



600 NE Grand Ave.
Portland, OR 97232-2736

Council retreat agenda

Tuesday, November 14, 2017

2:00 PM

VIP Suite B, Oregon Convention Center

2:00 Introduction, Background, and Goals for the Session

Presenter(s): Martha Bennett, Metro

2:10 Review Major Budget Decisions for 2018 - 2019

a. Revenue and Expenditure Trends FY18-19

Presenter(s): Tim Collier, Metro

b. Revenue Issues in General Fund

Presenter(s): Martha Bennett, Metro

2:40 Major Operational Issues for Upcoming Budget

a. Solid Waste

Presenter(s): Paul Slyman, Metro

b. Oregon Zoo

Presenter(s): Don Moore, Oregon Zoo

3:10 Update and Confirm Council Initiatives and Timeline

3:30 Break

3:45 Council Discussion

4:20 Next Steps and Debrief

4:30 Adjourn

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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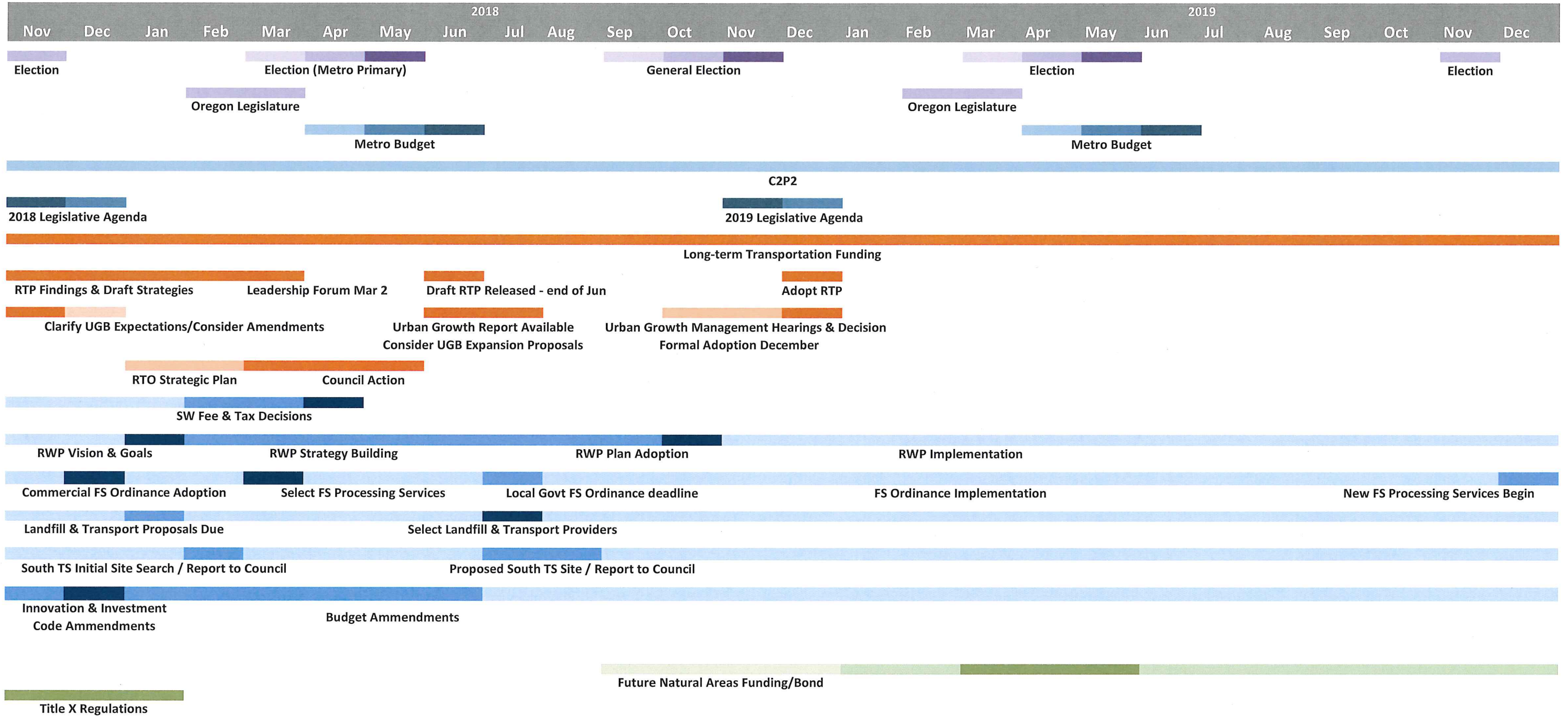
Materials following this page were distributed at the meeting.

DRAFT COUNCIL INITIATIVES

For Council discussion at the Metro Council November 2017 retreats.

	0-18 Months January 2018	18+ Months July 2019
Council Ownership	<p><u>Transportation</u></p> <ul style="list-style-type: none"> • 2018 Regional Transportation Plan • Long-Term Funding Coalition <p><u>Land Use</u></p> <ul style="list-style-type: none"> • Equitable Housing Strategy & Coalition • 2018 Urban Growth Management Decision <p><u>Parks and Nature</u></p> <ul style="list-style-type: none"> • Next Generation Natural Areas Bond • Long-term funding discussion <p><u>Solid Waste</u></p> <ul style="list-style-type: none"> • Roadmap decisions supporting the post-2019 operating environment 	<p><u>Transportation</u></p> <ul style="list-style-type: none"> • Long-Term Funding Coalition <p><u>Land Use</u></p> <ul style="list-style-type: none"> • Equitable Housing Strategy & Coalition <p><u>Parks and Nature</u></p> <ul style="list-style-type: none"> • Next Generation Natural Areas Bond • Long-term funding discussion <p><u>Solid Waste</u></p> <ul style="list-style-type: none"> • Post-2019 operating environment • Regional Solid Waste Plan
Council Attention	<ul style="list-style-type: none"> • Construction Career Pathways Project • Diversity Equity and Inclusion • 2018 Legislative agenda • Willamette Falls Riverwalk & Legacy Project • Oregon Zoo Business Plan • VDF IGA • Regional disaster preparedness 	<ul style="list-style-type: none"> • Construction Career Pathways Project • Diversity, Equity, and Inclusion • Willamette Falls Riverwalk & Legacy Project • Oregon Zoo Business Plan • 2019 Legislative Agenda • Regional disaster preparedness • Prep for 2021 mid-cycle urban growth management decision
Council Awareness	<ul style="list-style-type: none"> • Financial ‘headwinds’ • Expo Center business plan • Least Cost Planning tool for 2021 • Economic Value Atlas • Columbia River Levee System • Title X Parks & Nature Regulations • Parks and Nature discussions with City of Portland • P’5 Contract discussions & negotiations with City of Portland • Zoo Bond Project completion & Master Plan update • Congestion Pricing • Performance Measurement • Metro Regional Center Capital Maintenance • Hyatt Hotel Construction & OCC Remodel 	<ul style="list-style-type: none"> • Financial ‘headwinds’ • Expo Center business plan • Least Cost Planning tool for 2021 • Economic Value Atlas • Columbia River Levee System • Zoo Master Plan update • Transportation Technology Strategy • Performance Management

DRAFT ESTIMATED TIMELINE OF COUNCIL INITIATIVES: For Council discussion at the Metro Council November 2017 retreats.



Last Updated: November 3, 2017



*Fairbank,
Maslin,
Maullin,
Metz &
Associates*

FM3

*Public Opinion Research
& Strategy*

TO: Becca Uherbelau and Craig Beebe
Metro

FROM: Dave Metz and Miranda Everitt
Fairbank, Maslin, Maullin, Metz & Associates

RE: Key Findings from a Survey of Metro Voters

DATE: November 7, 2017

Fairbank, Maslin, Maullin, Metz & Associates (FM3) recently completed 800 live telephone interviews with Metro voters to assess their views on the future of the region,¹ with a focus on housing, transportation and natural areas.

The survey found that Metro voters are increasingly concerned about the impacts of growth and development in the region, with a majority now characterizing the pace of growth as “too fast.” Their top concerns center around impacts on housing, homelessness, traffic, and transportation, and they are now more likely to say that the impacts of growth have been negative than positive for their community. In addition, there is a clear desire for local government to tackle these issues – especially housing cost and availability. While natural areas and parks are important to voters, they are not urgent concerns at this time.

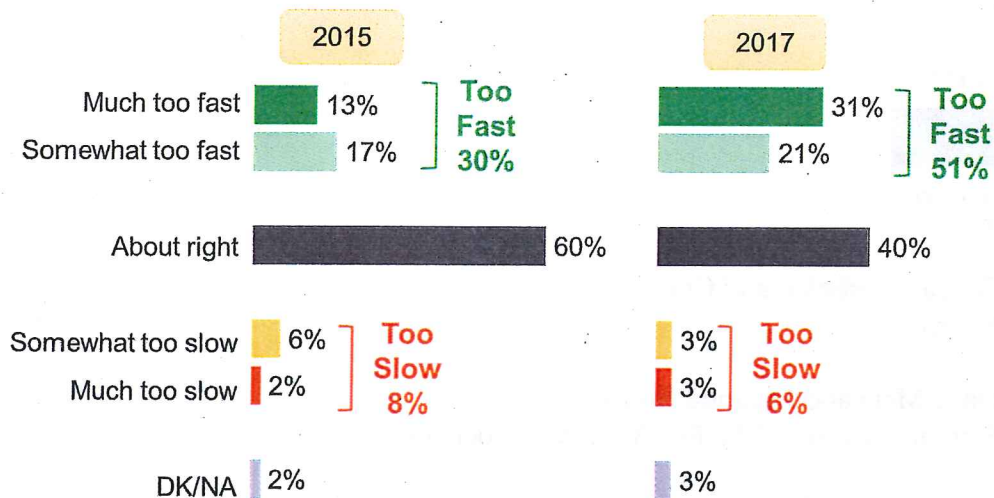
Key findings include:

- **Metro voters are increasingly concerned with the rate of growth in the region.** Fully half (51%) of Metro voters now say that the pace of growth is “too fast” – up 21 points since the question was asked in 2015. At the same time, the share who believe growth is “much too fast” has more than doubled, from 13 percent in 2015 to 31 percent now. Just six percent say that growth is “too slow” (Figure 1 on the next page). This finding is in line with many other West Coast cities.

¹ **Methodology:** From Oct. 24-30, 2017, FM3 completed 800 live telephone interviews (on both landlines and cell phones) with Metro voters likely to participate in the November 2018 election. The margin of sampling error for the full sample is +/- 3.5% at the 95% confidence level; margins of error for population subgroups within the sample will be higher. Due to rounding, not all totals will sum to 100%.

Figure 1: Pace of Growth and Development

Do you think the rate of growth and development in your community is too fast, about right, or too slow?

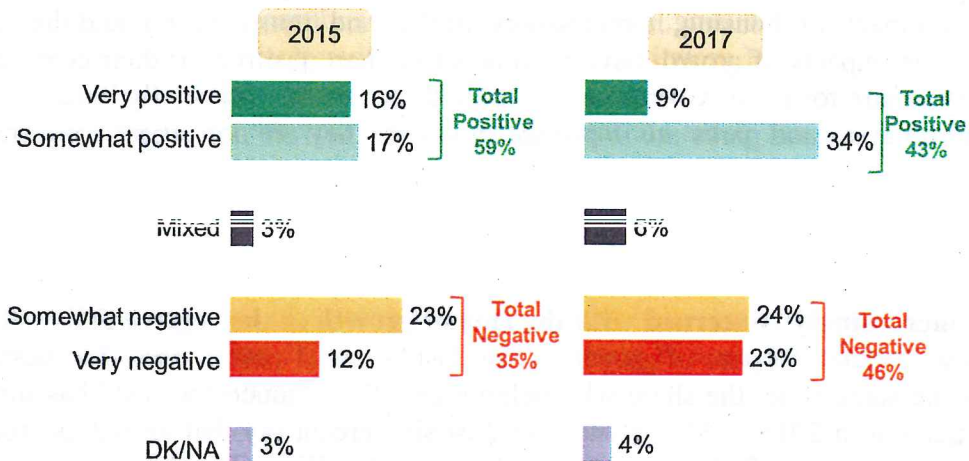


- **A plurality of voters see growth as more negative than positive for their community.** About two in five (43%) Metro voters see growth as positive for their community (Figure 2), while a slightly larger share (46%) see its impacts as more negative. This is a significant shift from 2015, when a solid majority (59%) believed growth was more positive than negative (35%).

Figure 2: Impact of Growth and Development

The Portland area is growing steadily and will likely keep growing.

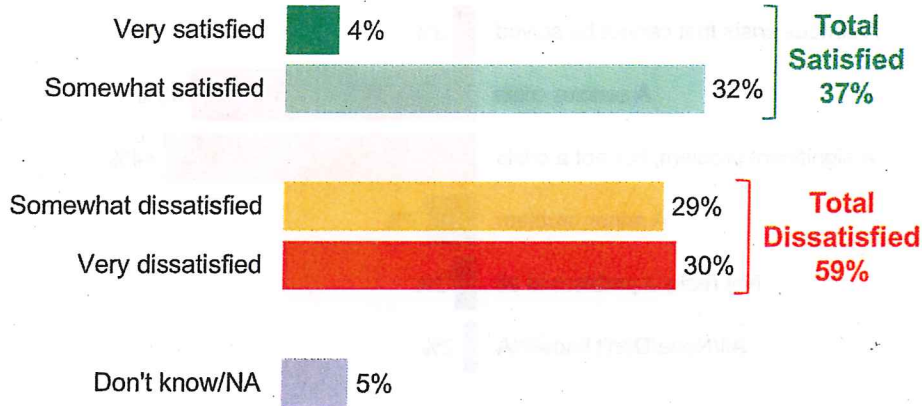
Do you think this has been more positive or more negative for your community?



- **Voters clearly see local government as having a leading role in addressing the challenges of growth.** Nearly sixty percent (59%) say they are dissatisfied with how local governments in the region are managing the impacts of growth, while just over one-third (37%) are satisfied (Figure 3). Notably, seven times as many Metro voters are “very dissatisfied” as are “very satisfied.”

Figure 3: Satisfaction with Local Government Response to Growth

Overall, would you say that you are satisfied or dissatisfied with how local governments in the region are managing the impacts of growth?



- Housing cost and availability is the dominant concern facing the Metro region.** Given a short, three-item list of some major Metro responsibilities impacted by growth, more than two in five (43%) said *ensuring enough housing that is affordable for all residents of the region* was their top priority (Figure 4). This was followed closely by reducing traffic congestion (37%), with protecting natural areas ranking third (16%).

Figure 4: Top Priority for Metro

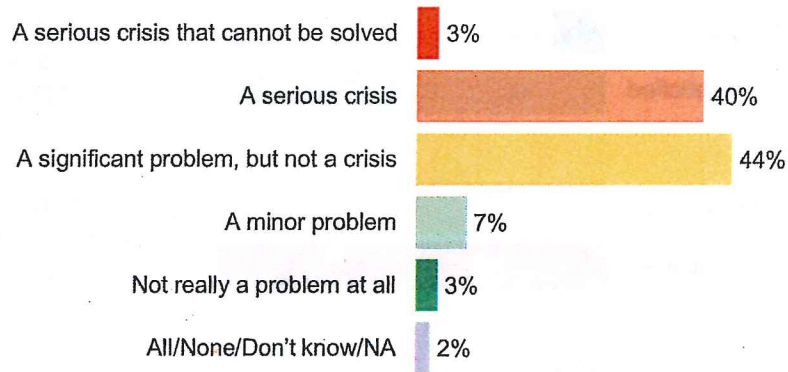
I am going to boil some of these issues down to three different potential priorities for the Portland region to address. Please tell me which one you think should be the highest priority.

Priority	% Top Priority
Ensuring enough housing that is affordable for all residents of the region	43%
Reducing traffic congestion, fixing roads, and improving public transportation	37%
Protecting natural areas, water quality and wildlife habitat, and improving our neighborhood parks	16%

Asked to characterize the issue of cost and availability of housing in the region, 87 percent of Metro voters called it at least a *significant problem* – and 44 percent called it a *serious crisis* (Figure 5 on the next page).

Figure 5: Characterizing Metro Housing Costs and Availability

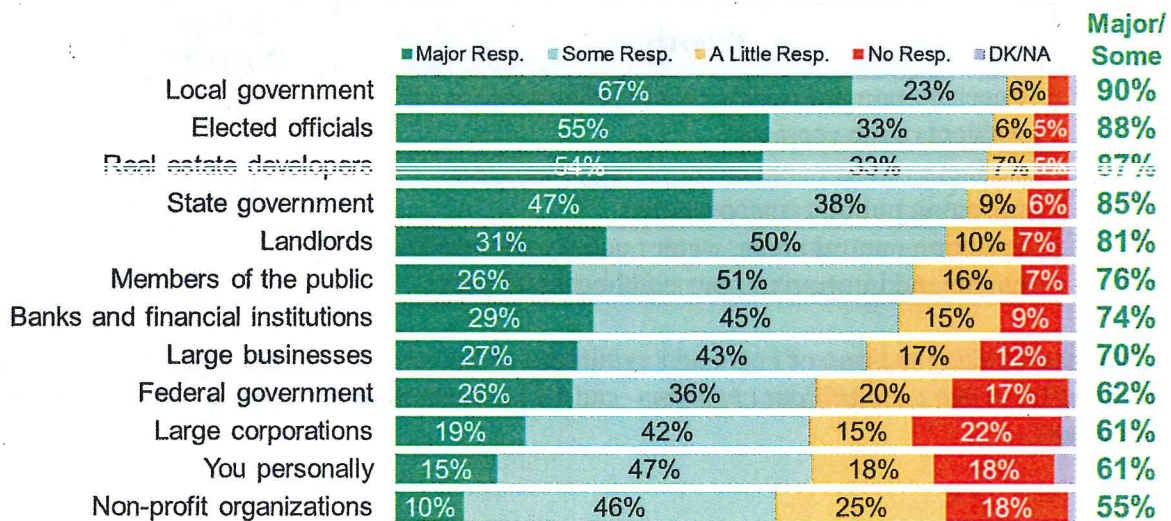
Which of the following would you say best describes the cost and availability of housing in the Portland region?



- Metro voters want local government to address housing issues.** As shown in **Figure 6** below, fully 90 percent of voters believe their local government has at least “some responsibility” for addressing the cost and availability of housing in the region. Two-thirds (67%) call it a “major responsibility” – much higher than any other actor, including landlords. Nearly as many (88%) say elected officials bear at least “some responsibility” for response, with a majority (55%) calling for a “major” role.

Figure 6: Responsibility for Addressing Housing Cost and Availability

A number of different people and organizations may have some part to play in addressing the cost and availability of housing in the region. Please tell me whether you believe each of the following should have a major responsibility for addressing these issues, some responsibility, a little responsibility, or no responsibility.



- **While parks are a lower priority than traffic and housing, voters clearly value natural areas.** As shown in Figure 7 below, the increase in intensity of concern about housing issues has not eroded support for green spaces. Metro voters have consistently put a high value on their parks, trails and natural areas, with steady shares of more than three-quarters (76%) saying *protecting natural areas and wildlife habitats* and nearly seven in ten (69%) saying *improving air and water quality* are “extremely” or “very important” goals for the Metro region.

Figure 7: Goals for the Portland Metro Area

I'm going to read you a list of goals that some people might have for the Portland metropolitan area. Please tell me how important that goal is to you personally as you think about the future of the region: is it extremely important, very important, somewhat important, or not important?

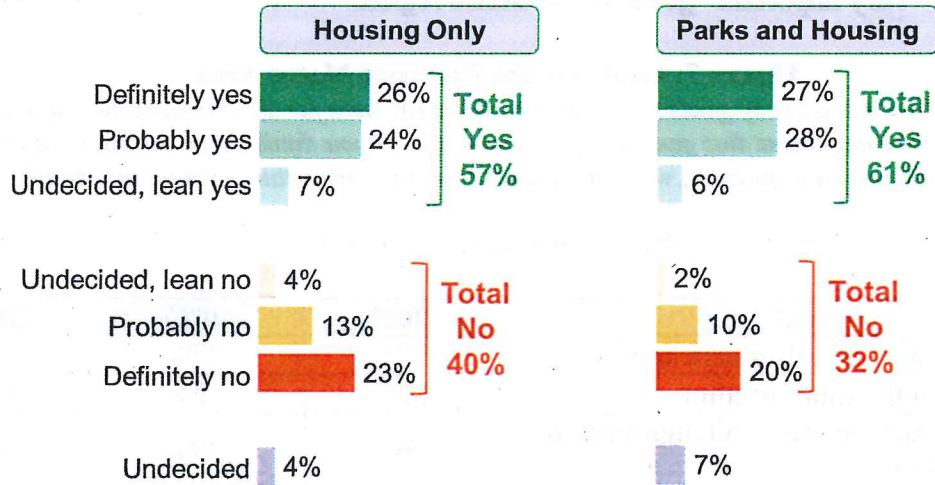
(% Extremely/Very Important)

Goal	2015	2017	Diff.
Having high-quality, affordable housing	67%	77%	+10%
Improving public transportation	48%	55%	+7%
Improving roads, bridges, and highways to ease congestion	73%	79%	+6%
Doing our part to reduce climate change	60%	66%	+6%
Supporting quality public schools	81%	83%	+2%
Improving air and water quality	68%	69%	+1%
Protecting natural areas and wildlife habitats	76%	76%	--
Conserving nearby farm and forest lands	72%	72%	--
Caring for and restoring our rivers	78%	76%	-2%
Improving bike lanes	28%	26%	-2%
Having more and better parks, and places to enjoy the outdoors	49%	45%	-4%
Creating more good jobs	84%	79%	-5%

- **Metro voters support a potential ballot measure funding housing – and slightly larger shares back a measure pairing housing and parks.** As demonstrated in Figure 8 on the next page, clear majorities of Metro voters support a potential measure that would increase taxes to fund housing improvements and/or natural areas. Though the intensity of support is similar for both, with about one-quarter saying they would “definitely” vote yes on each version of the measure, the share of “yes” voters is slightly higher (61%) for the version of the measure which includes funding for natural areas, water quality and neighborhood parks than for the one which would fund housing alone (57%).

Figure 8: Potential Support for a Housing/Parks Measure

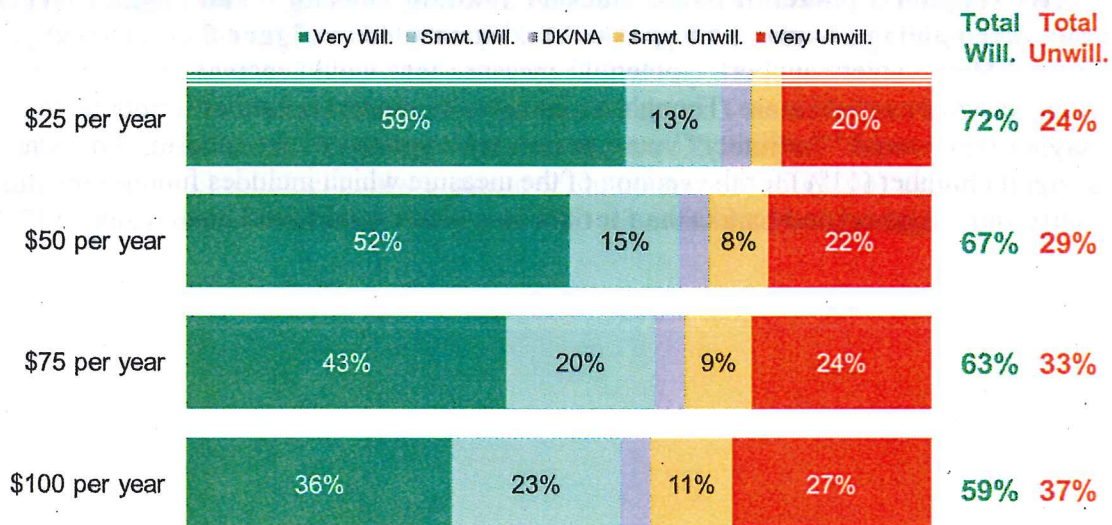
Suppose there were a measure on the ballot that would increase taxes to help ensure enough housing that is affordable for all residents of the region (Half Sample: and protecting natural areas, water quality and wildlife habitat, and improving our neighborhood parks). If there were an election today, do you think you would vote “yes” in favor of this measure or “no” to oppose it?



- **Strong majorities are willing to pay up \$100 per year to make these investments.** As shown in **Figure 9**, nearly three in five Metro voters say they are willing to pay \$100 per year for this type of measure, with more than one-third (36%) saying they are “very willing” to make an investment of that size. Nearly three-quarters (72%) are willing to pay \$25 per year for housing/parks improvements, with 59 percent “very willing.” There was no difference in willingness to pay between those considering a housing-only measure and one that would fund both housing and natural areas.

Figure 9: Willingness to Pay for Parks/Housing, Annually by Household

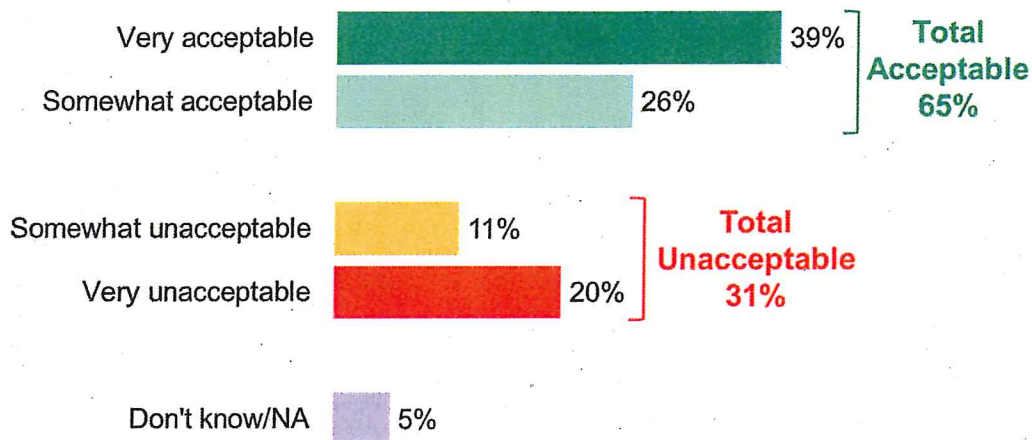
And regardless of how the money were raised, would your household be willing to pay _____ in additional taxes to fund (HALF SAMPLE: affordable housing) (HALF SAMPLE: affordable housing and parks improvements)?



- **Two-thirds say a tax on new development is an acceptable way to raise funds.** Voters were also asked about a potential tax on new development to fund affordable housing in the region, and 65 percent found it “acceptable.” Nearly two in five (39 percent) said it would be “very acceptable” – greater than the share who at all found it “unacceptable” (31 percent).

Figure 10: Real Estate Development Tax

Some people have proposed to instead fund affordable housing for the Portland region with a tax on new residential, commercial, and industrial development. Would that way of raising funds sound acceptable or unacceptable?



In sum, Portland Metro voters are clearly feeling the impacts of growth and development in the region on their daily lives, particularly in the areas of transportation and housing costs and availability. They have a clear desire to see local government address these issues, and are willing to pay a substantial amount in additional taxes if it will help local government craft effective solutions.

