

Metro Policy Advisory Committee (MPAC) agenda

Wednesday, August 9, 2017

5:00 PM

Metro Regional Center, Council chamber

1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
 2. **Citizen Communications (5:05 PM)**
 3. **Council Update (5:05 PM)**
 4. **MPAC Member Communication (5:10 PM)**
 5. **Consent Agenda (5:15 PM)**
 - 5.1 Consideration of July 12, 2017 Minutes [17-4855](#)
Attachments: [July 12, 2017 Minutes](#)
 6. **Information/Discussion Items**
 - 6.1 Build Small Coalition Work Plan Update and Panel [COM 17-0043](#)
Discussion (5:15 PM)
Presenter(s): Emily Lieb, Metro
Robert Liberty, Portland State University
Attachments: [Build Small Coalition 2017-18 Work Plan Overview](#)
[MPAC Worksheet](#)
 - 6.2 Regional Business Food Scraps Policy Update (6:00 PM) [COM 17-0041](#)
Presenter(s): Pam Peck, Metro
Jennifer Erickson, Metro
Attachments: [MPAC Worksheet](#)
 - 6.3 Construction Career Pathways Project (6:30 PM) [COM 17-0042](#)
Presenter(s): Patty Unfred, Metro
Stephanie Soden, Metro
Attachments: [MPAC Worksheet](#)
[Summary of Observations and Findings](#)
 8. **Adjourn (7:00 PM)**
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Upcoming MPAC Meetings:

- *Wednesday September 13, 2017*
- *Wednesday September 27, 2017*
- *Wednesday October 11, 2017*

2017/2018 MPAC Work Program

As of 8/1/17

*Items in italics are tentative; **bold** denotes required items*

<p><u>Wednesday, August 9, 2017</u></p> <ul style="list-style-type: none"> • Continued ADU Discussion – Information/Discussion (Robert Liberty, PSU and Emily Lieb, Metro; 45 min) • Regional Business Food Scraps Policy Update – Information/Discussion (Jennifer Erickson/Pam Peck, Metro; 30 min) • Construction Career Pathways Project – Information/Discussion (Patty Unfred/Stephanie Soden, Metro; 30 min) 	<p><u>Wednesday, August 23, 2017 – cancelled</u></p>
<p><u>Wednesday, September 13, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Digital Mobility (Tyler Frisbee, Metro; 45 min) • <i>Regional Funding/Investment Opportunities for Equitable Housing – Information/Discussion (Emily Lieb, Metro; 60 min)</i> 	<p><u>Wednesday, September 27, 2017</u></p> <ul style="list-style-type: none"> • <i>What’s new in housing development around the region? (1/2) – Information/Discussion (2 city reps TBD; 60 min)</i> • <i>Expectations for Cities Proposing Residential Urban Growth Boundary Expansions – Information/Discussion (Ted Reid, Metro; 30 min)</i>
<p><u>Wednesday, October 11, 2017</u></p> <ul style="list-style-type: none"> • <i>Broker perspectives on residential market dynamics – Information/Discussion (TBD; 45 min)</i> • <i>Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min)</i> • <i>2018 RTP: Project Update and Transportation Resiliency – Information/Discussion (Kim Ellis, Metro; 45 min)</i> 	<p><u>Wednesday, October 25, 2017</u></p> <ul style="list-style-type: none"> • <i>What’s new in housing development around the region? (2/2) – Information/Discussion (3 city reps TBD; 45 min)</i> • <i>Regional Funding/Investment Opportunities for Equitable Housing – Information/Discussion (Emily Lieb, Metro; 60 min)</i>

<p><u>Wednesday, November 8, 2017</u></p> <ul style="list-style-type: none"> • Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min) • Metro’s Housing Data Resources (Jeff Frkonja; 30 min) • City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min) 	<p><u>Wednesday, November 22, 2017 – cancelled</u></p>
<p><u>Wednesday, December 13, 2017</u></p> <ul style="list-style-type: none"> • <i>Anti-Displacement Strategies: Panel Discussion (multiple; 90 min)</i> 	<p><u>Wednesday, December 27, 2017 – cancelled</u></p>
<p><u>Wednesday, January 10, 2018</u></p>	<p><u>Wednesday, January 24, 2018</u></p>
<p><u>Wednesday, February 14, 2018</u></p>	<p><u>Wednesday, February 28, 2018</u></p>
<p><u>Wednesday, March 14, 2018</u></p>	<p><u>Wednesday, March 28, 2018</u></p>

Upcoming events:

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking lot:

- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Self-driving cars



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

July 12, 2017

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Sam Chase
Carlotta Collette
Denny Doyle (*1st Vice Chair*)
Mark Gamba (*Chair*)
Jeff Gudman
Kathryn Harrington
Gordon Hovies
Larry Morgan
Luis Nava
Nathan Phelan
Craig Prosser
Martha Schrader

AFFILIATION

Metro Council
Metro Council
City of Beaverton, Second Largest City in Washington County
City of Milwaukie, Other Cities in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
Tualatin Valley Fire and Rescue, Special Districts in Washington County
City of Troutdale, Other Cities in Multnomah County
Citizen of Washington County
Peninsula Drainage District #1, Special Districts in Multnomah County
TriMet
Clackamas County

ALTERNATES PRESENT

Gretchen Buehner
John Griffiths
Carrie MacLaren
Anthony Martin

AFFILIATION

City of King City, Other Cities in Washington County
Tualatin Valley Fire and Rescue, Special Districts in Washington County
Oregon Department of Land Conservation and Development
City of Hillsboro, Largest City in Washington County

MEMBERS EXCUSED

Betty Dominguez

AFFILIATION

Citizen of Clackamas County

OTHERS PRESENT: Colin Rowan, Adam Barber, Fengyan Zhen, Chris Deffibach, Jennifer Donnelly

STAFF: Ernest Hayes, Roger Alfred, Nellie Papsdorf, Miranda Mishan, Megan Gibb, Emily Lieb, Elissa Gertler, Kim Ellis, Jamie Snook, Randy Tucker

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Mark Gamba called the meeting to order at 5:04pm. Chair Gamba proceeded to have attendees introduce themselves.

2. CITIZEN COMMUNICATIONS

There was none.

3. COUNCIL UPDATE

- Councilor Carlotta Collette announced that Metro has been hiring new department heads including the Oregon Convention Center, Diversity Equity and Inclusion, and Parks and Nature.
- Councilor Collette discussed the Gabbert Butte Master Plan which is in the works with the City of Gresham. Councilor Collette added that the master plan will guide public access to the area, and community engagement for the plan begins July 19th.
- Councilor Collette handed out invitation cards to the annual GLEAN Arts Program, in which five regional artists are commissioned to collect recycled goods from a Metro Transfer Station and create art, which will be on display at the Bison Building.

4. MPAC MEMBER COMMUNICATION

There was none.

5. CONSENT AGENDA

- **CONSIDERATION OF JUNE 28, 2017 MINUTES**
- Councilor Jeff Gudman moved and Mayor Denny Doyle seconded to approve the consent agenda. The motion passes unanimously.

6. INFORMATION/DISCUSSION ITEMS

6.1 Equitable Housing Grants Update

Chair Gamba explained that this item was meant to build upon previous conversations about Metro's Equitable Housing Initiative which is focused on ensuring that more people in our region can find a home that meets their needs and income levels. He explained that last fall Metro Council awarded \$575,000 in funding to seven local planning projects focused on eliminating barriers to equitable housing development. Chair Gamba added that most of the funded projects were in the process of selecting consultants. He noted of the priorities for the program was to develop strategies for sharing best practices and lessons learned generated through the local projects. He introduced Ms. Emily Lieb, Metro's Senior Development Project Manager.

Key elements of the presentation included:

Ms. Lieb began by outlining the scope of each of the seven projects. She recounted the \$100,000 grant for the City of Beaverton for an anti-displacement strategy focused on finding ways to identify and preserve naturally occurring affordable housing. She added that there was a significant need for best practices around this issue and that the information gleaned from this project will be important.

Ms. Lieb introduced the second project, \$65,000 for the City of Milwaukie to conduct a cottage cluster feasibility analysis. She explained that they'll be looking at the potential of cottage clusters to meet the needs of affordable housing by examining four potential sites. Ms. Lieb added that this project covers missing middle housing.

Ms. Lieb discussed the third grant, \$100,000 to Oregon City to do a code and permitting analysis and generating some educational materials to support missing middle housing. She recounted the

fourth grant, which provided funding for Tigard and Portland to create an equitable housing strategy for the Southwest Corridor. Ms. Lieb added that they're having stakeholder advisory meetings, and will be doing outreach with community organizations. She noted that their grant involved a \$45,000 sub grant to Community Alliance of Tenants who will be doing outreach work in naturally occurring affordable housing along the corridor.

Ms. Lieb shared the scope for the fifth grant, received by the City of Tigard to look at specific sites in the Southwest Corridor and doing feasibility work to ensure there's no loss of affordable housing because of the transit project being done there. She added that the sixth grant project was for Washington County to look at barriers and solutions to equitable housing. Ms. Lieb noted it was a combination of site specific work, pre-development, and looking at city wide policy and code changes that were informed by analysis of barriers on those specific sites.

Ms. Lieb announced the seventh and final project, a grant to the City of Wilsonville for \$62,500 to develop an equitable housing strategic plan and identifying six different policy and funding strategies to implement. She added that some of the work will be looking at affordable housing gaps including commuters to the city.

Ms. Lieb emphasized that she wanted feedback on how MPAC would like to be kept updated on the projects. She added that there will be a quarterly roundtable of project managers which should help facilitate knowledge sharing on the staff level.

Member discussion included:

- Councilor Collette suggested that MPAC members could be invited to the roundtables. Ms. Lieb explained that she was not sure they would be interesting for MPAC members, and while they're not closed roundtables it might not be productive because they will likely be more staff focused.
- Councilor Harrington conveyed that it might be useful to have short presentations to MPAC once projects are complete. Ms. Elissa Gertler asked if Councilor Harrington was requesting presentations on the Equitable Housing Grants or the concept plans. Councilor Harrington explained that the concept plans are already coming to MPAC but that five of the projects will be completed by July 2018 and there may be an opportunity to have them come in and give a brief presentation once they're completed.
- Councilor Harrington asked about the relation of the Southwest Corridor Equitable Housing Grant with the Southwest Corridor grant from the FTA. Ms. Lieb explained that the grant from the FTA was \$895,000 grant to do equitable development programming in the Southwest Corridor around the same time as the Equitable Housing Grant. She added that the projects are coordinating and sharing an engagement process and an advisory committee. Ms. Gertler highlighted that the Portland/Tigard grant was very focused on allowing local governments to work with their communities while the Metro grant was focused on pulling together regional partner son a larger scale to inform regional affordable housing.
- Mr. Craig Prosser expressed TriMet's appreciation for the funding of the Southwest Corridor grant, and emphasized that the Southwest Corridor project was seen as a way to help Tigard grow in the way that Tigard wanted to grow.
- Councilor Sam Chase asked if there was any update on the latest round of LOI's and equitable housing strategies, and for a reminder on the timeline. Ms. Gertler responded saying that the screening

6.2 Regional Transit Strategy

Chair Gamba introduced the Regional Transit Strategy and explained that the presentation focused specifically on the Regional Transit Vision. He discussed the RTP process, and noted that part of the 2018 RTP update process was to update the Regional Transit Vision, meaning identifying High Capacity Transit priority areas and working with transit providers and regional partners to identify strategies and develop implementation plans to make transit more frequent, convenient, accessible and affordable. Chair Gamba introduced Jamie Snook, Metro's Principal Transportation Planner.

Key elements of the presentation included:

Ms. Snook explained that the purpose of her presentation was to get feedback on updating the transit policy framework to include the new vision statement which was to make transit frequent, convenient, accessible and affordable for everyone.

Ms. Snook highlighted the collaborative efforts around the Regional Transit Strategy and the goal of building on those efforts to move toward implementation. She recounted the members of the Regional Transit Work Group, explaining each group's role in the process. Ms. Snook added that the high capacity transit plan was being updated and planning for that was underway. She explained that this would be combined with the Regional Transit Strategy Vision to create one compelling vision for transit strategy.

Ms. Snook discussed the details of the RTS Vision statement. She explained that making transit more convenient meant making transit a competitive option in comparison with a car, and discussed the planned steps to achieving this goal. Ms. Snook spoke to the idea of accessibility, and the goal of making it safe to get to and from transit, as well as transit getting people where they want to go, both of which were tied in to accessibility. She explained how these goals would be met. Ms. Snook recalled the low-income fair initiative for public transit which related to the affordability element of the vision, as well as expanding the student pass and hot pass programs.

Ms. Snook shared with members the transit spectrum used to coordinate efforts and investments in different areas of transit to ensure that needs of transit users were met. She reemphasized the overall goals of the transit vision and discussed briefly some of the enhancement plans aimed at achieving these goals.

Ms. Snook conveyed some of the ideas that came out of the transit work group, then provided a comprehensive map which showed these ideas and the work that needed to be done moving forward.

Ms. Snook began discussion on the System Expansion Policy. She explained that the idea behind the policy is that businesses could help decide which projects would move forward. Ms. Snook added that this only applied to projects seeking FTA or federal investment funding. She noted that the goal is to simplify the System Expansion Policy and the process for evaluating projects.

Member discussion included:

- Councilor Jeff Gudman suggested that putting capital dollars toward dedicated bus lines might be the most useful choice.
- Ms. Gretchen Buehner asked if there was an estimate of how far people should walk to get to a transit station. Ms. Snook explained that the national goal is a half mile for a dedicated guideway such as light rail and a third of a mile for bus rapid transit and a quarter of a mile for a local or regional bus. Ms. Buehner remarked that this was a problem for people living on the west side. She added that adding a bus line to help people access transit could be a good use of funding.
- Chair Gamba asked if the work group was considering partnerships with localities to work on first mile and last mile transit options. Ms. Snook acknowledged the importance of this issue and emphasized that fixing the issue was a part of the RTS vision.
- Mr. Craig Prosser added that TriMet looked at efficiency in terms of first and last mile transit improvements, and suggested that pedestrian improvements could also be useful in order to make it easier for people to walk to and from transit stations. Ms. Snook shared concern over this issue and recounted some of the work that had been done to assess pedestrian access in the region. She noted that TriMet had done some work in this area and Metro was looking at where there are access to transit deficiencies and there was emphasis on fixing these deficiencies.
- Ms. Carrie MacLaren raised concerns about access to jobs and the potential for rapid transit to provide better access to jobs for low income people. She asked what kind of equity lens Metro is pacing over the Regional Transit Strategy. Ms. Snook conveyed that this is a common concern from the equity side. She added that Metro was looking at where there were deficiencies and where there are benefits, and making sure that transit investments are helping.
- Councilor Larry Morgan inquired about where the lack of transit access was most frequent. Ms. Snook conveyed that the analysis had not yet been done. Random Guy explained that as TriMet developed system plans, they noted the efficiency and availability of service, and had found that there are definitely gaps in the service. He explained that it was difficult to get full coverage, but they had been looking at filling these gaps with an equity lens, especially in terms of access to jobs.
- Chair Gamba asked Random Guy if TriMet had done research around the extent to which improving sidewalks and first and last mile service would actually increase ridership. Random Guy explained that there was not a huge amount of data on travel behavior. He added that the data they had showed that people were willing to walk if walking was a possibility. Mr. Guy remarked that the challenge was agreeing on which solution to invest in.
- Councilor Anthony Martin shared that last mile transit should be high priority, and that finding funding for TriMet's plans was very significant.
- Councilor Harrington raised concerns that MPAC was not adequately differentiating between individuals who are transit dependent and those who choose to ride transit. She emphasized the importance of showing where people in the region are most transit dependent, and suggested that demanding more from TriMet might not always be the best option.
- Councilor Chase recounted the push for low-income fares at the state legislature, and offered thanks to those who participated.
- Councilor Gudman reiterated Councilor Harrington's comments regarding full buses.
- Mayor Doyle asked if there was a place in the plan for systems like Grove Link. Ms. Snook confirmed that there was.

6.3 Legislative Update

Chair Gamba introduced Randy Tucker, Policy Advisor at Metro, to give an informational update on the most recent legislative session.

Key elements of the presentation included:

Mr. Tucker explained that some of the state legislature actions remain ambiguous since the session very recently ended.

Mr. Tucker began by discussing Urban Growth Management. He explained that the bill authorized a mid-cycle urban growth boundary expansion upon the request of a city that had a development and finance plan to provide supporting infrastructure. Mr. Tucker recalled things that did not pass in the sphere of land-use, including an effort to change urban and rural reserves and a bill that outlined that in certain circumstances communities would not vote on annexations.

Mr. Tucker outlined the transportation package which passed. He noted that the Rose Quarter project, the 217 project were funded but that the I-205 project was not funded. Mr. Tucker added that there was a call for value pricing for I-205 and I-5 from the Washington border to the area where the two highways meet. He discussed the new payroll tax which would provide \$30-40 million and the allocation of the money, some of which will be dedicated to the low income fare program.

Mr. Tucker explained the privilege tax on the sale of vehicles which provided rebates for electric vehicles as well as permanent funding for Connect Oregon. He added that some money from the gas tax was allocated to Safe Routes to School. Mr. Tucker elaborated on other nuances of the allocation of tax money, including the bike tax. He acknowledged the passage of legislation to authorize land use final order, a consolidated land use project for the Southwest Corridor.

Mr. Tucker moved to a discussion of affordable housing. He noted that rent control authority for local governments did not pass, but a bill providing affordable housing supply and creating a shorter timeline for affordable housing projects did pass.

Mr. Tucker spoke to a technical bill that passed which will make the Industrial Sight Readiness Program feasible, and authorizes the state to reimburse local governments for expenditures made toward bringing industrial sights online. He shared that there was controversy over an ambitious diesel bill, and it passed after being edited extensively. Mr. Tucker added that there was no advancement on the governor's Cleaner Air Oregon program.

Mr. Tucker remarked that the Recreational Immunity statute was fixed, effecting the viability of many parks and recreational areas. He spoke to the coalition that came together to fix the statute.

Member discussion included:

- Chair Gamba added that the statute fix was only partially successful, and that cities were protected but private land owners were not.
- Mr. Prosser emphasized that the transit funding would not be seen until January 2019. Chair Gamba asked if that meant that TriMet would be pushing back the low-income fare initiative. Mr. Prosser said it will be a challenge.

- Mr. Prosser emphasized the significance of H.B. 2777 which gave TriMet the ability to set up an administrative process for adjudicating transit fare evasions, meaning that they will no longer go to court, allowing more flexibility in adjusting the fines. He added that this allows for community service as a way to deal with fare evasion.

6.4 Regional Waste Plan Values and Guiding Principles

Chair Gamba introduced this item, the purpose of which was to present the draft values and guiding principles for the 2030 Regional Waste Plan. He explained that the Regional Waste Plan was a long range plan that provides direction for the solid waste system and for reducing the environmental impacts associated with the goods consumed in the region. Chair Gamba added that the development of Values was the first part of the first phase of plan development. He introduced Marta McGuire and Matt Korot from Metro's Property and Environmental Services Department.

Key elements of the presentation included:

Mr. Korot began the presentation, and explained that the plan was a functional plan developed every ten years. He added that they planned to consult with MPAC during each phase of the development.

Mr. Korot explained that the plan provided policy direction for recycling and solid waste system as well as setting goals for Metro, local governments and the private sector. He added that the plan provided a regional framework for the collection, services and education programs provided by local governments.

Ms. McGuire recounted the five phases of the plan, and noted the application of an equity lens throughout each phase. She highlighted the iterative nature of the plan, and emphasized that each phase informs the next.

Ms. McGuire discussed the first phase, the values phase. She described the values as essential concepts that served as a basis for the plans strategies and actions. Ms. McGuire recalled the steps in developing the values, including input given by the equity work group.

Ms. McGuire discussed the values and sub values in the first phase. She explained the input and ideas that went in to the development of the values and sub values from both community discussions and work groups.

Ms. McGuire called for questions on the values section of the presentation.

Member discussion included:

- Mr. Prosser asked about building a waste disposal system that reduces environmental impact, and suggested that it could be a part of the value. Ms. McGuire conveyed that this was an important part of the plan.
- Councilor Martin suggested adding a value regarding infrastructure and discussing regional and "locational" equity in the values.
- Chair Gamba proposed incorporating discussion regarding recycling opportunities for products that the region did not recycle.

- Ms. Buehner remarked that yard debris service for apartment complexes would be useful.
- Councilor Martin recommended emphasizing long term viability as an important aspect of the regional waste plan in the region.

Ms. McGuire discussed the guiding principles of the regional waste plan. She explained that the guiding principles were intended to be the racial elements that tie all of the values together. Ms. McGuire recalled the process through which the principles were developed. She listed the principles and briefly discussed the significance and relevance of each.

Member discussion included:

- Ms. Gertler mentioned that the RWP Values were a great learning opportunity for other departments. Ms. McGuire added that this was the first time using an equity lens on a waste plan and that it had been an important learning experience.
- Chair Gamba asked Ms. McGuire to elaborate on the first guiding principle. Ms. McGuire explained that the first principle took a look at the historical aspects of the waste system and the impacts on marginalized communities. She added that there was a restoration element to this guiding principle, as well as taking into account traditional knowledge when discussing natural resources.
- Mr. Korot noted that these principles would need to be kept in consideration when deciding on strategies.
- Mr. Luis Nava explained that Citizens of Washington County were planning on doing research into facilities from a wide variety of perspectives, including introductions from Metro about waste and recycling. He asked if Ms. McGuire would be available to help.

ADJOURN

MPAC Chair Mark Gamba adjourned the meeting at 6:41 p.m.

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 12, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	7/12/17	July Hotsheet	071217m-01
6.3	PowerPoint	7/12/17	Regional Transit Strategy Presentation	071217m-02
6.4	PowerPoint	7/12/17	2030 Regional Waste Plan Development Presentation	071217m-03

MPAC Worksheet

Agenda Item Title: Build Small Coalition Work Plan Update and Panel Discussion

Presenter: Emily Lieb, Metro Planning & Development; Robert Liberty, Portland State University Institute for Sustainable Solutions; Kol Peterson, AccessoryDwellings.org

Contact for this worksheet/presentation: Emily Lieb, Emily.Lieb@oregonmetro.gov, 503-797-1921

Purpose/Objective

- **Purpose:** To provide an update on the Build Small Coalition work program and to facilitate a panel discussion with ADU experts regarding ADU challenges and opportunities beyond Portland. This agenda item is in response to a request from MPAC members for more time to follow up on the previous discussion of this topic during the June 14th meeting.
- **Outcome:** MPAC members have a shared understanding of the Build Small Coalition work plan and more information about potential strategies and tactics to support ADU development in their communities

Action Requested/Outcome

No policy actions are requested. Staff seek feedback regarding how the BSC work plan can support local efforts. The panel is intended to provide MPAC members with the chance to engage with ADU experts in a conversation about challenges and opportunities for ADU development beyond Portland.

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

Since MPAC was last updated on the Build Small Coalition efforts on June 14th, Metro staff have created a draft work plan based on the Coalition's priorities. The work plan will be presented to Metro Council during their Aug. 8th Work Session.

In addition to the brief work plan update, the majority of the time for this agenda item will be dedicated to an informal expert panel discussion focused on discussing what places in the region seem ripe for ADUs to take off, potential strategies and tactics for encouraging them (from policy to education/awareness to financing), and what research is needed to better understand the potential role ADUs could play in our region's housing market.

What packet material do you plan to include?

Build Small Coalition 2017-18 Work Plan Overview – Draft 8/2/2017

Build Small Coalition 2017-18 Work Plan Overview **Draft 8/2/2017**

The Build Small Coalition, formerly known as the Space Efficient Housing Work Group, was launched by Oregon DEQ in 2011 in response to statewide research demonstrating the environmental benefits of smaller homes. Over time, much of the discussion surrounding small housing has shifted to an interest in its potential to provide more housing choices in high-demand neighborhoods and support a range of community stabilization, affordability, and social equity outcomes. In 2016, Metro signed an agreement with DEQ to take over leadership of the Coalition for two years, with financial support from DEQ.

For the past four months, Metro staff have been working with coalition partners and stakeholders to develop and refine a set of priority focus areas and projects to move forward over the next year and a half. As part of this process, coalition members generated project proposals summarizing deliverables, outcomes, time and resources required. Staff analyzed the proposals and developed a work plan to move priority projects forward.

The plan includes three focus areas:

1. Catalyze accessory dwelling unit (ADU) development beyond Portland.

One major focus of the coalition's work will be trying to catalyze the development of small housing, particularly ADUs, in the smaller cities throughout the greater Portland region. This will start with an audit to better understand the regulatory barriers, engaging homeowners to understand the barriers they experience and to provide practical guidance on how to build and finance an ADU.

Anticipated projects for 2017-18:

- Metro jurisdiction ADU zoning and building code + SDC fee audit
- Local ADU planner/policymaker workshops
- [Tentative] Homeowner ADU workshops, focus groups, and case studies

2. Research the economics and equity potential of ADUs to inform development of private financing tools and public incentives.

While DEQ and other partners have previously done extensive work to understand and quantify the environmental benefits of ADUs, the role ADUs play in the housing market, including the reasons homeowners build them, and their potential to increase housing choice and provide equitable and affordable housing options, is not as well understood. The Institute of Sustainable Solutions (ISS) at Portland State University (PSU) is working on a survey to glean more information from current homeowners, renters and prospective/interested parties on why they build, live in or want to develop an ADU. This research will be targeted at answering specific questions that address key policy and financing challenges to inform the creation of new tools and incentives.

Anticipated research program components for 2017-18:

- Analysis of findings from a survey of ADU owners and occupants
- Analysis of existing ADU permit data
- Market research (ADU rental rates and sales transactions for homes with ADUs)
- Inventory of current financing tools and barriers
- Case studies of pilot programs leveraging small housing as an anti-displacement strategy
- Focus groups to understand potential social equity benefits of ADUs

3. Expand education and awareness, from public policymakers to commercial builders to DIY homeowners and citizens.

One barrier for small housing is simply a lack of understanding and awareness of market demand for small housing. Homeowners and commercial builders lack information about how to finance, permit, design, and build it. The Coalition will seek to support education and awareness efforts that build on and advance the focus areas described above.

Anticipated projects for 2017-18:

- Build Small Live Large Summit
- Build Small infographic
- Portland ADU Tour
- [Tentative] Homeowner ADU workshops, focus groups, and case studies
- [Tentative] Education tracks at the annual Homebuilders Association conference

The Coalition will also be coordinating with other ongoing efforts and discussions, including:

- Portland Residential Infill Project and Portland For Everyone Coalition
- Milwaukie Cottage Cluster Feasibility Analysis
- Oregon City Equitable Housing Grant project - zoning/code audit and homeowner tools
- Multnomah County's A Place for You initiative
- City of Portland Homeowner Retention Program
- PSU Institute for Sustainable Solutions' Small Backyard Homes Initiative
- Village Coalition pilot projects to support houseless populations
- Local/regional discussions about waiving ADU SDCs or scaling SDCs based on home size

Other ideas that the Coalition will continue to explore, include:

- Strategies to facilitate connections between groups interested in piloting creative small housing pilot projects and funders who might be interested in sponsoring projects
- Incorporation of ADUs into Metroscope

MPAC Worksheet

Agenda Item Title: Regional Business Food Scraps Policy Update

Presenter: Jennifer Erickson, Principal Solid Waste Planner

Contact for this worksheet/presentation: Jennifer Erickson, 503-797-1647,
Jennifer.erickson@oregonmetro.gov

Purpose/Objective

This is an informational item designed as a follow-up to two previous MPAC engagements (April and October 2016) and will introduce the policy that the Metro Council will be considering for adoption this fall.

Inform them of our ongoing work, upcoming milestones and future coordination with their staff as the policy moves forward.

Action Requested/Outcome

Primarily this is information only, but we would like to hear MPAC's thoughts on the policy.

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

In April 2016, staff gave MPAC a broad overview of the Food Scraps Program and its importance in relation to the other Solid Waste Roadmap projects underway. MPAC asked staff to return as these policies developed. In October 2016, staff shared the draft policy options being brought to Council in order to get the committee's feedback and answer questions.

At this meeting, staff will update the committee on the direction received from the Metro Council in October and the resulting draft policy developed that the Metro Council will consider for adoption this fall.

What packet material do you plan to include?

None. There will be a presentation/overview at the meeting, but no advance materials.

MPAC Worksheet

Construction Career Pathways Project

Presenters: Patty Unfred, Diversity, Equity and Inclusion Program Director and Stephanie Soden, Chief of Staff, Council President Tom Hughes

Contact for this worksheet/presentation: David Fortney, 503-813-7510

Purpose/Objective

In greater Portland, there is a lack of diversity in the construction trades. People of color and women face multiple barriers in accessing and sustaining family-wage construction careers. To address these challenges, the Construction Career Pathways Project (C2P2) is bringing public and private stakeholders together across the region to learn more about the problem and identify strategies to provide reliable career pathways – from pre-apprentice and apprentice to journey level – for people of color and women in the construction trades.

Specifically, we hope to:

- inform MPAC about C2P2 and solicit feedback on the project
- Share Section 1 (current construction labor pool) findings from the Regional Construction Workforce Market Study and discuss takeaways

We expect to engage MPAC members at a future date to share additional market study findings and takeaways and to discuss policy recommendations that come out of the study.

Action Requested/Outcome

No action is required to take for members at this meeting.

Our intention is to engage MPAC members on the project's background and direction, and solicit feedback on findings from Section 1 – current construction labor pool – of the market study.

Questions for members:

- What questions or feedback do you have on the project's direction?
- What questions do you have on the findings from the current construction labor pool data?

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

This is the first touch point for MPAC members to learn about and discuss the Construction Career Pathways Project.

What packet material do you plan to include?

Included in the packet for the August 9 meeting are the following materials:

- Power point presentation – project background, work plan overview, and draft findings from Section 1 – current construction labor pool – of the Regional Construction Workforce Market Study
- Summary of observations and findings of current construction labor pool from the market study team.

Summary of observations and findings of current construction labor pool

Employed and unemployed construction workers

Overall, women make up just four percent of the total employed construction workforce in the Portland region. In addition, just one in five Portland metro construction workers are minorities. This can vary greatly by trade, both in numbers and in share. For example, there are over 7,700 employed Carpenters, as compared to only 56 Elevator Installers and Repairers. Of those Carpenters, 3% are female and 22% are minority; for the elevator occupations there are 0% female and 0% minorities. However, for trades employing the most individuals the level of diversity is fairly consistent. For females in the top five trades the percentage holds at anywhere from 2-10%. For minorities, the percentage is in the range of 9-26%.

When broken down by race, these percentages have more variation and are more difficult to generalize. The majority of racial/ethnic diversity is found in the Hispanic/Latino category, which is 14% industry wide and ranges from 6-18% in the top five trade categories. The remaining racial/ethnic categories primarily hover at 1-2%, including African Americans, American Indian, Asian, and those listed as two or more races.

There are similar demographic percentages found in construction jobseekers registered with the Oregon Employment Department. Of the roughly 2,008 registered jobseekers who listed a construction-related occupation as their primary experience as of June 2017, 6. % are female and about 15% are racial minorities. Twelve percent identify as Hispanic.

Registered apprentices

The demographic makeup of currently registered apprentices in Oregon over the last three years has not changed much, but the overall number has increased. In 2014, there were 5,129 registered active apprentices in Oregon. Of those 7.8% were female, 28% were women and minorities, and 22% were minorities. In 2015, there were 5,527 registered active apprentices and the makeup was the same. In 2016, the number of registered apprentices increased to 6,555 and the demographic share had a slight shift. 28.6% were women and minorities, 8.04% were female, and 24% were minorities. For all years the share of registered apprentices is about 70% in union programs and 30% in nonunion programs. Given that, both the share and the count of total apprentices is greater for union programs across all categories of race and gender. For example, females in union apprenticeship programs were 6.73% of total apprentices in Oregon and 1.31% were females in nonunion programs in 2016. There were 84 African American males in nonunion apprenticeship programs in 2016, accounting for 1.28%, while there were 195 African American males in union apprenticeship programs, accounting for 2.97%.

The growth in construction workforce demand is reflected in the growing enrollment of registered apprentices in Oregon. The number of registered apprentices enrolled per year in Oregon has significantly increased since 2009, when it was 599. In 2013 the number grew to 1,735 and in 2016 it was 2,348. Of annual enrollments, the share of women and people of color remained fairly steady between 2009-2014 at about 20-25% but increased to 33-35% for 2015 and 2016. For females, it has hovered at around 8%. For minorities, the share has fluctuated a bit more and has increased since 2011, when it was 20%. In 2016 the share for minorities was 27%. Trends in new enrollments are important to

note if the industry is interested in increasing racial and gender diversity in the trades: enrollment must be more diverse than the current apprentice pool to have the total makeup shift over time.

Journey level construction workers

Since 2008, 2,438 people have earned their journey card through the Bureau of Labor and Industries (BOLI), the State agency that grants this certification. Of those journey workers, 21% are women and minorities. Breaking this down a bit further, 5% are female, 1% are women of color, and about 16% are males of color. When disaggregated by race and ethnicity, 10% of journey workers are Hispanic, 3% are African American, and Asians and Native Americans make up roughly 2% each.

Percent apprentice to journey rates

For apprentices who entered into their programs in 2009, the completion rate five years later was 37% overall. This was the same in 2010, but has increased for those who entered in 2011 to 46% having completed within five years. This rate is slightly higher for males: 39%, 38%, and 47% respectively. For females, the overall completion rate is substantially lower: 18%, 28% and 38% for those same years.

For people of color, there is a similar trend, but can vary by race and gender. For example, the completion rate for Hispanic females was 60% for those who entered in 2011, but was 16% for African American males for the same year. It was 6% for African American males in 2009. Asian females have a completion rate of 0% for all three cohort years.

Union and nonunion completion rates are fairly similar but can have different implications when looking at the number of completers. For example, of those who graduated that started in 2011, 154 people completed a nonunion apprenticeship and 450 completed in a union program. Of those in the nonunion programs, 13% of the completers were women and people of color. For the union programs, 23% of the completers were women and people of color.

It would be important to further analyze the number of apprentices behind these rates to fully understand how these percentages equate into actual graduates. For example, a 50% success rate of 50 apprentices versus a 50% success rate of 2 can have very different policy implications and should be considered when looking at these figures.

Other notes

These data are from multiple data sources that all track people for different reasons and in different systems, such as the registered apprenticeship programs that the Bureau of Labor and Industries (BOLI) manages, the Oregon Employment Department, and regional economic data pulled from payroll records, among other sources. Given that, it is possible that a journeyworker that earned their journey card from BOLI is also registered with the Oregon Employment Department or may be currently employed and captured on payroll data. These are robust data sources that can inform important insights and a snapshot on the regional construction workforce supply, but do need to be interpreted with this potential and likely level of overlap in mind.

Materials following this page were distributed at the meeting.



August hotsheet

Parks and nature

Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a property tax levy, Metro's parks and natural areas attract more than a million visitors from around our region.

Gabbert Butte: About 45 community members attended a July 19 community open house in Gresham to help Metro and the City of Gresham jointly plan for visitor improvements at Gabbert Butte Natural Area. Both Metro and the City of Gresham own property at the 150-acre natural area. Gabbert Butte has about 1.5 miles of trails, but no formal improvements other than signs at neighborhood trailheads. The master plan would designate an entry area, amenities and improvements to the trail network. Gabbert Butte is next to residential neighborhoods and offers an opportunity for people to experience nature close to home. Community engagement for the project is integrated with the Connect with Nature initiative, which is focused on including diverse communities in parks planning. Connect with Nature held a workshop with communities of color on Gabbert Butte in February. Contact: Olena Turula, 503-813-7542

Recreational policies review: Metro's parks and nature team is continuing a process to review and update policies on recreational uses to ensure they are compatible with modern recreational needs and the latest conservation science. Community members and representatives of recreation and conservation interests have met twice as a "sounding board" to provide input. The discussions were facilitated by JLA Public Involvement. The sounding board has provided feedback on policies about pets, hunting, drones, geocaching, alcohol consumption, smoking and other topics – and their suitability for parks and natural areas. The third and final sounding board meeting is scheduled to be held Sept. 20 to explore additional recreational use topics. Contact: Suzanne Piluso, 503-797-1845

Waste reduction and management

Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.

See the work of five local artists who transformed trash from the Metro Central transfer station at the **GLEAN art exhibit**. Their collection, created to help raise awareness about our consumption habits and inspire new ways of looking at our trash as a resource, will be on display and for sale at the Furthermore Gallery in the Bison Building, 421 NE 10th Ave., Portland. Opening reception from 6 to 9 p.m. Aug. 4. Exhibit ends Aug. 26. Contact: Penny Erickson, 503-797-1659.

Land use and transportation

Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.

Metro is updating its **Regional Travel Options (RTO)** strategy, which supports programs that increase walking, biking, ride sharing, telecommuting and taking transit. As part of its update, Metro is hosting a series of workshops featuring different topics of interest to schools, nonprofit organizations, government agencies and private businesses. Contact: Dan Kaempff, 503-813-7559.

Metro's **Community Placemaking** program has awarded grants to six projects that address a community challenge or opportunity, while encouraging social interaction and connection to place throughout the region. All of the projects use art as a tool for engagement and change, and have strong community partnerships. These projects also advance our goals of diversity, equity and inclusion by supporting communities that have been historically marginalized. Contact: Dana Lucero, 503-797-1755.

Visitor venues

Metro's visitor venues – the Oregon Zoo, the Oregon Convention Center, the Expo Center and Portland's Centers for the Arts – support the livability of our region and promote economic development and tourism.

Construction is underway at the **Hyatt Regency Portland at the Oregon Convention Center**. The \$220 million project includes more than \$150 million in private-sector financing. In exchange for a public contribution, Hyatt agreed to hold 500 of its 600 rooms for attracting large conventions to Portland, a labor peace agreement, and other enhancements that will help support equity and economic growth in greater Portland. Contact: Karol Collymore, 503-797-1811.

The restoration of the **Portland sign at Arlene Schnitzer Concert Hall** is almost complete after a three-month project. The iconic sign above Broadway got a new, lightweight aluminum shell, a fresh coat of paint and new, brighter neon letters. A re-lighting ceremony is scheduled for Aug. 16. Contact: Tom Sessa, 503-351-3677.



Metro



Photo: <https://accessorydwellings.org/2014/10/22/kristy-lakins-adu-community-woodstock-gardens/>

Build Small Coalition update

August 9, 2017

Agenda

Update: Build Small Coalition 2017-18 Work Plan

**Panel
Discussion:**

- What other parts of the region beyond Portland have strong potential for ADUs?
- What are some of the key barriers (regulatory, financing, knowledge)?
- What best practices from Portland and elsewhere could serve as models for other cities and counties?
- MPAC Member Q&A

Mission Statement

- Smaller housing options advance equity, livability , and environmental goals.
- The Build Small Coalition supports research, policy innovation, education/outreach and new partnerships to promote creation of and access to smaller housing – including accessory dwelling units, cottage clusters, and other options – in the Portland Metro region and across Oregon.



Coalition members

Metro

City of Portland

Village Coalition

DLCD

Portland State University

Portland for Everyone

Portland Alternative Dwellings (PAD)

DEQ

HBA - Portland

AARP

Niche Consulting

Studio Cropp Architecture

Green Canopy Homes

Accessory Dwelling Strategies

Earth Advantage

Energy Trust of Oregon

Orange Splot, LLC

Small Housing Types



Accessory dwelling units

Cottage clusters

Duplexes, triplexes, and fourplexes

Internal division of larger homes

Tiny homes on wheels

Micro-apartments

Modular homes



Space Efficient Housing Work Group

Past Accomplishments, 2011-2015

Policy:

- Advocated for Portland SDC waiver, relaxed standards for ADUs, and parks SDCs scaled by home size
- Worked with Energy Trust of Oregon to allow ADUs to receive energy incentives previously available only to primary residences

Research:

- DEQ life cycle analysis of environmental impact of small homes
- DEQ/DLCD/ODOT “Character-Compatible, Space-Efficient Housing Options for Single-Dwelling Neighborhoods” report
- 2013 ADU owner survey

Education:

- Build Small, Live Large Summit
- Launched accessorydwellings.org
- ADU tours and classes
- ADU case studies

Financing:

- Peer-reviewed ADU valuation report
- ADU appraisal and financing guide for owners

Work Plan Process for 2017-18

- Reviewed list of priorities from 2016
- Stakeholder discussions
- Staff input
- Two rounds of surveys



2017-18 Goals

- **Goal #1:** Catalyze ADU development beyond Portland
- **Goal #2:** Research the economics and equity potential of ADU development to inform development of private financing tools and public incentives
- **Goal #3:** Expand education and awareness, from public policymakers to commercial builders to DIY developers

Jurisdiction ADU code audit and workshops (summer 2017-spring 2018)

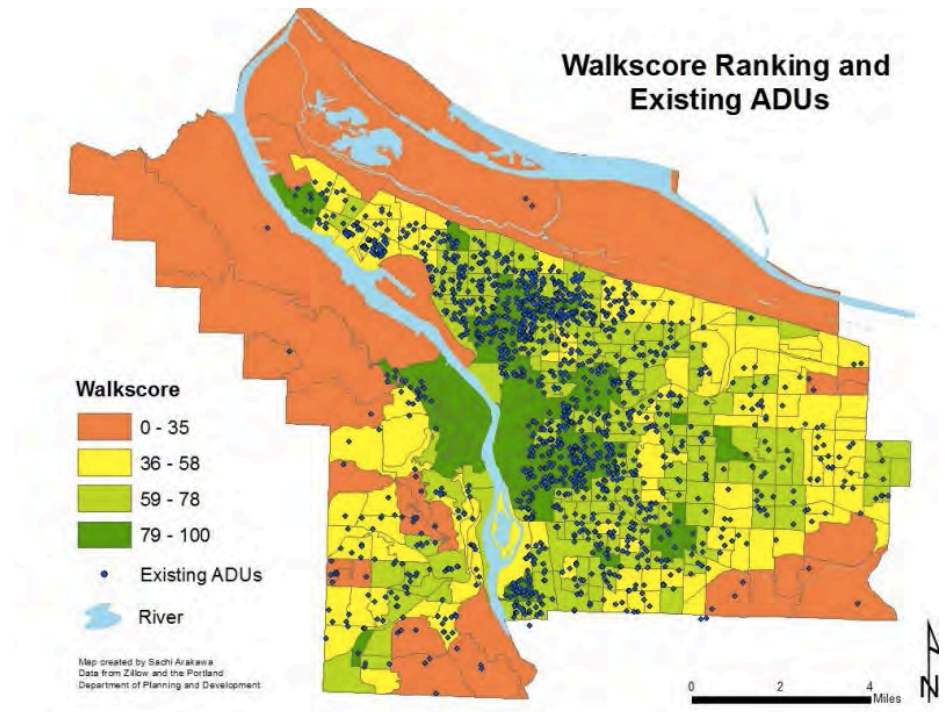


Local regulatory barriers:

- High SDCs
- Off-street parking requirements
- Setbacks for garage conversions
- Owner occupancy requirements
- Rigid design/building code standards

Anticipated Research Components (fall 2017- summer 2018)

- Analysis of existing ADUs
- ADU owner/occupant survey
- Market research
- Financing tools/barriers
- Pilot program case studies
- Focus groups



Anticipated/potential education and outreach activities (summer 2017 – spring 2018)



- Informational sessions and focus groups with homeowners outside of Portland
- Case studies and tours of ADUs outside of Portland
- ADU and small homes infographics
- Build Small, Live Large Summit

Build Small Live Large Summit

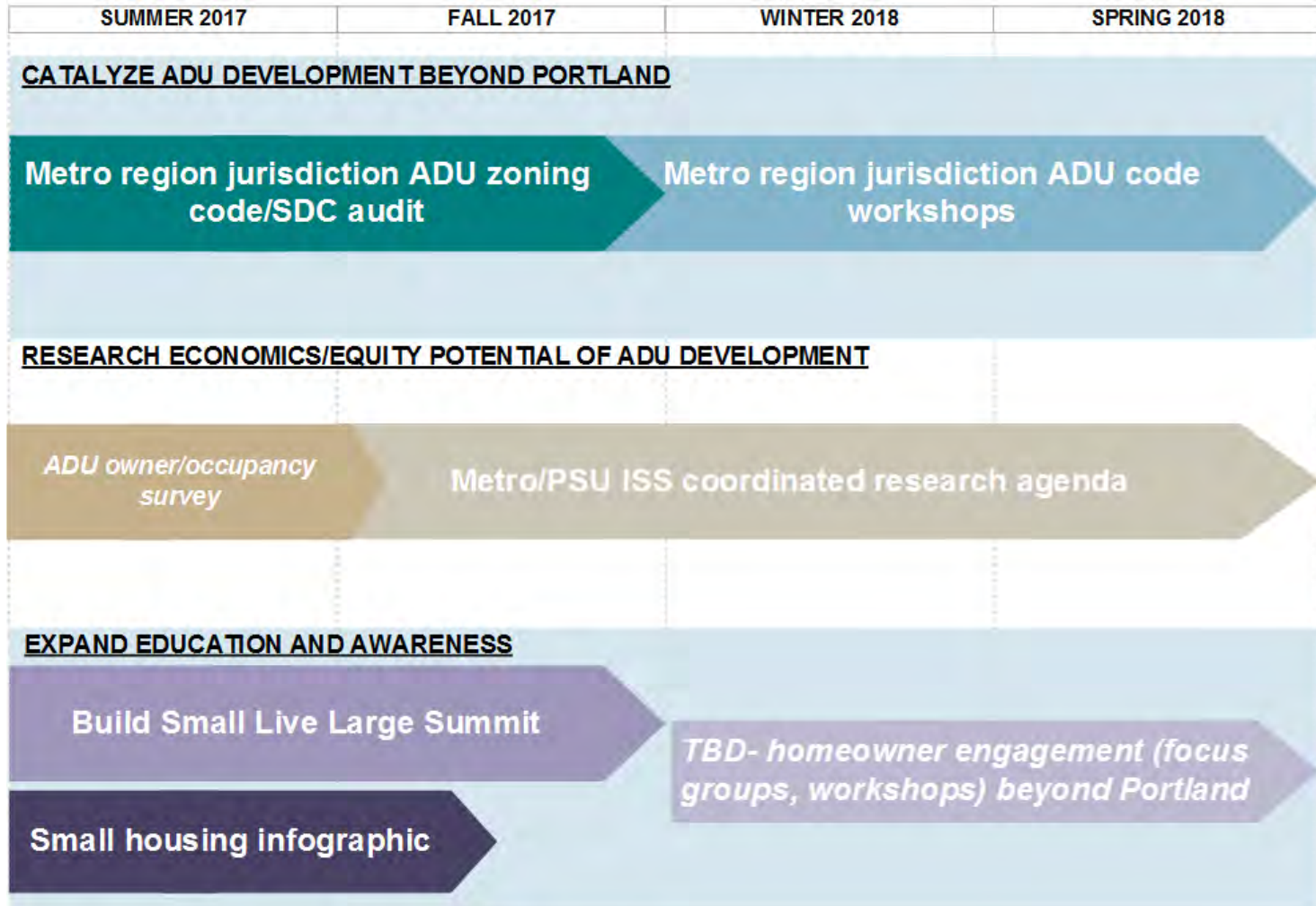
Nov. 3-5, 2017



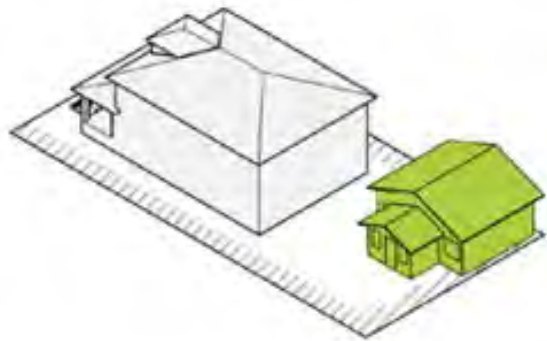
- Previous summits in 2012 and 2015
- 2017 focus on ADUs; Friday summit and weekend tours and workshops
- Anticipated sponsors: PSU Institute for Sustainable Solutions, Metro, DEQ, AARP, Portland Homebuilders Alliance, DLCDC
- Keynotes: Harriet Tregoning, Jake Wegman
- Opportunity to bring ADU experts around the country together



Work Plan Schedule



Related/Coalition Members' Efforts



- Portland Residential Infill Project and Portland for Everyone Coalition
- Multnomah County's A Place for You initiative
- City of Portland Homeowner Retention Program
- PSU ISS Small Backyard Homes Initiative
- Village Coalition pilot projects to support houseless populations
- Local jurisdictions efforts:
 - Milwaukie Cottage Cluster Feasibility Analysis
 - Oregon City Equitable Housing Grant project



Metro

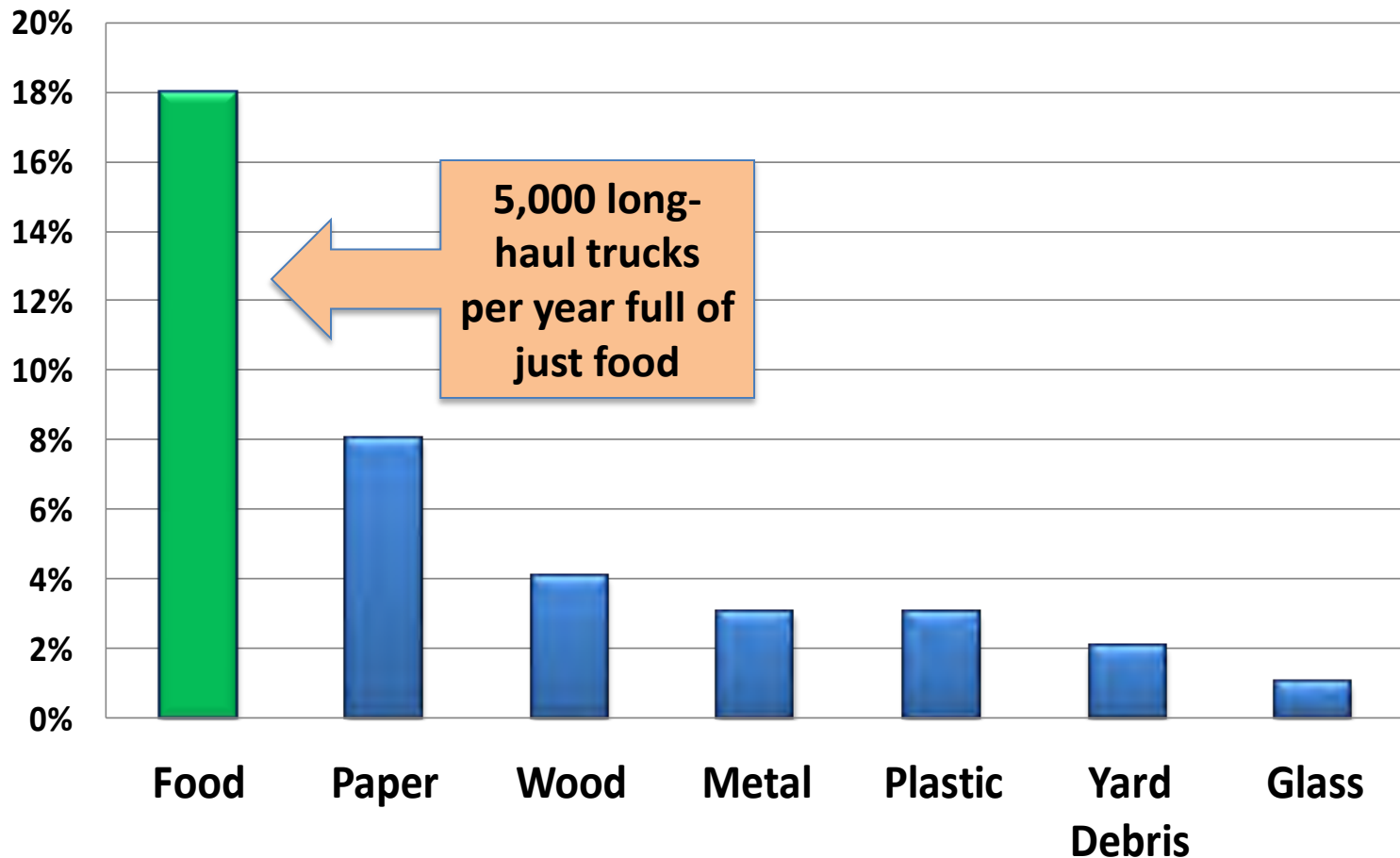
Regional Food Scraps Policy Overview

Metro Policy Advisory Committee

August 9, 2017

Why Food?

Metro Region Disposed Recoverables



Why Food?



Commercial not Residential



These food scraps



Not these



This work isn't new

- 1993: Metro workshop to develop strategies for Organic Waste
- 1994: Metro conference follow up to 1993 workshop
- 1995: RFP for Phase I Food Waste Collection & Processing
- 1996: RFP for Phase 2 Food Waste Collection & Processing
- 1999: AOR Organics Forum: Portland discusses mandatory
- 2000: Metro & Portland convene processing roundtable, Metro RFP
- 2001: City of Portland issues RFP
- 2002: Metro matching grant program & site search
- 2003: Metro Organic Waste Infrastructure Development Grant
- 2004: RFP for combined transportation & processing services
- 2004-present: Metro provides funding to support local program development
- 2005: Food scraps collection program begins in Portland
- 2010: SWAC engagements specific to Food System
- 2009: PRC begins accepting food scraps
- 2010: Recology takes over contract for processing
- 2010: Nature's Needs begins accepting food scraps
- 2011: SWAC recommends the region move to mandatory if benchmarks not met
- 2012: Roadmap Food Scraps Project begins
- 2013: Nature's Needs closes to commercial food scraps
- 2013: JC Biomethane begins processing the region's food scraps

Metro Council Direction

To achieve the objectives of increasing recovery and attracting stable, local processing capacity:

1. Require certain businesses to separate their food scraps for recovery, eventually ban disposal of food.
2. Determine how to efficiently collect and deliver food scraps for processing.
3. Secure local and stable processing capacity.

Draft Policy: Context

- There are approximately 67,000 businesses in the Metro region.
- About 7,000 are food-oriented.
- About 2,700 would be affected by the policy (4% of the region's businesses).
- Over 1,250 are participating already.
- Compliance would be phased-in over 5 years.

What will this policy do?

- Requires local governments inside the Metro boundary to implement collection programs.
- Affects ~2,700 large to medium-sized food-oriented businesses.
- Phased in over 5 years.
- Will eventually prohibit the disposal of large amounts of food.



Policy implementation phases

- Local Government Adoption (July 2018)
- Phase 1 (2019)
- Phase 2 (2020)
- Phase 3 (2021)
- Disposal Ban (2023)

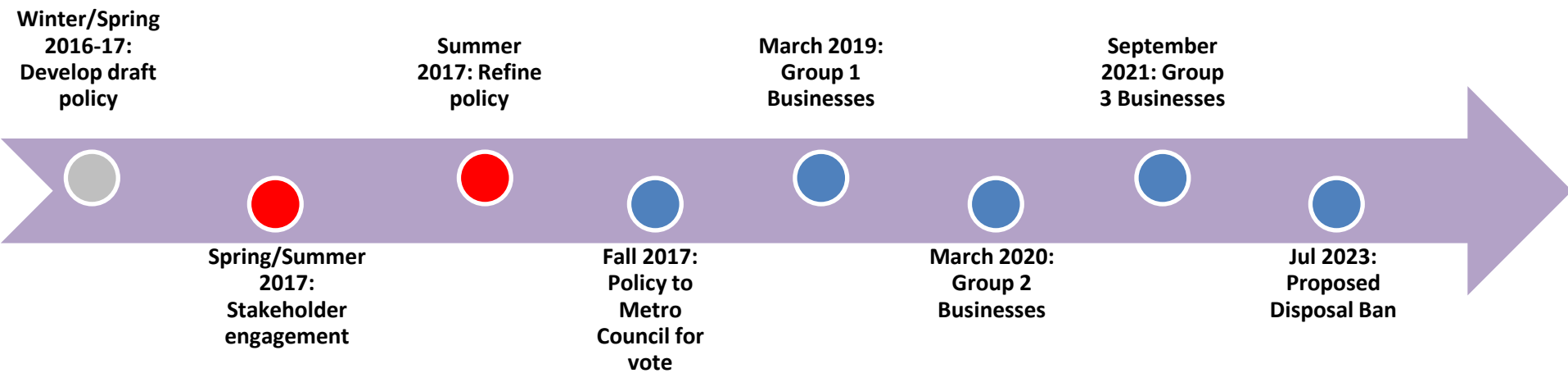


What have businesses told us?

- On-site assistance is key, as is reliable collection service.
- 90% not opposed to a mandatory program.
- 45% in favor.
- 30% had some concerns.
- Phase-in is critical.



Draft Timeline



What's Next?

Metro:

- Secure a food scraps processing facility
- Continue stakeholder engagement, begin public comment
- Present policy to Metro Council for vote

Local Governments:

- Ensure collection service is more widely available
- Participate in stakeholder engagement
- Bolster food donation efforts
- Continue refining assistance to businesses

Thank you

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