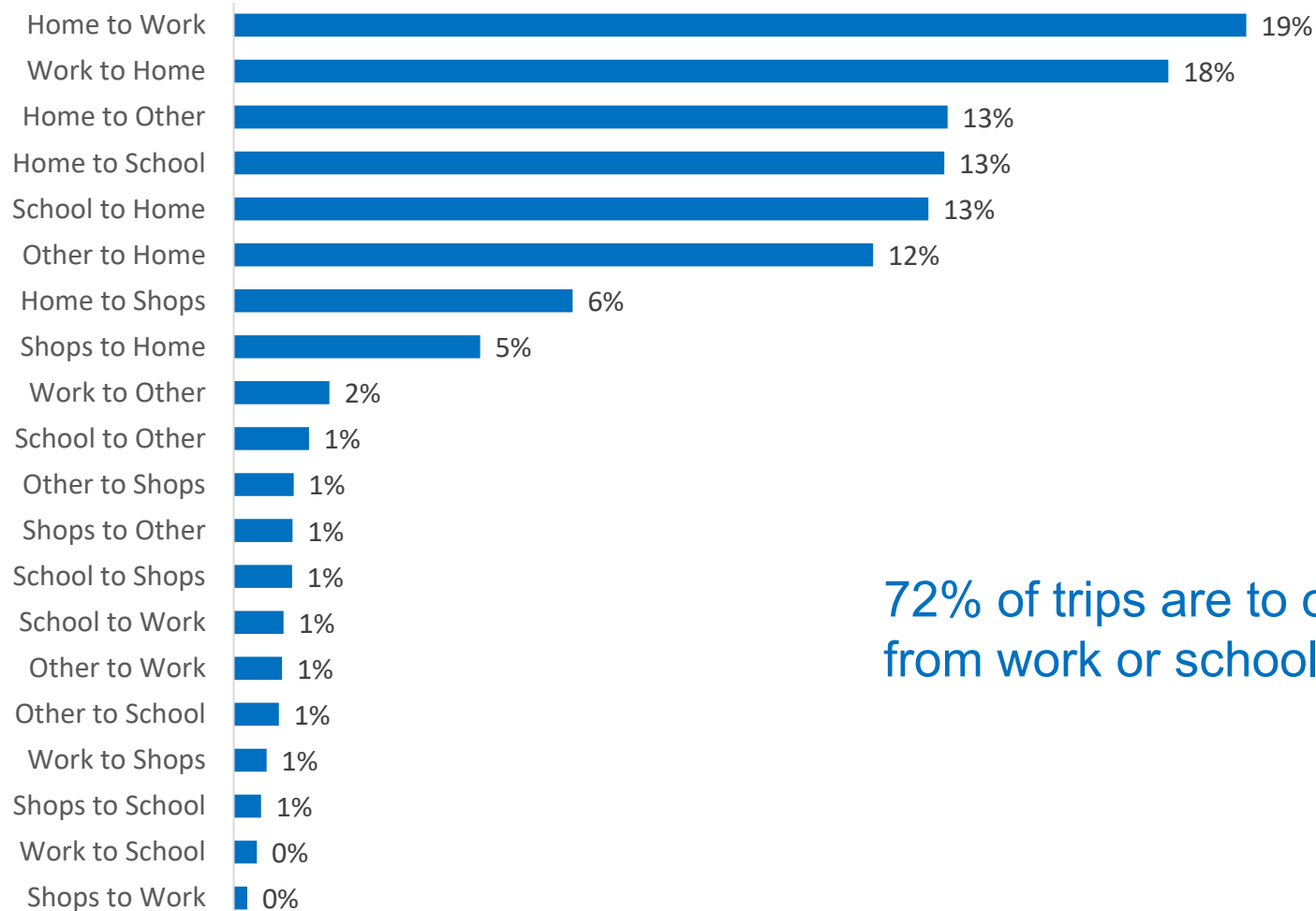
Transportation Options within Household



Travel Patterns

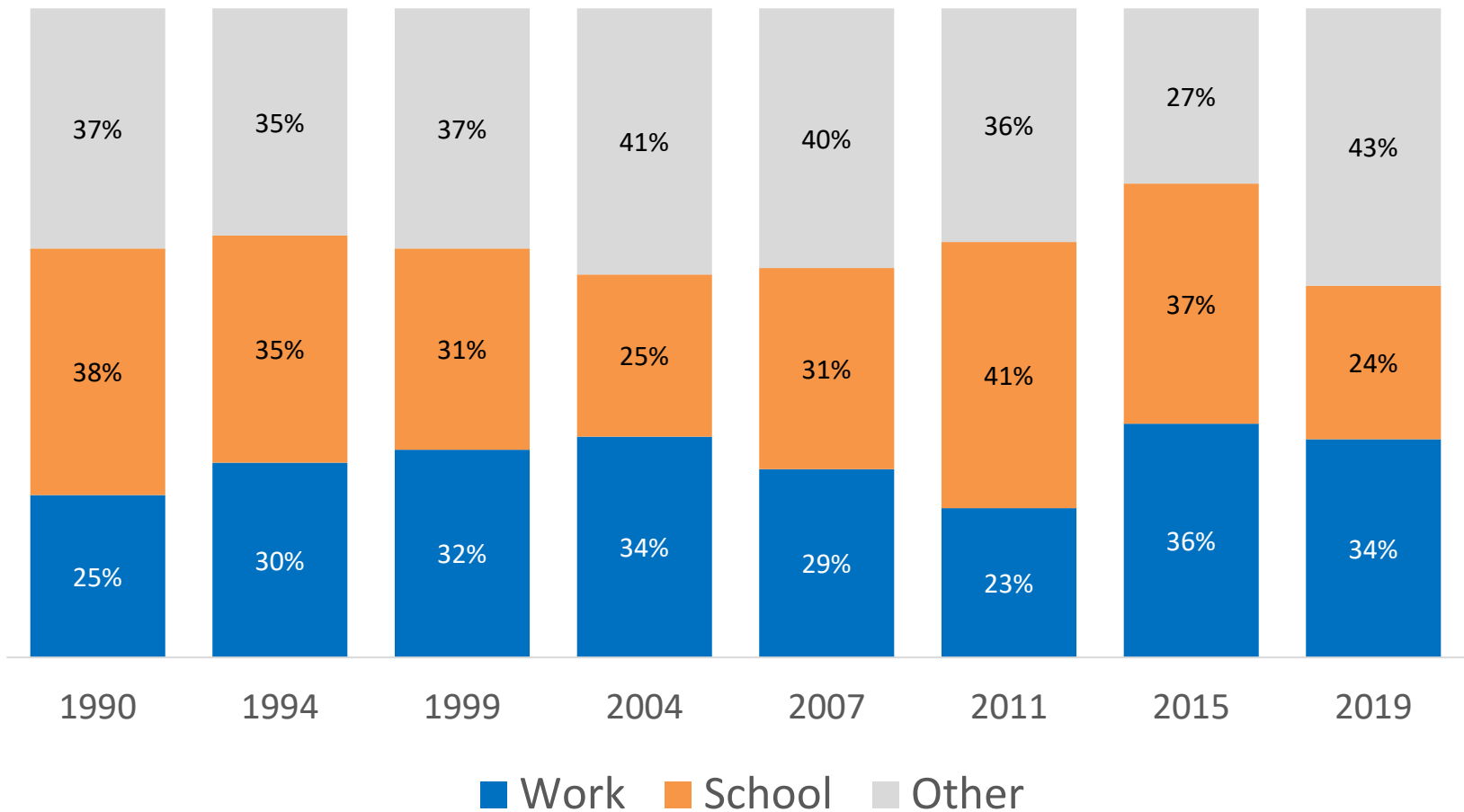


Trip Purpose



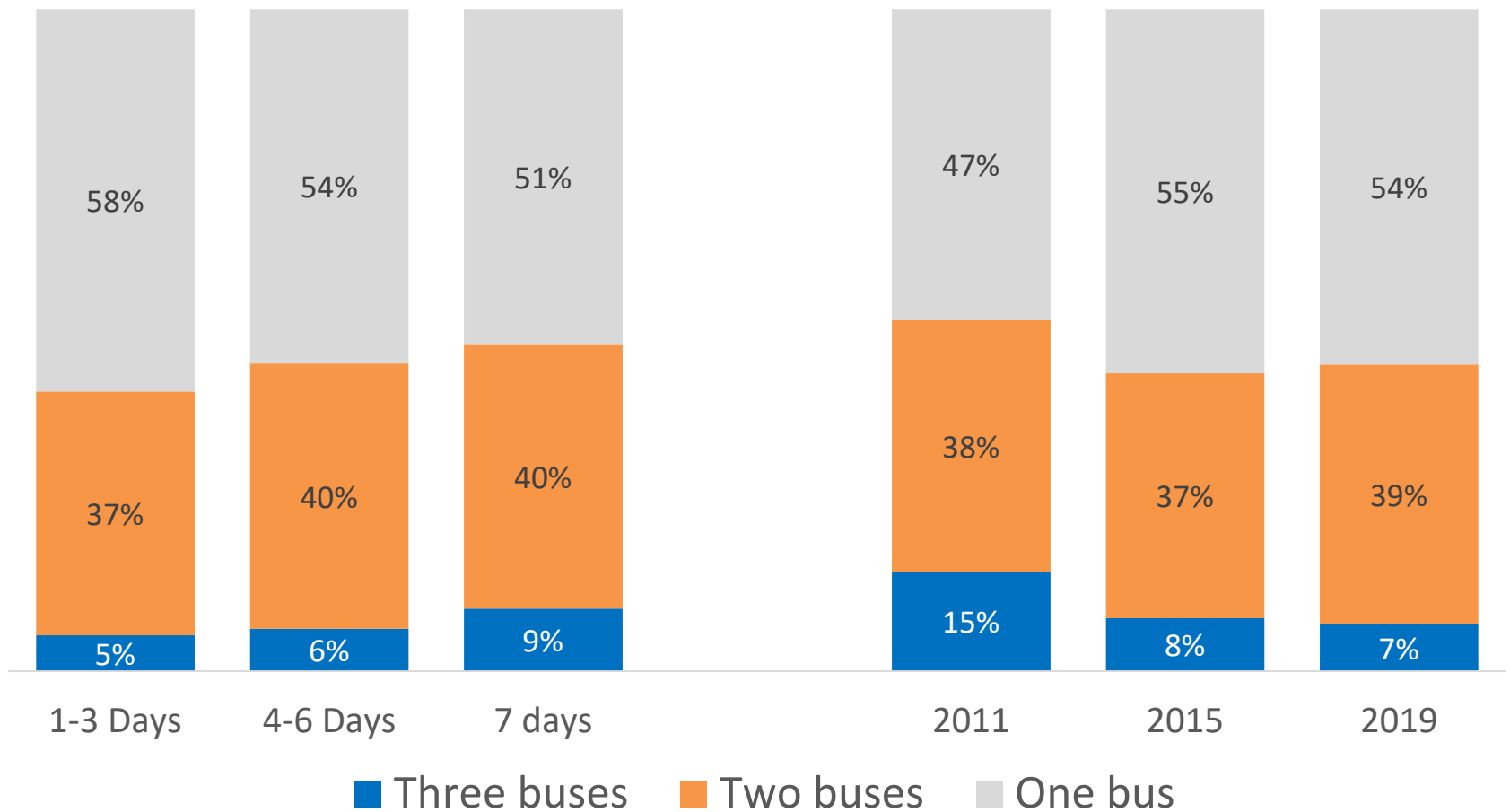
72% of trips are to or from work or school

Trip Purpose over Time



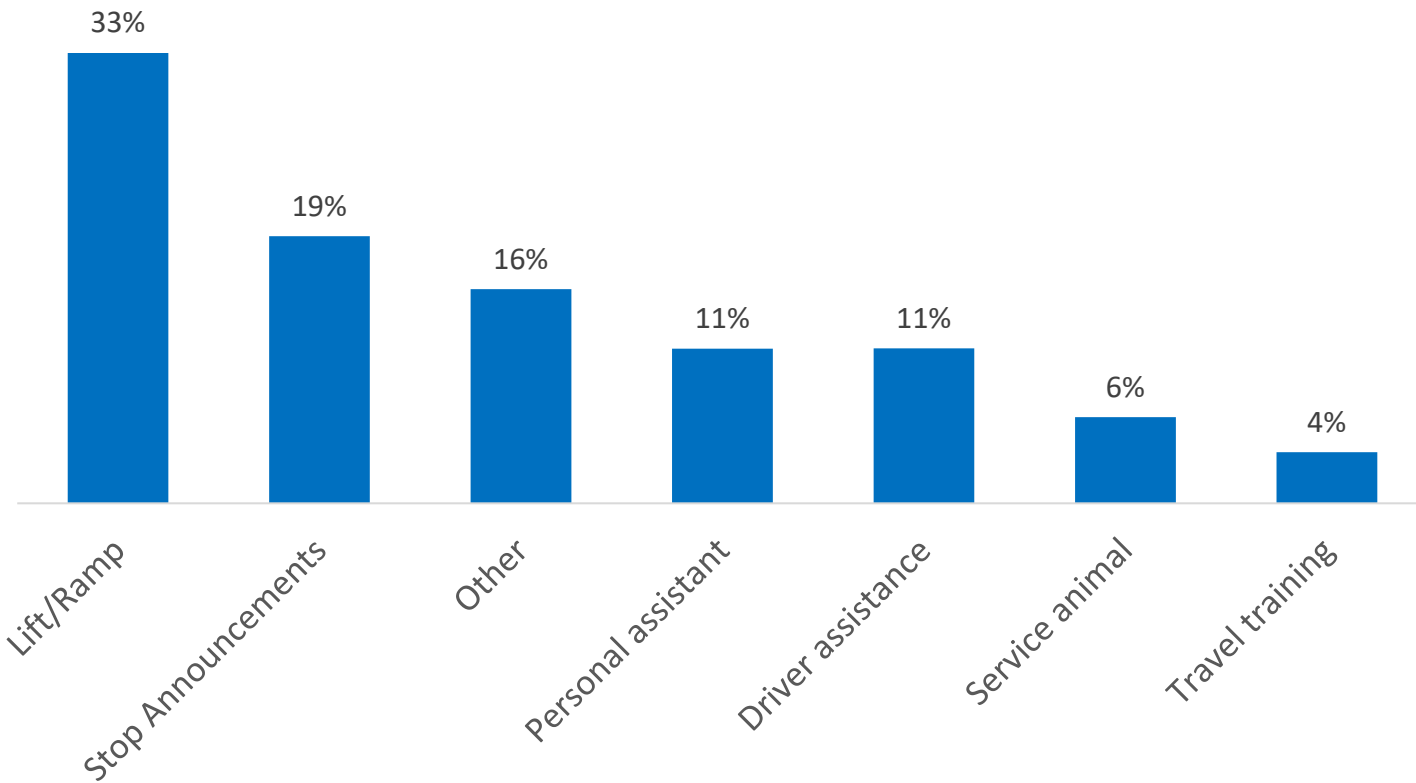
Transferring

Number of buses riders use for their one-way trip



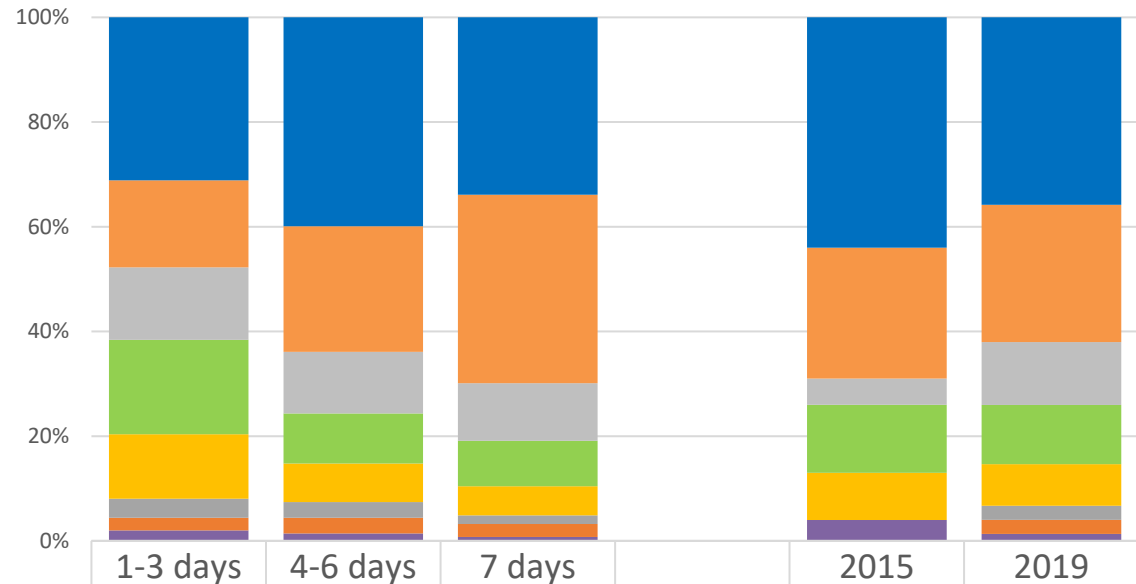
Assistance Needed

4.7% of riders need assistance to use LTD



9% of riders age 60 and over need assistance

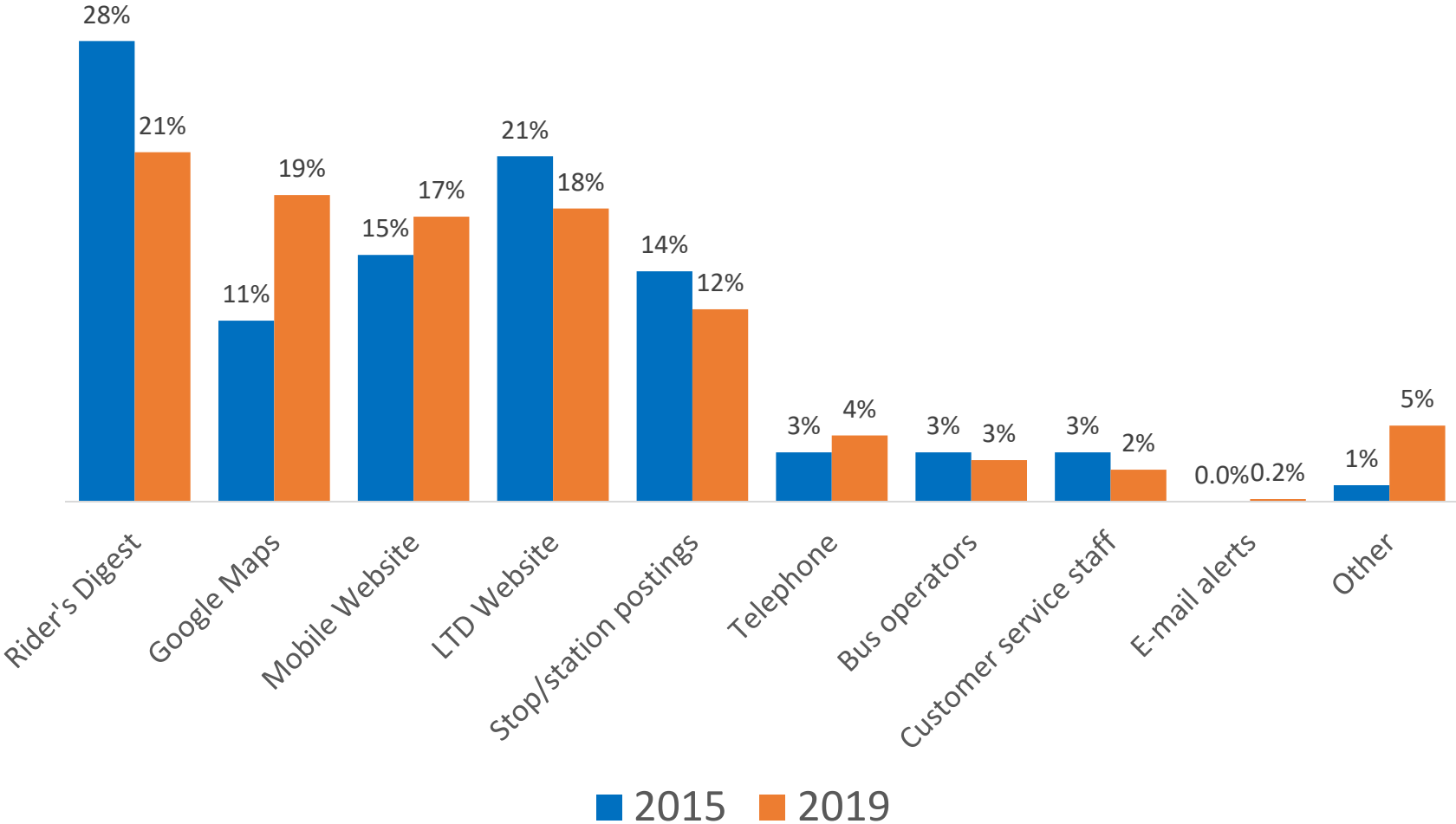
Fare Medium Used



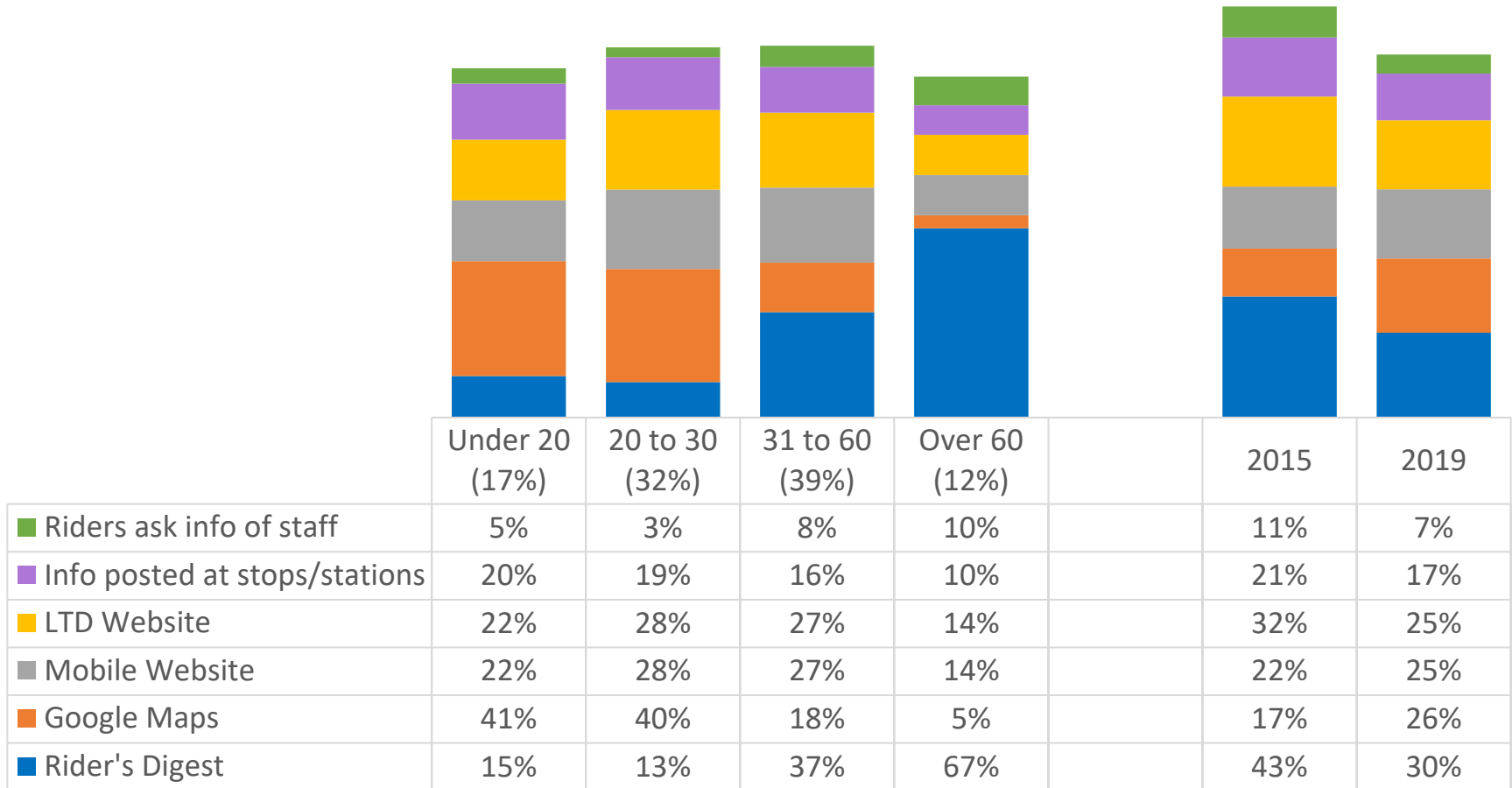
■ Employer/School Group Pass	31%	40%	34%		44%	36%
■ Monthly Pass	17%	24%	36%		25%	26%
■ Other	14%	12%	11%		5%	12%
■ Cash	18%	10%	9%		13%	11%
■ Day Pass	12%	7%	6%		9%	8%
■ Ticket from 10-Ride Book	4%	3%	2%			3%
■ Stored value on my TouchPass	2%	3%	2%			3%
■ Ticket from fare machine	2%	1%	1%		4%	1%

Communications

Source for Route & Schedule Information

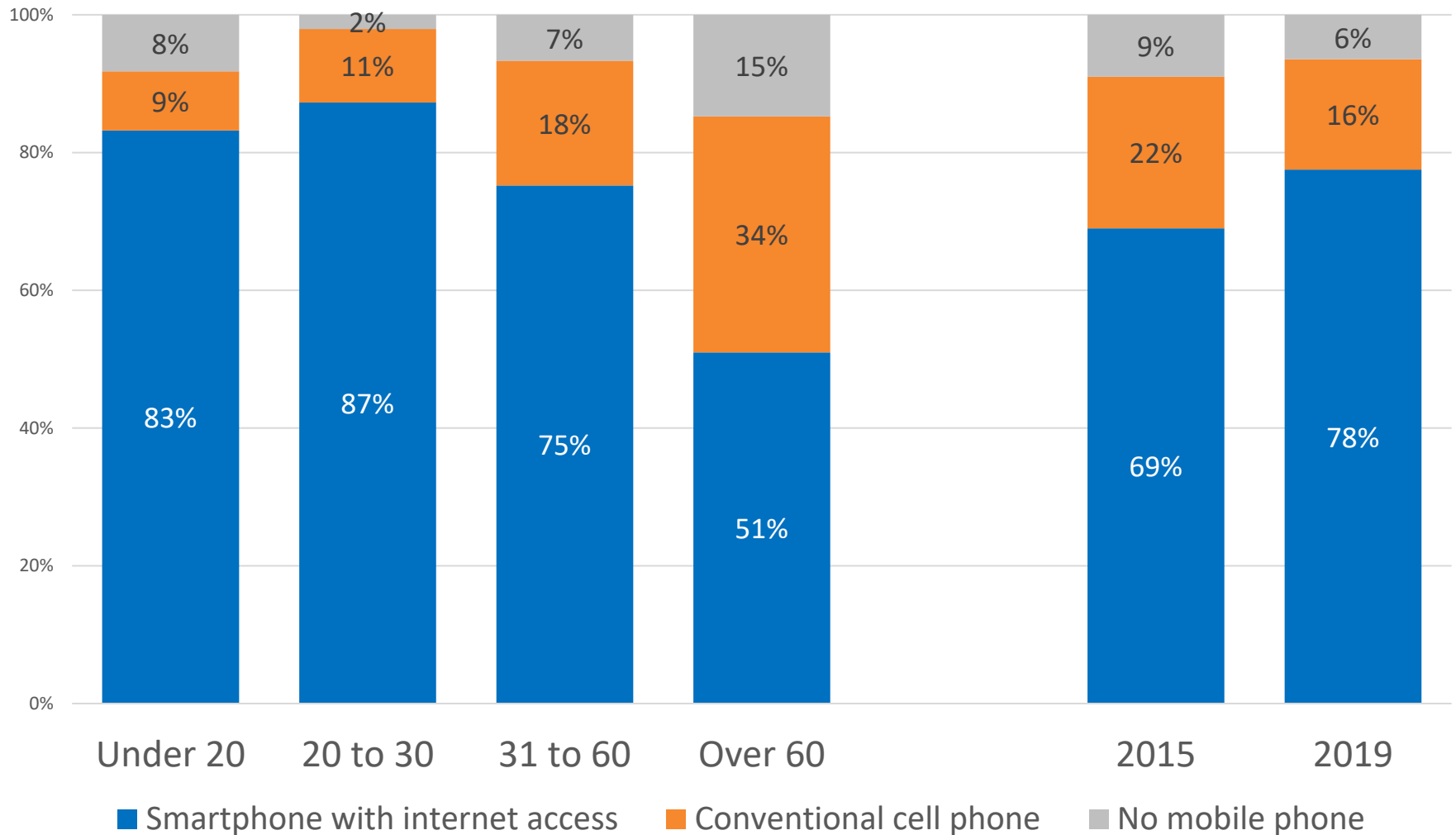


Information Sources Used By Age Group



Information sources vary with age

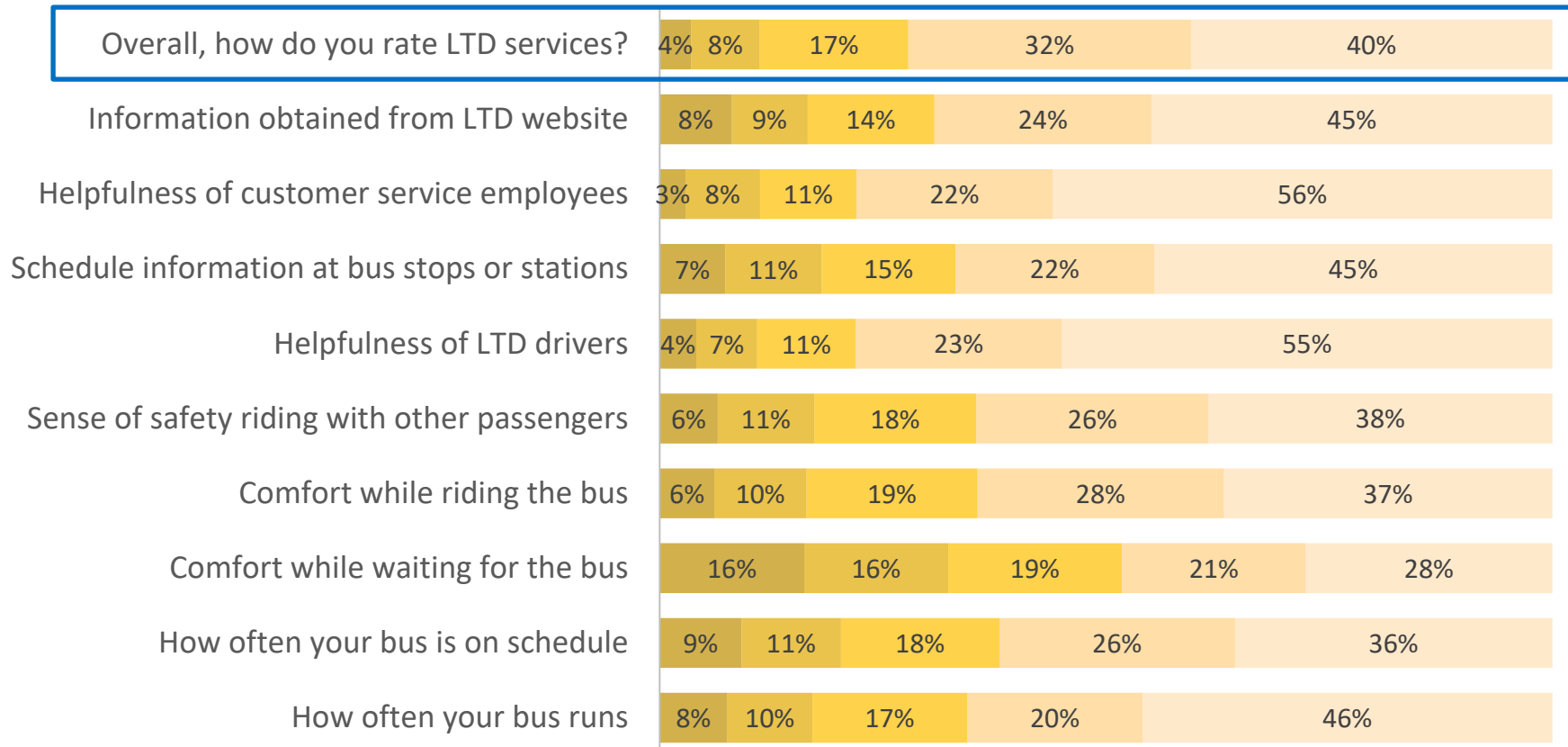
Mobile Phone Usage By Age Group



Service Ratings

Service Ratings

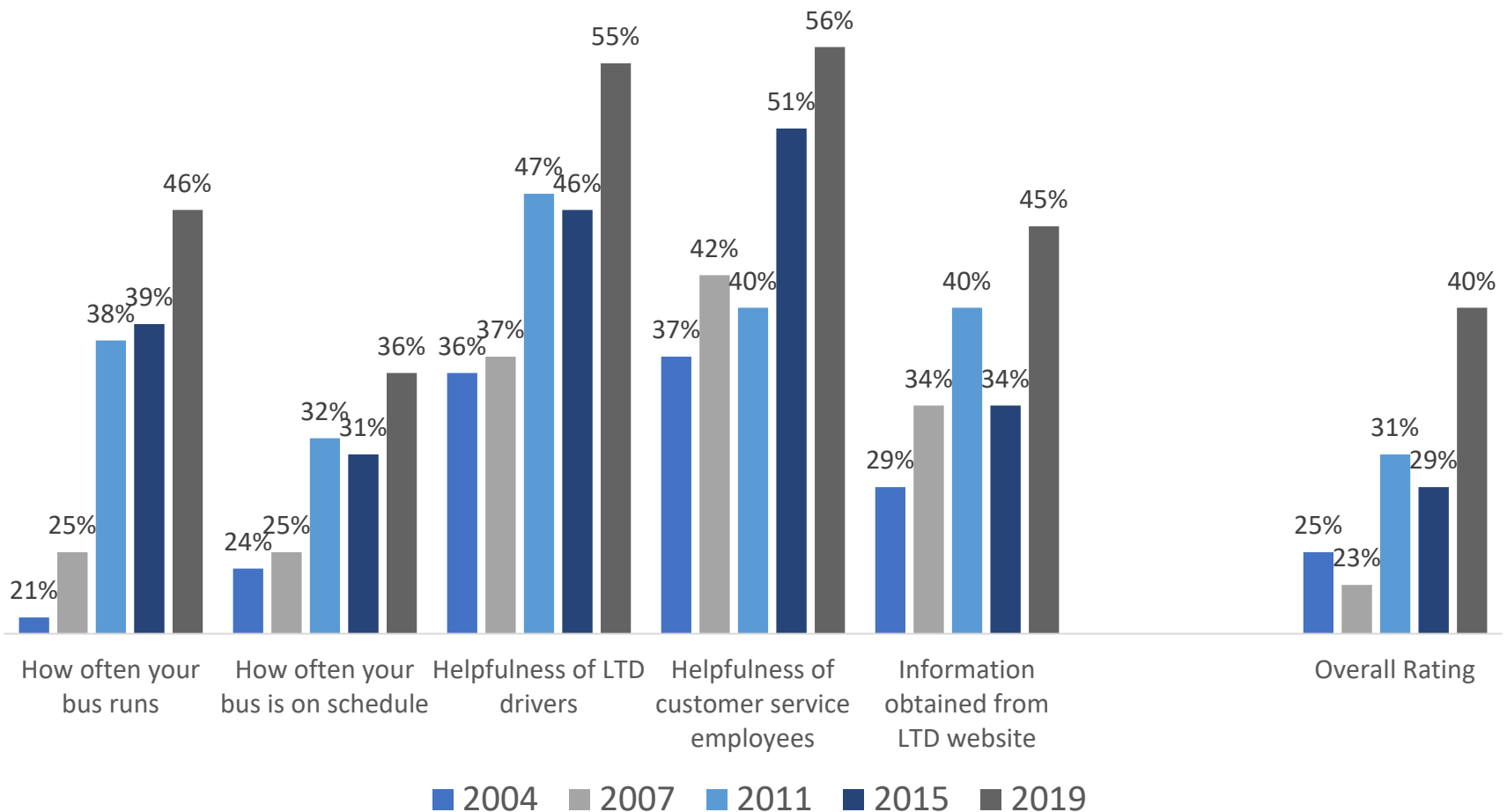
Seven Point Scale



1-3 (poorly)
 4
 5
 6
 7 (very well)

Service Ratings Over Time

Ratings of 7 (very well) only



EmX & Fixed Route Comparisons

EmX Riders

Compared to Fixed Route Riders

- Less likely to be going to work or school (30% vs 33%)
- More likely to drive to their stop (6% vs 4%), but more likely to walk if there were no service (29% vs 24%)
- More likely to be employed for pay outside their home (44% vs 39%)
- More likely to use only one bus per trip (57% vs 49%)
- More likely to use the Mobile Website (17% vs 14%)

West Eugene EmX Riders Compared to Other EmX Riders

- Less likely to have been using LTD since before 2013 (42% vs 47%)
- More likely to have begun using LTD in 2017 or 2018 (23% vs 15%)
- More likely to drive alone to first bus stop (4% vs 1%)
- More likely to be going to work or school (31% vs 25%), and less likely to be going home (41% vs 47%)
- Less likely to require a transfer (42% vs 48%)
- Less likely to be a racial minority (25% vs 29%)
- More likely to use an Employer/School Pass (35% vs 27%)

West Eugene EmX Riders

Compared to Fixed Routes 36, 41, 78, and 93

- Less likely to ride 1 – 3 days/week (27% vs 30%) and more likely to ride 7 days/week (31% vs 26%)
- More likely to have begun riding LTD since 2017 (37% vs 26%)
- Less likely to walk to their first bus stop (86% vs 90%)
- More likely to find another way to make the trip if LTD wasn't available (89% vs 83%)
- Less likely to be middle/high school students (3% vs 10%)
- Less likely to use Google Maps for service info (15% vs 18%)

Key Findings & Changes

Rider Profile

- Younger and lower income than population
- 30% of riders are students; 27% are neither employed nor student
- 30% of riders have no license and no access to a car
- Decreased ethnic diversity
 - 26% of riders are minority (33% in 2015)
 - 11% are Hispanic (12% in 2015)
- EmX riders are generally similar to other riders

Travel Profile

- The percentage of non-work/school trips is less than in 2015
- Percentage of trips between work and home has increased, trips from home to school has decreased
- Fewer rides are taken between Eugene and Springfield
- The percentage of riders paying fare with cash continues to decrease.
- The percentage of riders using an Employer/School Pass has declined since 2015

Communications

- Riders use Rider's Digest and LTD Website less, and Google Maps and Mobile Website more
- The percent of riders that carry a Smartphone continues to increase

Service Ratings

- More riders give overall service a rating of 6 or 7 (out of 7) than in earlier studies
- Customer service staff and drivers continue to be the highest rated aspects of service and ratings for each have improved since 2015
- Comfort while waiting for bus continues to be the lowest rated aspect of service and received more poor ratings than 2015

Oregon Office of Economic Analysis

Oregon Economic News, Analysis and Outlook

Posted by: **Josh Lehner** | August 8, 2023

Update on Population Growth in 2023

Unfortunately standard demographic and population data lags considerably. If you want to talk migration details we are still primarily working with 2020 IRS tax return data, and 2021 ACS estimates from Census. We know 2022 total population estimates, but none of the details. And yet we – a collective we, not just our office – are curious about what is happening today. I have received quite a few media requests lately on this topic so I thought I would post an update of what we know and when we will know more.

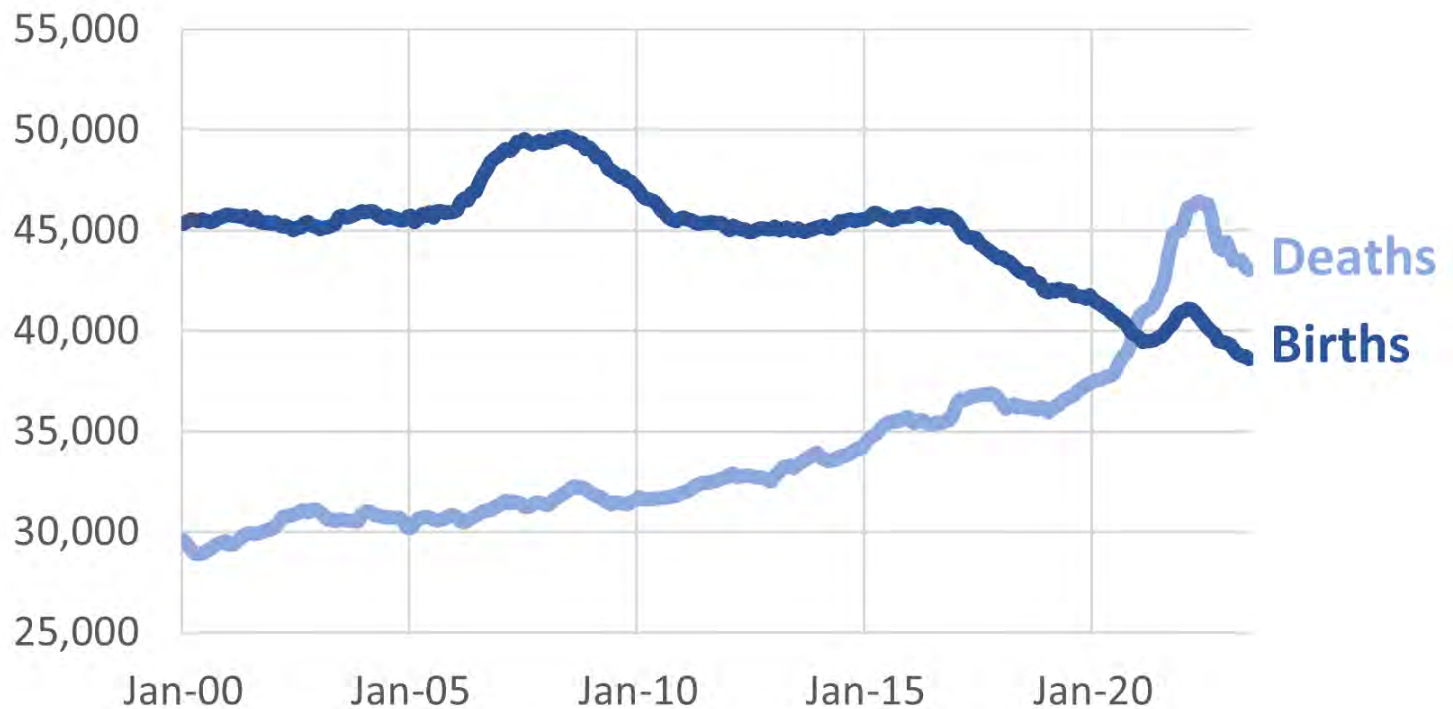
Key dates ahead. We get the 2022 ACS published tables from Census on September 14th. This will provide our first look at socio-economic characteristics of migrants (among many other things like income, poverty, household formation, working from home and the like). Then we get 2023 total population estimates in November (Portland State) and December (Census), but have to wait until Fall 2024 before we know the characteristics.

All of that said, there are three new pieces of data that shed some light on recent population trends.

First, deaths in Oregon continue to outnumber births. Births are declining, while deaths are now reverting toward the pre-pandemic trend. This is preliminary data and will change. But it is looking like this natural change in the population will be slightly less negative than we anticipated, although only slightly so. Overall our office expects deaths to outnumber births in the decades ahead, primarily a result of the state's low birth rate (5th lowest nationwide in recent years).

Oregon's Natural Population Change

Births Continue to Decline, Deaths Reverting to Trend



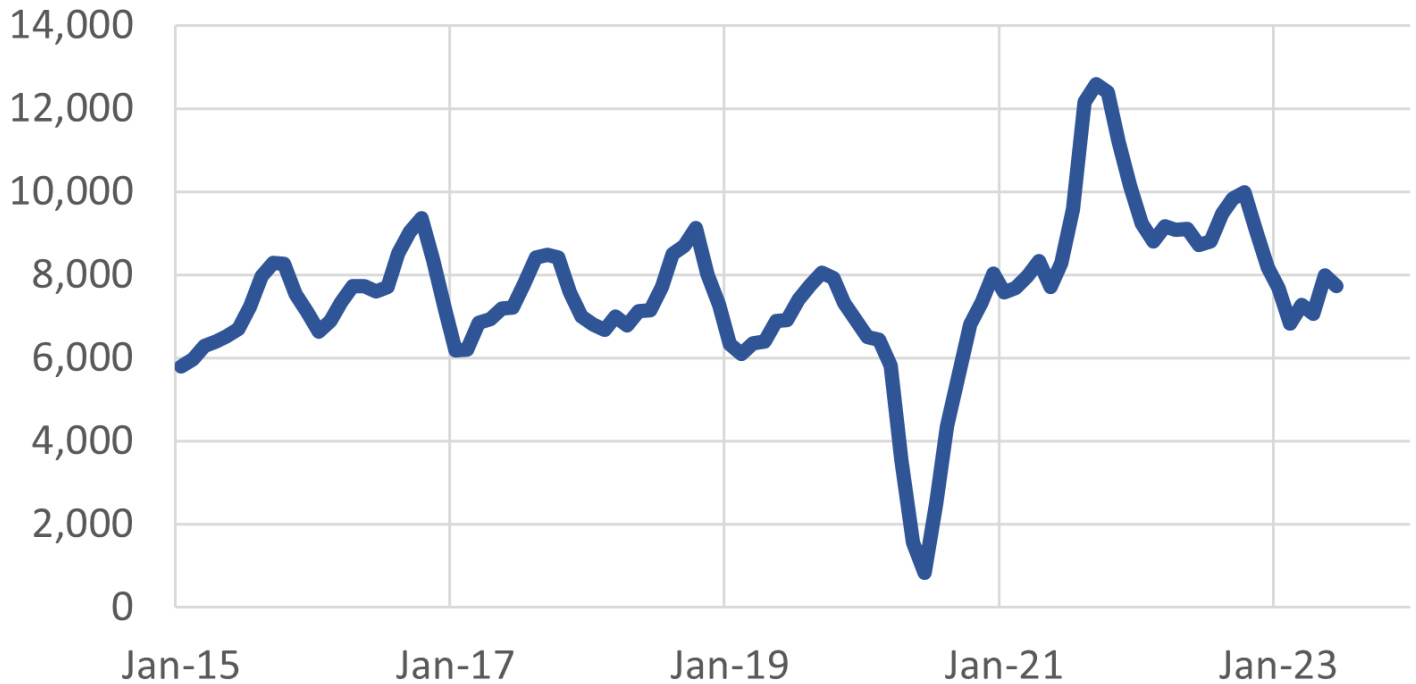
Data: 12 month average | Latest: June 2023 | Source: Oregon Health Authority, Oregon Office of Economic Analysis

(<https://oregoneconomicanalysis.files.wordpress.com/2023/08/popnatchange0623.png>).

Second, with a natural population decline it means Oregon is fully reliant upon migration for any population growth. If we take a look at surrendered driver licenses at Oregon DMVs, it shows in-migration at levels consistent with and even a bit higher than the past decade. This data does not indicate people have stopped moving to the state, given inflows appear normal. However this data does not show out-migration, which could be the bigger issue here given housing affordability, working-from-home, livability, taxes, or any other factors influencing household decisions. Note that the relative strength in surrendered licenses continues to come from Washington, California, and other western states.

In-Migration to Oregon Appears Normal

Surrendered Driver Licenses at Oregon DMVs, 3 month average



Latest: June 2023 | Source: Oregon Dept of Transportation, Oregon Office of Economic Analysis

(<https://oregoneconomicanalysis.files.wordpress.com/2023/08/driverlic0623.png>)

Third, there is new, updated migration data from the Federal Reserve Bank of Cleveland (<https://www.clevelandfed.org/publications/cleveland-fed-district-data-brief/2023/cfddb-20230803-urban-and-regional-migration-estimates>). This is based on consumer credit reports through 2023q1. This is something the Cleveland Fed has done a few times during the pandemic and is incredibly helpful as it provides closer to real-time estimates to track. Here are the biggest takeaways for me from the latest data. Keep in mind among the metros tracked in this data, Portland is the only Oregon location.

Net migration for the Portland *metro* area is still negative over the past year. Now, it is getting less negative, and trending in the positive direction, see below for more, but still down overall. There does remain a net influx of residents from other large, high cost of living metro areas, while Portland is losing population to lower cost of living areas, small and medium sized metros, and rural areas. Keep in mind at the metro level this includes both the Oregon side and the SW Washington side. It's hard to know the extent of the pull across the river until we get more complete Census data. (Given that domestic migration to Clark County, WA was essentially cut in half going from 2021 to 2022, I will be very interested in seeing more details and following that in the years ahead.)

Additionally, among urban neighborhoods, Portland continues to lose population, even as the metro level numbers are starting to turn around. Here are two pull quotes from the Cleveland Fed research I think are worth reading:

“Both the urban neighborhoods and the overall metro areas of New York, San Francisco, and the other most populous metro areas are returning to their prepandemic trends of slowly increasing net outflows. The additional rush seen during the pandemic is disappearing.”

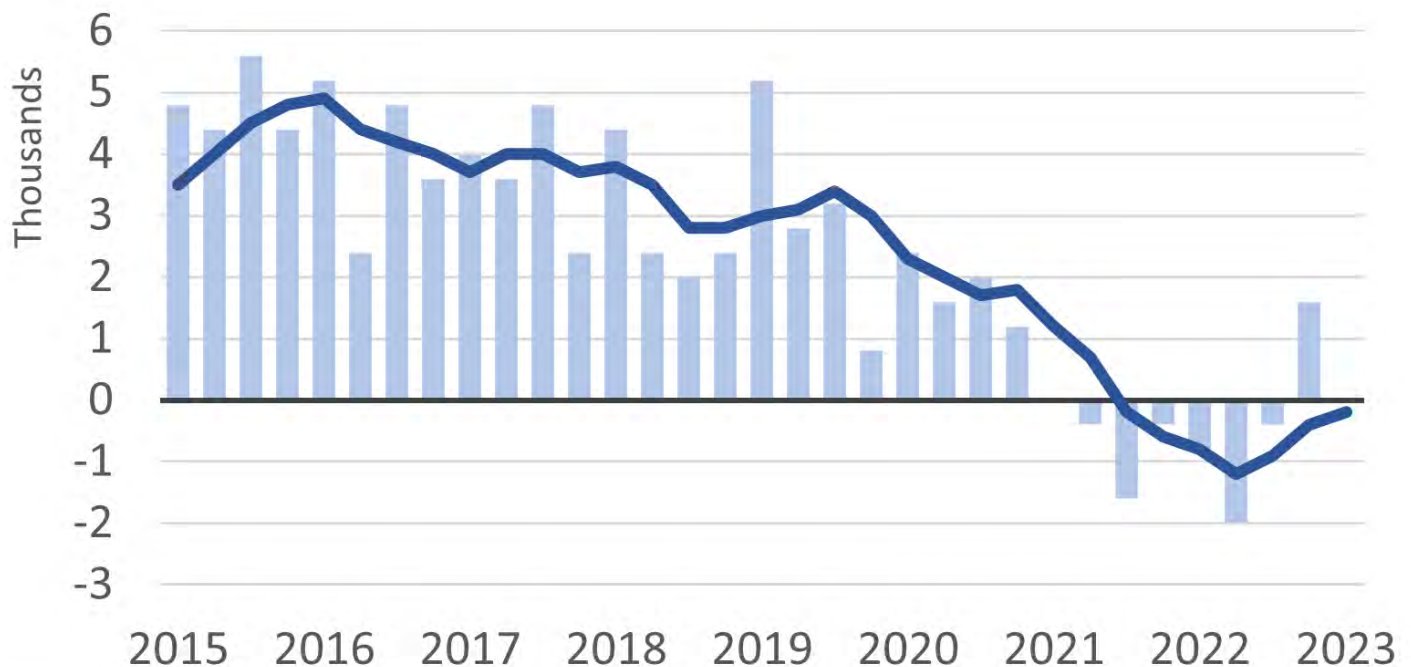
“The urban neighborhoods of Phoenix, Las Vegas, Seattle, Portland, and Sacramento are exhibiting elevated outflows. These same regions no longer have positive net migration from across the nation but instead are drawing only from high-cost metro areas.”

Finally, there is something very important I wanted to note about the Cleveland Fed data. They publish data that is a 4 quarter average. This is great in that it tells you what happened over the past year. But what we really want to know *today* is whether the pandemic era patterns remain or if things are starting to change. With the data being 4 quarter averages you can back out, or estimate what the underlying quarter-to-quarter changes are underneath the published data. Below is one such estimate. Now, these calculations are somewhat sensitive to the assumptions made. Even so the upshot is this. It is mathematically impossible for net migration to the Portland metro area to be entirely negative in recent quarters. The improvements in the 12 month changes mean that at least 1 of, and possibly all 3 of the 3 most recent quarters saw positive migration for the region.

Portland Metro Net Migration

4 quarter average as published by the Cleveland Fed

1 quarter change estimate from the Oregon Office of Economic Analysis



Latest: 2023q1 | Source: Federal Reserve Bank of Cleveland, Oregon Office of Economic Analysis

(<https://oregoneconomicanalysis.files.wordpress.com/2023/08/clevelandfed23q1.png>)

Bottom Line: Given the state’s demographics, any population growth in the years ahead will have to come from migration. The state still offers plentiful job opportunities and a high quality of life, long believed to be key factors in migration patterns. However the state’s bad housing affordability, especially in the world where working-from-home is more common, in addition to other migration factors could

result in slower migration than expected moving forward. To date, both data nationally, and in Oregon point toward some of the pandemic era patterns subsiding. That said, Portland appears to be continuing to lose residents in the urban core, while the metro level is now treading water. If true, that is a clear improvement from a year ago. Our office expects overall migration for the state to rebound in the years ahead, albeit at relatively low levels from an historical perspective. This is especially true once you factor in the natural population decline.

All of this matters economically both in terms of near-term demand in the economy in terms of Oregonians buying and selling goods and services, but also longer-term when it comes to the labor force. Historically we know that 20- and 30-somethings move at the highest rates, and they primarily move for a job or in search of a job. As they start to settle down, begin their careers in earnest, get married, have kids, buy a house and the like, they do not tend to move again until later in life. As such, a slowdown in migration today could result in slower economic growth in the future. That is why our office pays such close attention to population patterns. And of course, economic growth is not about labor alone, but the combination of labor and capital. In a world where migration does not rebound as expected, Oregon must rely even more on capital, business investment, and productivity gains to drive future economic growth. Posted in [Demographics](#), [Miscellaneous](#), [News](#), [State Comparisons](#) | Tags: [births](#), [cleveland fed](#), [deaths](#), [Demographics](#), [dmv](#), [Forecast](#), [in-migration](#), [migration](#), [natural change](#), [natural increase](#), [net migration](#), [Oregon](#), [out-migration](#), [outlook](#), [Population](#), [portland](#), [surrendered driver licenses](#)

One of your best, Josh!!

By: **Randy Miller** on August 8, 2023
at 10:19 AM

[Reply](#)

Thanks Randy; appreciate it!

By: **Josh Lehner** on August 8, 2023
at 12:57 PM

[Reply](#)

Thank you for the info.

Really good data.

Please can you write about K-12 student population decline??? Or what does the future 3-6 years looks like in the state?

Thank you-

Lilia

By: **Lilia C. Caballero** on August 8, 2023
at 11:31 AM

[Reply](#)

Hi Lilia. Thanks for the suggestion. Our forecast for the K-12 population (technically our forecast for Oregonians ages 5-17) is for a 5% decline over the next 5 years. Some of the "best" performing enrollment numbers I have seen have been more flat, with many districts seeing declines. Given

the ongoing decline in the number of births, it is likely school enrollment declines have really just started. I will say our office is in the process of updating our demographic forecast to incorporate the finally released 2020 Census data, and accounting for the even lower than anticipated birth rate.

By: **Josh Lehner** on August 8, 2023
at 12:56 PM

Reply

Good afternoon and thanks again for a very interesting article.

Any indicator that death with dignity is pulling in out of state residents, that are then included in the death stats?

Thanks, rmg

By: **MooreGreen Raquel** on August 8, 2023
at 12:33 PM

Reply

That's a good question Raquel and I don't fully know the answer. What I will say is Oregon's mortality rate by age is generally better than the nation. In 2019, to get a pre-pandemic look at things, Oregon's mortality rate was lower than the US for all age groups except 85+. If you look at the official death with dignity statistics from OHA, the numbers are relatively small when compared to the overall population. Whether Oregon's mortality rates should be even better, or the available statistics do not fully capture the impact, I cannot say.

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[\(https://www.oregon.gov/oha/PH/PROVIDERPARTNERRESOURCES/EVALUATIONRESEARCH/\)](https://www.oregon.gov/oha/PH/PROVIDERPARTNERRESOURCES/EVALUATIONRESEARCH/)

By: **Josh Lehner** on August 8, 2023
at 12:52 PM

Reply

Hi Josh,

Am I missing something? There is a blank space underneath this sentence: "Here are two pull quotes from the Cleveland Fed research I think are worth reading:"

Thanks and regards,

Kassie Koledin

By: **Kassie Koledin** on August 8, 2023
at 12:39 PM

Reply

Hi Kassie. It looks like the quotes didn't go through in the email copy of the post that goes out the distribution list, but they should be there on the online version. Sorry about that.

By: **Josh Lehner** on August 8, 2023
at 12:49 PM

Reply

Thanks Josh!

By: **Kassie Koledin** on August 8, 2023
at 1:13 PM

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