

Council work session agenda

Tuesday, April 24, 2018

2:00 PM

Metro Regional Center, Council Chamber

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

2:10 Work Session Topics:

2:10 Regional Investment Strategy Update

[18-5004](#)

Presenter(s): Andy Shaw, Metro
Elissa Gertler, Metro
Emily Lieb, Metro
Jes Larson, Metro

Attachments: [Work Session Worksheet](#)

2:55 Councilor Communication

3:05 Adjourn

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

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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.

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Regional Investment Strategy Update

Work Session Topics

Metro Council Work Session
Tuesday, April 24, 2018
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: April 24, 2018 **LENGTH:** 45 min.

PRESENTATION TITLE: Regional Investment Strategy Update

DEPARTMENTS: GAPD, Planning

PRESENTER(S): Andy Shaw, andy.shaw@oregonmetro.gov, 503-797-1763
Elissa Gertler, elissa.gertler@oregonmetro.gov, 503-797-1752
Emily Lieb, emily.lieb@oregonmetro.gov, 503-797-1921
Jes Larson, jes.larson@oregonmetro.gov, 503-442-9905

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Update Council on work toward a potential 2018 affordable housing funding measure
- Outcome: Staff responds to Council questions and receives input on next steps

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

A complete quality of life in greater Portland includes an affordable home, clean air and water, excellent access to nearby nature, and the ability to travel reliably and safely throughout the region. These basic facets of livability are closely related.

More than 2,000 people move to the region every month. As Greater Portland grows, the Metro Council has recognized the need to work together as a region on reforms to keep housing affordable, make it easier to get around, protect clean air and water and provide opportunities to access nature near every community. The council also seeks to give regular people more say about how to do this – particularly those who have faced barriers or discrimination.

The Metro Council has directed staff to coordinate efforts on these issues in a single regional investment strategy. The council has specifically directed staff to develop a regional housing funding measure for potential referral in 2018, explore renewal of the Parks and Nature bond in 2019, and begin work on a regional transportation investment measure for potential referral in 2020.

Since late 2017, staff from throughout Metro have regularly updated the Metro Council on this strategy through biweekly individual briefings and monthly work sessions. On Dec. 12, staff presented the council a high-level overview of this coordinated strategy and work plans for exploring the future of regional funding in all of these areas. On Jan. 23, staff presented a draft engagement strategy for the potential housing measure. On Feb. 20, staff provided an update on the housing measure work plan and an overview of an updated work plan for a transportation measure. Staff returned March 20 with another update on the housing measure work plan.

The April 24 work session will again be focused on an update of the development of a draft framework for the potential housing measure. Staff will return to speak with Councilors on the Parks & Nature and Transportation funding efforts in June.

Housing

The need for more affordable homes crosses city and county lines and reaches every community in greater Portland. A regional general obligation bond could help respond to this growing crisis through partnerships with local governments and providers to build and protect affordable homes for working families, veterans, communities of color and those at risk of homelessness.

As Council has discussed at past work sessions, staff are actively implementing a work plan for a potential housing measure that includes convening technical and stakeholder advisory tables; Metro-funded community partnerships; and engagement with other public and private partners. Together with technical work and research, these activities will inform the COO's recommended funding measure framework for the Council's referral consideration later this spring.

The framework development process, including community/stakeholder engagement and technical work, continues apace. As of April 16, both advisory tables have had four meetings. These groups include dozens of unique perspectives and expertise on housing and community. They meet in tandem and provide critical perspectives to inform the recommendation to the Metro Council.

The stakeholder advisory table has articulated key values, including racial equity, and applied these values in assessing potential measure investment scenarios. The technical advisory table has discussed data and modeling assumptions, potential scenarios and distribution approaches.

Metro staff have also met repeatedly with key community partners to discuss modeling, data, engagement, racial equity and other core elements of creating a potential housing measure framework.

Community engagement is also picking up steam. Metro has funded several community partners to conduct focused engagement and discussion with key communities, including communities of color and low-income residents, around the greater Portland region. Metro staff and councilors are also taking part in some of these activities, which will be completed prior to a Council referral decision. Metro is also releasing an Opt In survey for input from the general public, and this week published a new Regional Snapshot focused on who needs affordable housing in greater Portland and the difference it can make to families and communities.

At the April 24 work session, staff will update councilors on engagement and technical work, with a particular focus on a possible distribution approach to make sure the measure effectively creates and protects affordable homes in communities throughout the region. A representative of a Metro-funded community partner will be on hand to provide an update of their engagement.

Staff will share next steps and hear councilors' questions and feedback.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council have any questions or feedback for staff on the possible distribution approach, or other 2018 housing measure work?

PACKET MATERIALS

- Would legislation be required for Council action Yes **X No**
- If yes, is draft legislation attached? Yes **X No**
- What other materials are you presenting today? None.

Materials following this page were distributed at the meeting.

Metro Letterhead

April 19, 2018

Regional Solutions Advisory Committee
Metro Region
Portland State University
Market Center Building
1600 SW Fourth Ave, Suite 109
Portland, OR 97201

Dear Metro Regional Solutions Advisory Committee,

On behalf of the Metro Council, I request your support for Levee Ready Columbia. Metro's responsibility is to chart a wise course for the future of our region while protecting the things we love about the Portland metropolitan area. Given our charge, this project is a high priority for the Council as it helps Metro meet our mission to plan sensibly for the future of our region while safeguarding ourselves today.

Metro is the regional government for the Portland metropolitan area and the only directly elected regional government and metropolitan planning organization in the United States. As such, Metro is empowered with managing the boundary that separates urban land from rural and working with communities to plan for future growth in housing, employment, transportation, and recreation. Much of the Metro-designated "regionally significant industrial areas" are located behind the levees. The Council sees that reducing the risk of flooding to these areas provides a pressure-relief valve for prime agricultural land located to the south and west of Portland. These industrial lands are linked to the continued vibrancy and success of our region. The 27 miles of levees built by the USACE serves an area that is also home to the Port of Portland, Portland International Airport, two intercontinental railroads and three interstate highways. This transportation hub contributes to a thriving traded sector economy in the leveed area that generates \$16 billion in annual economic activity and over \$7 billion in property value, much of this trade linked into international markets.

Beyond Metro's efforts to support the regional economy, Metro also owns and operates a number of vital assets located behind the levees. The Gleason Memorial Boat Ramp and Chinook Landing Marine Park provide public access to the Columbia River for anglers and others. Blue Lake Regional Park provides family-oriented recreational opportunities, fishing, and boating in East Multnomah County and Metro Expo Center is Oregon's largest multi-purpose facility, boasting over 333,000 square feet of exhibition halls and driving an economic multiplier effect that supports tourism to our region. Metro's assets behind the levees contribute to the livability of the region.

For the reasons stated above and more, we enthusiastically urge the State's continued partnership and support through the Regional Infrastructure Fund. I urge you to ensure this project is selected to receive funding.

Sincerely,

Metro Council President Tom Hughes
On behalf of the Metro Council

Monday, April 16, 2018

Mr. Shane Bemis
City of Gresham
1333 NW Eastman Parkway
Gresham, OR 97030

Dear Mayor Bemis,

As you are aware, the Division Transit Project is moving forward and will shortly be completing environmental review and seeking federal funding approval. We have received positive signals from the Federal Transit Administration and from key staff on the House and Senate Transportation Appropriations committees that the project will receive strong consideration for federal funding. We believe that this project will bring significant benefits to the communities it serves, namely the cities of Portland and Gresham and Multnomah County, as well as to the region as a whole, and we are excited that it is moving forward.

To ensure the project's viability, TriMet recently agreed to move \$20 million in costs out of the project's scope, transferring that burden to TriMet's general fund. TriMet's total contribution to the project now stands at \$54 million. Additionally, the City of Portland has agreed to increase its financial contribution to the project by \$5.75 million, for a total contribution of \$17.75 million. These changes ensure that local street improvements in Gresham and Portland will not have to be reduced or eliminated to bring the project within budget. Finally, Metro is contributing \$25 million of Regional Flexible Funds to the project, as well as significant resources related to planning for the project.

Approximately 15 percent, or nearly \$12 million, of the project's total resources will be invested in the city of Gresham, including not only transit facilities but upgraded sidewalks and pedestrian crossings, improved traffic lights, ADA compliant ramps, and costs associated with storm water improvements. Many of these improvements will benefit not only transit users, but all the individuals who travel, work, worship or shop along Division St. in Gresham. In addition, the project is part of Phase I of the 2012 East Metro Connection Plan that was unanimously agreed upon by Multnomah County, Metro, TriMet, the Port of Portland, ODOT and each east Multnomah County city, including Gresham. The two-year effort identified and prioritized transportation challenges and solutions. The project itself originated as part of the East Multnomah County Connections Plan, which was unanimously adopted by the Gresham City Council. The region faces daunting transportation challenges.

While we certainly appreciate the city's contribution of \$200,000 of in-kind staff time in project development and planning, given the many benefits and improvements associated with the project and the commitment of political support and scarce funds from federal, regional and city partners, we ~~would like to encourage~~ ask you to reconsider your decision not to participate in the capital funding of the project.

The Portland region has a national and even international reputation for achieving partnerships that allow it to successfully pursue multi-jurisdictional transportation projects from light rail, to bus rapid

transit, to road improvements. ~~The region faces daunting transportation challenges.~~ Our ability to successfully address those challenges relies on our ability to achieve these kinds of regional partnerships where all parties come to the table with resources and contributions that reflect the investments made and benefits realized.

Therefore, the three non-federal funding partners in this effort sincerely ask you to consider joining this partnership with a meaningful capital contribution towards its success. We anticipate seeking congressional support for the project this May when JPACT travels to Washington, D.C. It would be a very positive message for the delegation if we could report that Gresham has also made ~~such a~~ commitment at that time.

Sincerely,

Ted Wheeler
Mayor
City of Portland

Doug Kelsey
General Manager
TriMet

~~Tom Hughes~~ ~~Bob Stacey~~ ~~Shirley Craddick~~
~~Council President~~ ~~lor~~ ~~Councilor~~
~~Oregon Metro~~ ~~Oregon Metro~~

Cc
Gresham City Council
Portland City Council
Metro Council
JPACT

Regional Investment Strategy

Council work session
April 24, 2018

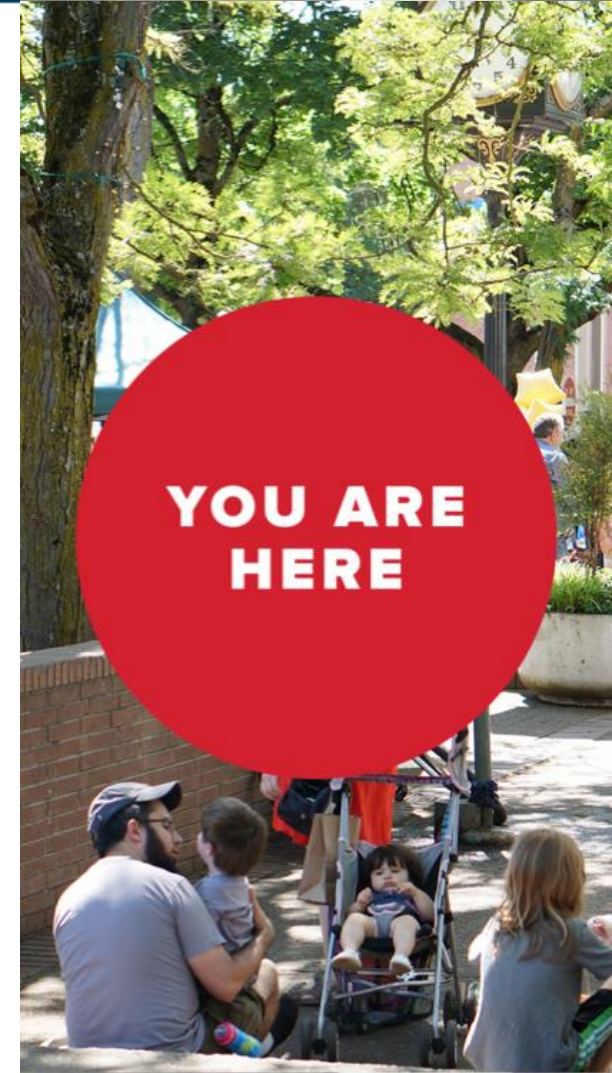


Metro

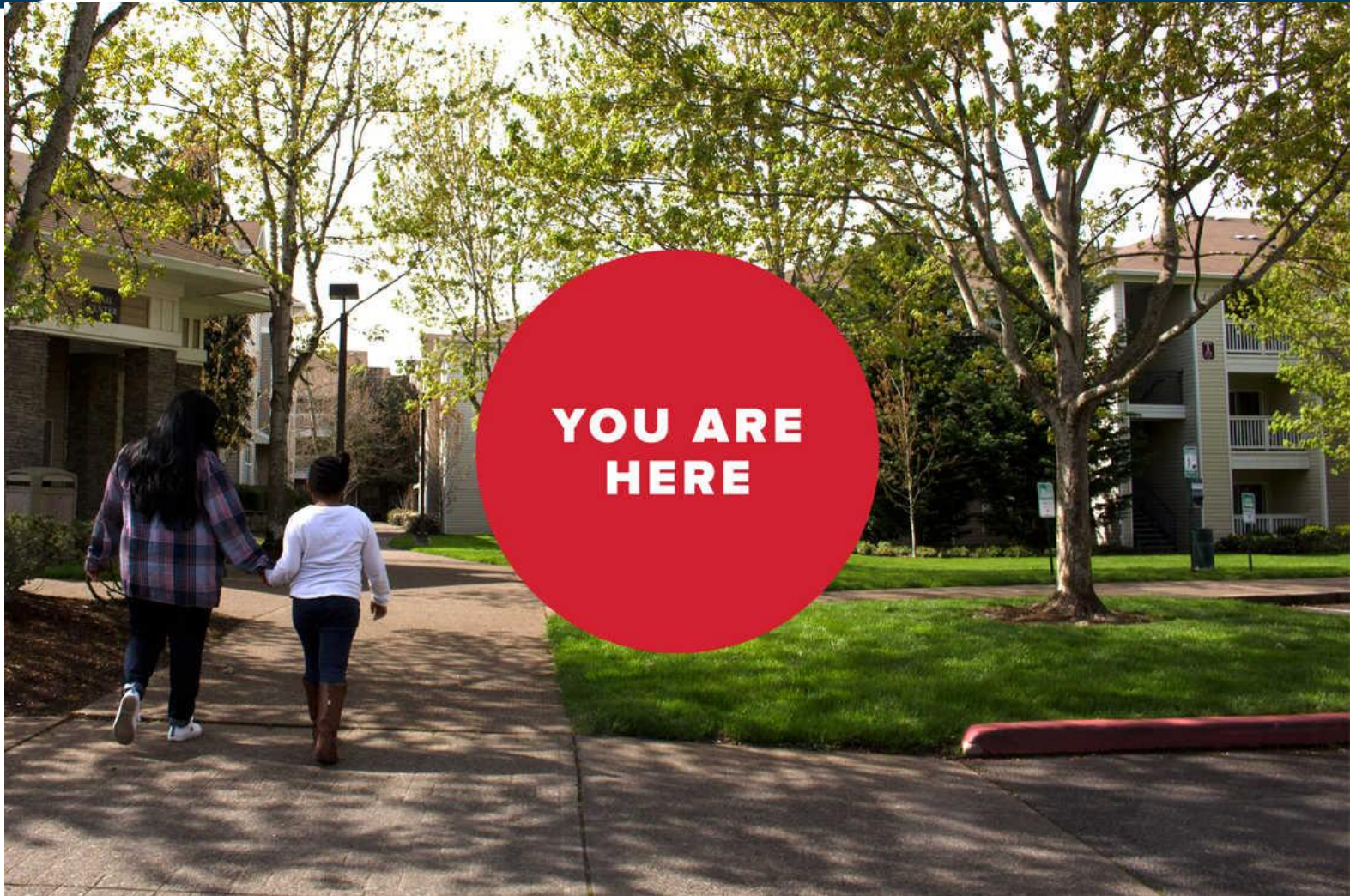


Reminder: Where we are now.

- Metro is a good steward of the things that create regional livability.
- We connect urban/rural, built/natural in one vision of a highly livable place for all.
- We must do more to protect what we value, help public investments keep up – and share benefits equitably.



Agenda for today



The housing measure framework

Outcomes

Scope and distribution

Eligible program activities

Accountability and oversight

Racial equity

Other implementation considerations

Draft Stakeholder table values

Draft, 3/30/18

Racial equity: Overarching value integrated throughout

People: Who to serve

- Youth, seniors, families and people experiencing or vulnerable to homelessness
- Racial equity as well as equity in age, ability, inclusivity
- Serve those least well served by market

Places: Where to invest

- Increase community access to transportation, employment, education, food and services
- Geographic diversity – regional distribution of revenue
- Support mixed-income communities and mixed housing types
- Protect residents in changing neighborhoods and prevent displacement

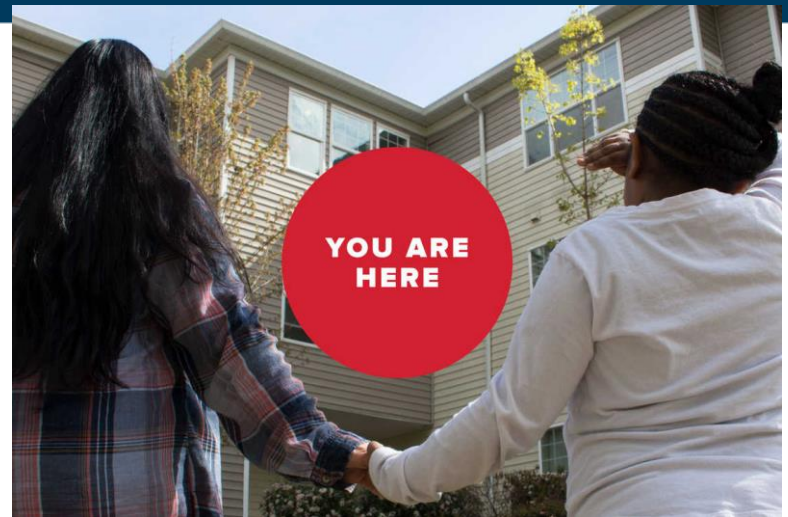
Program: How to ensure success

- Ensure fiscally sound projects that permanently preserve affordability
- Accountability, community oversight

Process: How to build a successful framework

- Leverage expertise of private market and non-profit partners

What's new



Community Partnership Program

Grants to community partners engaging diverse communities in each of greater Portland's three counties.

- Community discussion groups, workshops
- Leadership development
- Canvassing and home visiting
- Community education
- Building capacity

Latino Network

**Native American
Youth and
Family Center**

**Rosewood
Initiative**

Verde

Unite Oregon

**Welcome Home
Coalition**

Community Partner: Welcome Home Coalition

Surveys on key topics such as racial equity, scenarios

All Coalition Meetings - in-person feedback on scenarios, discuss community priorities and tension points between values and bond goals, discuss opportunity areas

Clackamas County Outreach - community forums on bond framework and survey to key partners; affordable housing tour highlighting home ownership, senior housing, racial equity


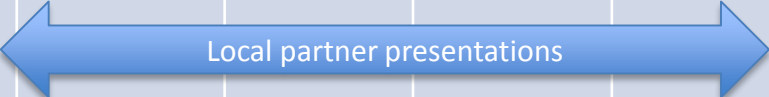
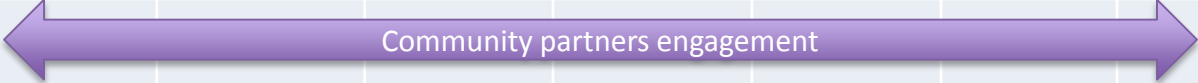
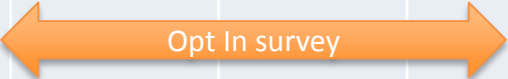
Eight meetings between Welcome Home coalition members, and Metro staff to strengthen partnerships, build trust and cohesion, discuss key topics in-depth



Distribution concept

- What it is
- Possible approaches
- What we've heard
- How we are applying what we've heard

What's next: Highlights

	Week of 4/23	Week of 4/30	Week of 5/7	Week of 5/14	Week of 5/21	Week of 5/28	Week of 6/4	Week of 6/11
COUNCIL	Work session Briefings		Briefings	Work session: Framework	Briefings	Work session: Recommendation		
ADVISORY TABLES	Technical Advisory Table: Draft framework	Stakeholder Advisory Table: Draft framework			Advisory tables: Recommendation			
JURISDICTION PARTNERS			MPAC: Framework materials		MPAC: Present framework			
COMMUNITY	 Local partner presentations							
	 Community partners engagement							
	Regional Snapshot	 Opt In survey						

Discussion

Does Council have any questions?

Does Council have any feedback or advice for staff?

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transit, to road improvements. ~~The region faces daunting transportation challenges.~~ Our ability to successfully address those challenges relies on our ability to achieve these kinds of regional partnerships where all parties come to the table with resources and contributions that reflect the investments made and benefits realized.

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Cc
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Portland City Council
Metro Council
JPACT