

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, November 28, 2018

5:00 PM

Metro Regional Center, Council chamber

- 1. Call To Order, Introductions, Chair Communications (5:00 PM)**
 - 2. Public Communication on Agenda Items (5:05 PM)**
 - 3. Council Update (5:10 PM)**
 - 4. MPAC Member Communication (5:15 PM)**
 - 5. Consent Agenda (5:20 PM)**
 - 5.1 MTAC Nominations [COM](#)
[18-0188](#)

Attachments: [Memo: MTAC Nominations](#)
 - 5.2 Consideration of October 10th, 2018 Minutes [18-5114](#)

Attachments: [October 10th, 2018 Minutes](#)
 - 5.3 Consideration of November 14th, 2018 Minutes [18-5122](#)

Attachments: [November 14th, 2018 Minutes](#)
 - 6. Information/Discussion Items**
 - 6.1 Parks and Nature Bond Framework Discussion (5:20 PM) [COM](#)
[18-0186](#)

Presenter(s): Brian Kennedy, Metro
Attachments: [MPAC Worksheet](#)
 - 6.2 Metro Housing Bond Next Steps (6:05 PM) [COM](#)
[18-0187](#)

Presenter(s): Jes Larson, Metro
Emily Lieb, Metro

Attachments: [MPAC Worksheet](#)
 - 7. Adjourn (7:00 PM)**
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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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600 NE Grand Ave.
Portland, OR 97232-2736
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2018 MPAC Work Program

as of 11/20/2018

Items in italics are tentative

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|---|--|
| <u>Wednesday, November 28, 2018</u> <ul style="list-style-type: none">• Parks and Nature Bond Framework Discussion (Brian Kennedy and Heather Nelson Kent, Metro; 45 min)• Metro Housing Bond Next Steps (Jes Larson and Emily Lieb, Metro; 45 min) | <u>Wednesday, December 12, 2018</u> – cancelled |
| <u>Wednesday, December 26, 2018</u> – cancelled | |

Parking Lot:

- Permanent Supportive Housing 2040 Grant Presentation (Jes Larson, Metro) – late February/March
- Economic Value Atlas (Jeff Raker, Metro) – January

5.1 MTAC Nomination

Consent Agenda

Metro Policy Advisory Committee
Wednesday, November 28, 2018
Metro Regional Center, Council Chamber

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 20, 2018
To: MPAC
From: Tom Kloster, MTAC Chair ✓
Subject: MTAC Nominations for MPAC Consideration

The Homebuilders Association of Metropolitan Portland has nominated Roseann Johnson to be the primary member for the Residential Development MTAC seat.

David Nielsen and James Adkins will be her alternates.

Please consider these nominations for MTAC membership. Per MPAC's bylaws, MPAC may approve or reject any nomination submitted.

If you have any questions or comments, please do not hesitate to contact me.

Thank you.

5.2 Consideration of October 10, 2018 Minutes

Consent Agenda

Metro Policy Advisory Committee
Wednesday, November 28, 2018
Metro Regional Center, Council Chamber



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

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

October 10, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Denny Doyle (Chair)
Sam Chase
Amanda Fritz
Jeff Gudman
Gordon Hovies
Peter Truax
Mark Watson

Jerry Hinton
Martha Schrader
Linda Glover
Don Trotter

Ed Gronke
Emerald Bogue
Kathy Wai

AFFILIATION

City of Beaverton, Second Largest City in Washington County
Metro Council
City of Portland
City of Lake Oswego, Largest City in Clackamas County
Tualatin Fire and Rescue, Special Districts in Washington County
City of Forest Grove, Other Cities in Washington County
Hillsboro School District Board of Directors, Governing Body of a School District
City of Gresham, Second Largest City in Multnomah County
Clackamas County
City of Vancouver
Clackamas County Fire District #1, Special Districts in Clackamas County
Citizen of Clackamas County
Port of Portland
TriMet

ALTERNATES PRESENT

Jennifer Donnelly
Anthony Martin

AFFILIATION

Oregon Department of Land Conservation and Development
City of Hillsboro, Largest City in Washington County

MEMBERS EXCUSED

AFFILIATION

OTHERS PRESENT: Adam Barber, Jennifer Donnelly, Andre Bealer, Jeff Owen, Gretchen Buehner, Theresa M. Kohlhoff, Laura Weigel, Katherine Kelly, Andrey O'Brien

STAFF: Marta McGuire, Matt Korot, Elissa Gertler, Kim Ellis, Ernest Hayes, Nathan Sykes, Ramona Perrault, Sara Farrokhzadian, and Sima Anekonda

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

Denny Doyle called meeting to order at 5:07 PM. He announced that the October 24, 2018 MPAC meeting would be cancelled. He invited MPAC members to attend a presentation entitled “Building Regional Disaster Resilience: what work in California and how it applies to Oregon” which would take place on October 24th, 2018 at 5:00 PM. Chair Doyle explained that Abby Hall and Arrietta Chakos would lead the presentation.

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

There were none

3. COUNCIL UPDATE

Councilor Sam Chase announced that the Oxbow Regional Park Welcome Center would hold the homecoming celebration for the Chinook salmon on the Sandy River. He stated that the salmon homecoming was a collaboration with the Native American community to honor the salmon.

Councilor Chase discussed Metro’s Equity Plan and stated that four departments rolled out action plans that laid out how their work would be grounded in racial equity moving forward. He noted that Parks and Nature, Property and Environmental Services, Planning, and the Oregon Zoo were the first departments tasked with putting together a 5-year plan.

Councilor Chase said that the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program had launched. He stated the PILOT program offered \$150 thousand in grant opportunities for local agencies and community groups partnering with private entities to test new transportation services. He stated that possible projects could help meet transportation needs of underserved communities, remove barriers to accessing new mobility services, provide new connections to transit stations, improve transit services, and provide more shared or active transportation options. He summarized that the PILOT program allowed the private sector to address transportation issues.

Councilor Chase alerted that committee openings were available. He said that opportunities and applications were being accepted until October 22nd, 2018 for positions that would start in January 2019. He said the Transportation Policy Advisory Committee, Public Engagement Review Committee, and the Parks and Nature Advisory Committee were accepting applications.

4. MPAC MEMBER COMMUNICATION

There were none.

5. CONSENT AGENDA

MOTION: Councilor Jeff Gudman and President Gordon Hovies seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Southwest Corridor Equitable Development Strategy and Light Rail Update

Chair Doyle introduced Chris Ford and Brian Harper for discussion regarding the Southwest (SW) Corridor Plan. He stated that this item was an update on two components of the SW Corridor Plan: the light rail project and the accompanying effort to generate benefits for existing and future residents of the SW Corridor. Chair Doyle stated the presentation would discuss extending the MAX line into the SW Corridor as well as the equitable development strategy.

Key elements of the presentation included:

Mr. Chris Ford stated that many cities, along with ODOT, were a part of the SW Corridor project. He provided an overview of the LRT schedule and mentioned the environmental review process was half completed. He touched on the funding and construction of the project then displayed a map which showed the location of where a high capacity transit system would be placed. Mr. Ford said this plan was based off of the 2040 Growth Concept which caused planners to consider how growth would be accommodated. He described regions of growth and stated that there could be 340,000 residents in the SW Corridor by 2035. He added that this would create 13-17 hours of congestion a day, indicating the need for more transportation options.

Mr. Ford described why this area was being focused on. He stated that the plan began by considering land use and place. He said that the steering committee considered over 60 alignment options which included tunnels, light rail, and bus rapid transit.

Mr. Ford touched on the plan's robust engagement process which was used to recommend locations for where the light rail alignment could be placed. He said that Community Advisory Committee members were appointed to provide their feedback on

the plan. He said neighborhood associations, the Chamber of Commerce in Tigard and Tualatin, and the Westside Economic Alliance were some of the organizations that were involved. He also mentioned that the Islamic Center, the Muslim Economic Trust were all engaged due to their work in protecting youth of color. He emphasized that they wanted to reach individuals who were typically not involved the planning process.

Mr. Ford said the plan began an environmental review process which would be used to inform decision makers. He said that review process referred to both natural and human environments and included what would be impacted. He added that 33 meetings and 3 public hearings were conducted during that the review period. Mr. Ford iterated over one-thousand comments were received. Mr. Ford remarked that public agencies provided input throughout the process.

Mr. Ford outlined the SW Corridor Steering Committee's recommendation. He stated that the recommendation was based on the following: purpose and need, draft EIS, input from the public and agencies, and FTA rating criteria. He listed developments that would occur in outer and inner regions of Portland. He said that developments would provide a new walk and bike connector between Barbour and Marquam Hill, shared transit way to allow buses to bypass traffic congestions, a shuttle between PCC-Sylvania and nearby stations, and continuous sidewalks and protected bike lanes.

Mr. Ford described the project's benefits, touched on climate action goals, and provided information on commuters traveling to and from Portland. He then addressed the next steps for the plan and stated that once the Steering Committee recommended a route, the project would move into a project development phase. He stated that a new Community Advisory Committee and Steering Committee would convene in early 2019. Mr. Ford said that towards the end of 2019, a Final Environmental Impact Statement would respond to comments and confirm strategies to mitigate impacts identified in the Draft Environmental Impact Statement. Mr. Ford shared that in 2020, voters would decide on a regional funding measure which could fund half of the SW Corridor project. He also announced that in 2023, the Federal Transit Administration would confirm whether to fund the project through its New Starts Program. He noted that major investments would affect land use, and stated that Metro had an Equitable Development Strategy which would consider those impacts.

Mr. Brian Harper outlined the consequences of the project and stated that rising housing costs, cost of living, and displacement were considered while the SW Corridor plan was developed. He stated that creating an Equitable Development Strategy would help illustrate the benefits of light rail. He highlighted that Metro was committed to advancing equity through the SW Corridor plan. Mr. Harper summarized the Equitable

Development Principles which were designed by the Project Oversight Committee. He mentioned that the principles informed the selection of Pilot Project Proposals. He stated that the Equitable Development Principles showed that the project was about the people Metro served. He said that data was used to develop who would be most affected by the project.

Mr. Harper announced that the housing strategy was close to being finalized. He expressed the following items were needed to address housing and transit goals: anti-displacement services and protections, acquisition and preservation of existing housing, and new housing construction and supportive lands use. He said that strategy was endorsed by most members of the Equity and Housing Advisory Group. He mentioned that the strategy addressed the creation of more affordable housing as well as services and protections for residents. He highlighted that the project relied on several partners and utilized housing work conducted by City of Portland and Tigard to inform SW Corridor plan.

Mr. Harper highlighted that over forty actions were identified by the Oversight Committee. These actions dealt with affordable housing, workforce development, and community investment and development. He said that each action sought a champion and noted that ten actions were underway.

Mr. Harper remarked that data could be used to determine success of projects then stated that speaking with communities also provided useful insights regarding impact. He explained that Metro's Equitable Development Pilot Projects were intended to inform, advance, and facilitate work in the Equitable Development Strategy and sustain community-driven initiatives. He said that \$275,000 of the grant would be used for early implementation pilot projects. He explained that the Oversight Committee prioritized projects then discussed the applicants.

Mr. Harper summarized organizations which received business and workforce awards. He introduced Mercy Corps NW which was awarded a grant that would provide minority and women-owned businesses to weather the impact of Light Rail Construction. He continued to describe the grant given to IRCO & OHSU. He said that this grant would provide immigrants, people of color, and other marginalized communities access to career advancement opportunities in healthcare. Mr. Harper added that the grant was an attempt to provide the means to access housing.

Mr. Harper discussed the following organizations which received equity and housing awards. He first introduced the Community Partners for Affordable Housing and stated that this organization engaged marginalized communities in the design of existing and

future affordable housing developments. Mr. Harper then detailed the work of Home Forward, an organization that helped the Muslim community in the SW Corridor navigate and influence affordable housing opportunities. He mentioned that Proud Ground helped communities access affordable homeownership opportunities in the SW Corridor. Mr. Harper summarized that Momentum Alliance enhanced the ability for communities of color to participate and influence the SW Corridor plan.

Mr. Harper revealed that the federal grant would expire in July of 2019 and encouraged MPAC to continue conversation on the SW Corridor. He stated the groundwork to attain local and potentially national philanthropic support was being laid.

Member discussion included:

- Chair Doyle expressed interest in the project.
- Commissioner Amanda Fritz announced that the Portland's City Council passed the Equitable Housing Strategy. She described concerns related to locally preferred alignment. She described that the Portland City Council had three areas of concern: connection with OHSU, planning around the Barbour Town Center, and the park and ride purposed for SW 53rd. Commissioner Fritz remarked that Portland and Tigard delayed voting on the locally preferred alternative to provide more time for discussion.
- President Hovies broached questions regarding the Portland Community College tunnel. Mr. Ford explained the tunnel would interference with numerous parks, there was a lack of enthusiasm from the Hillsdale community members, and the tunnel's overall cost. Mr. Ford mentioned that ODOT was planning to install an arts project to change traffic flow. President Hovies then requested more information on the plan's effects on the Barbour grocery store and the Village Inn. Mr. Ford stated that the owners of the Village Inn required assistance and mentioned that their location would not be affected by the choice of alignment. Mr. Dave Unsworth stated that there were many items that needed to be dealt with, including the Village Inn. He stated that there would be work done with a new citizen advisory committee and steering committee.
- Mr. Don Trotter was pleased that the community was being involved during pilot programs. He then inquired about timelines in the application process for organizations. Mr. Harper said that organizations had one year to complete their pilot project. He mentioned that reports on project outcomes would also be conducted. Mr. Trotter asked if the reports on project outcomes would be provided. Mr. Harper confirmed.
- Councilor Anthony Martin was concerned that this project would take away ridership from Westside Express Service (WES). He stated that WES was an important part of the commute process and asked MPAC consider the individuals

who commute into Hillsboro. He emphasized the importance of keeping all transit options viable. Mr. Unsworth stated that the project considered mobility hubs and acknowledged that there was more work that needed to be done.

- Ms. Kathy Wai responded to Commissioner Fritz's comments and spoke to the locally preferred alternatives. She noted that this project would affect a number of jurisdictions. Ms. Wai then commented on funding to IRCO and workforce development. She noted her mother advanced from working in the kitchen at OHSU to working as a pharmacy technician through the IRCO program. Ms. Wai then inquired about the SW Corridor's housing targets and whether the housing options were for single families. Mr. Harper stated that the housing targets were between Portland and Tigard and covered multiple types of households. Mr. Unsworth stated that there was a memorandum agreement among nine different groups on affordable housing for remnant pieces of property that TriMet was hoping to obtain for the project. He noted TriMet owned property with a number of affordable housing units. He stated that the plan would have TriMet identify remnant parcels throughout the corridor to consider where affordable housing could be placed.
- Councilor Gudman inquired about funding the project. Mr. Unsworth stated that TriMet was responsible for financing, however the project would rely on various partners for funding. Mr. Unsworth said that a number of risk assessments would be utilized to deliver the project.

7.0 ACTION ITEMS

7.1 MPAC recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, Safety and Emerging Technology

Chair Doyle expressed the 2018 Regional Transportation Plan (RTP) would be the next item under discussion followed by the Regional Waste Plan. Chair Doyle stated that a decision for adoption of the RTP would be made. He stated that MTAC and TPAC developed recommendations that would be considered by JPACT. He highlighted that MTAC identified two items for JPACT to consider before making a recommendation. He noted that after the presentation, he entertained a motion to approve MTAC's recommendation.

Key elements of the presentation included:

Ms. Ellis outlined the timeline of the Regional Transportation Plan (RTP) and summarized engagement tactics. She said that MPAC was an important entity throughout the planning process. She stated that the goals and objectives of the RTP were updated along with the policies surrounding equitable transportation. She then added that the Climate Smart Strategy was more fully integrated into the RTP. She

stated that the plan was also updated to include more information on equitable transportation strategies. Ms. Ellis also noted that that RTP was one of the few regional plans that had Vision 0 as a goal to reduce death and serious injuries due to vehicular accidents. She discussed that partners helped guide how investments were targeted. She explained that that the RTP was a 25-year plan and included a 10-year investment strategy.

Ms. Ellis described the Draft RTP Constrained Priorities and emphasized that over \$15.4 billion were planned for projects by 2040. She said RTP's constrained priorities reflected community priorities and showcased projects which were added from local adopted plans. She stated that the culmination of these projects provided a multi-modal transportation system of people and goods. She noted that the system was being expanded detailed that a significant amount of funds would be invested for future transit, roads, and bridges.

Ms. Ellis mentioned there was another one billion dollars of investment and stated that many benefits were based on evaluation. She stated that coverage was expanded significantly in order to improve safety and reliability.

Ms. Ellis clarified that the RTP set the foundation for future work, investment, and collaborations. She provided a list of what the RTP achieved: kept federal dollars for the region, built local and regional plans and visions, allowed major projects to move forward, and identified areas which needed more study and analysis.

Ms. Ellis reviewed the public comment report used for the RTP. She explained that there were 880 online survey participants and over 2,400 comments, 50 letters, 207 emails, 4 consultation meetings, and stated that 7 community members testified at the August 2nd public hearing. She added that the majority of comments were minor changes to consider in order to improve the plan,

Ms. Ellis reminded MPAC that the MTAC recommendation was adopted into ordinance and mentioned that TPAC made their recommendation as well. She continued to explain what the ordinance adopted and explained that each strategy would be adopted by a resolution.

She described the two major focuses of MTAC and TPAC: 1) Integration of green infrastructure and natural resource protection in the RTP and 2) The updated Climate Smart Strategy implementation and evaluation findings. She then conveyed MTAC's recommendations to MPAC on the integration of green infrastructure and natural resources in the RTP. Ms. Ellis noted that there was a request to include more policy information surrounding design on the RTP. She stated that local street design

guidelines were updated. Ms. Ellis shared that the update would comprehensively consider design. She then highlighted another MTAC recommendation which encouraged more timely reviews of Title 3 and Title 13 inventories and implementation programs. She said that last review was conducted in 2015, and the next review was scheduled for 2025. She discussed the Climate Smart Strategy and remarked on increasing detail regarding fleet and technology assumptions.

Ms. Ellis listed final steps towards the adoption of the RTP. She shared that JPACT would be asked to approve the RTP. She noted that in 2019 would be submitted to the U.S. Department of Transportation and Land Conservation and Development Commission.

Member discussion included:

- Mr. Mark Watson expressed disappointed in the RTP's emerging technologies portion and asked if the technology pilot projects were intended to gather more data or provided potential solutions. Ms. Ellis said that the pilot projects spoke to both concerns. She also mentioned that a Mr. Elliot Rose completed work in order to start testing potential solutions as well as understand how communities would benefit. Ms. Ellis explained that a set of principals were used due to the uncertainty of employment and emerging technologies. She stated that these principals would help carry out actions. Ms. Ellis suggested that Mr. Rose provide a briefing on this area. Mr. Watson asked how the research would integrate with the legislature's work on autonomous vehicles. Ms. Kim revealed that Mr. Rose participated in that process to complement work that was being done at the state and local level.
- Councilor Martin stated that the City of Hillsboro always recommended that Metro set larger and more aspirational goals. He then echoed Mr. Watson's concerns.
- Commissioner Fritz asked why there were no specific strategies for creating green infrastructure. Commissioner Fritz also sought to understand why MTAC did not adopt all of the changes proposed by Metro staff. Ms. Ellis clarified that the only change MTAC did not recommend were the policies. She explained that the livable streets design guidelines were being updated which contributed to MTAC's decision. She stated that the update would potentially create new policies and would be reviewed in order to considered green infrastructure. Commissioner Fritz asked if the policies were reflected in the RTP. Ms. Ellis clarified that the RTP's design policies were carried over from previous transportation plans. Commissioner Fritz recommended that the livable street information be referenced in the RTP. Ms. Ellis remarked on the process of how information was integrated into the RTP and stated that language was being added to the plan to address new policies. Commissioner Fritz expressed concern that 9% of high value natural resource land would be impacted by the plan. Commissioner Fritz stated that that

only focusing on low-income and marginalized populations would not adequately address this level of impact. Ms. Ellis emphasized that that RTP was a system level plan and was meant to identify projects which would potentially impact resources. Commissioner Fritz inquired about funding. Ms. Ellis stated that most projects in the RTP were locally funded. Ms. Ellis touched on the establishment of Title 13 and the review cycle. Commissioner Fritz inquired about the strategies and proposals put forth by the Audubon Society that were not accepted by MTAC. Ms. Ellis clarified areas were not accepted by MTAC. Councilor Chase stated that he would share Commissioner Fritz's comments with the Metro Council.

- Commissioner Martha Schrader inquired about the timeline for RTP updates. Ms. Ellis summarized the update cycle and stated that JPACT, MPAC, the Metro Council would be engaged to develop a work plan. She stated that work plan would take two to three years to complete. Commissioner Schrader spoke to the need for a robust policy discussion and highlighted Clackamas County's mitigation work.
- Ms. Emerald Bogue touched on the Audubon letter that was provided to MPAC members and clarified issues regarding West Haven Island.

MOTION: Mayor Peter Truax moved, and Council Jeff Gudman seconded, to recommend adoption of the Ordinance No. 18-1421, Resolution No. 18-4892, Resolution No. 18-4893, Resolution No. 18-4894, and Resolution 18-4869 to Metro Council.

ACTION: The motion passed, with Commissioner Fritz abstaining.

6.0 INFORMATION/DISCUSSION ITEMS

6.2 2030 Regional Waste Plan

Key elements of the presentation included:

Mr. Matt Korot explained that the 2030 Regional Waste Plan was a strategic document which targeted regional solid waste work. He said that the plan would act a guide for how the system and the investments would be managed over the decade. He clarified that there were two systems: materials management and the solid waste system. He conveyed that the materials management system dealt with environmental and human health impacts of products. He also detailed that solid waste system hinged on collection and facilities which serve the community. He stated that the Regional Waste Plan would provide policy directions and would take a phased approach to action.

Mr. Korot stated that a key element of developing the plan was to gain input from marginalized communities. He explained that the plan ensured equitable engagement practices by forming partnerships with a number of community based organizations. He said that these organizations helped create a cohort of over 100 individuals who

assisted in guiding the planning process. He said the second way diverse voices were integrated during the planning process was through the Equity Work Group. He explained that this group served as a steering committee for the plan. Mr. Korot said that this group consisted of seven individuals who brought their specific knowledge and expertise.

Mr. Korot remarked that the plan contained eight different visions. He explained that once the visions were established, eight working groups were convened to focus on each vision. Mr. Korot reported that the groups comprised of representatives from local governments, solid waste haulers and facilities, advocacy organizations, community organizations, and the Equity Work Group. He stated that forums were held so that each work group could collaborate and identify commonalities.

Ms. Marta McGuire summarized the following goal areas: shared prosperity, product design and manufacturing, product use and consumption, product end-of-life, and disaster resilience. She emphasized the importance of considering a material's life cycle and also mentioned that disaster resilience was a new goal that was considered. She described actions that would be completed by 2030 and explained that implementation would be shared between Metro and local governments. She said that most actions were nondirective and explained that this meant local government and Metro would work together.

Mr. Andre Bealer spoke to actions regarding shared prosperity. He described his experience on the equity group and technical work group. He stated that the goals and actions were created after participating in conversations with stakeholders. He provided an overview of the following shared prosperity actions: add new representation to advisory committees, increase solid waste related spending for local and minority owned businesses, establish living wage standards, reduce the use of temporary workers, and develop workforce development programs. He mentioned that the garbage and recycling industry had little diversity in its workforce and highlighted that diverse workers had lower paying jobs.

Ms. McGuire provided an overview of the product design and manufacturing actions which dealt with eliminating chemicals of concern, use product stewardship to reduce environmental impacts, and phase out bans for high impact products. She then listed the following product use and consumptions actions: implement policies to reduce single use products, deliver culturally responsive education on waste prevention and better purchasing choices, prevent the wasting of food through tools and education.

Ms. McGuire also described the product end-of-life management actions. These actions included expanded reuse and repair services, improve services to multifamily residences, improved collection for difficult to manage items, implement low income rate assistance program, invest in local markets for recyclables, and evaluate west-side full service station.

Ms. McGuire then discussed disaster resilience, the final action area. She stated that this action areas included the following: develop a database of solid waste infrastructure and resources, implement emergency planning requirements for service providers, identify debris management sites, and develop strategies for recycling and disposal of materials.

Ms. McGuire detailed how process would be measuring using key indicators, goal indicators, and progress reports. She stated that key indicators spoke to advocating for a broad audience and that the goals indicators would be used to measure the project. Ms. McGuire then provided an overview on next steps for the Regional Waste Plan.

Member discussion included:

- Councilor Martin asked how the projects under the Regional Waste Plan were being prioritized and stated that the plan did not evaluate costs. He stated that cost evaluation was needed to consider feasibility. Councilor Martin added that some proposed updates did not account for infrastructure deficiencies. He then touched on waste management's lack of transparency regarding rate increases. Ms. McGuire explained that Metro would collaborate with jurisdictions to develop a multi-year plan to influence prioritization. She added that there were three year increments for working with other cities. Ms. McGuire said that the estimation of costs and resources would inform the budget needs from each of the different agencies. Ms. McGuire mentioned that the community also discussed transparency and stated that those comments were noted.
- Mr. Ed Gronke inquired about the shared prosperity actions portion of the plan. He explained that Metro controls landfills and transfer stations, but did not oversee individual haulers. He asked how individual haulers would comply with the plan. Mr. Korot stated that Regional Waste Plan expanded beyond Metro and was also intended for local governments. He emphasized that the actions identified by the plan spoke to various parties. He also noted that the City of Portland was doing work within the hauling system to address equity outcomes. Mr. Gronke asked if any cities indicated issues with the system being proposed. Mr. Korot said that this was a challenging project and restated that there was a shared commitment to achieve the plan's objectives.

- Commissioner Fritz thanked the presenters for their work on community engagement and noted that Bureau of Planning and Sustainability supported the proposal. She emphasized the importance of developing a detailed plan which could address the size of franchises. Mr. Gronke expressed that Metro had worked on this issue for several years.
- Ms. Kathy Wai reiterated that the next draft of the plan would contain a policy focus. She asked if the plan had a system of coordination which accounted for the 2019 session and the waste management policies that had already been passed. Mr. Korot stated that there was coordination with other agencies and advocacy groups over waste related legislation.

8.0 ADJOURN

MPAC Chair Doyle adjourned the meeting at 7:17 PM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Sima Anekonda', with a large, stylized 'A' and a circular flourish at the bottom left.

Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 10, 2018

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|---------------------|--|---------------------|
| 6.1 | Presentation | 10/10/18 | Southwest Corridor Preferred Alternative | 101018m-01 |
| 6.2 | Presentation | 10/10/18 | 2030 Regional Waste Plan | 101018m-02 |
| 7.1 | Presentation | 10/10/18 | Adoption of the 2018 Regional Transportation Plan and Strategies | 101018m-03 |
| 7.1 | Handout | 10/10/18 | Letter from Audubon Society of Portland | 101081m-04 |

5.3 Consideration of November 14, 2018 Minutes

Consent Agenda

Metro Policy Advisory Committee
Wednesday, November 28, 2018
Metro Regional Center, Council Chamber



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

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

November 14, 2018

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Betty Dominguez

Amanda Fritz

Mark Gamba

Kathryn Harrington

Gordon Hovies

Don Trotter

Peter Truax

Mark Watson

Denny Doyle (Chair)

AFFILIATION

Metro Council

City of Portland

City of Milwaukie, Other Cities in Clackamas County

Metro Council

Tualatin Fire and Rescue, Special Districts in Washington County

Clackamas County Fire District #1, Special Districts in Clackamas County

City of Forest Grove, Other Cities in Washington County

Hillsboro School district Board of Directors, Governing Body of a School District

City of Beaverton, Second Largest City in Washington

ALTERNATES PRESENT

Gretchen Buehner

Jennifer Donnelly

Brian Cooper

Theresa Kohlhoff

AFFILIATION

City of King City, Other Cities in Washington County

Oregon Department of Land Conservation and Development

City of Fairview, Other Cities in Multnomah County

City of Lake Oswego, Largest City in Clackamas County

MEMBERS EXCUSED

Ed Gronke

Martha Schrader

Jerry Hinton

Andy Duyck

Bob Terry

AFFILIATION

Citizen of Clackamas County

Clackamas County

City of Gresham, Second Largest City in Multnomah County

Washington County

Washington County

OTHERS PRESENT: Adam Barber, Katherine Kelly, Laura Weigel, Roseann Johnson, Luis Nava

STAFF: Nathan Sykes, Roger Alfred, Lisa Miles, Frankie Lewington, Elissa Gertler, Ramona Perrault, Sara Farrokhzadian, and Sima Anekonda

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Denny Doyle called the meeting to order at 5:05 PM.

2. PUBLIC COMMUNICATIONS

There were none.

3. COUNCIL UPDATE

Councilor Kathryn Harrington expressed excitement over Measure 26-199 having passed during the mid-term election. She explained that the measure passed in all three counties and that more than 420,000 people voted in favor of the measure. She thanked individuals who shaped the measure as well as MPAC for their participation. She expressed gratitude to those who campaigned for the measure. Councilor Harrington stated that the measure ensured that a diversity of voices were used during the planning process. She thanked Chair Andy Duyck who provided valuable concerns. She emphasized that the measure would not resolve the housing crisis, but would instead act as a tool to mitigate the issue. Councilor Harrington thanked the City of Portland for their housing measure, stating that their work helped Metro prepare the regional measure. She added that Measure 102 passed as well and touched on MPAC's contribution. Councilor Harrington recalled that there would be a new round of community place making grants and mentioned that more information could be found at oregonmetro.gov/grants.

4. MPAC MEMBER COMMUNICATION

Commissioner Amanda Fritz congratulated Councilor Harrington on her election. She then expressed gratitude to Commissioner Nick Fish who aided in the housing measures.

Councilor Harrington listed individuals who had been reelected after the mid-term elections.

President Gordon Hovies announced Mayor Brian Cooper was now the mayor of Fairview.

Mayor Peter Truax stated that Measure 102 was important for statewide affordable housing. He expressed that other measures were designed to impede progress. He also stated that President Hovies was the representative of the Tualatin Valley Fire and Rescue then discussed that the fire agencies across Oregon should be thanked for their service in California.

President Gordon Hovies recognized Don Trotter of the Clackamas County Fire district. He then responded to Mayor Truax to further discuss the fire mitigation efforts conducted in California.

Commissioner Fritz stated that an ordinance would be brought into the council on December 12th regarding a water filtration plant. She stated that in order to build a filtration plant, the capacity, location, and method of treatment must be decided. Commissioner Fritz said that she would recommend to build a carpenter lane near Dodge Park after a public meeting was held. She said that the filtration plant would be built by 2027. She added that a lead treatment plant would need to build by 2022 and would be moved near the carpenter lane.

Mayor Truax continued to discuss the California fires, and added that the vacancy rate was close to zero. He discussed the vacancy rate of Forest Grove and how a fire might affect that area. He emphasized that there was a lot of work that needed to be done in the region.

President Hovies brought up fires that occurred in Forest Park then mentioned water cannons in Forest Heights. He touched on issues regarding wild land fires.

Chair Doyle announced that the City of Beaverton opened crescent trail connection between two light rail stations. He said that funding came from Metro, the City of Beaverton, and the County. He mentioned that he served on the nominating committee in Los Angeles and touched on his experiences there.

5. CONSENT AGENDA

No quorum.

6. INFORMATION/DISCUSSION ITEMS

6.1 Accessory Dwelling unit (ADU) Code Audit Report Update

Chair Doyle stated that the purpose ADU presentation and explained that Mr. Frankie Lewington would provide an update to the ADU zoning code audit.

Key elements of the presentation included:

Mr. Frankie Lewington stated the he coordinated Metro's Build Small Coalition. He explained that the Coalition was a group of public, private and nonprofit stakeholders and housing affordability advocates. He remarked that the Coalition encouraged a greater variety of smaller housing options. He summarized that he would provide an update on the accessory dwelling unit (ADU) zoning code audit.

Mr. Lewington expressed that the Coalition aimed to catalyze ADU development outside of the City of Portland as well as gauge the current environment. He remarked that ADU data was obtained through reports from jurisdictions. He explained that the existing foundation leading the effort included Metro's existing ADU requirement. He discussed SB 1051 which required cities and counties of a certain size to allow one ADU per single-family dwelling. He explained that the work supported Metro's Equitable Housing Initiative.

Mr. Lewington stated that the goal of the audit was to gain a better understanding of ADU regulations. He illustrated the project methodology and stated that public codes, information materials, and websites were all reviewed. He stated that ADU permit data was gathered through interviews and direct contacts to all jurisdictions, with varying degrees of success.

Mr. Lewington detailed the audit parameters. He explained that the audit matrix was reverse engineered from state and local requirements and from known best practices. He stated the following elements were analyzed: off-street parking requirements to see if ADUs required their own spaces, owner-occupancy requirements, total occupant limits for the ADU and the main dwelling, restrictive size and dimensional standards, and design compatibility requirements to match the ADU design to the main house.

Mr. Lewington recalled that most cities had ADU regulations then highlighted that Johnson City and Multnomah County were the outliers. He remarked that there were a surge of cities adopting regulations in 2000 with the Metro requirement.

Mr. Lewington described the findings of the audit. He reported that most cities did not permit ADUs on a per dwelling rather than per lot basis, most cities permitted all types of ADUs, most cities allowed ADUs in all residential zones, and that ADUs were generally larger compared to accessory structures. Mr. Lewington then commented on ADU design findings. He illustrated the maximum size of ADUs, design setbacks and compatibility, and how ADU design was articulated in codes. He mentioned that guidelines for SB 1051 said that certain design compatibility standards violated the requirements for clear and objective standards and therefore could not be used for ADUs or any type of dwellings.

Mr. Lewington clarified ADU operations, stating that half of jurisdictions required owner-occupancy. He added that short-term rental restrictions specific to ADUs were found. He acknowledged that two cities, Portland and Milwaukie, regulated short term rentals for all dwellings. He said that Portland indirectly addressed concerns by restricting homeowners from doing short term rentals as a condition of receiving an SDC waiver for an ADU. He said there were no occupant limits for ADUs, however said there was an exception in Wood Village and Portland. He explained that most jurisdictions required off-street ADU parking.

Mr. Lewington remarked that most codes required land use and building permit reviews. He said that SDC rates and utility connections were unclear and that there was limited public information available.

Mr. Lewington listed ADU regulatory best practices on ADU zoning, permits, and dimensions. He remarked that best practices also discussed objective design standards, off street parking, owner-occupancy, minimized SDC and utility improvements, and supporting information and application materials.

Mr. Lewington discussed ADU production trends. He summarized that the data provided a general idea of where jurisdictions were at with their ADU production. He stated that the data relied on the Metro Research Center and noted that the data was self-reported from different cities. He highlighted that the data shown was not exact, however provided a general idea of ADU trends. Mr. Lewington identified Portland as having a large number of ADUs compared to other jurisdictions. He provided alternative methods of analyzing the data then described ADU development per capita.

Mr. Lewington stated that there was not a clear approach to SDCs for ADUs. He said that SDCs were more complex. He discussed SDC charges and residential fees developed for single-family and multifamily structures.

Mr. Lewington discussed ADU support and implementation. He conveyed that various jurisdictions were engaged and were ready to share recommendation for ADU regulatory practices. He described a workshop held in April 2018 which explored technical assistance. He noted that the final report was available at oregonmetro.gov/buildsmall. He said that there was a presentation to OAPA Planning Conference that would be reported on as well.

Mr. Lewington provided regulatory updates. He reported on the jurisdictions which had some level of engagement. He mentioned that several cities had bundled ADU updates with larger housing-focused code updates. He described next steps for the Coalition, such as identifying pilot projects.

Member discussion included:

- Councilor Harrington inquired about best practices and the range of the audit. She expressed concerns regarding ADU sizes as well as how development would be affected by Home Owners Associations (HOAs). Mr. Lewington stated that HOAs were analyzed and none explicitly restricted ADU development, however there were other related restrictions in place. He then conveyed that there was an architectural review board which had the potential to review new dwellings. Councilor Harrington recommended that HOAs be engaged in order to overcome

barriers to development. Mr. Lewington expressed that the City of Wilsonville would include a clause in their ADU regulations that addressed ADU limitations.

- Councilor Theresa Kohlhoff said that Lake Oswego discussed their system development charges at another meeting. She iterated her experience while building two ADUs in Portland along with the various challenges that came with the project. Mr. Lewington emphasized the importance of removing barriers to ADU development along with other priorities. He said that ADUs were the only housing types lead by homeowners and therefore development required a lot of navigation.
- Councilor Dominguez asked about how affordable rental units were financed. Councilor Kohlhoff explained that the Umpqua Bank made it possible to loan on the ADU. Mr. Lewington added that most individuals who built ADUs came from affluent backgrounds. Mr. Lewington expressed that it was unclear how much value ADUs added to a property.
- Commissioner Fritz stated that the assumption was that ADUs were affordable due to their small size. She asked if there was data to prove this assumption was true. Mr. Lewington stated that a survey was conducted which showed that generally ADUs more affordable. Commissioner Fritz was concerned that short term rentals turned communities into commercial districts. Commissioner Fritz also thanked Ms. Jes Larson for her work on affordable housing.
- Mayor Mark Gamba inquired about how the City of Hillsboro is not charging on SDCs. Mr. Lewington stated that he would reach out to members of the Coalition to clarify.
- Councilor Buehner mentioned that King City would continue to discuss ADUs. She then spoke to Commissioner Fritz and stated her work on water-related issues.
- Chair Doyle thanked Mr. Lewington for the presentation. He expressed curiosity about how fees would be waived.

6.2 Construction Excise Tax (CET) Discussion

Chair Doyle explained that Construction Excise Tax Discussion agenda item was informational and meant to detail amendments to Metro code. He stated that the Metro Council would consider the ordinances to implement the amendments on November 29th, 2018 with a second reading on December 6th, 2018.

Key elements of the presentation included:

Ms. Lisa Miles explained that an equitable development component was added in the last two grant cycles. She stated that the mission of the grant program was to remove barriers to development, make land ready for development, and enable existing sites to be redeveloped. She remarked that the proposals in the equitable development category must demonstrate a primary emphasis on advancing equity.

Ms. Miles outlined what the equitable development project would include. She summarized that there would be planning or pre-development for equitable housing, planning for facilities and community investments that would advance quality of life outcomes for marginalized communities, the facilitation of development-related efforts in partnership with a community organization, and planning for projects that would serve a specific neighborhood or geography.

Ms. Miles stated the grant cycle for 2019. She outlined basic funding targets for the grants and where applications could be found for those interested in applying for a grant.

Mr. Alfred wanted to make aware the proposed amendments to Metro code. He said that there were four primary changes to the code. He first highlighted that the original CET included a Sunset Provision. He added that there was currently a 2020 sunset. He remarked that the amendment was to recognize that the CET was a well-established program and therefore removed the Sunset clause.

Mr. Alfred noted other changes and explain that most amendments were housecleaning actions. He described changes to the Dedication of Revenue portion of the code. Mr. Alfred recalled that the purpose of the amendment was to acknowledge the CET's funding. He then continued to describe changes to exemption-related information. He explained that that there were exemptions in place for non-profits or for charitable work. Mr. Alfred mentioned the changes to the exemption portion of the code. He then acknowledged changes that widened eligibility as a part of the Procedures for Distribution to address affordable housing concerns.

Member discussion included:

- Councilor Gretchen Buehner inquired about the proposed parameters and how poorer white individuals would benefit. Ms. Miles explained that most clauses included marginalized communities and stated that parameters would be open to seniors or people living below the poverty line. Councilor Buehner explained that there was a considerable population in King City that lived below the medium income. Councilor Harrington explained that there were three categories of funding and that equitability was just one aspect.
- Councilor Dominguez explained that she had asked staff to include communities of color.
- Chair Doyle inquired about the definition of disadvantaged people. Mr. Alfred stated that a definition was not included in order to allow Metro staff some discretion.

Chair Doyle described the items up for discussion during the November 28, 2018 MPAC meeting. He also conveyed that the December 28th MPAC meeting was cancelled.

7. ADJOURN

MPAC Chair Doyle adjourned the meeting at 6:30 PM.

Respectfully Submitted,



Sima Anekonda
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 14, 2018

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|-------------|----------------------|---------------------|--------------------------------------|---------------------|
| 6.1 | Presentation | 11/14/18 | Metro ADU Code Audit | 111418m-01 |
| 6.2 | Presentation | 11/14/18 | 2040 Planning and Development Grants | 111418m-02 |
| 6.2 | Handout | 11/14/18 | Ordinance No. 18-1425 | 111418m-03 |
| 6.2 | Handout | 11/14/18 | Exhibit A to Ordinance 18-1425 | 111418m-04 |

6.1 Parks and Nature Bond Framework Discussion

Information and Discussion Items

Metro Policy Advisory Committee
Wednesday, November 28, 2018
Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title: Regional Parks and Nature Bond: Potential Framework

Presenter: Brian Kennedy, Metro Parks and Nature

Contact for this worksheet/presentation: Craig Beebe, craig.beebe@oregonmetro.gov

Purpose/Objective

Provide an update on regional capital investments in parks and natural areas, including a discussion of a potential framework and next steps for a potential bond measure.

Action Requested/Outcome

Questions and advice regarding draft framework and next steps for bond development.

What has changed since MPAC last considered this issue/item?

The natural environment is a big part of what makes greater Portland a wonderful place to live and do business. Along with affordable housing and a safe, reliable transportation system, parks and nature are critical to the promise of livability Metro seeks to deliver to the region's residents – for which voters have affirmed their support through two parks and nature bonds, two levies and, most recently, the regional affordable housing bond measure.

With voters' support, Metro now manages 17,000 acres of parks, trails and natural areas across greater Portland, including beloved parks like Oxbow and Blue Lake, as well as lesser-known but nonetheless significant natural areas that help protect vital habitat, prevent floods and improve water quality. Metro has also provided millions of dollars to local partners to support the acquisition and improvement of scores of parks and natural areas. Together, Metro and our partners have protected clean water, restored fish and wildlife habitat, and brought nature closer to hundreds of thousands of people. These investments have made greater Portland healthier, more resilient and more prosperous.

Although much has been accomplished, there is more to do as greater Portland grapples with growth. Development threatens treasured forests and watersheds. Existing parks need improvements to keep up with increasing demand. Climate change threatens the natural systems Oregonians have worked so hard to protect, and increases the urgency of investing in green infrastructure to prepare for extreme weather. And we need to do more to ensure that all people, particularly communities of color, enjoy the benefits of public investments in parks and nature.

The region's voters last considered and approved a parks and nature bond in 2006. As that bond's investments successfully wind down, it's time to work together to explore how to continue meeting the region's parks and nature needs, building on our momentum and advancing our shared priorities.

At the Metro Council's direction in late 2017, staff initiated a work plan to engage partners and the community in developing a potential measure to continue our bond authority and carry our shared work forward into a new decade. Future nature-focused capital investments by Metro would likely continue in three primary areas articulated in previous bond measures: protecting critical habitat and water quality; improving special places like Blue Lake and Oxbow parks and providing more public access to regional parks and natural areas; and increasing access to parks and nature in local communities through grants and local allocations.

The Metro Council has directed staff that regional investments must lead with racial equity. This means including in decision-making communities that have been left out in the past, and considering how future investments can support communities of color.

As with previous investment measures, community and partner input is playing an important role in shaping what's next. At MPAC on July 25, 2018, Metro staff presented plans for engagement with partners and the community to inform the creation of a potential bond framework, and received MPAC's feedback on priorities and issues to explore in the work.

Since July, Metro has conducted intensive engagement with key parks and nature stakeholders and partners. This has included focused discussions with the region's local parks providers, conservation advocates, Indigenous community and working lands community. Metro also worked with a cohort of community-based organizations and conservation groups to plan and facilitate two forums exploring how parks and nature investments should advance racial equity. These forums, held in September in Hillsboro and Clackamas, included voices of about 100 community members.

Also in September, Metro convened a Stakeholder Table representing a range of perspectives from local government, conservation, community and business to provide recommendations to the Metro chief operating officer on the bond. The Table has met four times to discuss parks and nature priorities, how to advance racial equity and specific recommendations for the bond framework. It provided recommendations to the Metro chief operating officer on Nov. 9.

After discussing the Stakeholder Table's recommendations with the Metro Council at its Nov. 13 work session, the Metro COO is now preparing her recommendation for a potential bond framework to the Metro Council. The recommendation will discuss the bond size, scope and criteria for investment, as well as recommendations for how Metro and our partners should advance racial equity and community engagement in a bond measure. The COO will present her recommendation to the Metro Council on Dec. 11.

In November, Metro staff are revisiting the key stakeholders and partners engaged so far in the process to discuss the draft COO recommendation and receive feedback to inform what is passed forward to the Metro Council in December. Given the importance of local partners in our shared success in parks and nature investments, the Nov. 28 MPAC meeting is an important opportunity for engagement during this period. Staff look forward to discussing the draft recommendation with MPAC, as well as next steps for developing a potential bond measure.

At the Metro Council's direction, in early 2019 staff would begin a new phase of engagement with partners and the public to identify specific investment priorities and processes that could be included in a complete bond package. In late spring, the Metro Council will consider whether to refer a measure to voters.

What packet material do you plan to include?

None

6.2 Metro Housing Bond Next Steps

Information and Discussion Items

Metro Policy Advisory Committee
Wednesday, November 28, 2018
Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title: Regional Affordable Housing Bond: Implementation Next Steps

Presenters: Emily Lieb, Metro Planning & Development; Jes Larson, Metro Government Affairs & Policy Development

Contact for this worksheet/presentation: Craig Beebe, craig.beebe@oregonmetro.gov

Purpose/Objective

Provide an update on next steps for implementation of the regional affordable housing bond following voter approval of the measure

Action Requested/Outcome

Questions and discussion regarding next steps for bond development.

What has changed since MPAC last considered this issue/item?

On Nov. 6, 2018, voters across greater Portland approved a \$652.8 million bond to create affordable homes for families, seniors, people with disabilities and others in our communities. Voters statewide also passed Measure 102, a constitutional amendment to allow affordable housing bond dollars to be implemented in partnership with nonprofit and private housing providers. Together, the passage of these two measures will allow Metro and local partners to create affordable homes for 12,000 people across the region through the bond measure.

Creating these homes and fulfilling our commitment to the region's voters will depend on considerable collaboration between Metro and eligible implementation jurisdictions, including the three county housing authorities, the four cities that receive federal housing funds, and an array of nonprofits, community organizations, and development partners around the region.

On June 7, 2018, the Metro Council adopted the Metro chief operating officer's recommended framework to guide bond implementation. This framework, informed by stakeholder and partner input, defines core values, targets and expectations for Metro and local partners to create homes for those who need them throughout the region, while advancing racial equity and making good use of public dollars.

Through November and December, Metro staff are working closely with jurisdictional and community partners to advance the Metro Council's adopted framework, as a work plan is developed for Metro Council adoption in early 2019. The work plan will include a governance structure, including a community oversight committee; expectations for local implementation strategies; criteria and technical requirements for projects; compliance and monitoring plans; and guidelines for program operations. Informed by community partners, Metro staff are also developing guidelines for local implementation partners for engagement and advancing racial equity throughout bond implementation. These guidelines will be included in the work plan adopted by the Metro Council.

At MPAC on Nov. 28, staff will provide an overview of these activities and a timeline for moving forward with bond implementation, and invite MPAC members' questions and advice.

What packet material do you plan to include?

None

Materials following this page were distributed at the meeting.



Metro



Housing bond program update

MPAC | November 28, 2018

Election Results

Voters approved both housing measures

Measure 26-199 (Metro)

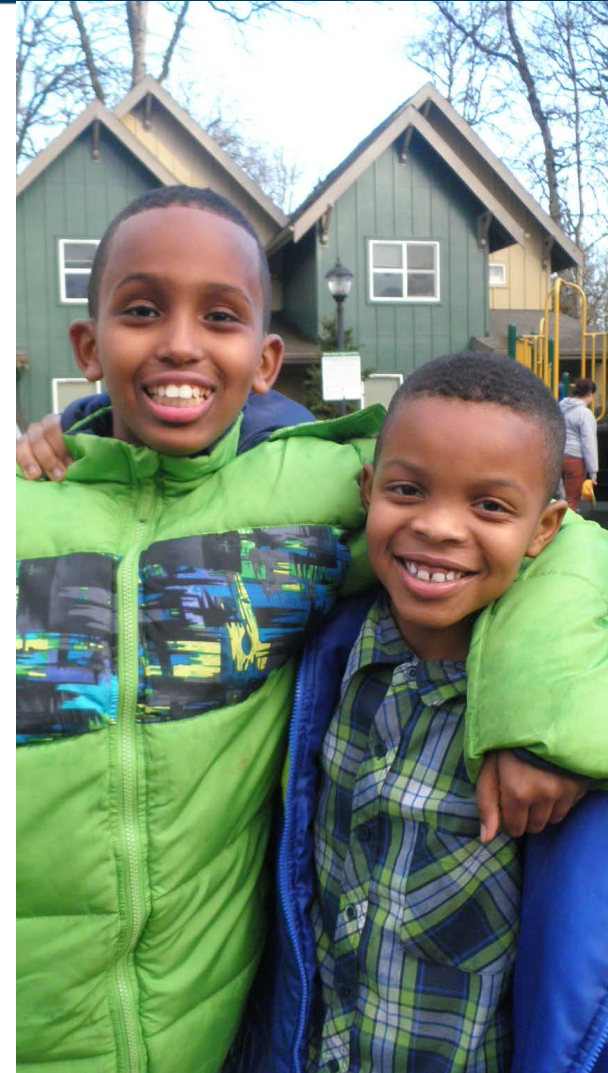
Yes: 59%

No: 41%

Measure 102 (statewide)

Yes: 56%

No: 44%



Framework: Production targets

3,900 affordable homes:

- 1,600 deeply affordable (<30% Area Median Income)
- At least half sized for families (2+ bedrooms)



Framework: Core values

Lead with racial equity.

Create opportunity for those in need.

Create opportunity throughout the region.

Ensure long-term benefits and good use of public dollars.



Preparing for implementation

Nov-Dec. 2018: Stakeholder engagement to inform Metro plan for accountability/oversight

Jan. 2019: Metro Council work plan adoption, oversight committee appointment

Spring 2019: Implementation Strategy development and community engagement; Phase 1 projects

Summer 2019: Implementation Strategy adoption and IGAs; full program launch

Metro's role

Community Oversight Committee

Expectations for community engagement
and advancing racial equity

Funding requirements and process

Compliance/monitoring and reporting

Regional site acquisition program

Implementation partners' role

Implementation Strategies

Plan for achieving production targets

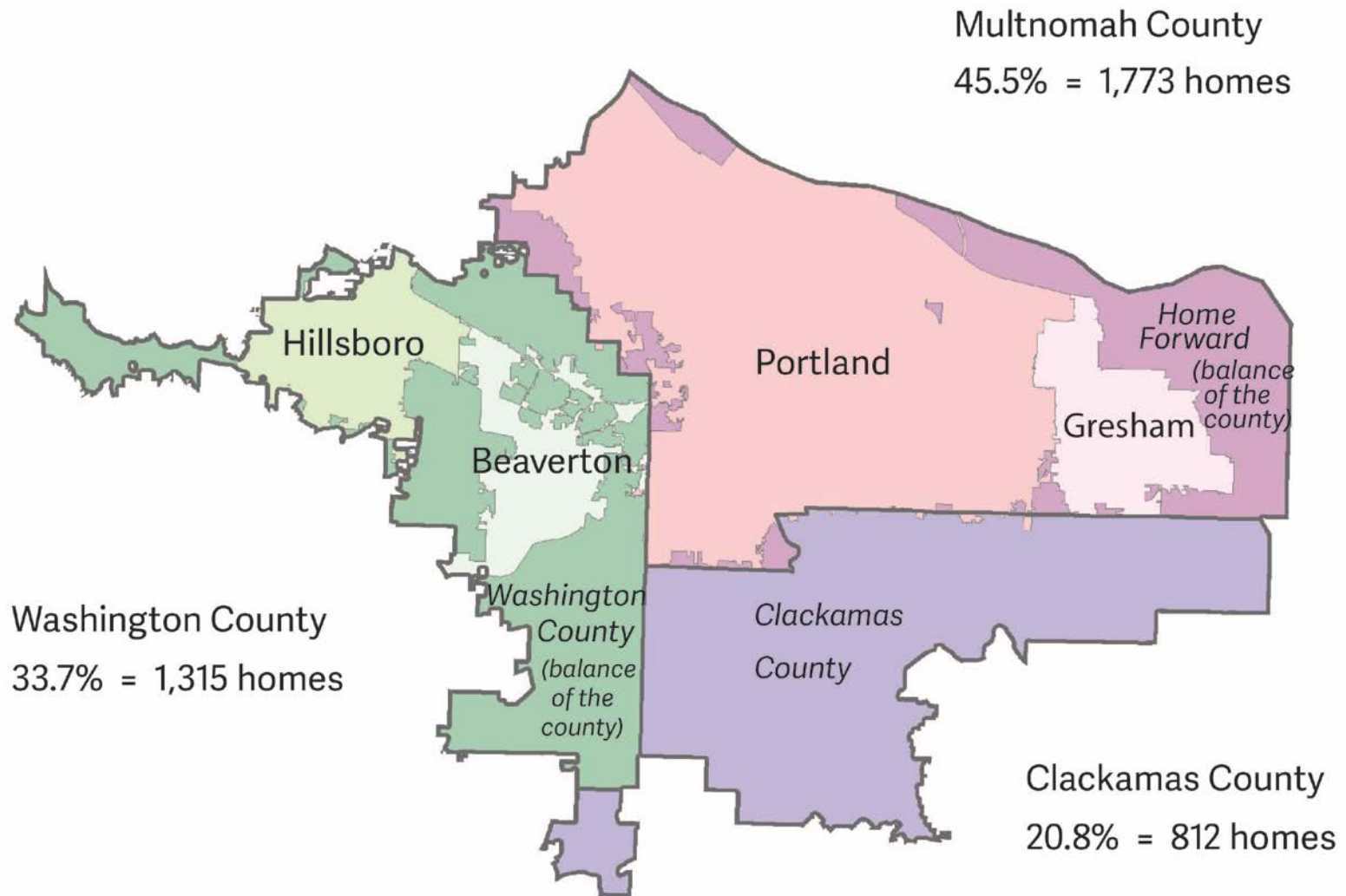
Advancing racial equity

Community engagement

Compliance/monitoring and reporting

Phase 1 Projects

Eligible Implementation Partners



Community Oversight Committee

Ensures program outcomes and accountability to voters

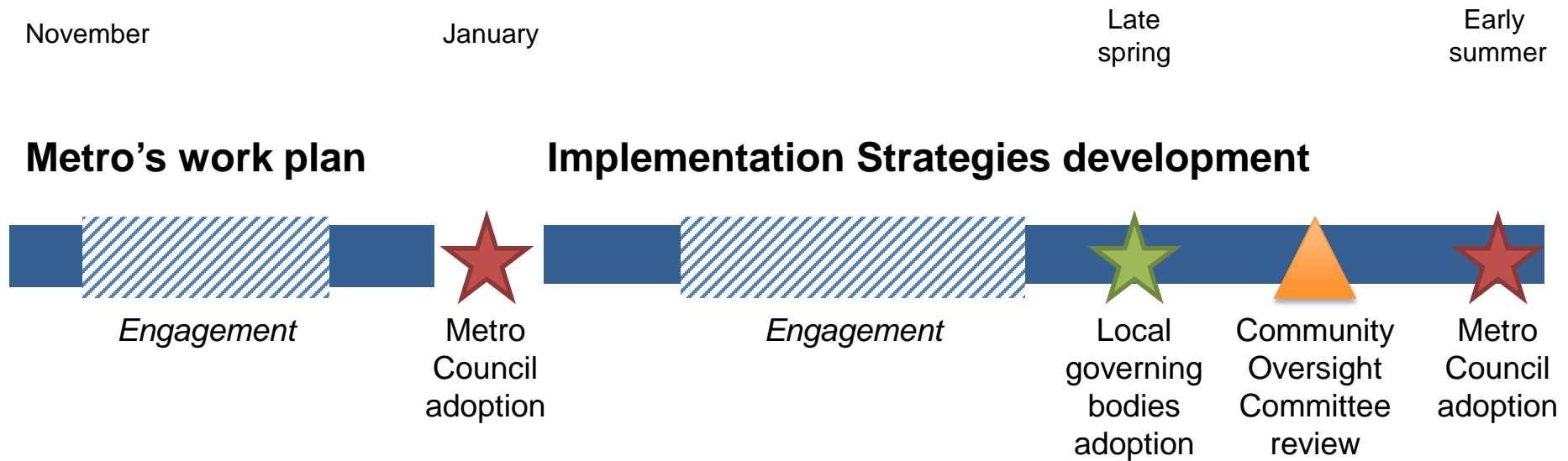
Members appointed by Council, diverse in perspective and expertise

Reviews Implementation Strategies

Ongoing project review and annual program report



Launch timeline (simplified)



Phase 1 projects (optional)

Phase 1 project concepts reviewed by Oversight Committee & approved by Metro Council

Discussion



oregonmetro.gov



Affordable homes for greater Portland: Bond implementation overview

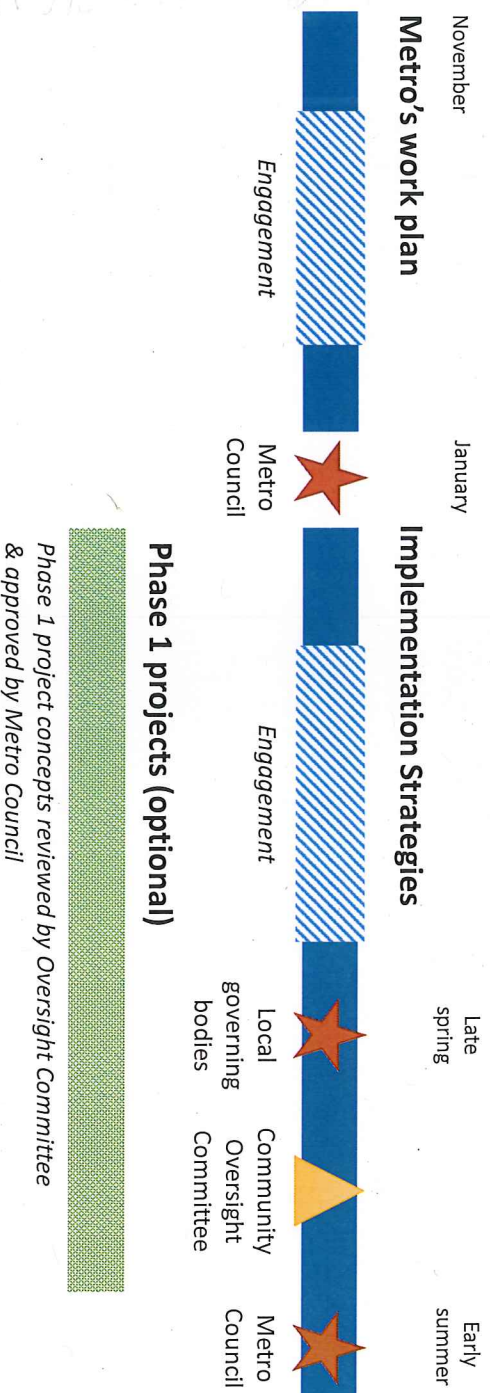
Draft | Nov. 20, 2018

Bond framework core values

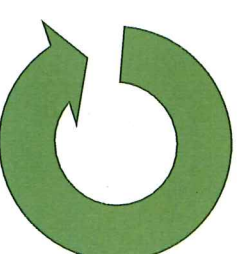
Adopted by Metro Council Resolution, June 7, 2018

1. Lead with racial equity.
2. Create opportunity for those in need.
3. Create opportunity throughout the region.
4. Ensure long-term benefits and good use of public dollars.

Implementation timeline



Program launch



Ongoing engagement
Project selection & funding
Annual Oversight Committee reports
Adjustments as needed
Implementation complete
5-7 years

Key dates

| | |
|--------------|--|
| Nov. 16 | Implementation jurisdictions meeting |
| Nov. 27 | Advisory tables and Community partners meeting |
| Nov. 28 | MPAC presentation |
| Dec. 11 | Metro Council work session |
| Dec. 19 | Implementation jurisdictions meeting |
| Jan. 15 | Metro Council work session (<i>tentative</i>) |
| Late January | Metro Council work plan adoption & Oversight Committee appointment |

Updates at oregonmetro.gov/housing



Metro

Protect and connect Nature and people

Draft Parks and Nature
Bond Framework

MPAC – Nov. 28, 2018



Our roots

- Metro Charter and 2040 Growth Concept
- Greenspaces Master Plan
- Two bonds, two levies
- Parks and Nature System Plan



Our opportunity

Align with regional
policy and vision

Keep pace with
changing needs

Increase benefits
for more people

Maintain
momentum



Informing our options

Council direction

Regional policy

System Plan

Racial Equity Strategy

Community and partner input

Public opinion



Listening to partners

Stakeholder Table

Historically marginalized
communities

Conservation leaders

Indigenous community

Fellow park providers

Working lands community



Indigenous community

Metro serves as stewards of ancestral and ceded homelands

3 sessions with Portland Parks Native American Community Advisory Council members



Metro



Indigenous community themes

Protect culturally significant land and plants; salmon, steelhead and lamprey

Protect clean water and rare habitats

Park improvements should prioritize underserved communities, including indigenous community needs like gathering spaces and access to water

Not just *what* we do, but *how* we do it

Historically Marginalized Communities

Cohort of culturally
specific, conservation
groups creating
engagement

2 community forums,
100+ participants



Community forum themes

Commit to ongoing community engagement

Address gentrification and displacement

Conduct an impact analysis for all projects

Prioritize interconnected projects with multiple benefits

Conservation community

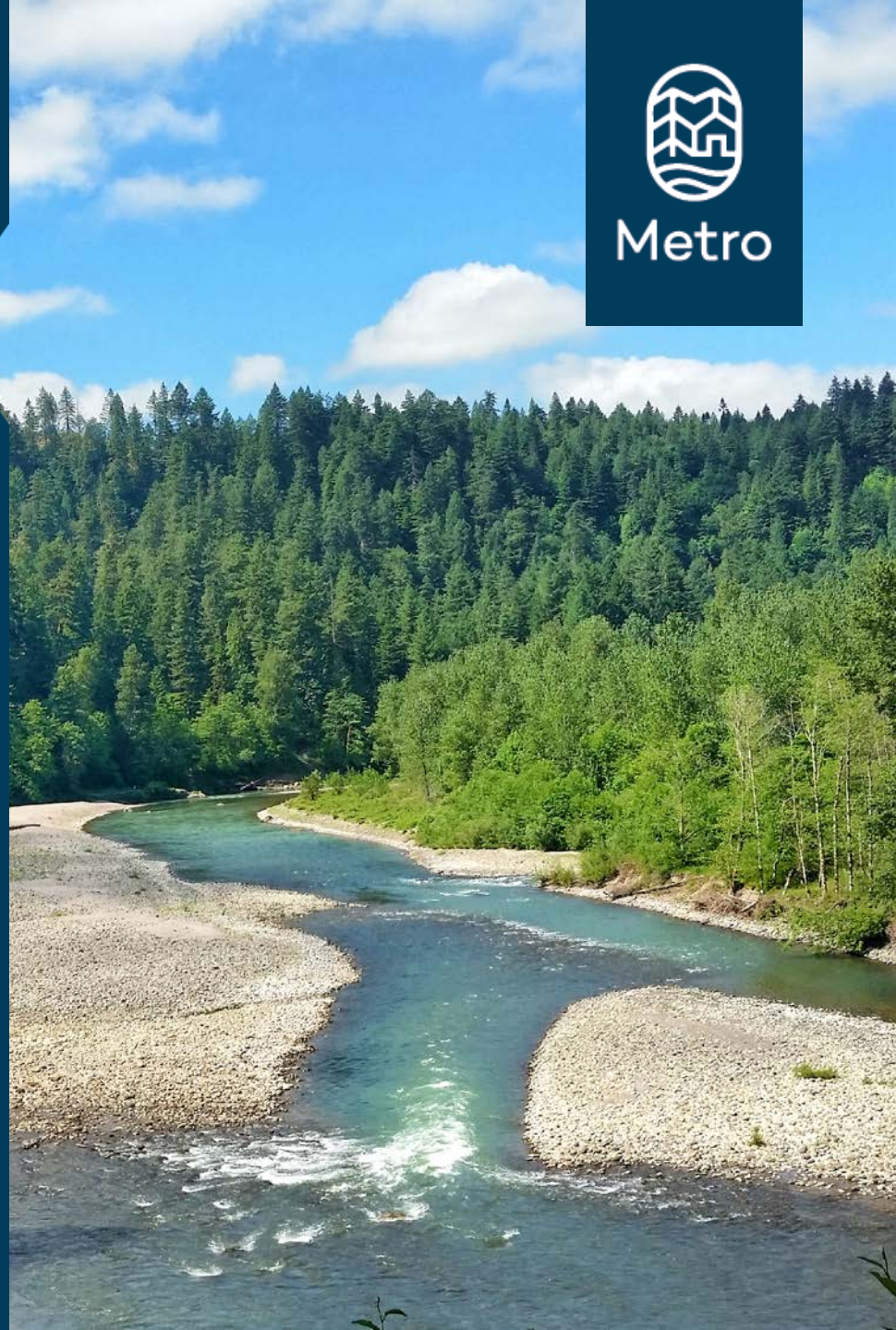
Longtime
relationships

1-on-1 meetings

Upcoming forum



Metro



Conservation community themes

Metro land conservation plays a unique and vital role in the region

Protect land inside and outside UGB; prioritize habitat connectivity, rare habitats and species like oak and prairie

Water is more important than ever; protect headwaters, floodplains, salmon

Support diversity, equity and inclusion

Fellow park providers

Long history of collaboration

Complex relationship with Metro

1-on-1 meetings



Metro



Park provider themes

Value local share, want flexibility

Prioritize trails, local park improvements, land acquisition, and renewal and replacement

Concerned about voters – local and regional

Wide spectrum of racial equity experience and commitment

Working lands community

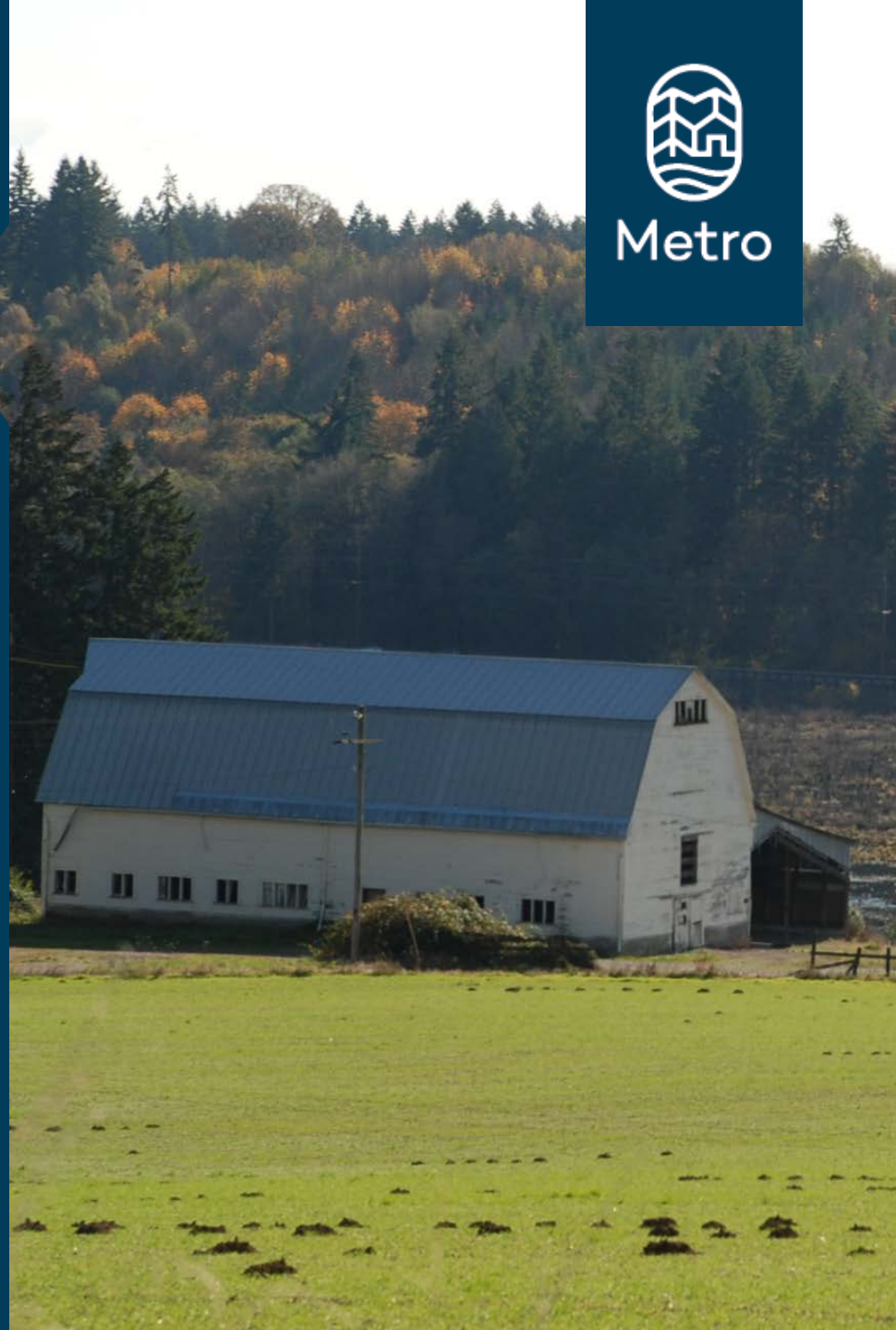
Neighbors, partners

Mixed feelings about
Metro

25 interviews with
farmers, soil and
water districts



Metro



Working land themes

Protect land threatened by development

Keep most productive farmland in farming

Consider easements, instead of purchases

Have trusted partners manage land

Engage with ag community more regularly

Minimize impacts to neighboring farmers

Not just what, but *how*

Meaningful, ongoing
engagement (Metro and
partners)

Measure long-term impact

Greater accountability,
especially for racial equity



Maintain our momentum

Keep existing tax rate (\$0.19/\$1,000)

Major program areas

- Protect clean water, healthy habitat
- Provide access to nature at regional parks and natural areas
- Support community projects through local share
- Support community projects through grants

Clean water, healthy habitat

Water quality and quantity

Fish and wildlife habitat

Culturally significant lands,
plants

Priorities for communities
of color



Access to nature – Metro

Take care of what we have

Today's community needs

Streams and rivers

Low-impact nature
opportunities

Trails that connect

Universal, inclusive design



Local share, greater impact

Create multiple benefits for people and nature

Improve water quality, natural systems in urban areas

Renew existing parks

Engage communities



Nature in Neighborhoods grants

Benefits greater than the projects themselves

Grant funding priorities similar to regional/local priorities

Further refine in Phase II



What happens next

Circle back with key partners

Metro Council
framework
direction

Engagement
Phase II: Identify
investments

Metro Council
referral decision,
late spring

22



Discussion





Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov



November 2018

Potential Metro parks and nature bond 2019

Community feedback draft

Concept informed by Metro Council work session (11/13), Stakeholder Table input; Community and partner engagement, fall 2018; Metro Council direction and policy, technical considerations.

Purpose

Protect and connect people and nature: Advance racial equity while delivering on Metro's Parks and Nature mission.

Continue funding program at same tax rate (\$.19/1,000)

Program-wide accountability

- Commit to meaningful, ongoing and long-term community engagement, particularly with communities of color and other historically marginalized groups. In Phase II (Spring 2019), identify how community will participate in decision-making along the way from planning and oversight through implementation and evaluation.
- Commit to developing tools for impact assessment. In Phase II (Spring 2019), work with Stakeholder Table, community and partners to identify and measure outcomes, including racial equity outcomes; develop strategies to prevent displacement and stabilize communities.

Protect clean water and healthy habitat

Maintain emphasis as past measures, while responding to changing needs including climate resiliency and demographic changes

Prioritize investments in:

- Protecting and improving water quality, quantity; emphasis on headwaters, wetlands, floodplains, riparian areas
- Salmon, trout, steelhead, lamprey habitat *
- Culturally significant land, plants – identified through engagement and partnership with indigenous community *
- Sites identified and supported by communities of color and other historically marginalized communities *
- Major fish and wildlife habitat restoration opportunities.

Phase II activities (Spring 2019):

- Use new investment priorities to update regional land acquisition priorities, target areas.
- Refine Metro's approach to natural area protection consistent with Metro's commitment to protecting the agricultural economy and working lands in the greater Portland region.

Provide access to nature for people - regional parks and natural areas

Greater emphasis than previous bond measures, reflecting community and partner feedback. Establishes criteria for Metro projects.

Prioritize investments in:

"Taking care of what we have" – sustaining legacy parks, then fulfilling master plans that have been developed with meaningful community engagement, then considering new regional sites for access. *

Additionally consider the following in site and project selection:

- Projects identified by and supporting communities of color and other historically marginalized populations *
- Universal/inclusive design *
- Current and future community needs; work with communities to identify and define *
- Improving access for people to local rivers and streams *
- Supporting community gatherings, multi-generational access, healing spaces *
- Improving access to nature for people by completing projects in the Regional Trails Plan; emphasize proximity to affordable housing, transit and connections to regional or local parks. *

Support community projects - local share

Similar level of investment as previous bond measures, with new expectations for community engagement and advancing racial equity.

Criteria/eligibility

- Refine local share criteria in Phase II (Spring 2019); use regional criteria as starting point.
- Use a per-capita formula to determine funding amount per county as in past Metro Parks and Nature bond measures.
- Park providers within Metro's jurisdiction (cities, counties and special park districts) eligible for these funds.

Advance racial equity

Require meaningful community engagement before project approval, uplift priorities of communities of color, be accountable for outcomes and measure impact. *

Phase II activities (Spring 2019)

- Work with local governments and community partners to develop local government funding priorities within each county. *
- Ensure local projects advance racial equity and are developed through meaningful, ongoing community engagement. *

Specific projects to be identified in Phase III: Implementation (after bond approval).

Support community projects - Nature in Neighborhoods capital grants

Greater level of investment than 2006 bond measure to support more community-led projects, responding to input from conservation advocates, communities of color and other historically marginalized communities.

Phase II activities (Spring 2019), engage Stakeholder Table, community and partners to develop:

- New grant criteria and project review and selection process that meaningfully engage communities of color in decision making. Use Metro and local share priorities and criteria as starting point. *
- Match and partnership requirements.
- Other program or process improvements that can help Metro fulfill commitment to advancing racial equity. *

Grant awards occur in Phase III: Implementation (after bond approval).

**denotes new criteria/approach from previous Metro Parks and Nature bond measures*